International 5.5 Metre Class
Annual General Meeting 2006

Regatta Center Medemblik,
The Netherlands, 29 July 2006

MINUTES OF THE TECHNICAL MATTERS (EXTRACT)

Next updates of the rules

During the last two seasons, mainly four requests for interpretation have been done by the Technical Committee.

These interpretations have to be integrated within the rules for 2007.

They have not requested any vote from the owners as they are not changing anything of the meaning of the rules.

1. **Canting rigs :** (clarification requested by Christof Wilke, November 2004)
   Nothing in the rules currently forbids such a device. We deliberate during the 2004 TC meeting in Amsterdam and we conclude that trimming the lateral rig during a race for controlling the flex of the mast is allright, but creating a true canting rig is not respecting the spirit of the rules, even if such a boat has already existed (NED-9 ?). Then, new wording to be proposed could be something like :

   Article 21.4 *(new) Adjustable lateral rigs are allowed, as for longitudinal, but canting rigs are forbidden. The forestay rigging point on mast shall never cross to windward the boat centerplane.*

2. **Tolerance on sails battens position** (clarification requested by Michel Vaucher, voiles Gautier, 11. October 2005)
   Asking two measurers : Jean-Pierre Marmier (Isaf chief measurer), and Guy-Roland Perrin (Isaf official measurer), we learned that there is only a gentleman agreement between measurers that tolerance is +/- 50 mm. But this written nowhere, neither in the Isaf Equipment Rules of Sailing, nor the sails measurements instructions, reason why a clarification should be added in the

5.5 rules.
New wording to be proposed could be something like :

> ***Article 17.8*** *Not more than three battens are permitted in the leech and where fitted, shall divide the leech into approximately equal parts* ***with a tolerance of ±50 mm*** *and be approximately at right angles to it. The length of these battens shall not exceed 700 mm.*
>
> ***Article 18.5*** *Not more than four battens are permitted in the leech, and they shall divide the leech into approximately equal equal parts* ***with a tolerance of ±50 mm****. The length of the top batten is not restricted but the curve of the leech, determined by the head, foot and the two girth measurements, shall at no point become concave. The length of the lower battens shall not exceed 1'000 mm.*

3. **Definition of weight / ballast** (clarification requested by Ian Howlett, 5. Juny 2003)

Question : Is tab and or wing weight included in the Keel/ballast weight for the purposes of the 70% Rule ?

Answer : Definition of weight / ballast. The rules precises nothing, so we have to interpretate following the famous "spirit of the rules". We would propose that ballast means :

- every piece of lead (fin-keel, trim-tab, and internal ballast (pig-iron you say?))
- the keel bolts and trim-tab stock (so that it is easier to weigh in case of check request)
- the winglets

Today nobody built a keel in iron anymore so we think this definition could be fair.

On our boats, we have included the weight of the trib-tab within the total ballast weight, as it is made of lead.

May be we could propose an amendment to the rules, that would precise these points ?

New wording to be proposed could be something like :

> ***Article 14.3*** *Ballast shall be of lead or any other metal of density not greater than 11'340 kg/m^3.*
>
> ***Article 15.7.1*** *The maximum weight of ballast, including the keel, trim-tab, trim-tab stock, winglets, keel bolts and internal ballast is 70% of the yachts total weight as defined in rule 13.*

4. **Winglets span** (clarification requested by Ian Howlett, 5. Juny 2003)

Question : Does the 350mm keel width Rule mean that tab hung wings have to have less span in order to allow for the side to side movement ?

Answer : Winglets span : I guess you're asking how to measure the span if the wings are attached to the trim-tab, isn't it ? We have already consider that case once and have conclued that the keel shall pass through a virtual door of 350mm wide by 1'350 mm deep from the wl, and this for every

position of the trim-tab, neutral or canted to the max. In conclusion, you must just pay attention that, in plan view, the shape of the tip would not provoque an over-span while trim tab is canted to the max, or in other words, frontal width between tip chord leading edge of the keel low-pressure side and tip chord trailing edge of the keel high-pressure side would not exceed 350mm.

Today, we could propose to simplify that the trim-tab shall be in neutral position while keel is measured.

New wording to be proposed could be something like :

> ***Article 14.4*** *The fin-keel shall have a vertical or raked section not less than 150 mm wide, from its upper level (junction with the hull) to the level 1'000 mm below the waterline, and the width shall not exceed 350 mm measured with trim-tab in it's neutral position.*

End / seb / 18.01.07