

**International 5.5 Metre Class**  
**2022 Proposed Rule Changes and Discussion Points**

The following rule changes are to be voted on at the AGM on 30<sup>th</sup> June.

**Proposal No 1 (proposed by the Technical Committee):**

To properly clarify the Class interpretation of a Transom. The rules currently don't mention transom – only Hull and Deck are defined.

Existing Rule 15.5.2

The weight of the deck panel shall be at least 7.5kg/m<sup>2</sup>

To be changed to:

15.5.2 The weight of the deck panel shall in all places be at least 7.5 kg/m<sup>2</sup>. An area defined as being transom must either be defined as hull panel and fulfil rule 15.5.1 or as a deck panel and fulfil this rule 15.5.2

**Proposal No 2 (proposed by the Technical Committee):**

To be able to control and certify the weight of components, hull – canoe body, keel and internal lead ballast, we need to make it a requirement that the measurer signs off in person what the certified weight of these 3 components is. We would like to insert this in “spare rule 24”.

24.1. It is a requirement that the hull and deck are weighed, (with certified scales), in the presence of the measurer, this when the hull and deck is bonded with all internal frames and structure, and flooring is complete, excluding any internal lead ballast. The weight SHALL be recorded by the measurer on the measurement certificate. Any lead in a 5.5 hull shall be deemed to be ballast.

24.2. It is a requirement that the keel including all fairing and paint SHALL be weighed, (with certified scales), in the presence of the measurer before it is attached to the finished hull and deck. The weight SHALL be recorded by the measurer on the measurement certificate.

24.3. It is a requirement that any and all lead ballast or counter weights are weighed, (with certified scales), in the presence of the measurer before it is placed into the finished hull and deck. The weight and exact location of any ballast SHALL be recorded by the measurer on the measurement certificate.

**Proposal No 3 (proposed by Kristian Nergaard and others)**

To allow the use of GPS devices to be used to ‘ping’ the start line, thereby hopefully giving us less OCS and Black flag penalties.

Existing Rule 32.1

Electronics and electricals are permitted but they shall not be used to provide information from third parties nor to correlate true wind speed and direction or true boat speed (VMG).

At the AGM in 2020, it was agreed that GPS devices capable of displaying heading and speed only were to be allowed. This change has not yet been incorporated into the 5.5 m rules but has taken effect.

Rule 32.1

This Rule would then be removed.

## **Proposal No 4 (Proposed by BAH 24 New Moon II)**

We like to have clarity on the Support Boat Rule for Major Class Championships.

The suggested rule would help to clarify this position and is supported by a few additional points.

Safety - Support personnel are automatically involved in the event safety for all boats. (For example, in Sydney 2020, our coach saved a boat outside Pittwater that lost his rudder in heavy wind and seas)

Quality Time - Support boats allow the class to be more efficient encouraging more participation at events. Events with little wind or long transits to the race course become more enjoyable and efficient instead of waiting for hours on the water. The class can always ask towing assistance from the organizing authority (Race Management, Jury etc.) for boats without support boats. (Example Helsinki 2019)

Class Culture - We have no limits on Materials, in order not to limit this evaluation the sailing boats should have the option of support boats as in line with other Meter Class Support boat culture/restrictions.

New Owners - Thanks to coaches the learning curve can be steeper and therefore the class is more attractive

### **Major Championship Class Rule Proposal (Gold Cup, World Championships and European Championship)**

*(As per 6m & 8m Class rules/ culture)*

Proposed Wording:

#### **SUPPORT BOATS**

- Team leaders, Coaches and other support personnel may use a “support boat” to assist their competitors on the water.
- At all times, support boats and support personnel shall comply with the directions given by the Race Committee, in particular concerning rescue assistance. Support boats are requested to be on call on VHF channel XX at all times
- Support person vessels shall register at the Race Office and be marked with identifying flags issued by the OA for a fee of EUR 100, payable to the International Class Association
- Team leaders, coaches and other support personnel shall stay outside areas where boats are racing from the time of the preparatory signal for the first division to start until all boats have finished or the Race Committee signals a postponement, a general recall or an abandonment.