

Communiqué re IMCA proceedings during 2008

### **Class Rules Harmonization & Updating**

During the first 5 months of 2008, the IMCA Committee has been meeting on a regular basis to continue the Class Rules harmonization and updating process.

Significant progress has been made in a number of additional Rule sections (such as 3.2 to 3.5), and we anticipate finalizing the first draft of consolidated and updated Rules prior to the end of 2008.

Further communiqués will be issued as each major Rule set is finalized.

### **Sail Certification Marks**

Competitors are advised that IMCA has adopted the Sail Certification Mark Rule for all Fleets for 2008, on the following timeline:

- All new sails intended for use in Class events and produced from March 1, 2008 onwards must have the Certification Mark applied by the sailmaker or the yacht is subject to protest and disqualification.

(Note: this practice is already in place for Fleets 1 & 2 for old and new sails used for racing purposes in Class events)

See a sample of the current Sail Certification Mark design:



Sailmakers are not required to keep a Log (re patch #, sail type, competitor name, or date), nor are Fleet Measurers.

Competitors are simply required to update their "Measurement Certificate / Sail Register" each year with the sail type and Sail Certification Mark number. The process is done via the annual membership form (Fleet 1/2/3), or whatever mechanism each Fleet decides to use.

Sailmakers have been supplied with Sail Certification Marks for 2008 and 2009 at no cost in order to get the program fully operational worldwide. Fleet 1, 2, and 3 have funded IMCA for the cost of producing and distributing the Sail Certification Marks to sailmakers.

Competitors are advised that when a loft applies Sail Certification Marks to sails it produces, it is understood by the purchaser and IMCA that the sails will measure in to Class Rules. Sails will still be subject to occasional spot checks by Fleet Measurers, especially at the North American Championships, but they will not as a rule get measured after they are shipped to a competitor.

### **Keel Position Rule**

Lastly, and further to a communiqué issued in December 2007, competitors are reminded that IMCA is adopting a Keel Position Rule effective May 31, 2008 that applies to all Fleets.

As such, the Keel Position Rule (in metric and decimal feet per ERS guidelines) is:

"Keel Position: The keel shall be located so that the leading edge is 4470mm (14.67 feet) +/- 25mm (.08 feet) from the intersection of the transom and the hull surfaces measured along the hull surface at the centerline."

This proposed measurement is equivalent to 176" +/- 1", as compared to the current Fleet 1 & 2 Keel Position of 175 5/8" +/- 1".

The next IMCA meeting is June 2, 2008.

Best regards,

Michael Clements & Denise George, IMCA delegates