

CHANGES PROPOSED BY FFI COUNCIL / TECHNICAL COMMITTEE

(a) CLASS RULES

**ITEM 1**

**13.5.2 MAINSAIL CONSTRUCTION**

Proposed Addition to Current Rule

Dimensions	Minimum	Maximum
Leech length		6530mm
Half width		2015mm
Three-quarter width		1150mm
Top width		130mm
Primary reinforcement		340mm
Secondary reinforcement:		
from sail corner measurement points		1020mm
for flutter patches		140mm
for chafing patches		1020mm
for batten pocket patches		175mm
Tabling width		40mm
Seam width		20mm
Total window area		0.3m <sup>2</sup>
Window to sail edge	150mm	
<b><i>Inner end of foot bolt rope from clew point</i></b>	<b><i>2500mm</i></b>	
Headboard width measured at right angles to the luff		102mm
Batten pocket length:		
upper pocket:		
inside		782mm
other pockets		
inside		1035mm
Batten pocket width:		
inside		60mm
Head point to intersection of leech and centreline of uppermost batten pocket	1250mm	
Clew point to intersection of leech and centreline of lowermost batten pocket	1250mm	
Batten pocket distances, measured between the intersections of the pocket centrelines and the leech	1200mm	

Reason for Change

Class Rule B 14.3 prohibits the use of a 'loose footed mainsail'

We have recently encountered mainsails with an extreme cutaway from the clew along the foot.

There is neither a definition nor reference to “loose footed sail” in either the Equipment Rules of Sailing or the International Measurers’ Manual. World Sailing Technical Committee confirms that it is undefined. They say that if a Class wishes to prohibit such a sail then they must include it in their class rules by specifying the minimum length of the foot bolt rope.

This change will allow a maximum cutaway at the clew of 500 mm. Our two major sailmakers meet this requirement.

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## **ITEM 2**

### **B 12.9**    **OUTRIGGERS**

#### Current Rule

- a) No **sail** shall be sheeted over or through an outrigger, except as permitted in Rule 12.9(b). An outrigger is any fitting or other device so placed that it could exert outward pressure on a **sheet** or **sail** at a point from which, with the **boat** upright, a vertical line would fall outside the **sheerline**.
- (b) (i) Any **sail** may be sheeted to or led above the main **boom**.
- (ii) A **headsail** may be sheeted or attached at its **clew** to a **spinnaker pole**, provided that a **spinnaker** is not set.
- (iii) For **spinnaker sheets** attached to the **clews** of a **spinnaker** and for lines attached to the **spinnaker sheets**, outriggers of not more than 50mm are permitted, provided they are within 100mm fore and aft of the **shrouds**.

#### Proposed Rule

Delete the current rule entirely, and replace with.....

**12.9**    *An outrigger is any fitting or device so placed that it could exert outward pressure on a sheet or sail at a point from which, with the boat upright, a vertical line would fall outside the hull or deck, except through a rubbing strake, where it shall be no less than 25mm inside the outer edge of the rubbing strake.*

#### Reason for Change

This rule was introduced in 1995 to control the use of outriggers and was a copy of RRS Rule 50. The rule as written is now redundant and unnecessary,

The modern Flying Fifteen is now usually constructed with full height side tanks and end tanks which have no (or limited) access points. With the need to have most fittings inside the sheerline, installation and maintenance of these fittings is almost an impossible task e.g. spinnaker sheet turning blocks, mainsheet anchor points, spinnaker tweaker lines etc. There is no need for this complexity.

Rule 2.4 limits the total width of the rubbing strakes to 76 mm so this new rule will keep fittings within 25mm of the outer edge of the boat's rubbing strake.

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## **ITEM 3**

### **14.5**    **PROHIBITIONS**

#### Current Rule

Except in an emergency, a **boat** shall neither make nor receive radio communications whilst *racing*. This restriction also applies to mobile telephones. A Notice of Race and/or Sailing Instruction may change this Class Rule B 14.5.

#### Proposed Rule

Except in an emergency, a **boat** shall neither make nor receive radio communications whilst racing. This restriction also applies to mobile telephones. ***A Notice of Race and/or Sailing Instruction may change this Class Rule B 14.5.***

#### Reason for Change

The FFI Class Rules have always prohibited external communications (radios/telephones) whilst racing. The current rule was rewritten in 2011, to include the words "*A Notice of Race and/or Sailing Instruction may change this Class Rule B 14.5*". This was introduced to allow Organising Authorities to make changes to suit their purposes.

Unfortunately in recent years many Organising Authorities have misused this power and continue to abuse this privilege by making changes to the Class Rule that do not maintain the original intent, which is to prohibit the use of radios etc. whilst racing. Often they have used the RRS default clauses (Appendices K 18 and L 27), which are meaningless (ambiguous) in the context of our rule. Sometimes they have actually overridden our Class Rule, allowing communications whilst racing.

This proposed change will remove this possibility.

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## **ITEM 4**

## **A3 CERTIFICATION**

### Current Rule

Owners shall then apply to their **Certification Authority** (see Rule A1) for a Measurement Certificate enclosing a completed Measurement Form together with the International Class Fee Receipt and any registration fee that the **Certification Authority** may specify. Upon receipt of these, the **Certification Authority** may issue a Measurement Certificate to the owner.

### Proposed Rule

Owners shall then apply to their **Certification Authority** (see Rule A1) for a Measurement Certificate enclosing a completed Measurement Form *for the boat (excluding sails)* together with the International Class Fee Receipt and any registration fee that the **Certification Authority** may specify. Upon receipt of these, the **Certification Authority** may issue a Measurement Certificate to the owner.

### Reason for Change

This rule sets out the process of issuing a measurement certificate for a new boat.

The current rule requires that the sails be measured and included on the Measurement Form before a certificate can be issued for the hull. In practice this seldom happens, with Certification Authorities issuing certificates for the hull with or without sails. Indeed the RYA has been issuing certificates without sails for many years. It is common for owners to delay their purchase of sails until after the hull has been certified.

The rule is being amended to comply with our current FFI practice, and allow hull certification to be completed without sails.

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## **CHANGE PROPOSED BY UKFFA / supported by TECHNICAL COMMITTEE**

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## **ITEM 5**

## **13.5.2 MAINSAIL CONSTRUCTION**

### Current Rule

	Minimum	Maximum
Total window area		0.3m <sup>2</sup>

### Proposed Rule

	Minimum	Maximum
Total window area		<b>0.6m<sup>2</sup></b>

### Reason for Change

The purpose of this change is to allow a much larger window above the foot of the mainsail for better visibility to the other side of the sail.

The Technical Committee supports this proposed rule change.

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**CHANGE PROPOSED BY UKFFA, NOT supported by TECHNICAL COMMITTEE**

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**ITEM 6**

**13.8.2. (a) (i) SAIL LIMITATIONS - Registration**

Current Rule

Not more than two mainsails, two headsails and two spinnakers shall be registered in the first twelve months. Thereafter not more than one mainsail, one headsail and one spinnaker shall be registered in each twelve month period commencing on the anniversary of the date on which the original measurement of the boat was completed, except that in the event of the change of ownership of the boat, one additional mainsail, one additional headsail and one additional spinnaker may be registered by the new owner in the corresponding twelve month period.

Proposed Rule

Not more than two mainsails, two headsails and two spinnakers shall be registered in the first twelve months. ~~Thereafter not more than one mainsail, one headsail and one spinnaker~~ *Thereafter not more than 5 sails whether mainsail, spinnaker or headsail* shall be registered in each twelve month period commencing on the anniversary of the date on which the original measurement of the boat was completed, except that in the event of the change of ownership of the **boat**, one additional mainsail, one additional headsail and one additional spinnaker may be registered by the new owner in the corresponding twelve month period.

Reason for Change

UKFFA Comment: This will allow owners who sail their boat intensively throughout the year to replace sails as they become worn out, to allow sail makers to develop new sails in racing conditions and will allow more sails such as headsails which wear out more quickly to be measured in.

Technical Committee Comment: The Technical Committee does not support this proposed rule change. We believe that any change to increase the annual sail allocation is premature. It is likely that the new headsail (which has only been in service for less than one year ) will be less prone to leech damage than the previous sail and will last longer.

Further, we are concerned that changing the rules in this way could cause an increase in the costs of operating the Flying Fifteen, and lead to 'cheque book' sailing. This view is consistent with the UKFFA Constitution (10)..... "In order to keep the class as inexpensive as possible it is the policy of the Association to maintain, as far as is practicable, the International Flying Fifteen as a One Design Class.

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**CHANGES PROPOSED BY FFI COUNCIL**

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**(b) CONSTITUTION**

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**ITEM 7**      **Clause 9.9 Proposed Changes to the Constitution, Class Rules or Championship Regulations**

Current Clause

Subject always to clause 9.10 and provided that the postal or verifiable electronic ballot has been completed and the voting returns received not later than 31 August, a change to the Class Rules which has been adopted by the Federation will take effect on 1 March next; but if the voting returns have not been received by 31 August then the effective dates shall be extended by one year.

Proposed Clause

Subject always to clause 9.10 and provided that the postal or verifiable electronic ballot has been completed and the voting returns received not later than *the date specified under clause 9.4(d), 31 August*, a change to the Class Rules which has been adopted by the Federation will take effect on 1 March next. ***but if the voting returns have not been received by 31 August then the effective dates shall be extended by one year.***

#### Reason for Change

This clause specifies a date on which ballot voting must be completed (i.e. 31 August). It was included in the original 1997 Constitution because it was then required by the ISAF Regulation 29.1, which specified the date by which all International Classes were required to submit changes to their Class Rules for ISAF approval. The ISAF subsequently deleted this Regulation in 2003, and World Sailing now accept proposals for approval of Class Rule changes at any time during the year.

This date is now irrelevant, and should be removed.

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## **ITEM 8      Clause 7.2 (c) MANAGEMENT**

### Current Clause

(c) **The Commodore:** The Council members shall at a properly convened meeting held on the occasion of each World Championship, or at any earlier time if a vacancy in the position of Commodore should arise, elect one of their number to be the Commodore of the Federation. The Commodore shall hold office for a term fixed by the Council but no longer than until the conclusion of the next World Championship. A Commodore may be re-elected by the Council for a second term, but thereafter shall not be eligible for a consecutive term of office. If more than one Council member stands for election, the candidate who receives the most votes cast by Council members shall be elected. If a deadlock arises in an election for Commodore, the retiring Commodore, if he is standing, shall be re-elected; and if he is not standing, then he or, if he is not present, some other person who is acting as the chairman of the meeting shall have a casting vote as well as a deliberative vote on the election.

### Proposed Clause

(c) **The Commodore:** The Council members shall at a properly convened meeting held on the occasion of each World Championship, or at any earlier time if a vacancy in the position of Commodore should arise, elect one of their number to be the Commodore of the Federation. The Commodore shall hold office for a term fixed by the Council but no longer than until the conclusion of the next World Championship. A Commodore may be re-elected by the Council for a second term ***or a third term***, but thereafter shall not be eligible for a consecutive term of office. If more than one Council member stands for election, the candidate who receives the most votes cast by Council members shall be elected. ***If a deadlock arises in an election for Commodore, the retiring Commodore, if he is standing, shall be re-elected; and if he is not standing, then he or, if he is not present, some other person who is acting as the chairman of the meeting shall have a casting vote as well as a deliberative vote on the election. If the current Commodore is seeking re-election, and there are other nominations, he shall vacate the chair for the period of the election. An acting chairman elected by the Councillors present shall have a casting vote in the case of a tied ballot.***

### Reason for Change

The current rule specifies that the Commodore is elected for one term, with an option of a second term only.

The proposed rule extends the length of appointment for up to three terms. This is desirable on the basis that volunteers prepared to stand for the position of Commodore are becoming more difficult to recruit, as has been the case in recent years. This will allow a Commodore to extend his term if he so desires, in the absence of any other nominations.

## **ITEM 9      Clause 5      OBJECTIVES of NATIONAL ASSOCIATIONS**

### Current Clause

5.1(e) ii. before voting on any proposed change to the Constitution of the Federation or to the Class Rules or the Championship Regulations, the National Association shall first conduct a postal ballot of its voting members. When voting on the proposed change, the National Association shall cast the same number of votes against that proposed change as were cast by its own voting members on the national postal ballot;

### Proposed Clause

5.1(e) ii. before voting on any proposed change to the Constitution of the Federation or to the Class Rules or the Championship Regulations, the National Association shall first ***obtain approval of its members by conducting a ballot of its members, either by a postal or verifiable electronic ballot, or by a ballot at a general meeting, and the proposed change shall require a 2:1 majority in its favour.***

### Reason for Change

The wording of the current clause is not correct. It was incorrectly transcribed from the draft document presented at the Council Meeting in 1997 when the new Constitution was approved.

As a result the wording of the last sentence contradicts Section 9 of the current Constitution, which correctly sets out the voting process for International Ballots.

It should be noted that the proposed change is consistent with the voting requirements of Clause 7(g) of the current BIFFA Constitution, from which it was derived. It is also consistent with the provisions of the Constitutions of the majority of NCAs.

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## **CHANGES PROPOSED BY FFI COUNCIL**

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### **(c)      CHAMPIONSHIP REGULATIONS**

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## **ITEM 10      7 BOATS AND COMPETITORS**

### Current Regulation

7.1      At World and European Championships, places shall be allocated as follows:

- (a)      (i) For each National Association with more than 90 boats, there will be 3 places plus 1 place for every 30 (or part thereof) boats with valid Measurement Certificates and owned by members of the National Association as at 31<sup>st</sup> March preceding the Championship.
- (ii) For each National Association with 20-90 boats, there will be 6 places for boats with valid Measurement Certificates and owned by members of the National Association as at 31<sup>st</sup> March preceding the Championship.
- (iii) For each National Association with less than 20 boats there will be 3 places for boats with valid Measurement Certificates and owned by members of the National Association as at 31<sup>st</sup> March preceding the Championship.
- (b)      (i) When a qualifying event is held prior to the Championship (see Para 4) there will be 6 places for the highest placed competitors from National Associations other than that of the host country who would not otherwise have places in the Championship. Should any places under this regulation not be taken up, then they shall be added to the places available for allocation under Para 7.1(b)(ii) below.

- (ii) When a qualifying event is held prior to the Championship (see Para 4) there will be 4 places for the highest placed competitors from the National Association of the host country who would not otherwise have places in the Championship. Should any places under this regulation not be taken up, then they shall be added to the places available for allocation under Para 7.1(b)(i) above.
  - (c) Should the total of (a) and (b) be less than 74 the balance shall be allocated to the highest placed competitors in the qualifying event (see Para 4) who would not otherwise have places in the Championship.
  - (d) If the total of (a) and (b) exceeds 74 places then the total number of competitors so qualifying will be permitted to compete.
  - (e) In addition, there will be 4 places allocated at the Commodore's discretion for members of the FFI Council and Executive attending a Council meeting during the Championship, plus one place for the reigning World Champion and one place for the President of the National Association of the host country.
- 7.2 For International Championships, there is no qualifying requirement; however the fleet size is limited to the maximum fleet size (Regulation 5.2) less the entries calculated from Regulation 7.1.
- 7.3 Competing boats shall hold a valid measurement certificate and owners and helmspersons shall be members of Associations affiliated to FFI, and (with the exception of 7.1(b)(i) and 7.1(e) shall be nominated by such an Association.
- 7.4 Competitors shall be responsible for providing their own boats and transporting these to the Championship venue. If they wish they may borrow boats locally for the Championship.

#### Proposed Regulation

- 7.1 At World and European Championships, ***places are limited to a maximum of 86 boats. (excluding any international regattas)*** Places shall be allocated as follows::
- (a)
    - (i) For each National Association with more than 90 boats, there will be 3 places ***plus 2 places 1-place*** for every 30 (or part thereof) boats with valid Measurement Certificates and owned by members of the National Association as at 31<sup>st</sup> March preceding the Championship.
    - (ii) For each National Association with 20-90 boats, there will be 6 places for boats with valid Measurement Certificates and owned by members of the National Association as at 31<sup>st</sup> March preceding the Championship.
    - (iii) For each National Association with less than 20 boats there will be 3 places for boats with valid Measurement Certificates and owned by members of the National Association as at 31<sup>st</sup> March preceding the Championship.
  - (b)
    - (i) When a qualifying event is held prior to the Championship (see Para 4) there will be 6 places for the highest placed competitors from National Associations other than that of the host country who would not otherwise have places in the Championship. Should any places under this regulation not be taken up, then they shall be added to the places available for allocation under Para 7.1(b)(ii) below.
    - (ii) When a qualifying event is held prior to the Championship (see Para 4) there will be 4 places for the highest placed competitors from the National Association of the host country who would not otherwise have places in the Championship. Should any places under this regulation not be taken up, then they shall be added to the places available for allocation under Para 7.1(b)(i) above.
  - (c) Should the total of (a) and (b) be less than **80 74**—the balance shall be allocated to the highest placed competitors in the qualifying event (see Para 4) who would not otherwise have places in the Championship.
  - (d) ***~~If the total of (a) and (b) exceeds 74 places then the total number of competitors so qualifying will be permitted to compete.~~***
  - (e) In addition, there will be 4 places allocated at the Commodore's discretion for members of the FFI Council and Executive attending a Council meeting during the Championship, plus

one place for the reigning World Champion and one place for the President of the National Association of the host country.

- 7.2 For International Championships, there is no qualifying requirement, however the fleet size is limited to the maximum fleet size (Regulation 5.2) less the entries calculated from Regulation 7.1.
- 7.3 Competing boats shall hold a valid measurement certificate and owners and helmspersons shall be members of Associations affiliated to FFI, and (with the exception of 7.1(b)(i) and 7.1(e) shall be nominated by such an Association.
- 7.4 Competitors shall be responsible for providing their own boats and transporting these to the Championship venue. If they wish they may borrow boats locally for the Championship.

#### Reason for Change

##### 7.1(a) (i)

This regulation was last amended at the 2005 Ballot, which increased the allocated places for the larger fleets to better represent their fleet sizes.

However, since 2005, the total worldwide fleet size has fallen by 35% and there is an imbalance between the individual NCA fleet numbers and their allocations. Further, the total allocated fleet entries now fall well short of the total fleet size provided for in the Regulations.

It should be noted that FFI Council have already agreed to this clause as an interim measure and it will be applied at the forthcoming Dun Loaghaire Worlds

##### 7.1 (c)

This clause is updated to reflect the maximum number of qualifying places available i.e. 80 places.

##### 7.1 (d)

This clause is now redundant and unnecessary

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## **ITEM 11 5.2 Organisation & Responsibility**

### Current Regulation

5.2 The Organising Club shall advise FFI of the maximum size of the World Championship fleet (including any concurrently conducted International Championships) consistent with the venue and the resources of the host Organising Club.

### Proposed Regulation

5.2 The Organising Club shall advise FFI of the maximum size of the World Championship **Regatta** fleet (including any concurrently conducted International Championships) consistent with the venue and the resources of the host Organising Club.

***Note....The World Championship fleet size will be up to 86 boats (see Para 7.1).***

### Reason for Change

This is to indicate to Organising Clubs the potential size of the regatta.

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