

NATIONAL EIGHTEEN FOOT CLASS – ROYAL YACHTING ASSOCIATION

Honorary Secretary

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SCOTLAND

2018 Extraordinary General Meeting – Agenda

Notice is hereby given of an extraordinary general meeting to be held on Saturday 2nd June at 5pm at Baltimore Sailing Club. There are five separate rule change proposals.

1. Rule Change Proposals

Proposal 1

Proposed By: Jeremy Vines

Seconded By: Ewen Barry

CURRENT RULE:

C.5 PORTABLE EQUIPMENT

C.5.1 FOR USE

(a) OPTIONAL

- (1) Electronic or mechanical timing devices.
- (2) Magnetic or Electronic compasses.
- (3) Consumables, spares and the storage containers needed.
- (4) Personal cameras attached to the boat or person.

C.5.2 NOT FOR USE

(a) OPTIONAL

- (1) Paddles

NEW RULE:

C.5 PORTABLE EQUIPMENT

C.5.1 FOR USE

(a) OPTIONAL

- (1) Electronic or mechanical timing devices.

- (2) Magnetic or Electronic compasses.
- (3) Consumables, spares and the storage containers needed.
- (4) Personal cameras attached to the boat or person – **removable from the boat for weighing.**
- (5) **Race tracking equipment (GPS) where permitted or required by the Notice of Race and/or Sailing Instructions and removable for weighing.**
- (6) **GPS “Smart Watches” and items such as heart rate monitors worn on the person.**

C.5.2 NOT FOR USE

(a) OPTIONAL

(1) Paddles

REASON:

Tracking at events is becoming more popular and this rule keeps control under NOR's etc which must be approved by the class, but removes the necessity for individually event rule change approval. Because the class rules are closed class it prevents people from using heart rate monitors which might be essential to them. This allows for this and similar items. Many watches now have GPS facilities and it is almost impossible to police their use. This removes the area where people may be breaking the rules.

PROPOSAL 2

Proposed By: Charles Dwyer

Seconded By: Nick Walsh

CURRENT RULE:

G.3.3 CONSTRUCTION

- (a) The construction shall be: **soft sail, single ply sail.**
- (b) The **body of the sail** shall consist of the same **woven ply** throughout.
- (c) The **body of the sail** for **MORRISON** shall consist of **woven** and/or **laminated ply** throughout.
- (d) The **sail** shall have a maximum of 4 batten **pockets** in the **leech**. The space between any batten pockets in the sail shall divide the aft edge of the sail into approximately equal parts. The uppermost pocket if fitted may extend from **luff** to **leech**.
MORRISON sails shall have 5 batten **pockets** in the **leech**. The upper most 2 battens shall extend from the **luff** to the **leech**. The outboard end of the upper batten pocket shall be placed at the intersection of the **head** and the **leech**. The spacing of the lower 3 battens is optional.

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MORRISON sails shall have 5 batten **pockets** in the **leech**. The upper most 2 battens shall extend from the **luff** to the **leech**. The outboard end of the upper batten pocket shall be placed at the intersection of the **head** and the **leech**. The spacing of the lower 3 battens is optional. **Battens shall not be removed for measurement.**

REASON:

Battens are becoming more difficult to remove from sails and this gives consistency and makes the measurement task less complicated.

Proposal 3

Proposed By: Tom Dwyer

Seconded By: Stuart Urquhart

CURRENT RULE:

G.3.4 DIMENSIONS

Where no limit(s) for a particular dimension is given then the item is not controlled and need not be measured.

minimum maximum

(a) The area of the mainsail shall be calculated by the formula $(A \times B) / 2$ and shall be rounded up to the next whole 0.001m²

Half width B/2 +820 mm

Three-quarter width B/4 +710 mm

Window area 0.4 m²

Window to sail edge 20 mm

Batten pocket length:

uppermost pocket if fitted:

inside 1200 mm

other pockets:

inside 1020 mm

MORRISON Leech length 8000 mm

MORRISON Foot roach 125 mm

MORRISON Top Width 650 mm

MORRISON Half Width 2010 mm

MORRISON Three-quarter width 1340 mm

MORRISON Batten pocket length:

Lower 3 pockets:

inside 1270 mm

Head point to intersection of leech and centreline of 2nd batten pocket down from head

..... 1450 mm ... 1550mm

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Lower 3 pockets:

inside 1270 mm

Head point to intersection of leech and centreline of 2nd batten pocket down from head

..... 1380 mm ...1550mm

REASON:

To correct and error which occurred in the original correspondence and drafting of the rules.

Proposal 4

Proposed By: Peter O'Donovan

Seconded By: Jessica Berney

CURRENT RULE:

H.1 GENERAL

H.1.1 There are two types of flotation test: Immersion test, Inspection/air-test.

H.1.2 The immersion test shall be carried out on all new boats prior to initial certification and thereafter at intervals not exceeding 36 months.

NEW RULE:

H.1 GENERAL

H.1.1 There are two types of flotation test: Immersion test, Inspection/air-test.

H.1.2 The immersion test shall be carried out on all new boats prior to initial certification and thereafter at intervals not exceeding 36 months. **The MORRISON boats are exempt from the initial immersion test as the certificate of conformity from the builder covers this buoyancy requirement.**

REASON:

The new boats are tested for air leaks rigorously before leaving the factory so and initial immersion test is unnecessary.

Proposal 5

Proposed By: Julian Berney Seconded By: Claire Laurie

CURRENT RULE:

E.4 RUDDER BLADE, RUDDER STOCK AND TILLER AND TILLER EXTENSION

E.4.1 MANUFACTURERS

(a) The manufacturer is optional except for the Morrison design where the rudder shall be built by the licensed builder from RYA approved moulds. Existing rudder designs may be used on the Morrison design.

NEW RULE:

E.4 RUDDER BLADE, RUDDER STOCK AND TILLER AND TILLER EXTENSION

E.4.1 MANUFACTURERS

(a) The manufacturer is optional except for the Morrison design where the rudder **blades** shall be built by the licensed builder from RYA approved moulds. **Existing rudders built prior to 2015 may be used on the Morrison design. The manufacturer of the rudder stock is optional**

REASON:

To clarify what existing rudders can be used.

To facilitate development of a stock to support lifting or pivoting rudder installations.

2. Meeting Close