

## 2015-01 – Emergency Rule Amendment

### IFCR 9.6 – Weight

#### Current Wording:

“The hull shall weigh not less than 76.4kg.

The initial weighing, or any subsequent re-weighing, of the hull shall be done (after painting and/or varnishing if necessary) with the boat complete with hatch covers and toe straps and all fittings permanently fastened, bolted or screwed to the hull, but not including the centreboard, wire or rope strops, sheets or control lines.

The initial weighing shall be done before the boat is launched for the first time.

Any re-weighing for the purpose of changing correctors shall be done after the boat has been kept out of water, in a dry condition, with the hatch covers removed, and cover off, for at least 12 days.

If a boat is found to be under weight at the time of measurement, correcting weights shall be fitted to bring the boat up to minimum permitted weight. The combined weight of the correctors shall not exceed 4.5 kg. The correctors shall be bolted to the underside of the thwart in a visible position.

The total weight of the correctors shall be shown on the measurement certificate.

No correctors shall be removed or altered without the boat being re-weighed by an official measurer.”

#### Amended Wording:

“The hull shall weigh not less than 76.4 kg.

The initial weighing, or any subsequent re-weighing, of the hull shall be done (after painting and/or varnishing if necessary) with the boat complete with hatch covers and toe straps and all fittings permanently fastened, bolted or screwed to the hull, but not including the centreboard, wire or rope strops, sheets or control lines.

The initial weighing shall be done before the boat is launched for the first time.

Any re-weighing for the purpose of changing correctors shall be done after the boat has been kept out of water, in a dry condition, with the hatch covers removed, and cover off, for at least 12 days.

If a boat is found to be under weight at the time of measurement, correcting weights shall be fitted to bring the boat up to minimum permitted weight. The combined weight of the correctors shall not exceed 4.5 kg. The correctors shall be bolted to the underside of the thwart in a visible position.

The total weight of the correctors shall be shown on the measurement certificate.

No correctors shall be removed or altered without the boat being re-weighed by an official measurer: unless an official measurer is of the opinion that the hull weight, excluding the correctors, has not changed since the initial weighing or any subsequent re-weighing.”

**Reason:**

The 2014 change to IFCR 9.6 reduced the weight of the hull by 3.0 kg, in parallel with a 3.0 kg reduction of the weight of the correctors. For existing boats with 4.5 kg or more of correctors, up to 3.0 kg of corrector weight must be removed to comply with the new 4.5 kg limit. For existing boats with 3.0 kg to 4.5 kg of correctors, up to 3.0 kg of corrector weight could be removed. For existing boats with less than 3.0 kg of correctors, all of the corrector weight could be removed.

If a boat owner must remove corrector weight to comply with the new 4.5 kg limit (i.e. existing corrector weight greater than 4.5 kg), or if a boat owner wishes to reduce hull weight by only removing corrector weight (i.e. existing corrector weight not more than 4.5 kg), it would be sufficient and expedient to have an official measurer confirm that the revised corrector weight is at most 3.0 kg less than the original corrector weight indicated on the measurement certificate. However, the official measurer must be of the opinion that the hull weight, excluding the correctors, has not changed (e.g. hardware/controls added or removed, repairs, glass ball compass replaced with digital compass) since the initial, or any subsequent, weighing.

This would save the time and effort required to strip a hull of its lines and keep it dry for at least 12 days, as stipulated for a full re-weighing.

If the boat owner decides to remove corrector weight and, in addition, undertake modifications to the hull to reduce the hull weight, a full re-weighing is required.

The emergency rule amendment would be in effect for a period of not more than twelve months before the amended wording would revert back to the current wording.

**Proposed By:**

Fireball International Technical Committee