

Dear IMCCA Top managers!

We thank you for great job in 2017 season: World Championship in France was performed in a very high level, and the Technic Committee did a great work.

We have carefully read the report of the IMCCA January Assembly and paid attention to the draft changes of the rules.

Kindly find several proposals from Russian Association in below.

## **A. Regarding IMCCA work organization**

### **1. Technical Committee.**

**Our proposal is as following:** The Technical Committee should be in place, but we want to pay attention there is no definition for this organization in the micro-class rules, nor there are any definitions at IMCCA official website, which is amiss. There must be a clear understanding of this organization, who exactly is included, what is the powers of the committee would be and what are the influences of committee into Association decisions could be done.

*Main question during discussions: who exactly would be included into the committee members? What qualification level must each committee member have according to WS rules? Are only qualified measurers could be committee members or any interest could become a member?*

**Our proposal is as following:** The technical committee is an advisory organization, both measurers and microclass enthusiasts could become members. The committee's decisions are considered as recommendations of the Association (except for those cases there are direct instructions from the WS). Final decisions based on committee's recommendations are taken at the annual IMCCA Assembly. We propose to adhere the definition of technical committee in official IMCCA documents.

### **2. Fees**

There is an issue of membership fees that are not paid properly on time or not paid at all from few participating countries.

**Our proposal is as following:**

The country **does not participate** in Euro Rating in case there is no fee received before the 1st EuroMicro stage of the current season in which athletes from this country participate. Athletes from this country are not allowed to the World Cup, or participants from an unpaid country pay for themselves personally (we propose 100% of the fee) and they only race under the IMCCA flag (not the country flag).

### **3. Euro Rating**

**Our proposal is as following:** The Euro Rating responsible person should publish the calculation rules on the official website. We also ask to include all participating boats in the list as it used to be for many years, and only highlight those who fully meet the requirements of the rating. Rationale: that increases the motivation for every athletes and makes work with sponsors more successful.

#### 4. Contacts

**We strongly and kindly ask you** to verify the emails for communication. A lot of mails from you to Russian Association do not reach the right managers. There are also too many participants in the official correspondence there are who no longer take any part in the microclass life.

**Correct contacts for Russia Microclass Association are**

**[info@microclass.ru](mailto:info@microclass.ru)**, [stuoppa@mail.ru](mailto:stuoppa@mail.ru), [mi.masher@gmail.com](mailto:mi.masher@gmail.com)

### B. Regarding class rules

#### 1. General remarks:

It is difficult for most athletes to read the rules in the existing format.

**Our proposal is as following:** to create the separate appendix for rules and include the main and strict rules points in order them to be easily controlled by athletes and by measurers. We recommend this appendix to be a part of sailing instruction.

This action would make the rules more accessible and readable for new athletes.

Please find the example of such format below – in Appendix 1.

#### 2. Regarding EuroMicro and World Championship measurement procedure

**Our proposal is as following:** To include the procedure for boat measuring in a separate regulation:

**Pay attention to the sequence of points 2 and 3, it should be exactly as below.**

1. Certificates providing
2. **Sails measurement (compliance check)**
3. **Mast measurement**
4. Equipment
5. Weighing
6. Heeling

(!) P and E depend on the sail measurement. In case mast is measured before sails measurement there could be a necessity to change the stamps which requires the repeated mast measurement.

#### 3. Regarding additional spinnaker

**Our proposal is as following:** to allow to have a second spinnaker on the boat.

(!) In case of second spinnaker is allowed it is possible to use it if first one is broken during racing, it is also possible to use it in strong wind conditions, both makes racing more competitive.

## C. Comments and issues on draft rules

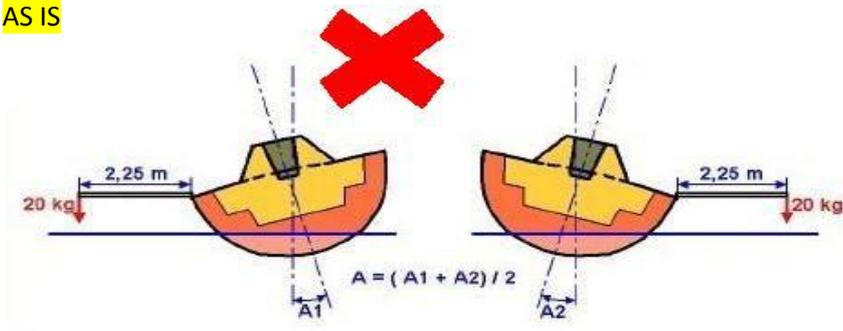
*In yellow* – where the issue is

*In red* – amendments and questions

1. A.4.3 In countries where there is no MNA or the MNA does not wish to administrate the class, its administrative functions as stated in these class rules shall be carried out by the IMCCA which may delegate the administration to an **NCA**. **NMCA!**
2. C.7.3 FITTINGS
  - (c) **Any other devices for hiking such as trapeze wires are prohibited** (this point is the same as **C3.2**)
3. GENERAL
  - (c) Outriggers are not allowed (see ERS 50.3). This point ERS 50.3 is not found!  
[http://www.sailing.org/tools/documents/ERS20172020UpdatedPrintVersion-\[20912\].pdf](http://www.sailing.org/tools/documents/ERS20172020UpdatedPrintVersion-[20912].pdf)
4. OTHER EQUIPMENT
  - (a) **Sink with waste tank or outboard drainage with valve is compulsory for "Cruiser" division**

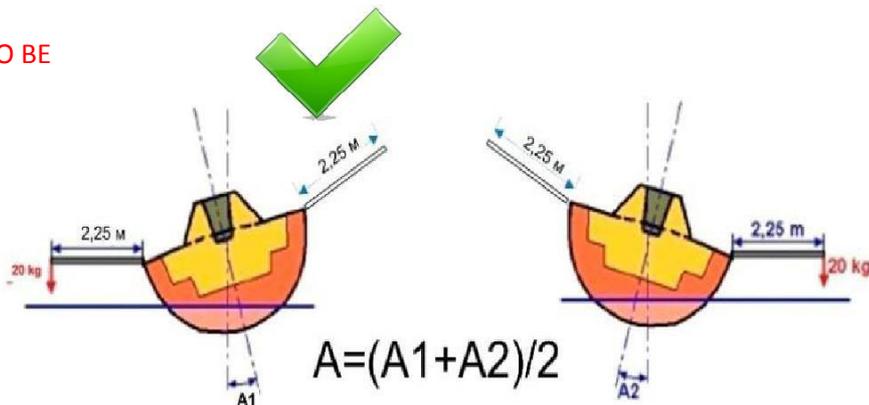
Russia is strongly against this point. It directly leads to reworking of the vast majority of Cruiser division boats.
5. CERTIFICATION
  - (a) **Each sail shall have permanently fixed (with stitching) in its tack, a numbered class royalty label. Labels are available from the Micro Class Association. The label shall not be transferred from one sail to another.**
    1. It is very inconvenient for new sails to be measured under the competitions conditions
    2. Russia is strongly against additional financial load. What purposes is this fee proposed? IMCCA does not seek to collect even membership fees from national organizations, why additional funds are needed?
6. Please clarify more precisely what is the procedure of valid certificates re-registration and how national measurers are participating in the process.
7. H.2 STABILITY AT LOW ANGLES OF HEEL

AS IS



There is an additional weight from the outrigger on the load side which is a problem, we propose to fix that as following:

TO BE



The boat is counterbalanced by a similar outrigger.

## 8. D.7.1 MANDATORY

(a) Securing points (2) Minimum load:

- Any of the securing points shall resist a load of no less than 1500 kilograms

How this could be checked?

## 9. E.2.3 CONSTRUCTION

(b) No material with density greater than  $11,34 \text{ kg/dm}^3$  is allowed in any ballast.

$11,34 \text{ kg/CM}^3!!!$

Best regards,

**Sergey Stepanov**, President, [stuoppa@mail.ru](mailto:stuoppa@mail.ru)

**Yury Shuvalov**, Vice-president, [oshu117@me.com](mailto:oshu117@me.com)

**Yury Astashev**, Sail manufacturer, [vastsails@mail.ru](mailto:vastsails@mail.ru)

**Maria Mischenko**, Secretary, [mi.masher@gmail.com](mailto:mi.masher@gmail.com)

# Appendix 1

## Measurement information (the helmsman responsibility)

### 1. BOAT DOCUMENTATION AND WS CERTIFICATES ON THE BOAT

**B.1.2** It is the responsibility of the owner to keep the measurement certificate up to date and to ensure that the boat complies at all times with the current class rules and World Sailing rules.

### 2. WEIGHT

	Division		
	Racer	Cruiser	Proto
The minimum weight of the <b>boat</b> in dry condition	540 kg	560 kg	450 kg

The rest check in [C.6.1](#)

### 3. STABILITY CHECKS

Stability at low angles of heel	Division		
	Racer	Cruiser	Proto
Initial stability: max average heel in degrees	12,5	10,0	15,0

The rest check in [H.2](#)

### 4. STABILITY AT 90 DEGREES OF HEEL

	Division		
	Racer	Cruiser	Proto
Stability at 90 degrees of heel: load weight in kg	10	15	10

The rest check in [H.3](#)

### 5. MAST MEASUREMENTS

	Division		
	Racer	Cruiser	Proto
(1) Maximum <b>mast length</b>	8,20 m	7,60 m	Not limited

(2) Maximum <b>mainsail</b> hoist "p"	7,60 m	6,85 m	Not limited
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The rest check in [F.4.1](#)

## 6. LIMIT MARKS

[C.9.4](#) Limit marks shall be permanently marked on the spar. The limit mark width shall be not less than 25mm. "Permanent" shall mean unable to be removed and repositioned without destroying them.

## 7. BALLAST AND CENTREBOARD

The movement of a centreboard shall be limited at the top and bottom by positive blocking devices. The reliable and strong blocking device shall be fitted ensuring that centreboard is fully lowered and draft limit is according to [C.8.2\(b\)](#). The rest check in [C.6.2](#), [C.6.3](#), [C.6.4](#)

## 8. SAILS (national measurer stamps, numbers, count)

Count: 1 mainsail, 2 jibs, 1 (2?)  
spinnakers

A stamp of the national measurer should be on each sail

Boat number and class sign should be on mainsails (Boat number should be on spinnaker as well on WC)

## 9. EQUIPMENT (MANDATORY REQUIREMENTS)

FOR USE MANDATORY

- (1) 1 lifebuoy (may be of the horseshoe type);
- (2) 1 boat hook that shall not be combined with another piece of safety equipment required by the measurement rule. The length shall be no less than 1,10 metre. The handle shall be rigid, made of wood or metal and its diameter shall not be less than 20 millimetres. The hook shall be able to catch a tube of a diameter of 30 millimetres;
- (3) 1 bucket (10 litres minimum). The bucket shall have a circular cross-section and shall be fitted with a solid handle and a rope of no less than 1,50 metre;
- (4) 1 anchor or grapnel (5 kilograms minimum) with at least 5 metres of chain (diameter 6 millimetres) and at least 20 metres of line diameter 10 millimetres;

## 10. LIMITATIONS ON THE CREW

[C.3.1](#) The crew shall consist of 3 persons. The composition of the crew shall remain the same during the entire event. In the "Racer" and "Cruiser" divisions and on inland lakes and waterways only, the crew may be reduced to two members.

## 11. STATE OF BOAT WHILE MEASUREMENT

[C.6.1](#) The following shall not be on board during measurement: sails, portable equipment, engine, safety and navigational equipment, personal gear, food and any kind of liquids (including fuel) and mattresses.

## 12. PROTEST FLAG

For international regattas like the World Championships, Euro-Micro regattas and national Open Championships, Race Committees are recommended to use the red protest flag.