

Agreed that the racing programme should be held over 6 days according to the following pattern:

Saturday	Practice
Sunday	Race 1
Monday	Races 2 & 3
Tuesday	Races 4 & 5
Wednesday	Race 6
Thursday	Race 7
Friday:	New York Cup Challenge

Registration and check measurements on the preceding Friday.

Preparation should be made for racing two classes - to include IC with spinnaker.

An application will have to be made to ICF

B. Fuller to progress

b. 2005 - Alan Powell gave a report on progress. Weymouth was still the preferred option. The naval base had been vacated and the Sailing Centre should be transferred to the new location early next year.

A. Powell to progress

c. 2008 - no firm proposals.

7. DEVELOPING THE IC CLASS

a. It was noted that from next year the US Canoe & Kayak Team will be responsible for competitive Canoe Sailing as with all Olympic and non-Olympic competitive disciplines in the United States.

Noted that the maximum permitted number for Technical Committees of the ICF is Chairman plus four members. Following the decision of Per Sjöhult not to seek re-election at the next Congress all members expressed support for Benjamin Fuller who will be proposed by USCKT for the post of Chairman of the Sailing Committee.

b. The proposals for amendments to the Canoe Sailing Rules for submission to ICF Congress 2000 are attached as Appendix A. The proposals will be circulated to all canoe sailing countries as required by the rule amendment procedure adopted in February 1998. All national associations must complete the voting procedure and submit their voting papers to the Chairman of the Sailing Committee by 31 May 2000.

c. Guide for Measurers has been circulated and the procedure is in general use. Some revisions are in progress. The practicability of putting template data on a computer program to be investigated.

B. Fuller to progress

d. Weight reduction trials: there have been no formal trials for the effect of weight reduction. An inadvertent trial in the US suggested that there was no measurable difference. There was general support from all nations for an all up weight measurement of hull and equipment without sails. (See Appendix A)

e. Use of asymmetric spinnakers: Alan Powell gave a report on the use of spinnakers in the UK. In general those who had adopted spinnakers were enthusiastic about the experience. Noted that windward/leeward courses are essential, no benefit in very light airs. New skills are required and there is a price in shorter life of the spinnaker, heavier mast and lack of vision in mixed fleets.

Nevertheless it is agreed that this is a development which will continue and it is essential that it proceeds in a controlled way. It is important that the class does not split. Rules to control the use of spinnakers have been drafted. (See Appendix A.)

f. Points scoring system: noted that over the years the generally used points system has become very similar to the ICF system. Agreed that with the wide use of computer programs at Championships we should adopt the low points system specified in the current International Racing Rules of Sailing, with the exception of tie breaks where we should continue with the present ICF system. (See Appendix A)

Agreed that Class and measurement *Rule 9 b) The centre-board shall be attached so that it cannot fall out of its housing.* should be fully enforced and that the centre-board should also be required to float flat in the water. (See Appendix A.)

As agreed at the previous Sailing Committee Meeting (February 99) multichine hulls which comply with current measurement restrictions will be allowed. There will also be new rule to restrict the use of electronic instruments. (See Appendix A.)

Agreed that a rule should be drafted to clarify the prohibition of the use of outriggers. See (Appendix A)

g. Promotional material: Peter Wells reported that he was in touch with Bill Beaver regarding a new publicity leaflet. The need to find suitable journalists to provide articles in magazines was noted.

All to progress

h. Agreed that possibilities for video and use of Information Technology should be looked at.

B. Fuller & A. Powell to progress

8. WORKING PROGRAMME 2000 - 2002

World Championship and International Regatta programme.

Marketing and development- national responsibility - more countries and more sailors - stable organizations - high quality regattas -

Develop the Junior Canoe - Develop the internet.

9. NEXT MEETING: ICF Congress will be held in Warsaw 24 & 25 November 2000. A date will be arranged for the Sailing Committee, following Congress.

P. Sjhult (Chairman)

P. Wells (Secretary)

24 November 1999

APPENDIX A
PROPOSED RULE AMENDMENTS AND COMMENTS BY ICF SAILING COMMITTEE
24 November 1999

Reference	Proposal	Comment by ICF Sailing Committee
General Reg Para 6	Amend second sentence and sub-para a) to read "Unless otherwise specified in the Sailing Instructions, contact by tiller extensions shall not constitute a collision."	Keeps this from having to be added to sailing instructions.
General Reg Para 6	Delete sub-para b) regarding 720° turns.	In Racing Rules of Sailing
General Reg Para 13.1	Points will be awarded in accordance with the Racing Rules of Sailing Low Point Scoring System, with exceptions as noted below	Brings the ICF scoring system into accord with the Racing Rules of Sailing, except retains the additional point penalty for DSQ and the incentive to be ranked as a starter. The ICF tie break rule is retained
General Reg Para 13.5	Delete	Not needed, covered under the RRS Para A4
Appendix 2 Para 5b	Multichine hulls that conform to the tolerances allowed at the measuring stations are permitted.	Widens possible construction methods.
Appendix 2 para 5f.	The hull mass, weighed with all sailing equipment except sails, shall not be less than 83kg. The mass of correctors shall not exceed 10 kg. Before "Correctors shall be dry. " Maximum sailing hull mass shall be 80.5kg from 1 Jan 2003, and 78 kg from 1 Jan 2006: maximum allowable correctors are reduced to 7.5kg and 5 kg at the same time.	All up weights achieved at the 1999 World Championships were 85.5 kg including sails. These canoes had 8 to 10 kg of correctors. Most boats were under 90kg all up.
Appendix 2 Para 6 a & b	Delete	No longer needed. Rationale for these rules was based in old rules that measured mast length from deck to determine rig height. Elimination will create more options in constructing canoes that can be fitted with asymmetric spinnakers.

Appendix 2 Para 9 b)	Amended to read: The centre-board shall be attached so that it cannot normally fall out of its housing and when free of the hull shall float horizontally on the water.	Needed to prevent ballasted centre-boards with new all up weight.
Appendix 2 Para 11	Insert new sub-para: "g) Outriggers that extend beyond the sheer line are prohibited.	Clarification of rules interpretations based on spirit of the rules. An extension of RRS 50.3 Outriggers for cleats, standing or running rigging are prohibited. Control lines may be led to any point on the sliding seat.
Appendix 2 Para 13	Insert new sub-para: "d) No electronic equipment which receives a transmission from a source external to the canoe or which processes two or more data is permitted."	This prohibits GPS and similar systems as well as coaching. It also prohibits integrated electronic systems which give outputs such as VMG.
Appendix 3	Measurement Rules for the Asymmetric Spinnaker equipped International Ten Square Metre Canoes	Specifications for a second class of International Ten Square Metre Canoes
Para 1	General: Canoes shall conform to the class rules as set in Appendix 2 unless otherwise noted below. Canoes sailing without spinnakers are permitted to enter any regattas for canoes as defined in Appendix II. Starting and finishing are as defined in the Racing Rules of Sailing.	<i>Did we want a restriction as to the number of spinnakers presented at a regatta? Check.</i>
Para 2	Mast, boom and rigging. a) Spinnakers are exempted from Appendix 2 Para 11 f. b) Bowsprits/poles shall not extend more than 1800mm from the stem when fully extended, and shall be able to be retracted to no more than 500?mm from the stem when sailing without the spinnaker set.	<i>500mm is the shortest reasonable extension for 1800mm pole fitted on the centreline. Further experiment required to determine minimum.</i>

Para 3

Sails

- a) Spinnakers are exempted from the total sail area measurement in Appendix 2 Para 12 a.
 - b) The tack of the spinnaker shall not extend more than 1800mm from the stem.
 - c) The spinnaker shall not be set above the lower edge of the upper contrasting band.
 - d) The spinnaker shall be sheeted to a point no further aft than 2680mm from the stern as measured on the centreline.
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