VXOICA Proposed Changes to Class Rules, ERP and Clarifications/Interpretations for EC and WC Decisions (at EGM)

Class Rule	**Existing Wording**	**Proposed Wording**	**Rationale/ Issues/ Pros/ Cons**
C.4.1 (b)	(B) The Bow Number shall be placed as per below: (1) Top edge parallel to and 65-75 mm below the cut edge of the gunwale. (2) Leading edge 150-160 mm behind the bow stem	(B) The Bow Number shall be placed *on both sides of the hull* as per below: (1) Top edge parallel to and 65-75 mm below the cut edge of the gunwale. (2) Leading edge 150-160 mm behind the bow stem	***Rationale*:** Clarify that bow numbers must be on both side of the hull; ***Issues*:** none identified
C.9.6 (b) (2)	C.9.6 STANDING RIGGING (b) MODIFICATIONS, MAINTENANCE AND REPAIR (2) Rigid eye-straps may be replaced with soft eye-straps	Delete	***Rationale:*** There are no rigid eye-straps involved in the standing rigging ***Issues:*** There are few rigid eye-straps that we would contemplate replacing with soft eye-straps. Those used for hiking strap attachment can be replaced in any case because that is now standard supply by the Licenced Builders.
C.9.3	MAST TENON CHOCK It is permitted to add a chock (referred to as the "mast tenon chock") on the aft side of the mast tenon between the tenon and the aft bolt in the mast step to reduce mast tenon movement. This chock can be of any material and dimension provided that it doesn't extend past the top or aft edge of the mast	Delete	***Rationale:*** This rule was debated at the time of consolidating rules as it was only in the North American version at the request of a very small number of sailors. It is rarely, if ever, used. ***Issues*:** none identified ***Pros:*** Cleans up the rules and reduces any related compliance issues. ***Cons:*** none identified.

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	base. The mast shall not sit on the chock. The chock may only extend past the aft mast bolt if it has a hole in it through which the aft mast bolt can still be used in its normal position.		
C.9.9 (b) (12)	C.9.9 RUNNING RIGGING (b) MODIFICATIONS, MAINTENANCE AND REPAIR (12) Cleats, parts or equipment may be replaced provided that the replacement is of similar weight, size or type and performs the same function. Replacement parts or equipment may be obtained from any supplier.	C.9.9 RUNNING RIGGING (b) MODIFICATIONS, MAINTENANCE AND REPAIR (12) Cleats, parts or equipment may be replaced provided that the replacement is of similar weight, size or type and performs the same function. *Gennaker cleats may be replaced with smaller cleats.* Replacement parts or equipment may be obtained from any supplier.	***Rationale:*** Crew complain of discomfort sitting on large gennaker cam cleats in light airs ***Issues:*** No performance issues
C.9.9 (b) (15)	Addition proposed by Kelly Pike	C.9.9 Running Rigging (15) The addition of a gennaker halyard clip is allowed Support re-wording as follows: *C.9.9 (b) (24) A clip attached to the standing rigging or chain plates to retain the gennaker halyard is permitted*.	***Support with slight modification:*** • A clip at the shrouds to retain the gennaker halyard, particularly whilst furling the jib, would make a big difference, particularly for two-person crews that don't have an extra person to hold the gennaker halyard away from the furling jib during the process.

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Class Rule	Existing Wording	Proposed Wording	Rationale/ Issues/ Pros/ Cons
C.9.9 (b) (19)	C.9.9 RUNNING RIGGING (b) MODIFICATIONS, MAINTENANCE AND REPAIR (19) Outhaul purchase maximum 4:1 as supplied by the builder.	C.9.9 RUNNING RIGGING (b) MODIFICATIONS, MAINTENANCE AND REPAIR (19) Outhaul purchase maximum 4:1 as supplied by the builder. *The outhaul attachment to the mainsail clew may include a shackle, hook and friction ring or single block.*	***Rationale:*** A single block or friction ring attached by a shackle or hook has been widely used, particularly in North America. ***Issues:*** No performance issues; low cost to retrofit.
C.9.9 (b) (22)	Addition	C.9.9 RUNNING RIGGING (b) MODIFICATIONS, MAINTENANCE AND REPAIR *(22) Jib sheet purchase system above the deck may be 2:1 or 3:1 with either a single block or a double block on the traveller car.*	***Rationale:*** The jib sheet is the heaviest loaded sheet on the VX One, making it difficult for smaller crew to operate. This simple modification would make it possible for a wider range of crew sizes and strength to operate. ***Issues:*** This does increase friction in the system when easing sheets for a downwind. However, trials have shown that this is very manageable. LMs do not currently intend to offer this as standard (but could be an option) ***Pros:*** Easier to trim upwind, especially for smaller crew ***Cons:*** More friction; less uniformity amongst boats; a little more rope required to furl properly
C.9.9 (b) (23)	Addition	C.9.9 Running Rigging (b) MODIFICATIONS, MAINTENANCE AND REPAIR	***Rationale:*** Over the years, most boats have been supplied with primary 4:1 primary purchase system, but a few have been

Class Rule	Existing Wording	Proposed Wording	Rationale/ Issues/ Pros/ Cons
		(23) The Cunningham system may comprise up to 6:1 primary purchase system, and maybe doubled at the mainsail eye provided that no additional fixings/ attachment points are made to the hull or spars.	provided with a 6:1 system. To avoid confusion, it is proposed to clarify this in the CR. ***Pros:*** Clarity on what is permitted. Neither 4:1 or 6:1 either directly to main or doubled at the mainsail (as already permitted) is likely to confer a major performance advantage. Costs are minimal and no modifications to hull or spar are permitted, other than to conform to current LM supplied configuration.
F.5.3	STANDING RIGGING WIRES Standing rigging construction shall be 1x7 stainless wire rope of 3.4mm to 3.6mm diameter	STANDING RIGGING WIRES Standing rigging construction shall be 1x7 stainless wire rope of 3.4mm to *4.1mm* diameter	***Rationale*:** 3.5mm 1x7 wire is not readily available in some markets; now that standing rigging other than forestay may be made by anyone, this is limiting owners in some markets ***Issues*:** 4.0mm wire has 24% less stretch than 3.5mm wire; but it is also heavier by around 0.4kg for a full set of rigging and presents higher windage. LMs will continue to supply new boats supplied with 3.5mm wire and should be able to supply replacement parts ***Pros*:** Makes it much easier for owners in some markets to seek urgent and economical replacement standing rigging as required.

Class Rule	Existing Wording	Proposed Wording	Rationale/ Issues/ Pros/ Cons
			***Cons*:** Increases variability and may lead to experimentation of using different diameter wires on various components of standing rigging.
G.3.5	G.3.5 MAINSAIL DIMENSIONS (in table, row 13) The centreline of batten pocket 2 shall be below the upper leech point	G.3.5 MAINSAIL DIMENSIONS (in table, row 13) The centreline of batten pocket 2 shall be below the upper leech point*, which is 820mm below the* ***aft head point***	***Rationale:*** The position of this batten has been missed in both manufacturing and measurement because the definition of the upper leech point was not obvious to those involved. Easily fixed by repeating it here.
G.4.2 (e)	The following are permitted: stitching, glues, tapes, webbing, **corner** eyes or pressed ring, **batten pocket** elastic, **batten pocket patches**, **batten pocket** end caps, **leech** line with cleat, **windows**, tell tales, **sail** shape indicator stripes	The following are permitted: stitching, glues, tapes, webbing, **corner** eyes or pressed ring, *clew board*, **batten pocket** elastic, **batten pocket patches**, **batten pocket** end caps, **leech** line with cleat, *foot line with cleat*, **windows**, tell tales, **sail** shape indicator stripes	***Rationale*:** To clarify that that the universally used jib clew boards are legal; current rule only nominates "corner eyes" generally; to clarify that commonly used foot lines are legal. Also adds foot line, which has been widely used historically but not specified in the rules. ***Issues*:** proposal assumes that current jib measurement rules control this sufficiently and there is no benefit to a rule that further limits dimensions, materials, etc

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ERP Item	Existing	Proposed	Rationale/ Issues/ Pros/ Cons
A.1 Entries A.1.3 (b) Crew Declaration Appendix	Is referred to in the ERP but was not provided	See Attachment at the bottom of this document as used in AUS and supplied to M Norris for NAs	Benefits in having a standard format that we get accustomed to using
C1 Race Management: C.1 2 and C.1.3 Wind limit guidance	C.1.2 For one-design class events, races should not be *started* when the median wind speed is below 4 knots or exceeds 22 knots. It will remain at the discretion of the RC to abandon a race when any of these conditions persist. In exercising its discretion, the RC should consider gusts and wave conditions and that multiple gusts over 28 knots are not considered appropriate for VX One *racing*. C.1.3 If after the *start*, the median wind speed falls below 4 kts or exceeds 22 kts for a period of 15 minutes, it is recommended for the RC to abandon *racing*.	C.1.2. For one-design class events, races should not be *started* when the median wind speed is below 4 knots or exceeds *24* knots. It will remain at the discretion of the RC to abandon a race when any of these conditions persist. In exercising its discretion, the RC should consider gusts and wave conditions and that multiple gusts over 28 knots are not considered appropriate for VX One *racing*. C.1.3. If after the *start*, the median wind speed falls below 4 kts or exceeds *24* kts for a period of 15 minutes, it is recommended for the RC to abandon *racing*.	***Rationale:*** Tim Pitts would like to see 26 knots mean and multiple gusts over 30 knots, which was in the NA Rules; AUS rules were 22 knots and 28 knots respectively. Propose a compromise at 24 knots and 28 knots (gusts are a killer for the back half of the fleet) ***Pros:*** Main reason for increasing is to have fewer days/ times when the fleet cannot race. ***Cons:*** Not as friendly for the back half of most fleets, and especially class newcomers.
C.2 Scoring C.2.5	When ten or more races have been completed, a boat's series score shall be the total of her race scores	Delete and include the following instead: *If organisers wish to create a scoring*	Some North American members have proposed the class standard be two drops only after twelve races rather

	excluding her two worst scores.	*system with an additional drop after 10, 12 or more races, that shall be done via the NoR and/or SI.*	than after ten races. AUS historically uses two drops after ten races and the AUS Nationals are always 11 races. A review of other leading international classes shows that the VX One is an outlier in standardising two drops at any number of races. VX One is a robust boat, major regattas are usually using Race Sense which reduces unintended adverse events out of the sailor's control, so there is little argument to support the VX One to be an outlier in this respect. The NoR can always be used to add an additional drop if specific circumstances require.

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Clarification #	Practice	Applicable Rule(s)	Interpretation/ Clarification
1	Using rings around each gennaker sheet that are then connected by shock cord or similar to retain the sheets		Not permitted. Use of shock cord alone is permitted as per CR C.6.2
2	Bow numbers applied outside of the CR specified location to facilitate local registration number placement.	C.4.1 (b)	• Bow numbers are in a standard position to facilitate boat identification at start and finish and the consistency helps the overall look of the fleet. • Bow numbers on new boats are applied at the factory now in the standard position • Local rules usually required that the registration number or other local jurisdiction identifiers are to be placed on the "forward portion of the hull" and current rules provide ample scope for this.
3	Using tape to create a short "false deck" around the forestay/ furler to prevent ropes including tack rope and kite sheets being caught there	C.6.2 MODIFICATIONS, MAINTENANCE AND REPAIR (a) The use of shock cord or adhesive tape is in general unrestricted, except that such material shall not be used in such a way as to create a fitting or extend a function of a permitted fitting.	Such a short "false deck" is a "fitting" or will "extend the function" of that fitting and is therefore not permitted.

4	A “ramp” created by tape or cloth to facilitate the gennaker passing over the tube at front of the bow pulpit.	C.6.2 MODIFICATIONS, MAINTENANCE AND REPAIR (a) The use of shock cord or adhesive tape is in general unrestricted, except that such material shall not be used in such a way as to create a fitting or extend a function of a permitted fitting.	Such a “ramp” is a “fitting” or will “extend the function” of that fitting and is therefore not permitted.
5	Cleat sliders or fairings around cleats to make them smoother to sit on or slide over.	Not specifically permitted in any CR or builders specification.	Cleat sliders are not permitted.
6	Relocating cleats, parts or equipment if the replacement is of similar weight, size or type and performs the same function.	CR	• The VX One is in part defined by a strict Builders Specification (like the Laser/ ILCA) and this includes the position of fittings in locations where appropriate measures have been taken to ensure longevity of fitting attachment. • Fitting location must remain as supplied by the LM.
7	Painting Aluminium keel extrusion	C.8.1 (a)	Not permitted. The keel bulb maybe painted after repair if the shape is not materially altered. Keel extrusion clear anodising may be reinstated as per original supply. Replacement keel extrusions are relatively economical.

8	Painting masts, boom and other carbon items other than coating with clear UV protection (paint or film)	C.9.1 (b)	Not permitted.

VX One Crew Declaration and/or Request for Change

Sail Number:				**Date:**		
Race/ Reserve Day	**Nominated Crew Name - nominated at least 8 days before regatta start date**	**Nominated Crew Weights (kg)**	**Total Crew Weight (kg)**	**Proposed Substitute Crew Name**	**Proposed Substitute Crew Weights (kg)**	**Total Changed Crew Weight (kg)**
1 or entire regatta if same crew each day						
			0			0
2						
			0			0
3						
			0			0
4						
			0			0
5						
			0			0

Approved by ETC/ RC	Yes	No
Signed:		

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Proposals requiring assessment and/or trials			
Class Rule	**Type of Issue**	**Issue**	**TC Response**
F.5.1 (g)	Proposal to consider replacing a fitting with a better alternative	F.5.1 (g) Mandatory Components The top forestay swivel is sometimes very stiff to operate and an alternative has been proposed.	The TC will work with the LMs to assess whether the Ronstan RF78A is a better solution than the Harken 164 and how that might be incorporated into the Builders Specification and supplied in future boats (which under CR would make it legal for others to retrofit)
G.8.1 (b)	Proposal to consider longer battens, or even any length restriction, on mainsail battens 4 and 5	Observation that mainsails may be better with longer lower battens	TC will investigate options with sail makers, potentially involving some trials to test impact on mainsail appearance and performance. Consider impact on existing sails.