

Reasons for Class Rule Changes

International SB20 Association
Class Rules 2021



INSTRUCTIONS:

Please state the reason for each change you described in the Class Rule Changes document.

Reason for Amendment One

CR A.6.1. To align the wording and application with current World Sailing Regulations and Rules.

Reason for Amendment Two

CR C.1.1 To align the wording and application with current World Sailing Regulations and Rules.

Reason for Amendment Three

CR C.3.3 To add clarity to the wording of the crew positioning or 'hiking' rule, and prohibit swinging on the shrouds or mast to promote roll during manoeuvres such as tacks or gybes.

Reason for Amendment Four

CR C.5.2 This amendment aims to control the fitting and use of appropriate instrumentation meeting the intent of the Class, without developing a financial 'arms race' and yet without the previous need to consider and approve singular instruments. The speed of change and development of new instruments made review of singular models and acceptance by the Class an onerous task.

Reason for Amendment Five

CR C.7.3 To permit controlled fittings to be added and adaptations made to the boat to enable and facilitate sailors with significant physical disabilities to sail the boat.

Reason for Amendment Six

CR C.9.5 To align the wording in previous rule editions with Class intent, and to clarify that all ropes may be tapered and to what extent.

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Reason for Amendment Seven

CR C.9.5 (a)(3) To permit a controlled boat rigging change that updates equipment yet offers significant performance benefits, and may offer reduction in damage to crew clothing and damage to other boats in collisions.

Reason for Amendment Eight

CR C.9.5 (a)(4) Some crews feel that the mainsail looks untidy when pulling down the upper cunningham eye in strong winds, and looks better if both cunningham eyes are trimmed together. This amendment permits an option of a controlled boat rigging change to remedy this situation.

Reason for Amendment Nine

CR C.9.5 (a)(5) To permit an option for crews to keep the standard 2:1 jib purchase, or use a 3:1 purchase. Jib trim on the 2:1 purchase can be heavy and this option makes the boat more inclusive for younger and smaller crew, especially those lacking the strength to trim the jib in heavy winds.

Reason for Amendment Ten

CR C.9.5 (b) To simplify and clarify the rule, and to avoid complications arising from rope manufacturing tolerances and variations, quoting only minimum base rope diameter before tapering.

Reason for Amendment Eleven

CR C.11. Enforcement of Class Rule C.3.3, crew 'positioning', and C.9.8, bowsprit use, has always been reluctant in the Class, and there is a belief that the reluctance arises from the desire to deal with illegal actions 'on-the-water' rather than waiting some time for hearings. In discussions at events, IJs have suggested the main problem is not the wording of the Class rules, but the duration of proceedings and the potential severity of punishment (disqualification). The aim of this amendment (suggested by IJ) is to provide the ability to deal with infringements 'on-the-water' at the time of the offence, with an appropriate and proportionate penalty.