

Worldwide Ballot 2008

Proposed Class Rule Change – International Contender Association

2008 Ballot Instructions

The following are proposed changes for the International Contender Class Rules.

This ballot comprises two proposed rule changes that were approved (received the required 2/3 majority) at the 2007 Annual General Meeting (AGM) at Medemblik, Holland. The proposals are now presented to the whole eligible (paid up) membership of the International Contender Association.

National Secretaries or other responsible officers shall distribute this ballot to eligible members. Members who wish to vote must do so and then return this ballot to an officer representing his/her country. That officer will:

- Verify that the voter is eligible to vote:
- Count the votes for and against the proposal.
- Further, will report the sail number and name of each voter.

The results of the balloting for each country shall be returned to the Secretary of the International Contender Association. Results shall be emailed to: gil_woolley@ieec.org

2008 Ballot

Please PRINT

Boat sail number _____ – _____

Given name (first name(s)) _____ Surname (last name) _____

Proposed Rule Changes

Proposed Rule 2.3

Bona fide amateur builders are permitted for construction or for the completion of hulls and are limited to the construction and registration of one Contender per year and this shall be for their own use and not for immediate resale.

The present rule reads:

Bona fide amateur builders are permitted for wood construction or for the completion of hull kits only and are limited to the construction and registration of one Contender per year, and this shall be for their own use and not for immediate resale. A hull kit comprises at the minimum a glass fibre hull built by a licensed builder.

Reason for change: Class members in Australia feel that the restriction against amateur construction in glasfibre is limiting the class growth in that nation. This measure passed with a 2/3 majority at the 2006 AGM in Fremantle, Australia with 61 entrants.

Vote Rule 2.3

Yes		No	
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Proposed Rule 13.8 Tip Weight:

Change the rule to read:

13.8 The mast complete with all standing and running rigging and supported at the upper edge of band no. 1 shall weigh not less than 2.3 kg when it is weighted at band no. 4. For the purpose of this measurement the halyard shall be in the sailing position and the standing rigging secured along the mast above band no. 1

The present rule reads:

13.8 The mast complete with all standing and running rigging and supported at the upper edge of band no. 1 shall weigh not less than 2.5 kg when it is weighted at band no. 4. For the purpose of this measurement the halyard shall be in the sailing position and the standing rigging secured along the mast above band no. 1

Reason for change: To lower the minimum measured tip weight from 2.5 kg to 2.3 kg. Modern carbon fiber masts are light, strong and can be built at the lower tip weight. Manufacturers find it necessary to add lead weight to the mast tip to bring it up to specification. There have been no conspicuous instances of mast breakage since the class permitted carbon fiber in 2002.

This measure passed with a 2/3 majority at the 2007 AGM in Medemblik, Holland with 144 entrants.

Vote Rule 13.8

Yes		No	
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Proposed rule 16.1

Change the rule to read:

16.1 The hull in dry condition shall not weigh less than 83 kg including all fixed fittings and a traveler strop, but excluding the centreboard. In case the compass is fixed to the hull the trade mark and type of the compass must be noted in the measurement certificate.

The present rule reads:

16. WEIGHT

16.1 The hull in dry condition shall not weigh less than 83 kg including all fixed fittings and a traveler strop, but excluding the centreboard and its retaining fittings. In case the compass is fixed to the hull the trade mark and type of the compass must be noted in the measurement certificate.

Reason for change: It is inconsistent to allow all fixed fittings and the traveler strop and to require removal of the centreboard fixing fittings for a hull measurement. The centreboard fixing fittings are screwed to the hull just as many other permitted fittings are fastened to the hull.

This measure passed with a 2/3 majority at the 2007 AGM in Medemblik, Holland with 144 entrants.

Vote Rule 16.1

Yes		No	
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