Advisory Council Members Present:
Chris Williams (Chairman, USA), Rob Eberle (Chief Measurer), Vic Manning for Paul van Alphen (Holland), Vic Manning for Piet Bankersen (Holland), Guillermo Cappelletti (Peru), Alex Zimmerman (Peru), Jim Koehler (USA), Jose Vincente Gutierrez (Venezuela)

Roll Call:
Chairman Chris Williams called the meeting to order at 7:48 p.m. Roll call was taken and it was determined that a quorum was present.

Minutes of the Previous Meeting:
The minutes of the previous meeting as distributed by email to the Advisory Council Members were approved.

Proposed Changes to the Rules:
Changes were submitted to ISAF as follows:

3.6.6 National Letters. National Authority Letters shall be used when specified in either the Notice of Race or Sailing Instructions.

Size and Shape. The numbers must be easy to read capital letters, and of the following minimum dimensions: Height: 10” (254mm), Width 7” (178mm) and Thickness: 1 3/4” (45mm.)

Color. For light panels, letters shall be dark and dense, preferably black. White letters shall be used on dark panels. All letters on a panel must be the same color.

Placement. Placement shall be as shown on the Measurement Diagram for the sail. The letters on the starboard side shall be placed in the third panel from the bottom of the sail. The bottom of the letters on the starboard side shall be parallel to the seam below the panel, and l ± 1/4” (25 ± 6 mm) from the center of that seam. The letter closest to the leach shall be 4 ± ¼” (102 ± 6mm) from the leach. The letters on the port side shall be placed in the second placed in the second panel from the bottom of the sail. The top of the letters on the port side shall be parallel to the seam above the panel, and 1 ± 1/4” (25 ± 6 mm) from the center of that seam. The letter closest to the leach shall be 4 ± ¼” (102 ± 6mm) from the leach.

ISAF rejected this change, stating that RRS Appendix G covers the issue at hand and therefore, according to the ISAF, there is no need for this rule.

Chris Williams stated that the rule change needs to be resubmitted because our sail does not allow for the letters to fit where Appendix G says they need to go. When Chris Williams presented the argument about the letters not fitting the ISAF did not seem to understand our problem. We will need to resubmit with different wording because the part about Color is likely ok so the recommendation from Chris Williams is that we
consult with the ISAF and modify the wording and resubmit so that the matter of the letters not fitting can be addressed.

**Motion:** A motion that we consult with ISAF and modify what needs to be modified in Rule 3.6.6 and resubmit so that we can have a rule that will allow National Letters to fit on the Sunfish sail. The motion was seconded and passed.

**Old Business:**
These two rules changes have been approved by ISAF but have not been published to the Class. We must publish these before we submit more rules changes to ISAF.

**3.4 Tiller.** The tiller shall be supplied only by the Builder. Any material may be added to the tiller for a maximum length of 16 inches to prevent chafing from contact with the bridle.

**3.2.5** Repair and preventive maintenance work is allowed provided the dimensions as shown in Rule 5 Figure 4 are maintained. Covering the daggerboard with fiberglass is prohibited.

Current Rule 3.2.5: No modifications shall be allowed to the daggerboard shown on Rule 5 Figure 4. Refinishing and/or repairing are allowed provided that the dimensions are in accordance with the measurement diagram on Rule 5 Figure 4 and with any gauges the Class may use to define the original size and shape. Covering this daggerboard with fiberglass is prohibited.

**New Business:**
1. **Proposed Rule 3.7.2 Change.** New rule to read:

   "One or two halyards may be used. Halyards may be of any length and diameter. The running end of one halyard may be used to create a boom vang and/or to pull the boom out in light air. A single purchase loop may be tied in each halyard to help draw the halyard tight, provided the sail can be quickly lowered in an emergency. Purchase loops may not be tied into the boom vang line."

   Comment: This proposed rule change will eliminate need for the several "complex" variations of de-powering rigs (Gust, Collins, Foerster, etc.) and the traditional Jens rig. Using two halyards with a short loop of line through the mast cap to support the lower de-powering halyard is easy to tie in and is compliant with Rule 3.7.3.

   Comment: The addition to prohibit purchase loops in the boom vang line is designed to eliminate creation of a powerful mechanical advantage that heavily loads the deck bullseye and allows an adjustable boom vang led back to the cockpit.

   **Approved** Proposed Rule 3.7.2 Change. New rule to read:
"One or two halyards may be used. Halyards may be of any length and diameter. The running end of one halyard may be used to create a boom vang and/or to pull the boom out in light air. A single purchase loop may be tied in each halyard to help draw the halyard tight, provided the sail can be quickly lowered in an emergency."

**Current 3.7.2:** The halyard may be any length and diameter. The running end of the halyard may be used as a boom vang and/or to pull the boom out in light air. A purchase may be used to draw the halyard tight, provided the sail can be readily lowered in an emergency.

Comment: This proposed rule change will eliminate need for the several "complex" variations of de-powering rigs (Gust, Collins, Foerster, etc.) and the traditional Jens rig. Using two halyards with a short loop of line through the mast cap to support the lower de-powering halyard is easy to tie in and is compliant with Rule 3.7.3.

**Defeated** additional sentence to the rule: “Purchase loops may not be tied into the boom vang line. “

Comment: The addition to prohibit purchase loops in the boom vang line is designed to eliminate creation of a powerful mechanical advantage that heavily loads the deck bullseye and allows an adjustable boom vang led back to the cockpit. However, the AC discussed this and decided there should be a maximum number of purchases permitted, but we should evaluate for the next year to determine how many purchases should be permitted.

An additional point was mentioned by Vic Manning who is representing the Curacao and Holland NSCA’s concerning the loading of the bullseye. He has suggested using the Curacao Knot to be used on the mast where people are not putting cleats. Vic described the Curacao Knot and its ability to not put a load on the bullseye. A motion was made that this proposal be tabled for further discussion and then be addressed at the next meeting.

2. Proposed Rule 3.7.3 Change. New rule to read:

"A rig to lower the point at which the upper spar lies against the mast may be tied with an extra piece of line used solely for that purpose. The rig must be tied in such a way that the sail can be lowered quickly and easily by releasing the halyard(s)."

Comment: The above change simply eliminates "(known as the Jens Hookansen Rig)" as reference to the Jens rig doesn't apply to using two halyards or any of the other depowering rigs for that matter and would make the rule confusing. The traditional Jens rig will be obsolete if two halyards are allowed (the two halyard de-powering arrangement works
with a short loop of line tied through the mast cap). It is noted that this proposed rule change still allows the traditional Jens rig to be tied in.

**Approved** Proposed Rule 3.7.3 Change. New rule to read:
"A rig to lower the point at which the upper spar lies against the mast may be tied with an extra piece of line used solely for that purpose. The rig must be tied in such a way that the sail can be lowered quickly and easily by releasing the halyard(s)."

**Current** rule 3.7.3: A rig to lower the point at which the upper spar lies against the mast (known as the ‘Jens Hookansen Rig’) may be tied with an extra piece of line used solely for that purpose. The rig must be tied in such a way that the sailor may lower the sail quickly and easily by releasing the halyard.

Comment: The above change simply eliminates "(known as the Jens Hookansen Rig)" as reference to the Jens rig doesn't apply to using two halyards or any of the other depowering rigs for that matter and would make the rule confusing. The traditional Jens rig will be obsolete if two halyards are allowed (the two halyard de-powering arrangement works with a short loop of line tied through the mast cap). It is noted that this proposed rule change still allows the traditional Jens rig to be tied in.

3. Proposed Rule 3.5.9 Change. New rule to read:
"Two cleats of any type may be installed on the mast not more than four feet from the mast base. If cleats are utilized, there must be some means to securely attach the rig to the hull using the end of one halyard".

Comment: If two halyards are allowed, it will be practical to have two cleats on the mast as halyard loads will be shared over the two cleats which will result in less tendency for cleats to pull out of the thin-walled masts. Also, having a second cleat will eliminate halyard loading on the deck bullseye which will result if fewer bullseye failures.

**Defeated** Proposed Rule 3.5.9 Change. New rule to read:
"Two cleats of any type may be installed on the mast not more than four feet from the mast base. If cleats are utilized, there must be some means to securely attach the rig to the hull using the end of one halyard".

Comment: If two halyards are allowed, it will be practical to have two cleats on the mast as halyard loads will be shared over the two cleats which will result in less tendency for cleats to pull out of the thin-walled masts. Also, having a second cleat will eliminate halyard loading on the deck bullseye which will result if fewer bullseye failures.
The AC discussed and felt that the current mast cleat and deck cleat are sufficient. In addition, several members have seen masts break where the cleat is screwed to the mast, and felt it was not wise to encourage more holes to be drilled in the mast.

4. Proposed Rule 3.7.4 Change. New rule to read:
"Halyards may be led down the mast on either side of the sail".

Approved Proposed Rule 3.7.4 Change. New rule to read:
"Halyards may be led down the mast on either side of the sail.”

Current rule 3.7.4: The halyard may be led down the mast on either side of the sail.

Comment: This change is simply to accommodate the second halyard.

5. Change the Class from a Closed One Design Class to an Open One Design Class – Vic Manning

This topic was not on the agenda. Vic Manning, representing Holland, wanted to open up a discussion on a topic that Alex Roose and he have been having on getting parts for the boat. Vic believes that this should be brought up for a vote at the next Council Meeting to change the Class from a Closed One Design Class to an Open One Design Class as ISAF sees the Sunfish Class. What does that mean? Well it allows people to purchase like items for their boats from any vendor as long as it meets the same specifications, size or design and does not improve the boat. That would include Sails, Spars, Boards and Blocks. Why? Well as everyone knows, the Manufacturer is having trouble supplying some items and it's very apparent overseas where spars have not been attainable in Holland for three years. There are shortages of some parts like bailers and goosenecks in the U.S. The Cons. Yes it takes away profit from the dealers and the Manufacturer. Yes it will require the Class Measurer to look more closely at the boats competing in a National’s and the World’s. The Pros: The real question is when will the Manufacturer be back in business supplying the market, since part are not currently being distributed widely. We know that the costs are high and the profit margins are small to both dealers and the manufacturer. At least this would allow people to get their boats back in operation and sailing instead of sitting. It would reduce costs since you could find local dealers that can supply the same items for less or they could have parts built locally. That does not change the boat it only allows it to continue to be sailed. Vic believes that each Advisory Council Member should discuss it locally and consider it for next year.
This was be followed by a lot of debate, however all of this was "Officially off the record" since it was not part of the Agenda items. Some of the points mentioned and debated were:

1) The need for the Manufacturer to be make money and be successful.
2) The fact that the Manufacturer is in business to make money and that the current situation cannot be a viable long-term situation for them.
3) The challenges of being an Open Class and the associated changes that would bring to the Sunfish Class.
4) The fact that the Class does not own the rights to the Sunfish logo or name.
5) The fact that the Class does not have any molds and that “buying the Class” from Laser Performance would be expensive and put the Class in the boat-building business.
6) Even if the Class were to pass a rule to "open" the Class there is no guarantee ISAF would approve the rules change.

As this topic was not on the agenda it was not reported to the World Council.

**Summary of Advisory Council Report:**
Chris Williams will prepare the Summary of the Advisory Council Report to be delivered at the World Council meeting.

**Adjournment:**
The meeting was adjourned at 8:49 p.m.

Respectfully Submitted,

Terry A. Beadle
ISCA Secretary