

## IM-XVIYRA

### **Interpretations by the technical supervisors group valid from June 1<sup>st</sup> 2018**

2014: If the bulkhead is constructed so that feet can go through it, the cleat must be easily releasable from that position as well in case of emergency.

2014: A locking halyard mechanism is allowed under 3.8.3

2015: The newly developed cardanic/bike chain steering mechanism is allowed under 3.8.3

2017: The fore and aft position of the mast on the ball is optional. A mast base fitting that allows for adjustment of this position between races is allowed under specification 3.8.3

2018: In the monotype, the only allowed way the sailors can adjust luff tension while sailing is through sheet movement. No other fittings to achieve that goal are allowed.

2018 For all measuring purposes, a (re)movable/interchangeable mast socket shall be in the position that makes the mast as long as it can possibly be.

#### **NOTE:**

*This document is much smaller than in previous years, as the 2018 overhaul of the class specifications has adressed many of the points there.*