

Comité International du Vaurien**2011 CT Winter Meeting**

Paris, Saturday the 3th of December 2011

Minutes of Meeting**1 List of Presence and welcome**

The Chairman welcomes the presents and regrets the absence of the Spanish member who emailed the reasons of his non-attendance.

2 Points raised and not discussed at Lembruch**2.1 (1) Hull edges - Class Rule D.3.1 (f)**

“Rounding off of exposed and internal edges of the hull is permitted to a maximum radius of 10mm or the angle may be cut with chamfer of a maximum of 14mm distance between edges, as shown in Diagram D.3.2.1. Angles between keel and skeg can be filled as shown in Diagram D.3.2.2”

The TC interpretation is that the shape of the edge within the area delimited by a 14mm-wide chamfer is free; but the shape beyond that area shall be that of the bottom and of the side panel defined by the Class Rules.

2.2 National Letters in Spinnakers - Class Rule C.10.5 (a)

It would probably be more formal to propose to ISAF adding to the rule, before the above sentence:

“Contrarily to RRS G1.3 (d), national letters are optional”.

The Class Rule mentions only sail numbers, not the national letters. Spinnakers carrying only the sail number, which shall be according to RRS Appendix G, have always been accepted in the Vaurien spirit.

2.3 Distance of the rudder head from transom – Class Rules C.8.4 (a) (4)

“The distance between the transom and the rudder head when set in the rudder fittings as shown in C.8.4.1 shall be between 30mm and 40mm.”

When the rudder head has no fore edge, it is therefore needed to clarify where the “distance between the transom and the rudder head” shall be measured. The TC specifies that it shall be measured at waterline level where is the “Hull Datum Point”. The interpretation is that no part of the blade shall be fore than the vertical line 30 to 40mm distant from the datum point.

2.4 Rounding off radius of side benches – Class Rule D.10.2 (b) (28)

“Side benches rounding off radius max150mm”

The rounding off refers to the aft end of the lateral benches : it may have a maximum radius of 150 mm.



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The interpretation proposed by the TC is that the minimal width of the benches shall apply all along the benches except 150mm from the end of the bench where can start the rounding. The aft end of the bench shall be taken at its actual position, even if the bench is longer than the minimal length.

2.5 Compass - Concerning several rules

Class Rules state that an electronic or magnetic compass is allowed. The device shall be a compass therefore it shall only be capable of showing data relating to the magnetic North and to the boat heading as a mechanical compass shows.

The interpretation proposes that adding to or subtracting from the figure for the boat's heading a fixed figure representing the tacking angle of the boat, is permitted (operation that may be set manually).

So, as an example, the TackTick T060 or T061 are permitted, whereas the T070 or T075 are not.

2.6 Halyard Tensioners – Class Rule D.10.1 (b) (1) –Halyard tensioners

The TC interpretation proposes that halyard tensioners include any tensioning system built with elastic or non-elastic ropes, wires, sheaves, eyelets, hooks, rings, shackles or similar. The components shall however be within the permitted numbers, where applicable.

Halyard tensioners concern the tensioning system for the main, headsail and spinnaker halyards.

2.7 Rudder

The TC confirms that the rudder is measured together with its rudder head. In case of a rudder blade rotating around a horizontal axis, the rudder blade shall be fixed in its fully lowered position.

The assembly shall be within the dimension limits given in the Class Rules (diagram C.8.4.1.).

3 AsV Deutschland paper

AsV Deutschland circulated a thorough analysis of the role and procedures of the CIV for adapting the Vaurien to the technical and communicational evolution of the public perception of a small boat.

The TC passionately debated the paper and finally agreed to support the spirit and the concepts described to be submitted to the CIV.

The Chairman presented the acknowledgments of the whole TC to Peter Lakshmanan for the very constructive contribution.

As far as the technicalities are concerned, the TC submit to the CIV a proposal for officialising the use of Epoxy resin in the construction, recalling that epoxy resin was yet permitted as glue for wooden boats, but, for unexplained reasons, the paragraph was omitted in the new issue of the class Rules. The epoxy is moreover expressly indicated as glue agent in the amateur building documents sold by IVCA.

The development of laminated sails is in line with the present-day trend and should co-exist with the current Dacron sails ; the effect would probably be more as a media staged happening in particular vis à vis the youths.

It would be interesting to see and test a prototype against the current sails for better appraisal.

4 B2 - BUOYANCY CHECKS

It is clear that it is the primary responsibility of the owner to ensure at all times the watertightness of the boat. Nevertheless the TC thinks that the way of checking shall be indicated by the Class. In fact a Race Committee may also require that a boat shall pass a buoyancy test in accordance with Appendix H1.

Appendix H1 defined test failed to be carried out as revealed by AsV España : so the TC proposes to use the test adopted by the 470 Class.

“With sails, boom, rudder, tiller and all loose gear removed from the boat, but with the centreboard or daggerboard and mast in position, the boat shall pass the following buoyancy test :

- *with the boat on its side and the mast horizontal, it shall support not less than 100kg placed entirely out of the water and between sections 2 and 4. The boat shall float for 10 minutes on each side, followed by 10 minutes upright. At the end of the test and with the specified weight aboard, the boat must float with the gunwales clear of the water surface for its entire length.*



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- *With the boat out of the water, the Measurer shall check that all the buoyancy units contain no more than 10 kg of water. Air bags shall not be visibly deflated.*
- *Boats constructed of buoyant materials are exempt from the requirements of this rule."*

5 Two windows in the headsail

Due to the current radial cut sails, a window that fits inside one panel has an area inadequate for good visibility. The TC position is in favour of allowing two windows without increasing the area. Change the rules to have "two windows with a total area of not more than 0,15 m²"

6 Rudder & Centreboard weight

Under the old rules, rudder and centreboard were weighted together with the boat.

Making the rudder or centreboard light did thus not make sense.

Now, centreboard and rudder are not weighed.

Making it light makes the boat faster.

For safety reasons, maybe we should introduce a minimum weight for centreboards and rudders :

– Centreboard: 3,0kg

– Rudder: 2,5kg

The TC agrees with the proposed masses and intends to check their weight at Douarnenez before finalizing them.

7 Side decks may be rounded (vertically)

What maximum radius / maximum distance?

How is the deck width measured?

TC proposes that measurement shall be taken between the sheerline (excl. rubbing strake) and the beginning of the rounding at the inner side of deck.

8 D.6 - Deck

"D.6.1 CONSTRUCTION

(a) *The foredeck shall contain the coamings,*

(b) *The foredeck may be prolonged to include the mast thwart,*

(c) *No part of the foredeck and side decks shall fall below a straight line connecting sheerlines athwartship,*

(d) *Side decks edges may be rounded athwartship.*

TC interpretation is that the principle means that the two, foredeck and main thwart may be built in one piece but cannot be at same level as the difference D.10.2(b)24 shall be respected (-11 to -24mm).

9 Spiro launcher fitting allowed?

Rules for the mast says that we may have a "spinnaker pole fitting" but it doesn't specify if it is a ring or something else.

As long as the fitting does not protrude more than 40 mm from the mast, it should be ok.

On the pole, hooks are optional, so I may have a hook on one end and nothing on the other end.

The TC is doubtful on the point and decision is taken to wait and see.

10 Spinnaker recovery lines

G.5.2.(c) allows "recovery line eyes" in the spinnaker.

Does that mean that a recovery line is also allowed?

TC understands that the answer is yes, as they would be not usable for their specific purpose.

11 Cleats for leech lines

– Are they allowed?

– Do they count for the overall number of cleats?

TC understands that, yes, the leechlines comprise each a specific cleat as they would be not usable for their specific purpose.

12 Booms are supplied with several sheaves for the outhaul



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3, Rue Andrieux - 75008 PARIS - FRANCE

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- Do we have to modify the boom to conform to the Class Rules?

- Can we agree upon counting all outhaul sheaves as one?

TC accepts the principle that the additional sheaves may be counted as spares on board, but they shall be clearly packed as such.

13 AsV France paper

Sail minimum weight

The TC, after discussion, proposes

140 grams for main sail

160 grams for headsail

The final decision should however be complemented by a larger enquiry involving the sailmakers known by the Class and a survey conducted on the sails at the 2012 World Championship.

14 AsV Italia paper

Two piece mast

TC considers the point interesting but deserving more thought before proposing it to ISAF.

If AsV Italia needs urgent decision, they could adopt the point nationally.

15 AsV España paper

15.1 D.10.1(a) 7 Mainsail sheet blocks, fairleads and cleats

-Are these mandatory?

Yes

15.2 D.10.1 (b) 14 "Any adjusting system for the centreboard".

-The system with the shape of the centreboard moulded in the hull is accepted?

Yes

15.3 D.10.3 What's the minimum weight of fixed fittings?

3kg

15.4 E.3.1(a) Materials of the centreboard:

-The text says "materials specified in D.3.1", the correct reference is D.2.6.

Yes

15.5 E.4.1(a)

-Same mistake for the rudder.

Yes

15.6 F.2.4(a) Limit Marks:

-I think the correct position of this point is in Section C.

No, due to ISAF Standard Rules.

15.7 F.3.3(a) 4

-Headsail halyard sheave is optional, not mandatory.

The halyard sheave was already decided to be mandatory for safety reasons.

15.8 G.3.2, G.4.1, G.5.1 Materials of sails



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-The material of the reinforcement is not included. Is it free?

G.3.2, G.4.1, G.5.1 state the allowed material for any part of the sails, reinforcement included

16 Buoyancy check logbook

Approved by TC as format for the Owner declaration.

17 MF 2011

Approved by TC

18 VWC Sailing Instructions – Minor penalties

TC reads the paper but no stand about it is taken as it does not fall under its province .

AOB No point is submitted so the Chairman thanked all the AsVs for their contributions and close the TC meeting at 16:30.



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