

**Comité International du Vaurien**  
**2015 CIV Winter Meeting**  
**Cachan, Sunday the 22<sup>nd</sup> of November 2015**

**Minutes of Meeting**

The Meeting opens at 10:15.

List of presents and e-mail addresses: see attached sheets.

Agenda: see appended sheet

**1 Opening, President's communication**

The President welcomes the presents and the list of presents is circulated: all presents sign and check the e-mail addresses.

The President communicates that the present delegations are above the minimum stated in the statute and therefore the meeting is valid and able to deliberate.

**2 Minutes from Sneekermeer 2015 Summer Meeting**

The minutes are approved unanimously.

**3 The new statute following the meeting in Sneekermeer**

The President briefly resumes the results of the discussion held at the summer meeting regarding article 10 of the Statute:

- every year the CIV establishes a basic fee that each country has to pay multiplied by the number of votes it holds (for ordinary deliberation each country has the right to one vote, countries with a fleet bigger than 20 boats have the right to two votes);
- to meet smaller country affordability, exceptions may be made upon request to CIV.

Then discussion starts regarding the basic fee for 2016. The Treasurer Report for 2015 reported an annual income of 1650€. Considering that presently there are six countries with two votes and five with one vote, fixing a base fee of 100€ would result in a maximum income of 1700€ or, if all small countries will apply for an exception, the minimum income would be 1450€.

Without any new investments required for the future, the budget should remain the same as for the current year. Any increase of the budget is justified only by a clear project for the future. Small countries can apply for a reduction presenting supporting reasons.

The President would communicate new fees for the following year when sending the agenda of the Winter Meeting. Each country would then have 15 days to apply for a reduction before the meeting takes place. Basic fees and reductions have to be approved by the CIV.

ASV ITA objected that a basic fee can be calculated on the ground of a budget forecast and a budget forecast depends on the objectives for the following year; but as those objectives will be decided only at the meeting and not before it is hence impossible to estimate a basic fee before the meeting.

The President replied that a forecast budget can be based on the proposals that each country submits before the meeting and that are included in the agenda.

The President proposes to postpone the discussion to have time to rewrite art.10 during lunch break on the basis of the present discussion. All presents agree.

**Treasurer's report**

The treasurer's report was circulated.

The report was approved unanimously.

**4 TC members elections**

Mandates for the following TC members were expired and needed to be re-elected:

CIV- IVCA International Vaurien Class Association

68, Avenue Cousin de Méricourt, 94230, Cachan, FRANCE

[www.Vaurien.org](http://www.Vaurien.org)

Ugo Zappi  
Nacho Campos  
Thibault Vandrot

Since the statute was changed and the mandate for TC members has been extended to 4 years like for CIV functions, the President asks if this modification is applicable in this case and mandates for Zappi, Campos and Vandrot should be considered extended automatically for two years.

ASV GER suggested considering mandates expired and new elections to be done today. All agree and new election held for the next four years.

Ugo Zappi is candidate for re-election. All agree. U. Zappi elected.

Nacho Campos is candidate for re-election after confirmation by e-mail. All agree. N. Campos elected.

Thibault Vandrot was candidate for re-election. All agreed. T. Vandrot elected.

The members of TC present at the meeting elect U. Zappi President of TC.

The President proposes a modification to the statute: TC president to be elected by CIV. All agree unanimously. The President will prepare a modification to the Statute to be approved at a next extraordinary meeting.

ASV ESP asked why all members of TC and all functions of CIV are not elected in the same session.

ASV GER replied that staggering the elections of members grants a continuity in the action of CIV and TC.

## **5 Communication strategy**

Alexandre Jacquinet presents a slideshow showing the strong points of the class to be used for communicating what our class is with the final aim of promoting it: a good mix of sailors from all ages, happy to sail together with passion on a boat with a long tradition, continuously evolving and improving, recognized as International Class from ISAF and mostly recognized by its own sailors on the main social networks.

Alexandre Appert remarks how this is an analysis of our present and yet to come is the work to find how to communicate and promote, what best tools are to be used.

The international website is one of them and it should be considered as a common place to collect all information regarding the class.

ASV ESP comments how the Spanish association decided not to update their website anymore because websites are an obsolete tool. New social media like Facebook and Twitter are more effective and the "old" "classic" websites are used as a bulk container for documents and static information.

ASV ITA agrees showing how the Italian association also dropped the forum on the website and started using Facebook as a more dynamic way to communicate to class members. Also Whatsapp has proved to be an efficient tool to help joining in local sailing activity people that was otherwise sailing alone or not sailing.

Alexandre Appert remarks the difference between "communication" and "animation" and how different are their targets and the tools to be used for them.

Alexandre Jacquinet suggests to request an annual report form each country regarding the activity of the class and make it public on the international website.

Peter Lakshmanan explains how a few years ago he took on the management of the website to have at least a place where all official documents can be easily found. The website is open to anyone willing to contribute adding content or designing a new architecture.

Alexandre Appert says that the first next task is to propose a new website design.

## **6 News about amateur plans from ASV Fra**

ASV FRA reports that there are no news since the Summer Meeting. The job to be done is clear and the steps will follow. It's just a matter of time and technical work to be completed.

### **7 Technical item - TC meeting report**

The President of TC reported on the outcome of the TC meeting held on the previous day.  
<refer to the TC minutes of meeting>

Below are listed the points that require approval by the CIV.

- number on spinnaker to become optional  
all presents approve unanimously
- paddle onboard to become optional unless required by Sailing Instructions  
all presents approve unanimously
- rudder dimensions and measuring procedure  
the proposal is approved by 7 votes in favor and 1 against (ASV ESP)
- transom template amendment  
all presents approve unanimously

### **8 Optimisation of Europa Cup**

Francesco Zampacavallo reports that a few complaints from different countries have been received arising from errors in the Europa Cup rankings. Looking at the errors highlighted and at the way the results are gathered and elaborated, it is easy to see that the procedure is not error proof. Results from each event are received in different formats: pdf documents, jpg images or photos, Excel sheets, Word docs, link to websites are just an example. Each document contains different details: sail number, boat name, helmsman name and surname, crew name and surname, club name or a combination of all or some of them. Also the fact that they are written in different languages does not help the ranking editor in recognizing some common typo.

A possible option for reducing such errors is to prepare a result template and supply it to each national association. Each country will be required to collect the result of its two Europa Cup events, combine them in one document and send it to the Europa Cup ranking editor. In this way typing mistakes from editor of different language are minimized and all results will be received in the same format.

All presents agree.

ASV GER comments that all documents can be gathered centrally and made available on the international website maybe with Google docs or a similar platform. Any sailor can check directly if his results are correct.

All presents agree.

ASV ESP asks to add a field with boat name to the ranking. It is necessary for crews that have a sponsor and need to make it public.

All presents agree.

ASV FRA suggests to make two separate rankings: one for helmsmen and one for crews.

All presents agree.

Francesco Zampacavallo will prepare a template and send it to all National Associations.

### **15 Insurance policies with excess**

The President relates about problems arising when insurance with excess are presented at World Championships. It happens that even if the parts of an accident and the insurance agree on the facts and the damage costs, the insurance pays the repair less the excess that is deemed to be paid by the insured part. When the insured part is from a different country, it is difficult to force it to pay.

ASV ESP confirms that the hitch is present in many Spanish insurance policies. The problem is made more complicated because the insurance is offered through the Spanish Federative license and each regional Federation has a different insurance company with different policies and conditions.

Private insurance without any excess are much more expensive in Spain and not affordable for most sailors.

ASV ITA reports that in Italy insurance policies are commonly without excess and in case a limitation exists (for example the case of sailing in the Atlantic or other Ocean is commonly not covered in Italian policies), it is easy to get an extension with a small increase on the annual fee. An option to bypass the problem is requiring sailors with "excess policies" to pay a deposit as high as the excess when completing the entry to the championship or get a second insurance with coverage cap as high as the excess of the first insurance.

All presents comment that it means assigning the organizing club with a delicate task of receiving a deposit and give it back at the end of the event. Also that task involves reading and understanding insurance policies coming from different countries. A translation in English will be needed.

The President proposes to modify the World Championship Rules - article 18 - Compliance, by adding a paragraph saying: "Insurance policies with excess are not allowed. Insurance policies must be presented with the translation into English attached."

The proposal is approved by 7 votes in favor and 1 abstention (TC president)

### **11 World championship 2016 in Viana do Castelo**

Pedro Ferreira, president of ASV POR was unable to participate in the meeting. He emailed a preliminary Notice of Race and a link to the website. Also he was available to communicate remotely.

After a quick glance at the Notice of Race, the Secretary reports that only a few points need to be clarified or modified. An email is sent to ASV POR who immediately replies that all points are easily amendable. The present decide that the matter can be tackled in the next few days by email.

Discussion goes on regarding duration and schedule of 2016 World Championships.

ASV FRA stresses the importance of revising the World Championship Rules regarding duration and schedule of the event. Five days of races are too much for some sailors and can be a reason for not taking part in the championship.

The possibility of extending the time limit for measurements to the end of July 24<sup>th</sup> is also requested.

The event website is already available at <http://www.clubevelaviana.com/vaurien>.

Alexandre Jacquinet highlights the fact that the Vaurien logo, that is identifying our class, is not shown anywhere on the website.

At the end of the discussion on this subject, the President remarks how important is that one representative of the National Association or Club organizing the World championship be present in person at the Winter Meeting preceding the championship in order to present the event, Notice of Race and Sailing Instructions and to be able to answer all potential questions and clarify possible doubts. The present agree that a change to the World Championship Rules is required.

### **14 Reflections and proposals for the evolution of future world championships**

Alexandre Appert reports the results of an inquiry among French teams, whose opinions about World Championships are: race days should be 4 at maximum; the rest day should become race day only if four races have not been achieved yet; the number of scheduled races should be between 9 and 12; no more than 3 races a day should be raced; targeted race time should be 1 hour maximum; more time for social events; more importance to be given to the prize giving ceremony.

The president asks if split fleets racing has to be standardized, after being held in Sneekermeer.

The overall feeling is that in Sneekermeer it was not necessary because the lake was big enough to host one single fleet but it might be necessary in future venues. And it is important that our WCRules allow for it.

Yves Prince tells that in Belgium nobody wants to sail Vaurien anymore after Sneekermeer championship, because Belgians did not like races in split fleets.

ASV Germany proposes to modify the VW Rules: the standard solution for World Championships shall be racing in one single fleet; CIV may decide to allow split fleets only in peculiar and motivated cases. The proposal is unanimously approved.

About the entry method, it is clear from the VWRules that the official entry list shall be made by national ASVs ; it is proposed however that individual preliminary entries can be done by the sailors themselves to the organizing club, but the official entry list will be the one released by the national ASV.

New guidelines are to be prepared for the organization of VWC. The President asks ASV FRA and ASV ESP to collaborate in preparing a “wish list for the organization of Vaurien World Championships” to be presented to the next Summer meeting.

ASV ESP stresses the fact that another continent is needed to validate the status of international class and the title of World Champion. ASV GER explains that in sailing competitions the nationality on the sails depends on the country of the club sailors are racing for. That means a European sailor can race for a third continent country provided he is member of a club located there. No foreign passport is required.

The problem shall be considered seriously by the CIV and any coming out idea analyzed.

### **12 World championship 2017 in Poland**

ASV POL presents some touristic information, maps and wind statistics regarding the new proposed venue of Gudowo lake. The event website is already online at:

<http://www.vaurienworlds2017.com>.

Alexandre Jacquinot highlights the fact that the Vaurien logo, that is identifying our class, is not present anywhere on the website.

The lake maximum depth is 40m and is dropping quickly down off the shore line. Boats are launched from the beach. A small pier is expected to be built. Each country will have an area allocated for its boats. Camping is available on site. Other types of accommodation are available in the nearby town about 5km from the club.

The President concludes saying that the CIV is satisfied with the information provided and asks ASV POL to keep going with the organization of the championship.

### **3bis-The new statute following the meeting in Sneekermeer**

As decided in the morning, after lunch CIV took again on the subject of modification of art. 10 of the Statute.

The President reports that elaborating the new article, it was found out that the Treasurer is responsible for preparing the annual budget (art. 5.4). This has never happened so far, but apart from that it is evident that art. 5.4 is not consistent with the rest of the Statute. The President of CIV should prepare the annual budget, also taking into account the proposals that each country submits before the winter meeting and that will be included in its agenda. Further analysis is needed and if a change of art. 5.4 (and of other connected articles) is required, it needs to be done at a next extraordinary meeting.

The President proposes the following text for art. 10 of the Statute:

#### *Article 10 Cotisations et autres ressources*

*Le trésorier, à la première réunion annuelle propose avec les mêmes procédures que celles de la convocation une cotisation de base qui sera fixée par le COMITÉ INTERNATIONAL DU VAURIEN. Chaque association nationale verse au COMITÉ INTERNATIONAL DU VAURIEN autant de fois la cotisation de base qu'il a de voix (voir article 9-(2)). Le COMITÉ INTERNATIONAL DU VAURIEN peut décider d'une réduction de la cotisation pour l'année en cours pour les pays qui ont de petites flottes, en conservant son nombre de voix.*

*D'autres ressources peuvent provenir de publicités ou autres services.*



*Un rapport financier sera présenté par le trésorier à la première réunion de chaque année. En cas de dissolution du Comité International du Vaurien, les avoirs de la trésorerie seront versés à une association de yachting ayant un objet analogue. A défaut, les avoirs seront versés à une œuvre de marins.*

All presents approve.

The President proposes a basic fee for 2015 of €100. Therefore countries having two votes (fleet larger than 20 boats) will have to pay €200. One vote countries will pay €100 unless they ask for reduction. The President proposes to give a reduction to Austria.

ASV FRA proposes that since there is no time for small countries to apply for a reduction, since current CIV fortune is not too low, for 2015 all small countries to be granted a reduction to €50.

All presents agree.

### **13 Following world championships**

2018 - Germany

ASV GER confirms the championship will be part of the Travemünder Woche and reported no news. <http://travemuender-woche.com/>.

2019 - Italy

ASV ITA confirms the intention to organize the championship but there are no news.

2020 - France

ASV FRA confirms the intention to organize the championship but there are no news.

2021 – Slovakia – No news

2022 - ASV ESP presents a new candidature for 2022. Venue and time to be defined.

2023 - ASV ITA presents a new candidature for 2023. Venue and time to be defined

### **16 Reform of the Master category**

The President deems the subject important but having no time, it will be discussed at next summer meeting.

The President thanks all the participants for their contribution and declares the meeting closed at 17:00

CIV WINTER MEETING 2015  
 PARIS 22<sup>nd</sup> of NOVEMBER 2014  
 LIST OF ATTENDEES

PLEASE, ADD YOUR  
 HOME ADDRESS AND TEL NO

	NAME	NCA	FUNCTION	EMAIL	SIGNATURE
	FRANCESCO ZAMPAVALLO	ITA	NCA SECRETARY	FZAMPA@USA.NET	
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	<del>X X X</del>	<del>X</del>	<del>X</del>	C/General Gutierrez Mellado w. 8-10 C LEON 628667756	
2 VOTI	Alexandre APPERT	FRA	President	CA, BDD ASUF!	
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	ROGER KULPINSKI	POL	President	roger.kulpinski@sp.fr	

VOTI DI DIRITTO → 22  
 QUORUM ASSEMBLEA ORDINARIA (2/3) → 8  
 VOTI PRESENTI → 13 L'ASSEMBLEA E' VALIDA

**Comité International du Vaurien**  
**2015 CT Winter Meeting**  
**Cachan, Sunday the 21<sup>st</sup> of November 2015**

## **AGENDA**

1. List of presents
2. Spinnaker numbers
3. Paddle
4. Rudder measurement
5. Stem strengthening
6. Amateur building
7. AOB

## **Minutes of Meeting**

**1. List of present** : see attached sheet

**2. Numbers and letters on spinnaker** - Class rule C.10.5 SPINNAKER

The following text was proposed by ISAF and therefore accepted by the CT

*Current Rule :*

(a) IDENTIFICATION

(i) The sail numbers shall comply with the RRS Appendix G.

(ii) As an alteration to RRS Appendix G National Letters are optional.

*Amend as follows:*

(c) As an alteration to RRS Appendix G National Letters and Sail Numbers on the spinnaker are optional.

*Reason*

The Vaurien Class usually races on triangle or windward-leeward course with finish line 60% of the times on a leg to windward and 40% of the times on a reach with the Race Committee on the windward side of the finish line.

In these cases numbers on spinnakers are not really needed.

Also, because of the light fabric, the vast majority of sailors prefer to paint them and as a result spinnakers hardly can be sold as second hand or very bad "paint jobs" are done to delete or re-write different numbers.

**3. Paddle** - Class rule C5.1(b)2

The following text was accepted by the CT

*Current Rule :*

One paddle minimum weight 0,250kg and a minimum length of 800mm.

*Amend as follows :*

One paddle minimum weight 0,250kg, minimum overall length of 800mm and with a blade fitting around a rectangle of minimum dimensions 100x120mm, when required by the Notice of Race.

*Reason*

The paddle is considered safety equipment. Nowadays, in the majority of the events, safety is guaranteed mostly by support boats and a paddle is never used in case of emergency. In the new amended rule, the presence of the paddle on board is left at the Race Committee discretion. Default is the paddle is not required.



#### **4. RUDDER AND TILLER – Class Rule C.8.4**

The proposal presented by Pablo Cabello was long discussed and accepted with the following text approved by CT.

##### *Current rule*

##### **(a) USE**

- (1) The rudder blade shall be in its fully lowered position when racing.
- (2) Type and materials of tiller and tiller extension are optional.
- (3) The rudder shall be fitted to the hull in such a manner that it will not detach from the hull if the boat capsizes.
- (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.
- (5) The deepest point of the rudder shall be within an area formed between two circles with centre at the intersection point of the water line and the leading edge of the rudder blade and a maximum radius of 684mm and a minimum of 634 mm as shown on diagram C.8.4.1.
- (6) The position of the rudder is optional as shown in C.8.4.1

##### *Amend paragraph 4 as follows :*

- (4) The distance between the transom and the intersection point of the Water Line and the leading edge of the rudder blade shall be between 30mm and 40mm.

##### *Add to rule E 4.4:*

- (c) The difference between the distance of the axis of upper and lower pintles/gudgeons from the rudder blade template maximum boundary shall not exceed 5mm.

##### *Add to rule D 10.2.:*

- (b) The difference between the distance of axis of upper and lower pintles/gudgeons from the transom shall not exceed 5mm.

#### **5. Centerboard leading and trailing edge fairing**

Centerboard leading and trailing edge fairing can be extended in a straight line to the top (already approved in summer meeting).

#### **6. Transom template**

Change and simplify transom template by adding middle reference point and deleting two side points.

#### **7. Rounding off edges - Rule D 3.1.(f)**

Rule D 3.1.(f) regarding rounding off edges can be applied to sheerline edge as well.

The President thanks all the participants for their contribution and declares the meeting closed at 17:00





# Comité International du Vaurien

## Report of the treasurer for the year 2015

### New address:

Franz Onder  
 Giessenstrasse 2 /21  
 6972 Fussach  
 Austria  
 Tel: 0043 650-6002477  
 email: [j.onder51@gmail.com](mailto:j.onder51@gmail.com)

Income	EURO
Fees from the National Class Organizations	1598,23
13 Sailnumbers, ISAF Plaques	462,00
Interests	2,02
<b>Total</b>	<b>2062,25</b>

Expenses	
ISAF annual fee 2015	310,07
CIV meeting Paris	570,00
13 Sailnumbers - ISAF plaques 16,08 each	212,04
Postage	8,78
<b>Total</b>	<b>1100,89</b>

In the year 2015 we had a surplus of 961,36

Fortune at the 17th November 2014: 3535,52

### Fortune at the 7th November 2015:

Bank account Bank Austria:	4050,90
6 ISAF Plaques, 16,08 Euro each	96,48
Cash	349,50
<b>Total</b>	<b>4496,88</b>

In the year 2015 we have received the class fees from

France, year 2014 and 2015	500,-
Spain 2015	250,-
Netherlands 2015	250,-
Italy 2015	250,-
Germany 2015	98,23
Austria 2015	50,-
Belgium 2015	50,-
Czech Republic 2015	50,-
Poland 2015	50,-
Slovakia 2015	50,-

Missing is the Class fee from Portugal for the the years 2014 and 2015, Total 300,- Euro

Sailnumbers

We have given

5 ISAF plaques to France, numbers 36392 / 93 / 94 / 95 / 96

6 ISAF plaques to Portugal, numbers 36397/ 98 / 99 / 36400 / 01/ 02

2 ISAF plaques to Poland, numbers 36403 / 04

In stock are the numbers 36405 - 36410

For further questions please don't hesitate to contact me.,

Best regards  
Franz Onder  
Treasurer