



**International
Vaurien
Class
Association**

CT winter meeting



Saturday November 28th 2020

Minutes of the Technical Committee meeting

The meetings opens at 10:00 as online conference with presents listed below:

Maurizio Raffaelli	CIV President
Francesco Zampacavallo	CT President
Peter Lakshmanan	CT member & Secretary
Thibault Vandrot	CT member
Nacho Campos	CT member
Tim Spek	CT member
Tim Schilling	ASV NED
Roberto Franchini	ASV ITA
Marco Crecchi	ASV ITA
Antonio Perez	ASV ESP

1 update on submission to WS of changes of rules

The point is present also in the agenda for CIV and it'll be reported tomorrow during the CIV meeting.

2 Update on mylar jib testing from each country

Only one jib has been made in Italy. Roberto Franchini used it in one regatta before the Covid restrictions came up and after that the jib was used occasionally few more times. There is nothing relevant to note. It seems a bit stiffer. Due to Covid restrictions, testing period has been extended to 2021 and report from each country willing to test it is expected at winter meeting 2021.

3 Clarification on special block by ASV ITA

Roberto Franchini submitted the question about how this self-locking block should be classified. The sheave spins freely when pulling. When eased the first time it runs freely. When pulling again is always free. When easing a second time it's locked. When pulling again it runs freely. When eased a third time is free.

The opinion of the CT is that its function is like a ratchet block that is self-locking only every other pull. It should be considered as a ratchet block.





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4 Allowing the use of swivel cam proposal by ASV ITA.

The subject was already discussed during winter meeting 2019 and it was clarified that this fitting is not allowed under current rules. ASV ITA is asking to change the rules to permit the use of this type of fitting.

Regarding performance, the opinion of the CT is that this fitting is not affecting the speed of the boat but is an improvement / aid to the handling of the boat. Regarding safety, ASV FRA mentioned an example where the wrong use of this fitting may lead to capsizing. Regarding price, on the market there are many models ranging from 100€ to over 300€. Regarding legacy and the spirit of the class, the opinion is that this fitting is adding "complexity" and leading away from "simplicity" that has been one of the main driving spirit of the class so far. Under these assumptions, the CT is of the opinion that the proposal can't be accepted. Anyway, the final decision should be taken by CIV that has to lead the spirit and future of the class.



5 Boom without groove

The subject was first discussed at winter meeting 2019 with the idea to finalize the debate during WC 2020. Being WC 2020 cancelled, it has been debated today. Pablo Cabello prepared a document supporting the proposal.

It is clear that a profile without groove would be simple and therefore cheaper. A wide range of profiles suitable for this application are available on the market (especially round ones). A point against the proposal is that with this simple boom, mains designed with boltrope cannot be used (boltrope has to stay inside a groove). Tim Speck reported the issues on such booms used on RS Feva. Attachment points of vang and mainsheet blocks are failing because these fittings are riveted and not supported by a rail on the bottom face of the boom. That is assumed to be due more to poor design of a strict one design class.

Overall: performance is not affected; safety is not affected; cost is assumed to be cheaper; the spirit of the class is not affected. The opinion of the CT is that the proposal could be accepted. Anyway, before changing the class rules, testing should be performed on actual booms. The idea is to allow testing on national basis for 1 year like it's being done on the mylar jib proposal. In case CIV approves this idea, CT should prepare the rules to allow this testing.

6 Review of rudder rules proposed by ASV ESP

Nacho Campos prepared a document detailing the changes on rudder rules in the last 30 years at least. Thanks Nacho! The fact there's been so many changes is an evidence that something is still not clearly defined.

After a debate, the CT is of the opinion that the rules have to define two different aspects:

- rudder dimensions (or shape)
- rudder position relative to the hull.

Rudder dimensions:

In the current rules, dimension or shape is checked by using a template. Template design is clear and the way to use it is easy. Any rudder can be checked and approved just by placing it on the template and separately from the hull.

Rudder position on the hull:

The current rules allow "vertical" and "traditional" position and its immersion in the water is defined by a linear measurement. The immersion can be measured in two ways: One way expected the corner on the leading edge of the rudder to be aligned with the water line. Another way measured the distance of the deepest point of the rudder from the water line (current). Over the years, the rules changed flipping from one way to the other many times.



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Also, regarding how the rules are written, some terms are not clearly defined and are used with different meanings in different area of the rules.

These doubtful terms are:

- Rudder head

It can be considered as “any part of the rudder that is out of the water” or “that part or component of the rudder that is acting as a link between blade and tiller” (like the box structure supporting the tiller or the alloy head for pivoting blades).

- Rudder blade

It can be considered as “that part of the rudder that is below the water line” or “the entire rudder board in and out of the water”.

- Rudder datum point

In the current rules is not explicitly defined but it is drawn as “the intersection between hull waterline and leading edge of the rudder when fitted on the hull” but it could be a point defined on the template (like the corner point on the leading edge).

After a debate the CT is the opinion that the rudder rules need clarification.

The CT will prepare a proposal of rule change by December 25th 2020 with clarifications on:

- Rudder head
- Rudder blade
- Rudder datum point
- Rudder position relative to the hull

7 Proposal on limitation of blocks and cleats by ASV ESP

ASV ESP proposed to change the limit on blocks and cleats and bring it to max 30 sheaves and max 20 cleats. Antonio Perez explained how currently many boats are using low friction rings in their systems. These rings often are more expensive than a simple block and therefore it appears inconsistent to have a limit on blocks and not on rings. The opinion of the CT is that blocks and sheaves are not affecting directly the speed of the boat. Increasing the number of sheaves allow the reduction of loads in some systems. Increasing the number of sheaves will add “complexity” to the systems installed on a boat. Increasing the number of cleats will add more adjustments and therefore “complexity” to handling and tuning of the boat.

Without a clear idea on where the additional number of sheaves and cleat is needed, the proposal add “complexity” and leads away from “simplicity” that has been one of the main driving spirit of the class so far. Under these assumptions, the CT is the opinion that the proposal can't be accepted. Anyway, the final decision should be taken by CIV that has to lead the spirit and future of the class.

8 any other business

No other items being on the Agenda, the meeting closes at 11:40.