

MINUTES OF C.I.V. MEETING

Winter Meeting – December 1, 2024, Cachan Paris

ATTENDEES

<u>Name</u>	<u>Short</u>	<u>Function</u>	<u>Presence</u>
CIV			
Maurizio Raffaelli (ITA)	MR	CIV president	V
Eyal Yussim (URU)	EY	CIV vice-president South America	X
Jean-Jaques Girard (FRA)	JJ	CIV vice-president Europe	V
Peter Lakshmanan (GER)	PL	CIV secretary	V
Alexandre Appert (FRA)	AA	CIV treasurer	V
Francesco Zampacavallo (ESP)	FR	President Technical Committee	V
NVCA			
Mr. Manuel Filipe		ANG – ASV president	X
Yves Prince		BEL – ASV president	V
Kateřina Formánková		CZE – ASV president	X
Fabrice Lievre	FL	FRA – ASV president	V
Dirk Pater	DP	GER – ASV president	V
Roberto Francini	RF	ITA – ASV president	V
Jelle Fokkema	JF	NED – ASV president	V
Roger Kulpinski		POL – ASV president	X
Alexandre Paulino		POR – ASV president	X
Andre Esteves		SVK – ASV secretary	X
Nacho Campos JR		ESP – ASV president	V
Alejandro Fernandez		URU – ASV president	X
Others			
Francis Joris		BEL – Guest	X
Angel Puente Silvano		ESP – vice president	V
Yolanda Bastos		ESP – Guest	V
Martin Lakshmanan		GER – Guest	V
Keeti Neijman		NED – ASV secretary	V
Femke Spek	FS	NED – Guest	V
Daan Stoel		NED – ASV treasurer	V

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The meeting didn't follow the agenda as provided before the meeting, the change in order of discussed topics was approved unanimously. The minutes follow the new agreed agenda.

Registration and President's Opening

MR opens the meeting at 1015 hrs.

Minutes of Summer 2024 meeting

Approved unanimously.

Treasurer's report and banking decisions for 2024

- AA presents the preliminary balance sheet; the most recent updated report hasn't been shared yet with the CIV members and was presented during the meeting.
- Currently, the fee from CZE is still open for 2024
- The costs for the CIV meeting will be higher this year (+260, - euros) due to the celebration at the Grand V meeting on 30th November.
- By request of Daan Stoel, next year a comparison of the budget versus the balance sheet will be provided.
- Jelle Fokkema (NED) will again be this year's "Verificateur de compte" and shall check the accounts after they have been closed for the year and shall report his findings during spring meeting.

Status of the Class – World Sailing Review

PL reports about world sailing.

At the moment we are in the process of signing a new agreement with world sailing. World sailing will send a document soon regarding our world sailing status.

Search for International Measurer

By demands of world sailing we need to keep on searching for (new) international measurers for our Vaurien class. Nacho Campos SR and Ugo Zappi are no longer international measurers for the Vaurien class.

ITA has contacted Mr. Cocolloni, who has been an international measurer before and who would like to qualify himself as an international measurer for the Vaurien class. There are costs involved in succeeding in this task, like costs for participation in international conferences and costs for participation as a (national) measurer during international events.

CIV members unanimously agree to contribute to part of the costs, up to 500, - euros.

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NED has provided another measurer, Frans van de Biggelaar, who already is an international measurer. He needs to participate in two international Vaurien Class events to become an international measurer for the Vaurien Class. ITA will contact him to join the upcoming World championship.

Need for overseas fleets

By request of World Sailing the Vaurien Class needs to make sure we have an overseas fleet with a minimum of 15 boats. Right now, World Sailing knows about the progress in URU, by which we hope to have in the near future 15 boats available.

Report on Vaurien Activity in Europe, Africa and South America

All representative ASVs reported on their activity in the past year:

- Netherlands
Are still facing difficult times for their national association. They have 6 active teams but expect further decline because of teams leaving for other classes and no growth due to the lack of youth sailors. The available youth is not choosing for the Vaurien, due to many different reasons (too expensive, friends joining other classes etc.) The Dutch board expect that many Dutch Vaurien will be sold during the season of 2025. Right now, the class is too small to attract new sailors/teams.
- Spain
Reports more regions in which the Vaurien Class became active. They have had a stable situation since the World championships in 2022, with approximately 100 members. During the Spanish championships they had 40 boats participating.
Due to competition with other classes, they have difficulty attracting youth sailors. In Spain many youth sailors have coaches who support them for a chance of participating in the Olympics. Therefore they choose to sail in classes like 420 or ILCA instead of Vaurien. Also, there are not enough good 2nd handed Vaurien available for new sailors due to a lack of builders. There are older Vaurien available at clubs, but the youth sailors prefer to sail in the 'newer' 420s or ILCAs.
- France
Has a stable growth in their fleet during the past 20 years in which they have a classic and new Vaurien practice. Many sailors who returned to the class in their older Vaurien (classic boats) by now have upgraded to the newer Vaurien and are interested in participating in the regatta fleet.
Due to a difference in sailing level between sailors in the regatta fleet versus the classic fleet, they face problems with attracting new sailors.
They have 4 events every year, mostly in Bretagne, in which 15-20 boats participate. They have approximately 100 members and about 50-60 active boats (including classic Vans).
- Belgium
Have 1-2 active boats. They organized one event this year, in which 13 boats participated (of which 8 boats from Germany).

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Next season they'd like to organize a wooden Vaurien event with FRA to attract old Vaurien sailors to the class.

- Germany
Report a stable situation over the past year. During their national event, they had 15-20 boats participating of which 3-4 junior teams.
They organize newbie events in which they try to attract students (25–30-year-old) to become new Vaurien sailors. They see a growth in their class by buying class boats for sailors to use, which afterwards might get sold to new teams.
In 2025 they will organize their German open at lake Konstanz to also attract Vaurien sailors from Switzerland and Austria.
- Italy
Is going strong They have 20-25 boats during national events and are expecting growth towards the upcoming world championship. They are active in 3 regions (Como, Rome, Tuscany).
They have 80 sailors and a few junior teams in Tuscany and Rome.
The Italian sailing federation is promoting the 420 class, which makes it difficult for the Vaurien Class. They've noticed great success in the growth of the Vaurien class by introducing wooden Vaurien as an entry to the class, by organizing their own ranking list and event.
- Poland
Not represented during the winter meeting.
- Portugal
Not represented during the winter meeting.
Via ESP: Paulino is working on opening his shipyard again. The Vaurien class in Portugal is growing slightly by old Vaurien sailors returning to the class. By now they have 4-5 boats in Portugal.
- Slovakia
Not represented during the winter meeting.
- Czech
Not represented during the winter meeting.
- Angola
Not represented during the winter meeting.
From contact with the CIV it is known that they face problems with their national sailing association. During the summer meeting they've requested an early invitation for international events, but they haven't responded (yet) to the two most recent contact requests.
- Uruguay
Not represented during the winter meeting.
They have an official Vaurien association by now and applied for a club house. Their goal is to create a Vaurien sailing school over there.

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They're in the process of making a hull to build the mold. The molds for the centerboard and rudder are finished.

Elections

There were no responses on the email regarding the elections.

CIV President:

Maurizio Raffaelli was thanked for his great efforts for the Vaurien class.

Peter Laksmanan was proposed to take over the roll as CIV president, he got unanimously approved.

Since PL is the secretary of the CIV, Femke Spek was proposed to take over his position as secretary of the CIV, of which the position must be re-elected next year, she was unanimously approved.

CIV treasurer:

Alexandre Appert got re-elected unanimously.

CIV Administrative Delegate:

This must be someone with the France nationality.

Jean-Jacques Girard is willing to stay active as the administrative delegate of the CIV. AA has offered to take over his role once he no longer wishes to be the administrative delegate. For now, Jean-Jacques will stay involved as the administrative delegate of the CIV.

Members of the Technical Committee:

Pablo Cabello (ESP), Peter Lakshmanan (GER) and Nacho Campos (ESP) got unanimously re-elected.

Nacho Campos junior (ESP) got unanimously added as a new CT member.

President of the Technical Committee:

Francesco Zampacavallo got unanimously re-elected.

Proposal for the 2025 Annual Budget and Basic Fee

Like previously discussed the CIV has agreed to contribute to the costs of the education of a new international measurer for the Vaurien class, which will be seen as an investment in the future of the class. Therefore, 500, - euros will be added to the costs in the budget of the CIV for 2025. The fees for the CIV are proposed to stay the same. There was no request from a national association for a change in their fee.

To summarize a negative budget for 2025 of approximately 200, - euros is proposed. The budget proposal was approved unanimously.

The CIV requests national associations to present proposals for using CIV budgets for promotion of the international Vaurien class. These can be sent to the secretary of the CIV (FS).

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Report from CT winter meeting

- Visibility and contrast of sail numbers on mylar sails
This is a recurring issue debated many times in the CT. In principle it is clearly ruled by Appendix G of Racing Rules: "National letters and sail number shall be of a contrasting colour to the body of the sail.". The CT debated that, to help measurers and sailors to clarify the matter, some guidelines will be issued. It is important to underline that the matter is ruled by RRS and race committee and measurers have the last word at an event, the guidelines are only meant to support.
- Define the status of "devices" or "fittings" that are currently used but are not clearly permitted in the rules and their function or definition is not clear.
For example there are Vauriens with side benches higher than main thwart (which is not permitted by D.10.2(a) *Depth of side benches from main thwart upper face MAX 25mm*). The CT proposes to add a minimum of 0mm to the measurement to clarify this concept. The CIV agrees to this proposal.

During the CT meeting, a derived point came up regarding the height of the entire main thwart above the keel line and the 'flatness' of its surface. Many boats have this bench curved. The CT will check the deviation on existing hulls to come up with a rule to avoid strange curved shapes and illegal constructions.

- Allow the use of natural fibres in laminates
The CIV agrees to testing according the following rule:
D 2.6(a) (4): in addition to fibres permitted in D2.6(a) (2), any fibre with Young Modulus $E < 75 \text{GPa}$ is allowed.
- Electronic devices
This is a recurring subject debated many times in the CT. The matter is clear and clearly defined in our rules. A guideline will be issued by the CT to help race committees and sailors to clarify which specific electronic device models are complying with the class rules.
- Reef in mainsails
To add a proper reef in a mainsail only two additional eyelets are needed. Cost increase is limited, duration of sail is not affected and boat handling for light crews in strong wind is increased and therefor their safety. The CT proposes to allow testing a reef in mainsails. The CIV agrees.
- Eliminate the obligation of the sail groove or track on the boom
The CT proposes to admit the following rule to the class rules and therefor allowing the elimination of the sail groove or track on the boom.
F.4.2(a) The spar extrusion may include a fixed sail groove or track which may not be integral with the spar but shall be of the same material.
- Measurement form
The CT proposes to adjust the measurement form as following:
Rename point 37 of Measurement Form to position 31, CIV agrees.

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- Equate expression point C 10.4
The CT will review this point and come up with a new proposal during the spring meeting.
- Two-piece mast
Testing of a two-piece mast has already been allowed in 2018. The CIV agrees to continue this allowance for testing.
- Change in ERS regarding position of mainsail on mast
The 2025-2028 ERS rule B.1 has been changed as below:
The mainsail shall be set so that no visible part of it shall be higher than a line projected 90° to the mast spar at the upper point.
The CT states that the matter is clear and not specifically invalidating any of our class rules or existing mainsails, however due to this definition it might be more difficult to check when on the water. In the effort to help measurers to check and competitors to comply the rule the CT proposes to use the following system:
Definition Z point: the intersection of the luff and the sail head both extended as necessary.
New C.10.4(b) The mainsail shall be set so that its Z point is not higher than the mast spar upper point.
The CIV agrees.

Jean-Jacques points out that he noticed many different Vaurien logos in the recent past, which might not all be conform the official Vaurien logo. The CT will evaluate this during the next world championship.

2024 World Championship Review

ITA reports good comments from sailors on the organization of a great world championship.
ESP report they were very happy with the world championship.
GER reports having had a great world championship. There were some issues with the templates for the measurements, which resulted in the measurement team not having enough time to prepare and measure beforehand. ITA will try to digitalize the templates, to make sharing them easier and to prevent this problem in the future. Before those can be used, the CT/CIV needs to certify them.
Martin Lakshmanan will search for old digital templates which might still be around from the project with the German boat builder and will share these with Italy.

2025 Vaurien World Championship

The world championship will take place from 13-19 July. The NoR has been updated, Roberto Francini will send these to FS to distribute between the CIV members. The previous version has been shared in the CIV/CT WhatsApp group on 28th November 2024. The goal is to have the NoR approved and online by the end of February.

During the Worlds there will be a wooden boat event during one day. Also they will try to provide real time streaming of images taken by drones throughout the worlds, ITA is waiting for approval for the use

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of drones at the lake.

Website: www.vaurienworlds2025.it

Options for accommodation will be shared on the website (camping nearby the club, hotels close to the club).

Sailing instructions still must be provided to the CIV.

Demand for charter boats for non-European crews, as needed. ITA has 2-5 boats available, of which 2 class boats. The CIV proposes that sailors from overseas countries will be put in touch with the boatowners by the Italian Vaurien class.

Forecast of overseas participation: 76 to 92 boats are expected to participate in total, of which (estimated) 1 from USA, 1 from URU, 2 from ANG.

2026 Vaurien World Championship

GER presents their proposal for the world championship in 2026.

The event will be held during the Travemünde Woche from 17-26th July at the same area as during the world championship in 2018. This time the race office will be located at the camp site and communication will take place by using a WhatsApp group.

Sailors can stay at the campsite for 5-10 euros per person per night.

Momentarily no rest day has been scheduled, due to weather conditions which might vary during the event. This will get re-evaluated during the preparation of the NoR by request of the CIV.

During the event there will be one dinner provided by the organization at the ship (like in 2018).

The presentation given will be sent to FS, to distribute between the CIV members.

World Championships in the following years

- | | |
|---------|---|
| 2026 | Germany, Travemünde, July 17- 24 |
| 2027 | ESP (or URU if possible) |
| 2028/29 | FRA (near Bordeaux), or ITA (Follonica), or POR (Algarve) |

Vaurien on Internet and social media

Since the summer meeting Nico from ESP has been very active in building our social media accounts and bringing those to live. The CIV is grateful for his efforts and asks all national associations to participate in his efforts.

The website has been updated, a CT section will be added in the future.

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The CIV members would like to have a section on the website with links to previous world championships, so that results and pictures will be stored for the future.

The CIV will check if there is a possibility to offer access to parts of the website to future world championships organizations for providing information about their world championship.

Europa Cup Classification 2024

- Results 2024

In 2024 there were 12 events with approximately 200 contestants, which is similar to 2023.

The winners of the Europa Cup 2024 are Peter Laksmanan and Daniela Bockmann.

- Future of the Europa Cup

FZ and PL will make a proposal for the future of the Europa cup, which will be discussed during the spring meeting.

All national associations are requested to send their events (maximum two) to FS by the end of January 2025 for preparation and publication of the Europa Cup events in 2025.

Any other business

ESP proposals:

- Modification Nations' Cup

The modification proposal for the Nations' Cup was briefly discussed. Members of the CIV decided to keep the current rules for the Nations' Cup and not modify them.

- Modification categories

The modification of categories was discussed.

Spain proposed to adjust the junior category into U17 and U23. Worry of the CIV is that this will make the competing categories too small during international events, due to a lack of junior teams. Therefore now changes were made.

In the recent past the CIV also minimized the number of categories (by adjusting the super master/master category). Therefore, the CIV won't change the current categories. Proposal to inventory during international events how many junior teams there are and how many U17 and U23.

- Request to include all categories in the class rules

Since the Spanish sailing association seem to not recognize categories for the Vaurien class when those are not included in the class rules, the Spanish ASV requested to put them in the class rules.

Since this doesn't seem to be a requirement for other countries, the CIV advises ASV Spain to check in with other classes in the Spain how they handle this and adjust if possible.

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The meeting was closed at 14.00h.

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