

## MINUTES – CENTREBOARD BOAT COMMITTEE



A session of the Centreboard Boat Committee of the International Sailing Federation was held at 1000 on Sunday 9<sup>th</sup> November 2003 at Palacio de Congresos, Barcelona, Spain.

### Present:

David Cook (Chairman)  
Fred Kats (Vice-Chairman)  
Francesco Ciccolo  
Darren W. Dunkley-Smith  
Georg Fundak  
Johnny Johnston (ICC Representative)  
Dina Kowlyshyn  
Andrzej Ostrowski  
Takao Otani  
Jason Smithwick  
Georg Tallberg  
Susan Thompson

### Also in attendance:

Simon Forbes – ISAF Technical Manager  
Sebastian Edmonds – ISAF Technical Coordinator

### Apologies

Valery Palazov

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### **1. CALL TO ORDER**

David Cook was in the chair and called the meeting to order at 1000 hrs on Sunday 9<sup>th</sup> November.

### **2. MINUTES OF EARLIER MEETINGS**

#### **(a) Minutes of the Centreboard Boat Committee Meetings, 10<sup>th</sup> November 2002**

The committee noted the minutes of their meetings, 10<sup>th</sup> November 2002. There were no matters arising.

### **3. CLASS RULE CHANGES**

#### **(a) Class Rule Submissions**

##### **i. International 505 Class Yacht Racing Association, Submission 223-03**

The Centreboard Boat Committee recommends that Council adopt the submission.

##### **ii. B14 Class Association, Submissions 224-05 – 225-03**

The Centreboard Boat Committee recommends that Council adopt the submissions with the following amendments:

Submission 224-03 – Delete “within an arc” and replace with “not more than”.

Submission 225-03 – Approve as submitted.

##### **iii. International Cadet Class Association, Submissions 226-03 – 229-03**

The Centreboard Boat Committee recommends that Council adopt the submissions with the following amendments:

Submission 226-03 – Amend to read as follows: G.6.1(c) “Sail numbers shall be carried on the front side. As an alteration to RRS G.1.3(d), national letters are not required.”

Submission 227-03 – Approve as submitted.

Submission 228-03 – Renumber rule from “E.4.5” to “C.3.1(h)”. Approve wording as submitted.

Submission 229-03 – Amend to read as follows: D.9.1(c)(viii) “Aft edge of keel to Datum line A shall be minimum 46mm, maximum 56mm.”

##### **iv. International Europe Class Union, Submissions 230-03 – 234A-03**

The Centreboard Boat Committee recommends that Council adopt the submissions with the following amendments:

Submission 230-03 – Amend last sentence to read as follows: “If fitted, they shall not be adjustable whilst racing.”

Submission 231-03 – Approve as submitted.

Submission 232-03 – Approve as submitted.

Submission 233-03 – Amend to read as follows: 2.6.4 “Each mast (at the gooseneck), boom (at mast end), centreboard (near the top), rudder blade (near the top but not obscured by the rudderstock), and rudderstock (near the top) shall have a permanent,

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unique identifying code impressed on the starboard side by the manufacturer. The identifying code shall be clearly visible and at least 7mm in height, minimum of five digits.”

Submission 234-03 –Defer the submission.

Submission 234A-03 – Approve as submitted.

v. International Finn Class, Submission 234B-03

The Centreboard Boat Committee recommends that Council adopt the submission.

vi. International Flying Dutchman Class Organisation, Submission 235-03

The Centreboard Boat Committee recommends that Council adopt the submission. The Committee also recommend that the Flying Dutchman Class work with the ISAF Secretariat to simplify the rules where possible.

vii. International Flying Junior Class Organisation, Submission 236-03

The Centreboard Boat Committee recommends that Council adopt the submission.

viii. International Mirror Class Association, Submission 237-03 – 239-03

The Centreboard Boat Committee recommends that Council adopt the submissions with the following amendments:

Submission 237-03 – The submission is approved but the Committee would like the class to clarify the points of measurement and to re-word the submission.

Submission 238-03 – Approve as submitted.

ix. International Moth Class Association, Submissions 239A-03 – 248-03

The Centreboard Boat Committee recommends that Council adopt the submissions with the following amendments:

Submission 239A-03 – Amend second sentence to read as follows: “The International Moth Class Association may make interpretations which must be ratified by the ISAF before becoming effective.”

Submission 240-03 – Amend to read as follows: “...referred to the IMCA and the ISAF as determined in 1.3.”

Submission 241-03 – Adopt as submitted.

Submission 242-03 – Adopt as submitted.

Submission 243-03 – Adopt as submitted.

Submission 244-03 – Adopt as submitted.

Submission 245-03 – Adopt as submitted.

Submission 246-03 – Adopt as submitted.

Submission 247-03 – Adopt as submitted.

Submission 248-03 – Adopt as submitted.

x. International OK Dinghy Association, Submissions 249-03 – 250-03

The Centreboard Boat Committee recommends that Council adopt the submissions.

xi. International Optimist Dinghy Association, Submissions 251-03 – 255-03 and 257-03

The Centreboard Boat Committee recommends that Council adopt the submissions with the following amendments:

Submission 251-03 – Adopt as submitted.

Submission 252-03 – Adopt as submitted.

Submission 253-03 – Adopt as submitted.

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Submission 254-03 – Adopt as submitted.

Submission 255-03 – Move rule title 3.3.1.3 “Laminate specification for EPOXY Dagger board” to above “Mould side gel coat”.

The committee recommended to the class that a minimum radius be specified for the corners of the rudder blade and IODA representatives subsequently agreed to the following wording:

“The corners at each end of P may be rounded to a radius of maximum 5mm.”

Submission 257-03 – Adopt as submitted.

xii. International Snipe Class Association, Submissions 258-03 – 262-03

The Centreboard Boat Committee recommends that Council adopt the submissions with the following amendments:

Submission 258-03 – Adopt as submitted.

Submission 259-03 – Adopt as submitted.

Submission 260-03 – Delete last sentence.

Submission 261-03 – Amend to read as follows: “...forward side located at 2559mm aft side of the mast...”.

Submission 262-03 – Renumber rule to “49”. Amend second sentence to read as follows: “The dimension across the top of the mainsail shall be maximum 176mm from the inside of the boltrope.”

xiii. International Topper Class Association, Submission 256-03 and submissions 263-03 – 266-03

The Centreboard Boat Committee recommends that Council adopt the submissions with the following amendments:

Submission 256-03 – Adopt as submitted.

Submission 263-03 – Amend submission to two sentences for clarity, to read as follows:

5.2 “Tiller extensions may be replaced. Tiller extension length, maximum 975mm.”

Submission 264-03 – Adopt as submitted.

Submission 265-03 – Amend to read as follows: 7.11 “Either a centre or aft main sheeting system may be used when racing. The system may be changed between races in a series.”

Submission 266-03 – Adopt as submitted.

xiv. International Vaurien Class Association, Submission 267-03

The Centreboard Boat Committee recommends that Council adopt this submission.

(b) Deferred Submission FJ-02

The committee noted that the Flying Junior Class Association had withdrawn the submission.

## **4. WITHDRAWAL OF ISAF STATUS**

(a) Buzz Class Association

The committee noted that the ISAF Council had withdrawn ISAF Recognized Status from the Buzz Class.

## **MINUTES – CENTREBOARD BOAT COMMITTEE (CONT.)**

### **5. TECHNICAL COMMITTEE**

(a) Submission 015-03 – Technical Committee Structure

The Chairman led discussion regarding the amalgamation of the ISAF technical committees into one.

*Recommendation to Council*

*The Centreboard Boat Committee support the intent of the submission with respect to the more rapid handling of Class rule changes by the ISAF Staff. Obviously resources would need to be made available for this.*

*The Committee would prefer to see the three areas of*

- 1. ISAF Technical Policy*
- 2. Class Technical Policy*
- 3. Control (Measurement) be made provisioned for.*

*The Committee are concerned that in the review process the total area of long-term effect, including volunteer involvement, be taken into account.*

*The Committee believes that class associations that come before it are grateful, indeed reliant on the opportunity to meet face to face with a reasonable number of committee members with centreboard experience and would feel considerably disadvantaged by the removal of that opportunity.*

### **6. OLYMPIC REGATTA 2008**

(a) Submission 044-03 – Selection of Equipment for the Olympic Regatta 2008

The Committee discussed the submission and felt that the timing of the submission, with respect that all Olympic equipment be chosen in November 2004, was too late. The Committee agreed with the proposal for an evaluation event but requested that the testing criteria for the boats be carefully determined before going ahead.

*Recommendation to Council*

*The Centreboard Boat Committee support in principle a trial provided prior careful consideration of the criteria be undertaken.*

(b) Submission 045-03 – Equipment Chosen for the Olympic Regatta 2008

The Committee discussed the submission at length and although the committee supported the principle that all Olympic classes should be as alike as possible, the committee did not think that Master plugs and common moulds were the way to achieve this.

*Recommendation to Council*

*The Committee support the principle of the submission that Olympic Equipment should be as equal as possible but are not sure that common master plugs is the way forward.*

### **7. CLASS RULE INTERPRETATIONS**

(a) Submission 208-03 – Class Rule Interpretations

*Recommendation to Council*

*The Committee recommends that Council adopt the submission.*

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### **8. ANY OTHER BUSINESS**

(a) 420 Windows

A question was raised regarding 420 windows regarding the use of materials which contain an X-ply of thread reinforcement. This matter was referred to the ERS working party as it was felt that the issue could not be dealt by the committee.

(b) Finn Class – Hull Digitalisation

Mr. Ostrowski informed the meeting that the Finn class have developed a digital standard hull shape. This work has been achieved with considerable personal contribution by Mr. Gilbert Lamboley, who originally developed the Lamboley swing test for calculation of a boat hull's radius of gyration.

There being no further business, the session ended at 1407 on Sunday 9<sup>th</sup> November.

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