

Other Committees – Youth Sailing, Training & Development

Selection of a Unified Catamaran for School and Regattas of Youth Classes from 9 to 18 years old, Men and Women.

A submission from the Federazione Italiana Vela

Current Position

Proposals

The Federazione Italiana Vela submits the following Draft for the specification to select a catamaran for young sailors from 9 to 18 years old, men and women.

Reasons

It is important, for young sailors, from 9 to 18 years old, to have a new catamaran, with different possible riggings, to be used, with safety, in the learning stage and in regattas with good performances, for men and women or mixed crews.

The proposal is to present to the Multihull Committee the possible specifications to organise a future selection to choose a new catamaran for school and regattas, for young sailors from 9 to 18 years, men and women.

Here follows the Draft specification:

Definition

A unified type of boat, with different possible riggings, should assure both safety in the learning stage and good performance in regattas for men, women and mixed crews. The suitable criterion for the definition of the classes should be the total weight of the crew (e.g.: 65÷85 kg; 85÷115 kg; 115÷125 kg; 125÷145 kg).

The rigging of the boat should be suitable for use as a single-handed in the lower weight classes. The parameter of the weight of the crew, of relevance in regattas, needs to be related to another one: its level of experience. It is therefore necessary to define rigging solutions that can accommodate the constraint of the safety for the least experienced crews, whilst being adaptable to more experienced crews.

Mandatory characteristics

1.1 Passive safety

It is necessary for the boat to be easily righted, after a capsizing, by the lightest admissible crew for any rigging configuration with no external help.

Should using a carbon fibre mast attain this characteristic, this material may be accepted only for the mast, notwithstanding the recommendation of not using expensive materials for this boat. Indeed, thanks to the limited weight, lowering and raising the mast would be easier.

1.2 Active safety

Good manoeuvrability, with light and strong wind, good stability and good windward performance are requested. These characteristics are important for the crew's active safety in any sort of difficulty, and would compensate the additional cost of dagger boards important in regattas where close-hauled efficiency is the main discriminate factor.

Solutions of boats with no dagger boards may be considered as long as they are characterised by sufficient close-hauled efficiency and by sufficient manoeuvrability.

Preferred characteristics

2.1 Assembling

When selecting a boat for training and racing of young crews, an important characteristic is a short assembling time. This can allow sailing clubs with space problems to store the hulls on wall-racks, while the boat can be transported both on the roof of a car (up to two catamarans) and on trolleys that can carry up to eight boats each.

Disassembling of the mast into two parts is optional, and recommended for transportation on the roof of a car.

2.2 Repairing

The boat should be intrinsically robust and should not break in the event of occasional overload of a third passenger. (As independent minimum margin for overloading 1.5, dynamical margin 1.5, fatigue margin 1.5, combined breaking margin not lower than 2.6 are recommended).

The boat should be repairable in case of accidents, and it is desirable that the means and the ways to repair the parts subject to wear and scratches, such as the keel or the bow, are made available in advance.

For crews' safety, it is recommended that nothing projects laterally from the hull profile (such as terraces or foilers). Rubber protection on the bows is considered desirable.

2.3 Sails

Mainsail, Jib, Gennaker.

2.4 Fitting

Fitting should be simplified because for weight, cost and training reasons, but should include the mainsail luff tension adjustment (Cunningham) and the jib fairlead transverse control.

2.5 Use as a single-handled

The rigging should be easily adaptable for use as a single-handled, with variable weights from 65 kg up to 105 kg.

Weight of the boat

As low as possible, in order to allow even very light crews (e.g. 70 kg a couple or a single) to maintain the boat righted, notwithstanding a good structural resistance.

The weight of the boat should also be compatible with the mass and the strength of the lightest crews when beaching and sheltering the boat.

An approximately weight of 90 kg is proposed.

Selection criteria and costs

The selection of the boat will be based on the best compromise between the above characteristics, with a scoring weighted by the cost. The target selling price should not exceed 7,000 Euros.

The boats' characteristics will be subject to tests, and should be confirmed by distribution levels sufficient to show that it is an established product and not a special prototype.

Building technology and licences

To maximise the distribution of the boat, the building technology should be compatible with the technological possibilities of as many countries as possible. It should be possible to build the boat in any country based on licence agreements that the initial maker must undertake to issue.