



Cachan le mercredi 30 décembre 2009

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Voici, ci-dessous un assemblage des trois textes constituant **les comptes-rendus définitifs du dernier CIV**.

- Le compte-rendu de la réunion plénière du dimanche 6 décembre
- Le compte-rendu de la réunion du Comité Technique tenu le samedi 5 décembre.
- Un tableau indiquant le vote de l'association française à chacune des propositions faites.

En ce qui concerne le dernier point, la compilation des votes de toutes les nations ne nous sera transmise que dans quelques jours. Nous vous en ferons part.

Thibault Vandrot est à votre disposition pour tout commentaire (ou renseignement) technique.

JJ Girard



INTERNATIONAL VAURIEN CLASS ASSOCIATION

Comité International du Vaurien

WINTER MEETING

Paris, December 6th, 2009

List of Presents : see attached sheet

Agenda : see attached sheet

The meeting started at 10:15, Gianpiero Saggini in the chair.

Minutes of Meeting

1. President's address – The President thanks all the presents for having come to the meeting and wishes a fruitful and thorough dialogue.
2. Summer meeting Minutes – No objections being raised by the presents, the Minutes of the CIV Summer Meeting are approved unanimously.
3. CACT Elections – The resolution voted in 2007 of holding election for the bureau every four years instead of two is confirmed : the alternate elections will be held on even years. The elective offices ending in 2009 are extended to 2010 when will be at stake. Thibault VANDROT is elected member of the Technical Committee.
4. Vaurien World Championships in Slovakia – ASV Slovakia presents the Notice of Race – Sailing Instructions will be on the web before 31/03/10 – Discard : 1 after 5 races and 2 after 10 – Only one round ? Depending on the total number of participants it is left to later appraisal between CIV and organization – Junior shall be born before 1st January 1991 – Red diamond for Feminine and black round for Junior compulsory on main sail above insignia – Rent rate to be known as soon as possible – Estimated entries :

8/9 from Slovakia,
8/9 from Check Republic,
5/6 from Poland,
1 from Russia,
5/10 from Germany,
1/2 from Tunisia,
9/10 from Nederland,
2/4 from France,
10/12 from Spain,
5/10 from Portugal,
9/10 Italy,
1/2 from Belgium,

1 from Austria,
1 from Uruguay,
totalling some 65/75 boats.

5. Vaurien flag – The Vaurien historical flag is full and has been subject to tear and rips due to its weight. It will be conserved as ceremonial only but not run up at championship. A new flag will be manufactured by ASV France with standard dimensions, showing the Class insignia back to back and same colours (light blue and red insignia) : the designation "International Vaurien Class" will be written in red capitals back to back if cloth is not transparent.
6. Future VWCs – 2011 : ASV Deutschland confirms venue at Lake Drümmer from 30th July to 6th August;

2012 : ASV France reserves its final choice between Brittany South resorts. The VWC will be sailed at the same time than an "Old Vaurien Rally" between 22nd and 27th July;

2013 : ASV España will try to contact Sanxenxo for organizing the VWC.
7. Vaurien promotion – The President tables the diagrams of participation to the Europa Cup and of Vaurien sales from 1999 to 2008 showing a recovering from 2007 (the diagrams will be on the web).

The Class Communication Officer illustrates through a Power Point the Italian Vaurien promotion by Class Association joining forces with Faccenda shipbuilder : the activity takes place through the Sailing schools using Vaurien school boats, by training for racing and meeting sail school teachers and club coaches. Handicap races with several classes are organized so that comparisons can be made. Each year has a championship Sailing schools and the prize is the free use for one year, of a new Vaurien made available by Faccenda shipbuilder.

ASVNED declares having a program of tutoring young fellows but without shipyard participation.

ASV España also organized training courses for young sailors for new sails.

Tunisia confirms being busy organizing ASVTUN and encouraging sailing schools with Vaurien. Formation is made through school for sports and the armed forces. They solicit CIV to open their views Southwards through the Mediterranean Sea.

ASVPOR are making efforts for spreading Vaurien among young people leaving the Optimist but have not yet a specific coach for Vaurien.

The Treasurer stresses the problems of to-day young people to be taken out of computer playing. He is convinced that the modern shape of the Vaurien is an asset.

ASVSLO recalls that their ASV is young and has gone through a slow down but is bettering now without much help from the Slovakian Yachting Union.

The President resumes the need of going towards the schools for increasing the number of Vaurien sailors.

8. Treasurer's report – The financial report is approved unanimously. The 2009 year has been poorer in cash inflow than in outflow due to the effort for the training in Italy of the Tunisian crews. The assets should nevertheless increase in 2010.

The possible need to revise, in 2010, the association fees stable since 2004 is mentioned.

9. Technical Committee points – The Chairman of the Technical Committee presents the main points debated in the yesterday meeting.

9.1 - Measurement Form – The new format following the Class Rule one is approved. It will be available on the web site soon.

9.2 - *Minimum weight* – The weight of the boat is a topic common to several contributions (ASV Deutschland, ASV España, ASV France, ??) : the contributions propose the increase of the all up weight to 73kg. The Chairman of the TC explains the reasons against such decision that would reverse that made in 2007 : progress of technique and materials, loss of credibility in front of ISAF, boats already built, etc. The TC has therefore prepared a proposal of Technical interpretation that is a compromise for avoiding a deadlock which would seriously damage the class reputation and create an untenable situation. The proposed Technical Interpretation is presented to the CIV for a vote :

"The Technical Committee, at several ASVs' request, gives, after a lengthy debate, the following interpretation of the Class Rule D.10.3 – Minimum weight of the Hull, which was lowered in 2007 from 93 to 90kg.

Class Rule D.10.3 writes :

'Hull weight 70kg minimum.

The hull shall be weighed without any appendages, rigging, spars, sails as well as movable fittings or apparatuses, fixed fittings may be left in place.'

The TC considers that the sentence "fixed fittings may be left in place" means that the majority of the mandatory fittings listed in CR D.10.1 FITTINGS - (a) MANDATORY (1) to (10) and in (b) OPTIONAL (1) to (15) are the fixed fittings concerned and therefore may be left in place.

The TC considers however that the basic concept is that 70kg is the weight of the bare hull including only the fittings structurally integrated ; the fittings that may be left in place are therefore not all included in

the hull weight : the overall weight shall consequently be added by the weight of all the listed fittings.

It is in fact a global weight which shall be considered at an event by the measurer in charge so that the measurement operations can be carried out rapidly without obliging the competitors to dismantle the gears.

The TC's estimate of the weight of all the concerned fittings and apparatuses is rounded off at 3kg giving as a result an all up weight of 73 kilos."

The text is approved by 7 votes in favour, 2 against, 1 abstention

9.3 *Bottom curvature at section 2 –*

The TC confirms that the slight adjustment of the CR D.10.2 (b) 37 to Vertical distance from baseline to bottom line at section 2 :

mini 60mm, maxi 80mm

is justified by the problems of the GRP construction for complying with rule D.3.2 (c) "Bottom surface shall not have any inflection in the curvature".

The TC has gone thoroughly into the matter and has concluded that the adjustment does not give any substantial advantage to the boat.

The presents vote in favour unanimously

9.4 *Other TC points –* ASV France noted that the time to examine all the points presented by the TC is too short. The President pointed out that the traditional calendar, which provides the TC meeting on the day preceding the meeting CIV, creates these problems if the arguments are numerous. The traditional choice of consecutive days is that many people who have to travel great distances to be in Paris (own expense) Will be to examine the possibility of two meetings at different times but we must nevertheless take account of movements. For the present case there will be a voting system by e-mail, with response time set after transmission of the TC report to participants, in compliance with the statute and with the vote to be expressed where necessary in the subjects not voted in the CIV meeting. The outcome of the vote will be sent to all members of the CIV with the report of the TC meeting as the completion of this report

10. In House Certification – The Secretary explains that the procedures for adhering to the IHC system are complex and long. The system as the ISO certification seems difficult to be adopted by the small manufacturer producing Vaurien appliances. The CIV agrees to supersede for the time being to make a decision.

11. Miscellaneous –

ASV Italy proposed to examine the possibility of use the Gennaker.

Not all present are in favour.

The President leaves it up to the Associations of experiments in order to have more knowledge on this topic that periodically appear

Kuipers boats

ASV NED asked if the boats Kuipers, might still be exempt.

The President replied that they cannot continue because ISAF has granted a dispensation temporarily and only for the World Championship in 2009.

12. This session of meeting ended at 17:00 after the President thanked Mrs and Mr J.J. Girard for their warm hospitality.

INTERNATIONAL VAURIEN CLASS ASSOCIATION**TECHNICAL COMMITTEE****Winter Meeting****Paris, December 5th 2009****Foreword**

An abundant wealth of contributions has been sent by e-mail to the Technical Committee : this fact, not common but very useful and marking an increased interest in the technical evolution of the Class, is a sign of a higher level of technological involvement of the Vaurienists.

The TC wishes to thank all the contributors and encourage them as well as all the Vaurienists to continue debating the themes they feel interesting in a balanced evolution of the Class.

Minutes of Meeting

List of Presents : see attached sheet

Agenda : see attached sheet

The meeting started at 10:15, Ugo Zappi chairing.

1. New Measurement Form – The new MF is perused by the present point by point and the final issue will be available on the Class net site soon after the winter session.

2. Minimum weight – The basic concept of maintaining a balanced equilibrium between the robustness of the boats and the progress of the technical products expressed by a majority is debated. The need of clarifying the CR D.10.3 sentence mentioning the fixed fittings is stressed and the following text is proposed as a "Technical interpretation" by the CT :

The Technical Committee, at several ASVs' request, gives, after a lengthy debate, the following interpretation of the Class Rule D.10.3 – Minimum weight of the Hull, which was lowered in 2007 from 93 to 90kg.

Class Rule D.10.3 writes :

'Hull weight 70kg minimum.'

'The hull shall be weighed without any appendages, rigging, spars, sails as well as movable fittings or apparatuses, fixed fittings may be left in place.'

The TC considers that the sentence "fixed fittings may be left in place" means that the majority of the mandatory fittings listed in CR D.10.1 FITTINGS - (a) MANDATORY (1) to (10) and in (b) OPTIONAL (1) to (15) are the fixed fittings concerned and therefore may be left in place.

The TC considers however that the basic concept is that 70kg is the weight of the bare hull including only the fittings structurally integrated ; the fittings that may be left in place are therefore not all included in the **hull weight** : the overall weight shall consequently be added by the weight of all the listed fittings.

It is in fact a global weight which shall be considered at an event by the measurer in charge so that the measurement operations can be carried out rapidly without obliging the competitors to dismantle the gears.

The TC's estimate of the weight of all the concerned fittings and apparatuses is rounded off at 3kg giving as a result an all up weight of 73 kilos."

The TC asks the CIV to approve the above interpretation and to transmit it to all sailors and in particular to shipbuilders.

3. Bottom curvature at section 2 – The TC confirms that the slight adjustment of the CR D.10.2 (b) 37 to Vertical distance from baseline to bottom line at section 2 :

mini 60mm, maxi 80mm

is justified by the problems of the GRP construction for complying with rule D.3.2 (c) "Bottom surface shall not have any inflection in the curvature".

The TC has gone thoroughly into the matter and has concluded that the adjustment does not give any substantial advantage to the boat.

4. Rudder position (ASV España) – The TC proposes adding a minimal range of 50mm to the immersion radius dimension and of excluding the rudder head from the diagram C.8.4.1 RUDDER POSITION ON HULL. The tolerance on the other dimensions is proposed as 10mm in diagram E.4.4.1. RUDDER DIAGRAM.

5. Skeg thickness (ASV Deutschland) – The measurement proposed by the TC is :

"minimum 20mm – maximum 24mm".

6. Mast thwart position (TC) – The TC considers that the position of the mast thwart can be found from the partial dimensions in D.10.5 DIAGRAM 1. The diagram will be reviewed including a straight dimension for the mast thwart.

7. Main thwart position (TC) – The TC also found that the main thwart needs better definition of its position in D.10.5 DIAGRAM 1. The diagram will be reviewed including a straight dimension for the main thwart.

8. Corners eyes (ASV España) – The query is whether only one or more eyes are permitted by rule G.4.2 (c) : the rules is clear as eyes is plural.

9. Section 2 (Paulino shipbuilder) – Both sketches of section 2 submitted by Paulino are found permissible provided that Rules D.10.2. (b) 37, 43 and 47 are satisfied.

10. Spinnaker median – The TC proposes postponing the definition of a maximal dimension for the spinnaker median to the 2010 summer meeting so as not to exclude any presently owned spinnaker.

11. Mainsail locks (Faccenda shipbuilder) – The proposed systems (screw or rivet) for blocking the sail within the mark limits at mast top and at boom is considered for being included in a future request of rule modification to ISAF in F.3.3 FITTINGS (b) Optional.

12. Headsail luff wire (Faccenda shipbuilder) – The proposal of authorizing textile ropes for the headsail luff wire at present limited to steel

"G.4 HEADSAIL

G.4.1 MATERIALS

(b) The **luff** wire shall be made of a minimum of 7 strand stainless steel wire."

is long been considered by the TC but the main hitch is the fact that the Class shall assure the safety of the sailors above all. To day there are a number of industrial textile ropes that have strengths similar or even higher than the steel, but, since it is a standard principle not to prescribe a specific maker, the control of the actual strength of a textile rope is not easy.

The proposal stresses the incoherence of the possibility of having a textile halyard for the headsail attached to a compulsory steel wire.

The TC is favourable to the use of textile luff wire but will first enquire on the products available on the market before submitting the proposal to ISAF.

13. Daggerbord (ASV España) – The term "Daggerboard" instead of Centreboard in the Rules as defined by ERS is correct but it is not considered of first priority.

14. Boom aft end (Faccenda shipbuilder) – The proposal to authorize cutting the aft end of the boom under the 2 600mm length is considered as a safety measure in case of crowded circumstances (starting line, approach to a mark). The TC considers that the proposal is justified but the details of the way the cutting are to be specified so as to avoid turning the boom end into a cutting edge.

ASV España proposes to cut the boom end at an angle so as to facilitate passing the sheet inside.

The TC accepts the point but his worry is to find a mean for avoiding the risk of generating a sharp edge (see here above).

The TC asks ASV España to define the cutting at a reasonable angle and to suggest the precautions for protecting the edge (rubber wrapping ?).

15. Double window in main sail (ASV España) – "Allowing 2 windows in the main sail for increasing to 0.30 m² the maximum area, in order to have a window to control the jib and another for the control of navigation, the latter only being compulsory and located in a certain position near the boom".

The TC is not favourable to the proposal since it would increase the cost of the sail and limit its durability.

16. Length of the paddle (ASV España) - "Changing the minimum length of 600 mm of the paddle back to the old measure, to permit it to be placed in front of the mast."

The TC thinks that the proposal is linked to a system of placing the paddle which is not widely used and therefore does not deserve changing the rule.

17. Mast position (ASV España) – "The screw that keeps the position of the spreader must be a safety element and/or a rope that prevents the mast coming out of its place due to a wave shock, similar to the system used in 470."

The TC does not grasp the proposal : the only fittings permitted in 470 class rules for the spreaders are :

"11.9 (xv) - Devices attached to the spreaders to prevent spinnaker halyard from getting tangled."

ASV España is asked to clarify the point.

18. Number of clams and blocks (ASV España) – "Adding 2 clams and 2 blocks to the limit." The TC firmly believes that for a "closed rule class" the number of clams and blocks is high, well over the average of similar classes.

19. Centreboard and rudder shape (ASV España) – "Clarifying the shapes of the centreboard and rudder. The rules only indicate maximum dimensions."

The TC is in favour of adding minimal dimensions for the rudder (see point 4 above) but not for the centreboard so as to leave the possibility of having parallel edges for a straight "daggerboard".

20. Minimal dimensions (ASV España) – The TC thanks ASV España for the detailed perusal of the class rules and will delete the minimal dimensions on the diagram.

The TC will also rectify the Skeg tolerance to 5mm instead of 10.

21. Hull Weight (Stanislaw Sobczak) – The load displacement is analyzed in function of the weight of the crew and the result is given if the global weight (boat plus crew) is considered fix. This mail appears to support the idea that the slight adjustment of section 2 is insignificant.

On other topics the writer agrees with most of the TC choices.

22. Class association marking (ASV España) – The Spanish ASV does not comply with class Rule B.3.1 : "*A valid Class Association marking, as required by NVCA or the IVCA shall be affixed to the hull in a conspicuous position*" since they have a member card system.

The TC has no objection to the issue but considers that it shall be submitted to CIV who is the organ competent for granting a dispensation to the Spanish ASV.

23. Deck and cockpit (Faccenda shipbuilder) – The idea of making optional the designing of the fore deck and of the cockpit has not encountered a consensus from



some of the present and from most of the e-mailers (Paulino shipbuilder, ASV Deutschland, ASV España against ; ASV Italia and ASV Nederland for).

24. ISAF submission – The TC will prepare a submission to the ISAF technical committee for the points requiring such procedure.

The Meeting was brought to an end at 18:00.



TECHNICAL COMMITTEE - WINTER MEETING - PARIS, December 5th 2009

FORM FOR THE POSTPONED VOTE OF THE CIV MEETING 6th December SEE THE MINUTES OF TC MEETING

Item	Proposed by	Argument	Voted during CIV meeting	Vote not necessary	ITEMS TO VOTE					VOTE			OBSERVATION
Item	Proposed by	Argument		Satisfied by the rules or included	Refused	To modify the rules	Postponed	Ask to define	To submit to the CIV	Agree with TC	Do not agree with TC	Abstention	
1	TC	New measurement form		X						X			
2	TC	Minimum weight	X							X			
3	TC	Bottom curvature at section 2	X							X			
4	ASV ESP	Rudder position -				X				X			
5	ASV GER	Skeg thickness				X				X			
6	TC	Mast thart positiuon				X				X			
7	TC	Mast thart positiuon				X				X			
8	ASV ESP	Corners eyes		X									
9	ASV POR Builder Paulino	Sketches section 2		X									
10	TC	Spinnaker median - maqx dimension					X			X			
11	ASV ITA Builder Faccenda	Mainsail locks				X				X			
12	ASV ITA Builder Faccenda	Headsail luff wire- textile ropes				X	after enquire			X			
13	ASV ESP	Daggerboard instead Centreboard					X					X	
14	ASV ITA Builder Faccenda ASV SPA	Boom aft end						X	to ASV ESP	X			
15	ASV ESP	Double window in main sail			X					X			
16	ASV ESP	Length of the paddle		X									
17	ASV ESP	Mast position											
18	ASV ESP	Number of clams and blocks			X					X			
19	ASV ESP	Centerboard and rudder shape				X				X			
20	ASV ESP	Minimal dimensions				X				X			
21	ASV POL Builder Sobczak	Hull weight -load displacement		X									
22	ASV ESP	Class association marking dispensation							X	X			
23	ASV ITA Builder Faccenda	Deck and cockpit - design optional					different opinions			X			AGAINST
24	TC	ISAF submission for the interested points								X			