

## Flying Dutchman Class Rule change Submissions 2007 for 2008

22 August 2007

The following rule change suggestions were discussed by the IFDCO technical committee, which made recommendations to the IFDCO executive committee that then ratified these proposals.

### Submission FD07-01

#### Present Rule

**58. The weight** of the **mast** (excluding trapeze hooks, shroud end fittings) must not be less than a minimum of 10.0 kg (which will become 9.5 kg in 2008). Mast **corrector weights** must be permanently attached to the **mast**.

The weight of Carbon **masts** (excluding trapeze hooks, shroud end fittings) must not be less than a minimum of 9.5 kg. Until 1 March 2008 carbon **masts** must carry a firmly attached **corrector weight**, which is clearly visible when sailing, either on the **mast** above the **limit mark** No 1, externally on the **boom**, or above the deck at the mast partners. Except for World and European championships, this requirement may be waived, if it is so stated in the NoR and SIs.

The height of the centre of gravity of the **mast** must not be less than a minimum of 2500 mm above the top of **Limit mark** (band) number 1.

#### Proposed Rule

**58. The weight** of the **mast** (excluding trapeze hooks, shroud length adjustment systems, and baby stays) must not be less than a minimum of 8.5 kg. Mast **corrector weights** of lead must be permanently attached to the **mast** above **limit mark** (band) No. 1.

~~The weight of Carbon **masts** (excluding trapeze hooks, shroud end fittings) must not be less than a minimum of 9.5 kg. Until 1 March 2008 carbon **masts** must carry a firmly attached **corrector weight**, which is clearly visible when sailing, either on the **mast** above the **limit mark** No 1, externally on the **boom**, or above the deck at the mast partners. Except for World and European championships, this requirement may be waived, if it is so stated in the NoR and SIs.~~

~~The height of the centre of gravity of the **mast** must not be less than a minimum of 2500 mm above the top of **Limit mark** (band) number 1.~~

#### Comment

The previous rule was crafted in 2004 to allow a transition period for the class to adopt carbon masts. This transition period was scheduled to end in 2008, and so the carbon mast proviso is now superfluous. There had been some debate regarding the proposed minimum mast weight which was initially 8.5 kg, then temporarily 9.5 kg, but the class has now firmly agreed on a figure of 8.5 kg. Correctors shall be lead and permanently fixed above deck, i.e. above band #1.

## Submission FD07-02

Present Rule

None

Proposed Rule

**90. RRS 50.4 shall not apply to the FD class.**

### Comment

RRS 50.4 attempts to define the difference between headsails and spinnakers, but unfortunately no existing genoas or jibs qualify as headsails under this rule. Presumably they therefore have to be regarded as spinnakers and class rule 113 limits the sail inventory for a regatta series to only one spinnaker! Thus in order to be allowed to use 2 Genoas the class requires to be exempt from RRS 50.4, as is permitted by the RRS.

## Submission FD07-03

### Present Rule

#### 39. Weight

The **hull weight**, including all fixed and movable fittings buoyancy apparatus as prescribed in Rules 44-47 (whether removable or fixed) and running gear, but not including main, genoa and spinnaker sheets, must not be less than a minimum of 130.0 kg.

### Proposed Rule

#### 39. Weight

The **hull weight**, including all fixed and movable fittings (including trapeze hooks, shroud length adjustment systems, and baby stays), buoyancy apparatus as prescribed in Rules 44-47 (whether removable or fixed) and running gear, but not including main, genoa and spinnaker sheets, must not be less than a minimum of 130.0 kg.

### Comment

The addition of these items is just to make it clear that these items, which would normally be part of the ERS defined rigging, are not included in the mast weight but must therefore be included in the hull weight.

## Submission FD07-04

### Present Rule

#### 33. Deck

The deck at the mast partners must not be higher than the deck line. The deck line is the imaginary line between the top of the transom at the centreline and the highest point of the stem (excluding stem fittings).

**Instruction:** Erect a taut line 150 mm above both the stem and the top of the transom, i.e. parallel to the deck line. The mast partners must be at least 150 mm below this line.

### Proposed Rule

#### 33. Deck

The deck shall not be higher than 10 mm above the deck line and must also be below the deck line at the mast partners. The deck line is the imaginary line between the top of the transom at the centreline and the highest point of the stem (excluding stem fittings).

**Instruction:** Erect a taut line 150 mm above both the stem and the top of the transom, i.e. parallel to the deck line. The mast partners must be at least 150 mm below this line and the rest of the deck at least 140 mm below this line.

### Comment

The original FD class rule was that all the deck had to be below the deck line, and this gave the FD its aesthetically pleasing lines. Some years ago the rule was changed in order to emphasize that the mast partners were not allowed to support the mast at a point above the deck line. The rule 68, for band #1, was also changed to require this band to be below the deck level (so this could be easily seen) rather than the deck line (which could be an arbitrary distance above the deck level).

It was only recently realized that rule 33 now allows an arched deck, similar to the 505, provided only that the mast partners are below the deck line. This is definitely not what the IFDCO wants. It would be ideal to go back to the original deck line rule, but unfortunately there are some FDs which now have decks which are some 10 mm above the deck line, and so, to accommodate these boats the above rule is suggested.

## Submission FD07-05

Present Rule

None

Proposed Rule

**94. Contrary to ERS rule H.5.1 mainsails shall be measured with all battens in place**

### Comment

Experience with mainsail regatta inspection demonstrates that removing the mainsail battens makes no significant difference to the sail dimensions, but is however a very significant inconvenience.

It has been suggested that the word “shall” could be replaced by “may” but this could lead to requests for measuring the sail both ways, something we would rather avoid.

## Submission FD07-06

### Present Rule

**49. The trapeze harness** may be attached directly or indirectly to a trapeze wire or line but only by means of a single quick release system (2 seconds). The weight of the trapeze harness must not exceed a maximum of 4.0 kg and shall float after complete immersion.

**78.** The following must always be carried on board:

- 2 paddles, minimum length 1000 mm; each of minimum weight 0.25 kg.

2 adequate **personal buoyancy** aids, defined as devices worn around the upper part of the torso capable of 50 N buoyancy and meeting the European CEN or an equivalent standard.

### Proposed Rule

**49. The trapeze harness** may be attached directly or indirectly to a trapeze wire or line but only by means of a single quick release system (2 seconds). The weight of the trapeze harness must not exceed a maximum of 4.0 kg and shall float after complete immersion. .  
*The trapeze harness is separate from and shall not constitute a **personal buoyancy aid**, as required by rule 78.*

**78.** The following must always be carried on board:

- 2 paddles, minimum length 1000 mm; each of minimum weight 0.25 kg.

2 adequate **personal buoyancy** aids, defined as devices worn around the upper part of the torso capable of 50 N buoyancy and meeting the European CEN or an equivalent standard.  
*The trapeze harness shall not be considered a **personal buoyancy aid**.*

### Comment

It is important to emphasize that although the trapeze harness must float, it is not a personal buoyancy aid. Furthermore buoyancy added only to the back and lower parts of a trapeze harness could lead to a crew floating face down. The personal buoyancy aid must have floatation on the chest and be a separate item of equipment.

New standards for PFDs and the quick release hooks on trapeze belts are being developed and will no doubt be implemented by ISAF when completed. We were presented with a PDF with a trapeze hook attached to it, i.e. a combined device. This is not by itself acceptable, as FD class rules require both a 50N PFD and the trapeze belt to float. Considering that the trapeze belt can weigh up to 4 kg, such a combined device could have only 10N of buoyancy, which is definitely not enough. Thus although buoyancy built into a trapeze belt is acceptable and essential, it does not qualify as a PFD. A separate PFD for the crew must be on board when racing, and worn when the Y flag is flying.

## Submission FD07-07

### Present Rule

**86. After** a **sail** has passed measurement, the measurer shall stamp and sign the **sail**.

### Proposed Rule

It is proposed that IFDCO approve the ISAF scheme for IHC of sails, and a rule replacing rule 86 be framed in cooperation with ISAF to allow IHC.

### Comment

Except for Danish and German FD sails it is not general practice to have sails fundamentally measured, as required by class rule 86. Even in the case of Danish and German sails they are not measured, but are certified by the sailmaker to comply with the class rules. There are ongoing discussions regarding an ISAF scheme to certify sailmakers to allow them to "In House Certify" their sails and IFDCO wishes to adopt IHC of sails in cooperation with ISAF..

## Submission FD07-08

Present Rule

None

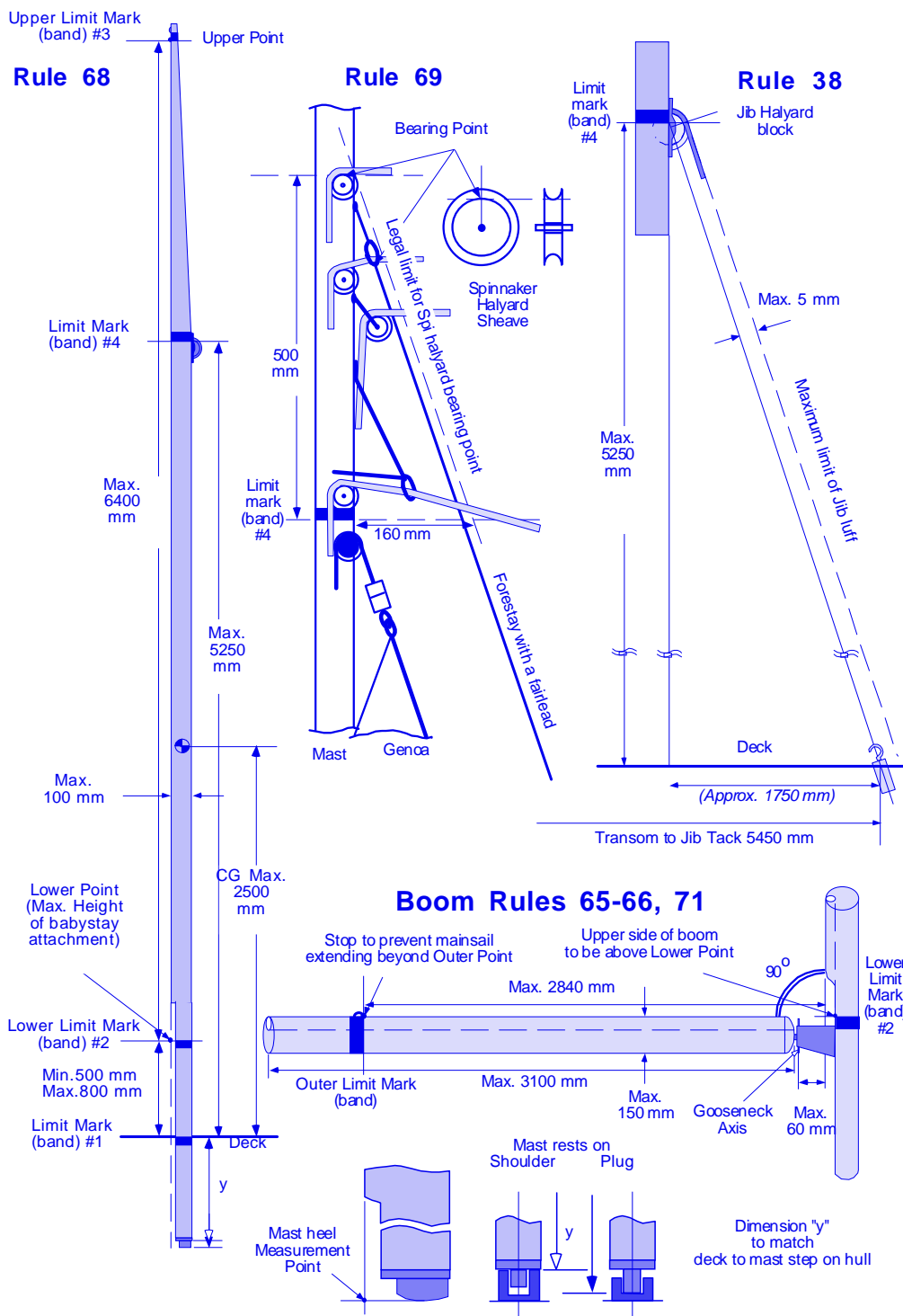
Proposed Rule

**71.** Except when in the center plane of the mast **spar**, the central axis of the boom **spar** shall intersect the mast **spar** center plane at a distance of not more than 60 mm from the aft edge of the mast **spar**.

### Comment

It was observed that a number of goosenecks had the vertical axis of rotation some distance from the aft face of the mast. This has the dual advantages of slackening the foot tension and allowing the boom to be carried more square on a run. There is no intention to forbid this practice, but in the interests of safety it is suggested that this be limited. If allowed to go to excess this puts an unacceptable torque on the mast and could lead to failure. Specifying such a rule in other classes has led to the above wording. The 60 mm was chosen on the basis of current practice in the class.

## Mast and Boom Rules 57-71



Revised rig diagram showing the extended gooseneck