

Flying Dutchman Class Rule change submissions 2006 for 2007

Neuseidl 29 July 2006

The following rule change submissions were approved at the IFDCO executive committee meeting held in Neuseidl on 28 July 2006 and are submitted to ISAF for ratification as of 1 March 2007.

Submission FD06-01

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 8.5 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 8.5 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.

FD06-01 Proposed 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.

Comment

At FD Championships there are now typically about 60% carbon spars and these are presently between 9.5 and 10.5 kg. The class feels that to lower the weight to 8.5 kg will require the use of high modulus carbon and further development expenditure. This will further increase the cost of spars and possibly make present masts obsolescent. In the interests of the class, it is felt that further development of masts should be postponed until the technology had developed further and the price decreased.

Submission FD06-02

Present Rule

68. Limit marks must be bands around the spar, of minimum width 10 mm in contrasting colour to the **spars**. The relevant edge must be marked with a scribed line or centre punch mark, as follows:

- No 1: The upper edge of this **limit mark** (band) must be under the deck level at the **mast**.
- No 2: The **Lower point (Mast Datum Point)**, the upper edge of the **Lower limit mark** (band) must be less than a maximum of 800 mm above the upper edge of band No 1.
- No 3: The **Upper point**, the lower edge of the **Upper limit mark** (band) must be less than a maximum of 6400 mm above the upper edge of band No 2.
- No 4: The lower edge of this **limit mark** (band) must be less than a maximum of 5250 mm above the upper edge of band No 1.
- Boom **Outer point**, the inner edge of the **Outer limit mark** (band) must be less than a maximum of 2840 mm from the aft side of the **mast**.(See diagram)

FD06-02 Proposed Rule

68. Limit marks must be permanent bands around the whole spar, of minimum **limit marks width** 10 mm, white or yellow on black masts, in contrasting colour for other **spars**, and except for **Limit Mark 1** which shall be below deck level, must remain visible while racing. The relevant edge shall be as follows:

- No 1: The upper edge of this **limit mark** (band) must be under the deck level at the **mast**.
- No 2: The **Lower point (Mast Datum Point)**, the upper edge of the **Lower limit mark** (band) must be less than a maximum of 800 mm above the upper edge of band No 1.
- No 3: The **Upper point**, the lower edge of the **Upper limit mark** (band) must be less than a maximum of 6400 mm above the upper edge of band No 2.
- No 4: The lower edge of this **limit mark** (band) must be less than a maximum of 5250 mm above the upper edge of band No 1.
- Boom **Outer point**, the inner edge of the **Outer limit mark** (band) must be less than a maximum of 2840 mm from the aft side of the **mast**.(See diagram)

Comment

The limit marks presently applied by one spar manufacturer of carbon spars are dark blue tape on black and although visible at regatta inspection, it is very difficult to see if the mainsails are hoisted too high when racing, as the contrast is not sufficient. It is therefore proposed that for black masts the bands be required to be white or yellow and must be visible while racing. The requirement for scribed line or center punch although relevant for aluminum masts is not appropriate for carbon fiber spars. The rule has therefore been changed to require permanent marking, i.e. paint not an easily moved tape.