

FD class Rule change Submissions
25 September 2005
Proposed effective date 1 March 2006

The following submissions are proposed Flying Dutchman class rule changes for 2006. These proposed changes have been drafted by the FD technical committee and approved by IFDCO at the World Championships in Balatonfoldvar, Hungary

Peter Hinrichsen
FD Class Chief Measurer

Submission FD01-05

Present Rule

9. Owner's Responsibility

No **boat** shall take part in Class Races unless it has:

- d. The **helmsman/crew** have IFDCO membership and associate membership cards, with valid year stickers;

Proposed Rule

9. Owner's Responsibility

No **boat** shall take part in Class Races unless it has:

- d. The **helmsman and crew** have IFDCO membership cards, with valid year stickers;

Comment

This change brings the rule into line with the class resolution to have only one class of IFDCO membership and the requirement that now all members have an IFDCO membership card with a current year sticker.

Submission FD02-05

Present Rule

37. The bearing point of the jib sheet on its fairlead must be forward of a plane perpendicular to the deckline and 2000 mm along the deckline from the **transom**. It must be impossible to fix the bearing point of the jib sheet on its fairlead, or to extend the operational clew cringle of the jib, aft of this plane. The bearing point of the jib sheet on its fairlead must not exceed a maximum of 60 mm from the upper side of the deck. The bearing point of the jib sheet is the after most point of the bottom of the groove of a sheave, or the forward side of the opening of a fairlead for the jib sheet. **(See diagram)**

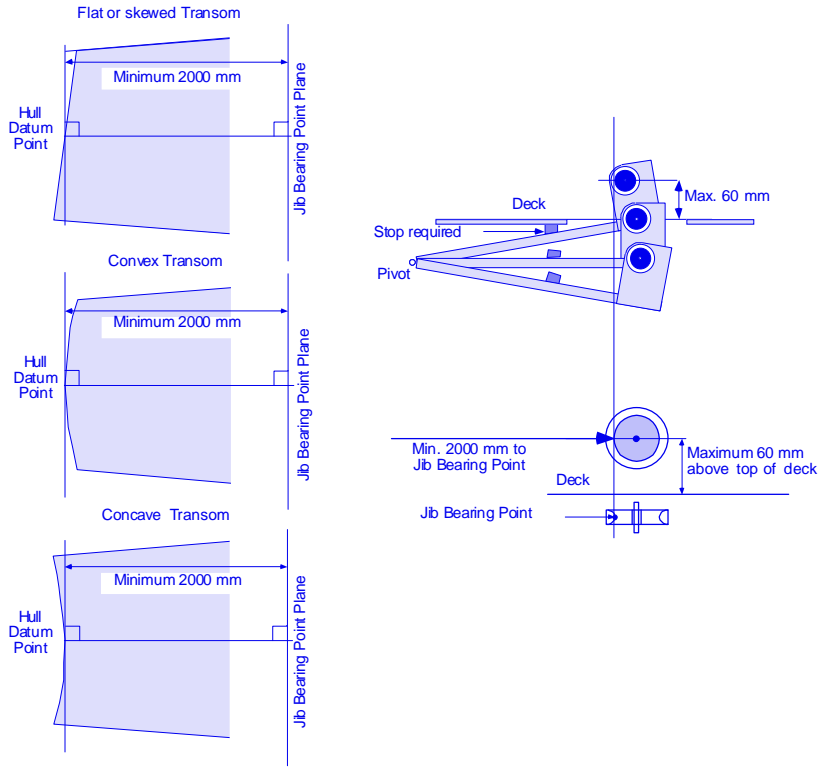
Proposed Rule

37. The bearing point of the jib sheet on its fairlead must be forward of a plane perpendicular to the deckline and 2000 mm along the deckline from the **transom**. It must be impossible to fix the bearing point of the jib sheet on its fairlead, or to extend the operational clew cringle of the jib, aft of this plane. The bearing point of the jib sheet on its fairlead must not exceed a maximum of 60 mm **above** the upper side of the deck. The bearing point of the jib sheet is the after most point of the bottom of the groove of a sheave, or the forward side of the opening of a fairlead for the jib sheet. **(See diagram)**

Comment

The present rule limits the jib fairlead to being within 60 mm of the upper side of the deck, i.e. both up and down. The class still wishes the limit above the deck to be 60 mm but to remove the limitation down below the deck. The depth of the bearing point below the deck is difficult to measure precisely, and with the current almost universal fitting is in any case limited to about 70 mm by the hull shell. The diagram on page 26 of the FD rules will be modified to accommodate this rule change.

Genoa Sheet Fairlead Rule 37



Modified FD Class rule diagram

Submission FD03-05

Present Rule

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 each of which must support at least 5.0 kg of lead when immersed in water.

Proposed Rule

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.**

Comment

This is just a change to bring the rule into line with the ISAF recommended wording. It requires that the buoyancy aid meets a recognized national standard. This may be important in the case of legal action against the class or organizing authority.

Submission FD04-05

Withdrawn 15 march 2006 as ISAF wanted all sorts of other changes.

Present Rule

Mainsail

93. Loose-footed mainsails are prohibited.

Proposed Rule

Mainsail

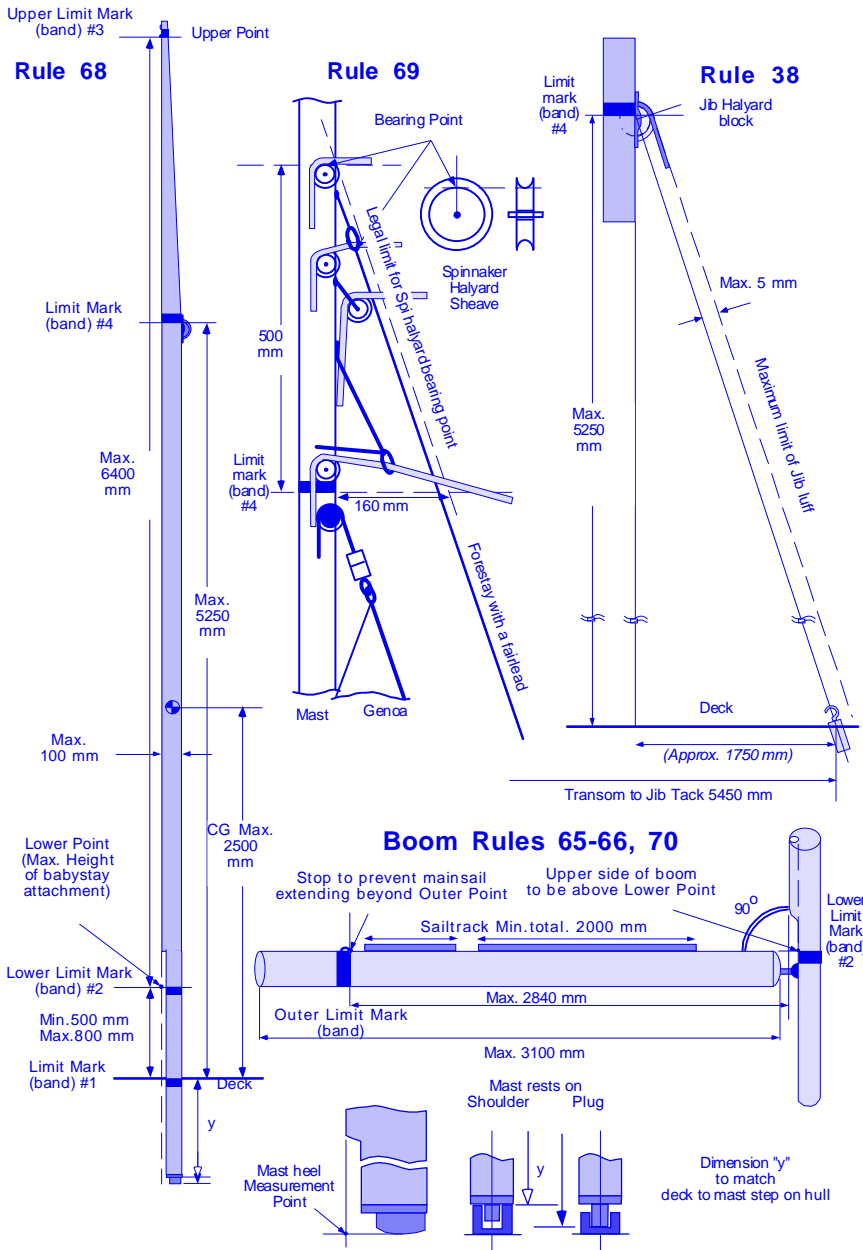
93. The luff and the foot of the mainsail shall be secured to the mast and boom by sail tracks of total lengths 5000 mm and 2000 mm respectively.

Comment

The ERS do not define “loose footed”. With the advent of carbon fibre booms this has become an issue as booms can be made from tubes with bonded sail track added. However, in this case the major part of the expense is the bonded sail track, so there was a suggestion to dispense with the track. The class was therefore asked for a definitive interpretation of what is meant by “loose footed”. This new wording circumvents this, and follows the 505 rule, except that it specifies a length of track rather than a percentage. It specifically specifies the length of the mainsail foot which is required to be in a track (not the length of the track), i.e. no lacing, while allowing the track to be discontinuous to allow gaps for webbing attachments around the boom for kicking strap, mainsheet etc. The minimum of 2000 mm allows the track to terminate at the kicking strap attachment point.



Mast and Boom Rules 57-71



Modified FD Class rule diagram

Submission FD05-05

Present Rule

95. The headboard of the mainsail must not exceed a maximum of 150 mm in any direction. **(See diagram)**

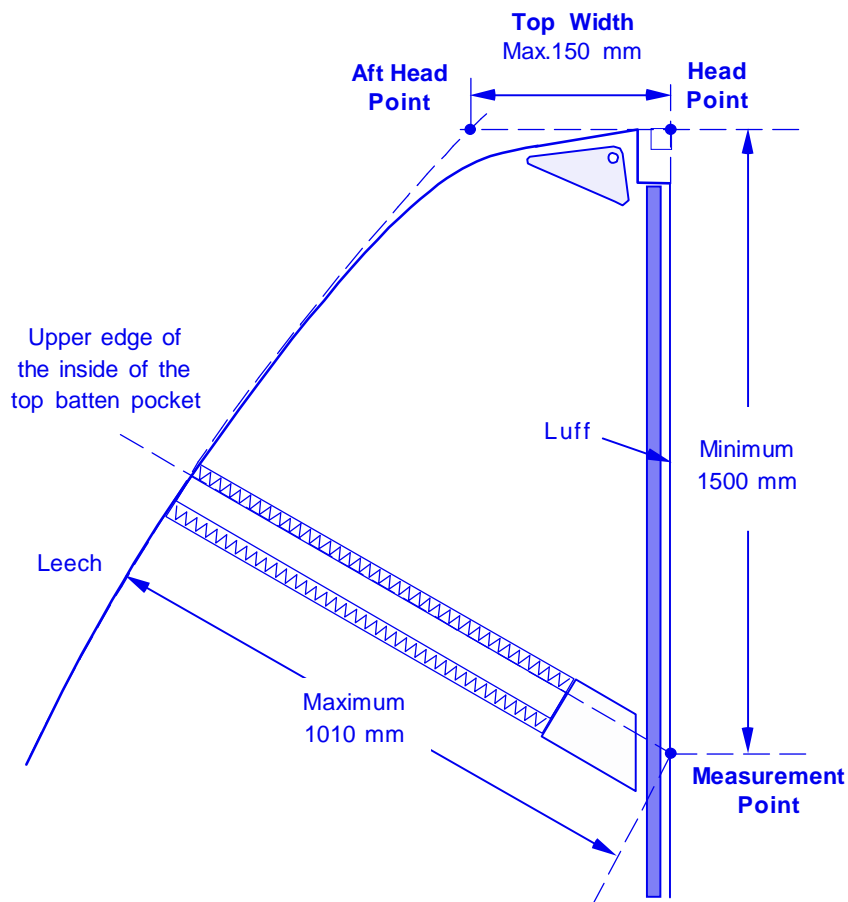
Proposed Rule

95. The **mainsail top Width** shall not exceed a maximum of 150 mm

Comment

This change brings the mainsail rules in line with the ERS definitions, and prevents excessive roach being supported by stiff primary reinforcement. The present rule does not in fact control the top width, but only puts an unnecessary restriction on the headboard, which in any case is not defined in the ERS. The diagram on FD rules page 31 will be appropriately changed.

Mainsail Rules 95 and 99



Modified FD Class rule diagram

Submission FD06-05

Present Rule

106. The **upper leech points** are at 2750 mm from the **head point**. The spinnaker **upper width** must not exceed a maximum of 3900 mm.

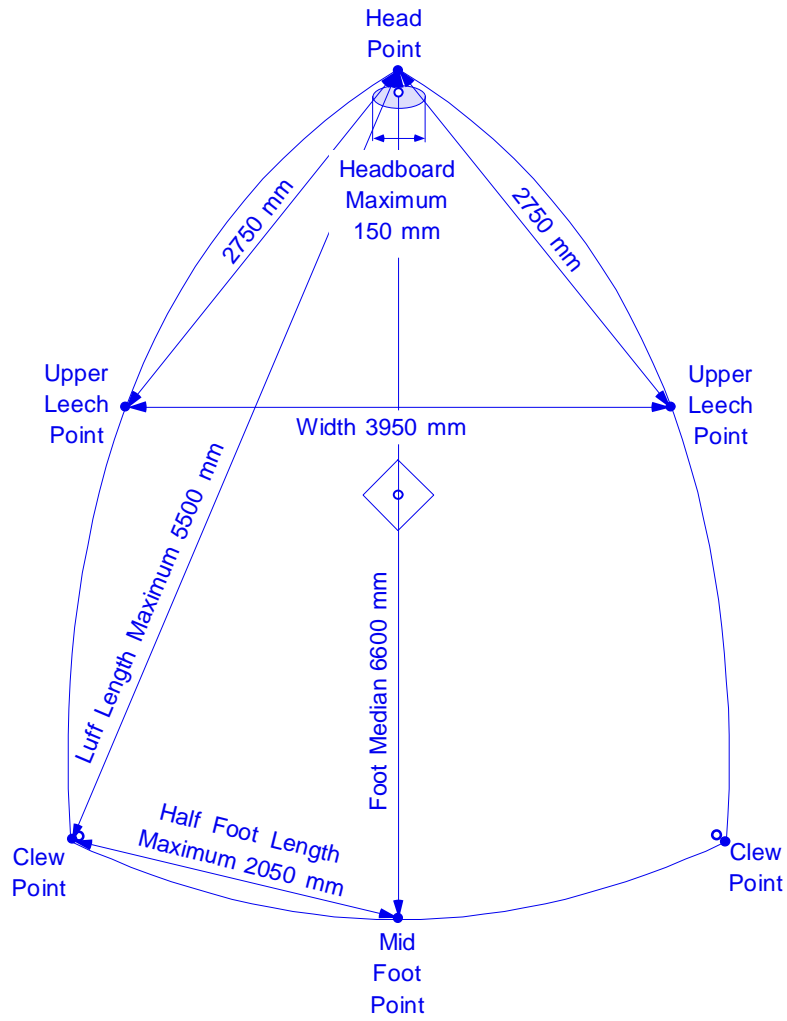
Proposed Rule

106. The **upper leech points** are at 2750 mm from the **head point**. The spinnaker **upper width** must not exceed a maximum of **3950** mm.

Comment

When changing the FD rules to ERS definitions the rule governing the spinnaker width was changed from a double folding rule to the ERS top width definition. In this process the width of 3900 mm was chosen on the basis of a few measurements on FD spinnakers. It now transpires that some FD spinnakers which are legal under the old rule exceed the 3900 mm width. There was never the intention to make such previously legal spinnakers become illegal, and so the minimum top width should be increased to accommodate these sails

Spinnaker Rules 102-108



Modified FD Class rule diagram

Submission FD07-05

Present Rule

121. Propulsion

All of ISAF RR 42 is altered (as permitted by ISAF RR 86.1 (c)) to read as follows:

On a free leg of the course, the following actions are permitted for the sole purpose of accelerating a **boat** down the face of a wave (surfing) or, when planing conditions exist, responding to an increase in the velocity of the wind:

Not more than a maximum of three rapidly-repeated trims and releases of any **sail** (pumping). There must be no further pumping with respect to that wave or increase of wind. ~~There must be no more than a maximum of three consecutive rapidly repeated alterations of the helm while racing.~~

Proposed Rule

121. Propulsion

ISAF RRS **42.3(c)** is altered (as permitted by ISAF RRS 86.1 (c)) to read as follows:

On a free leg of the course, the following actions are permitted for the sole purpose of accelerating a **boat** down the face of a wave (surfing) or, when planing conditions exist, responding to an increase in the velocity of the wind:

Not more than a maximum of three rapidly-repeated trims and releases of any **sail** (pumping). There must be no further pumping with respect to that wave or increase of wind.

Comment

Unfortunately during the conversion of the FD class rules to ERS compliance the wording "All of IYRU rule 53.3(b) is altered to read as follows:" was changed to read "All of ISAF rule 42 is altered to read as follows:" without a careful consideration of the difference between the old 53.3(b) and the whole of rule 42. It was never the intention of the class to eliminate all of rule 42, only the downwind part of the rule. The last sentence was not intended to refer to downwind sailing and is superfluous as sculling is covered by RR 42.2(d).