

**Comité International du Vaurien**  
**2013 CT Summer Meeting**  
**Minutes of Meeting**

The Technical Committee members present at the VAURIEN World Championship met at the Real Club Nautico de Sanxenxo at 10:00 of Thursday 18th of July 2013.

As usual, the meeting was enlarged to the observer and to other national association members interested in the technical matters. The Agenda is appended as well as the list of presents.

1 *See appended list*

2 *Updated Class Rules 2013*

The Class Secretary briefly described the questions asked by ISAF before passing the modifications.

3 *Laminated sails*

ASV Germany representative recalled the paper mailed to TC in April 2013 and showed a prototype sail manufactured with 136g/m<sup>2</sup> cloth.

The chairman and ASV Spain informed of an informal talk with Pires de Lima sailmaker who was the previous day in Sanxenxo : in his opinion no problems shall be met in adopting laminated sails by Vaurien Class as the mast is stiff and the cost of cloth is lesser than for recent types of Dacron (i.e. current Dacron cloth  $\approx$  20€/m<sup>2</sup>, laminated cloth with polyester fibre  $\approx$ 13/m<sup>2</sup>). He suggested imposing a minimal cloth weight of 130g/m<sup>2</sup>.

Other differing opinions were expressed about the cost and for the need of imposing a minimal weight and also for the need of introducing new changes in the Rules.

The overall feeling was in favour but no definite opinion emerged.

4 *Sail cloth : type and minimum weight*

The question was debated in the above point : as minimal cloth weights are different for laminated and Dacron cloths and or the three sails, the introduction of a lot of values in the rules was objected.

5 *Synthetic fibres use*

Current synthetic fibre cables are even stronger than stainless steel cables. Major concern regarding their adoption on a Vaurien is their brittleness, and poor wear and tear properties. The opinion of the Secretary who is expert in synthetic fibre ropes convinced all present of not changing the present rules imposing stainless steel for the standing rigging.

6 *Amateur boats' construction*

ASV France informed that some three set of drawings are sold every year. The present set being conceived mainly for wooden construction, the question of updating it for self-made plastic material is raised.

7 *Two-piece mast*

The proposal made by ASV Italy a couple of years ago is tabled again : the possibility of building the mast in two pieces would help for transport but the general feeling is that it will not be adopted by the majority of the Vaurienists. It might be left free if needed.

## 8 *Asymmetric spinnaker*

Italy allowed racing with gennaker in 2011. Gennaker Rules and trial results are available from ASV ITA.

The proposal of adopting a gennaker is considered not actually interesting by the presents.

## 9 *Buoyancy test*

The buoyancy test in Appendix Section G is judged cumbersome and even useless by ISAF. The chairman explain that such stand is most likely due to the English way of thinking legally, i.e. that the boat conditions are exclusively the responsibility of the owner. The Roman law is less restrictive and, in case of accident, may involve the responsibility of the measurer and of the organizer. So a test shall be included in the Rules as a guide for the measurer.

## 10 *Any other business*

### 10.1 *Measurement in Sanxenxo*

Ugo Zappi and Nacho Campos as event measurers reported on the outcome of the measurement done before the championship. No problem was observed and all sails were complying the rules. This is showing that sailmakers are every year more reliable as far as measurements are concerned.

### 10.2 *International Measurers*

ASV Spain points out that at present only two Vaurien Class International Measurers subsist : Nacho Campos and Ugo Zappi : all National Associations shall therefore make efforts to promote new younger measurers to become international recognized by ISAF.

### 10.3 *Epoxy resin construction*

The shipbuilders present, Faccenda and X-Nautica, exposed vigorously the point of view of the industrial sector concerning epoxy resin utilization.

Epoxy use would increase the construction cost, as involves oven and vacuum technics, and by consequence the boat selling price. Moreover if the use of epoxy is considered, the hull weight would be lowered of about ten or more kilogrammes : in this case all the existing hulls would become obsolete and the class fleet reduced to "happy fews", the majority of sailors not having the means of obtaining or paying a new hull (the two shipyards being unable to produce all the needed hulls in a short time). The consequences for the class being unknown but probably catastrophic.

The pleading by both builders unsettled the presents' convictions about the advantages of having introduced the use of epoxy resin and the point is to be decided by the CIV.

No more points being brought up, the meeting ended at 13:00.

Sanxenxo, 18th July 2013