

EGM 2018 – Technical items

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- Mast and Rudder measurements
- Full width mainsheet tracks
- Amendments to Rule 5.8.4 Electronic Devices
- Dyneema Jib Luff ‘wires’

There are no items for voting at this EGM – Rule changes will be brought to the Spring AGM for approval

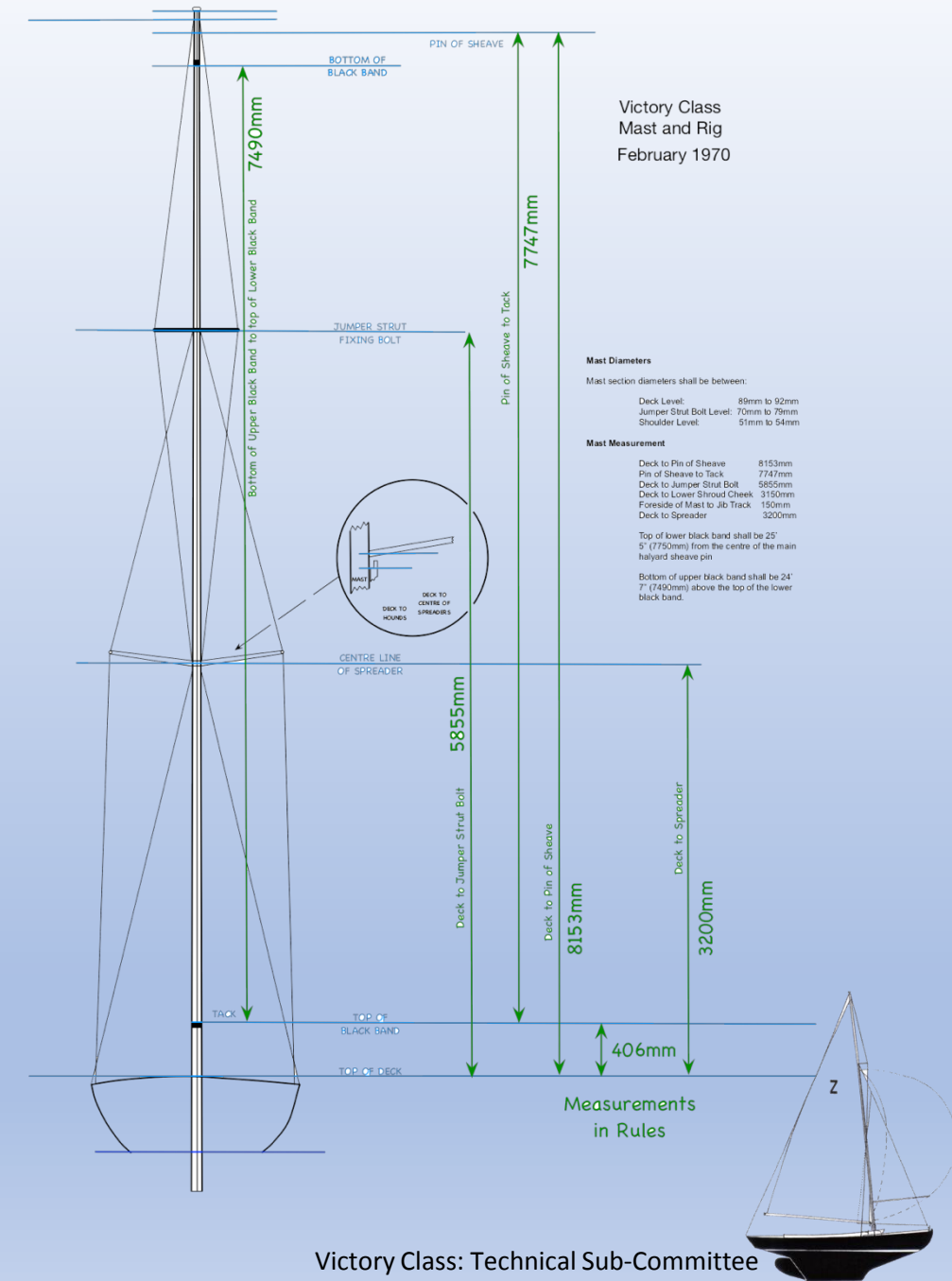


Mast measurements

- Data gathering exercise in progress
- Addressing
 - Complexity of measurement
 - Lack of tolerances
 - No limits for Douglas Fir butt end
 - No limits for gooseneck reinforcement

Expected Results

- Simplified measurements restating current rules
- Tolerances on all measurement
- New measurements for use of Douglas Fir and reinforcement



Rudder Measurements

7.6.8.12 RUDDER AND TRUNK

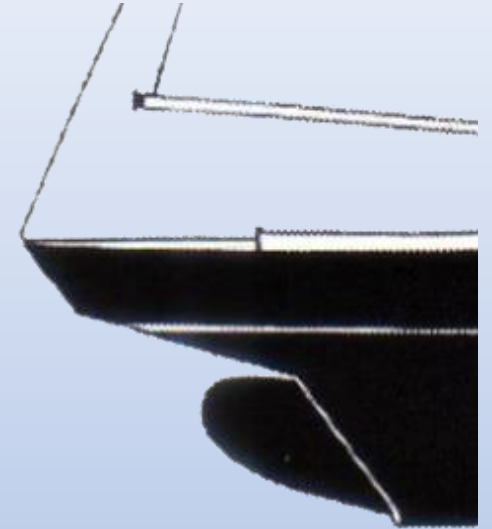
Blade or rudder English Elm, to template supplied, 11/2" thick at stern post tapering to 1" at after edge, having rule joint with stern post and rudder properly faired.

Review in 2018 indicated MANY rudders out of class – too thick at after edge

- **Data gathering exercise in progress**
- **Addressing**
 - **Taper and thickness at after edge**
 - **Overall rudder shape v template**
 - **Lack of tolerances**

Expected Results

- **More specific definition of taper and reduced minimum thickness at aft edge**
- **Majority of rudders brought into class by reduced thickness measurement**
- **Achievable measurement for majority of boats**
- **Exception process for extremes**
- **Tolerances on all measurement**
- **Clear definition and enforcement for future builds.**



Full width mainsheet tracks

- Proposal is to remove the limits in the class rules that prevent the use of the full width of any mainsheet track mounted on the aft deck.
- Allows sufficient scope to make the track useful
 - Car can be dropped to leeward – depowering sail and rig
 - Car can be hauled to windward – allowing twist in light airs
- Driver and benefit of change – ability to depower rig in heavy weather to preserve the rig*



*noting recent insurance concerns



Full width mainsheet tracks

Cost implications:

Sized for track, car and control line blocks on aft deck
(excludes further leads and cleats for control lines)

‘Premium’ Equipment Manufacturer - Circa £450

‘Budget’ Equipment Manufacturer - Circa £200

Other implications:

Care needed when fitting to GRP boats – Tank integrity



Full width mainsheet tracks

5.9.6 Mainsheet Attachment

The mainsheet shall be attached to the afterdeck by means of either a horse, eyebolts or a full width track. ~~If a track is used It must with stops to limit its travel to the same width as the existing horse.~~ **Delete limits**

It is not permitted to use any means for restricting the natural fall of the mainsheet from the boom through blocks attached directly to the eyebolts, horse, or traveller (i.e. wire or rope stops are not permitted).

The mainsheet must be sheeted to the stern deck so that the normal take off point of the blocks are not outside the area (a trapezium) bounded by the forward edge of the deck beam immediately aft of the rudder tube, ~~and 6 inches either side of the centre line and the after face of the deck beam next aft and 7 inches either side of the centre line.~~

Delete athwartship limits.

Centre main-sheeting is only permitted by returning the running end of the mainsheet to the cockpit by means of a block attached to the centre of the boom, and a block fixed to the centre thwart so that it is no higher than deck level.

(Note: This rule prevents direct sheeting to the cockpit without a stern block and restricts the positioning of the attachment point(s) on the aft deck.)



Next steps – formal proposal to AGM for voting

Amendments to Rule 5.8.4 Electronic Devices

14 TRACKING

1.14.1 For safety and race management purposes, boats while racing shall carry and use a CWL approved tracking device, which shall be one of the following:

1. An AIS transponder. Competitors shall use their best endeavours to ensure that the device is switched on and transmitting at least once every 5 minutes; or
2. A compatible mobile device running the App. Competitors shall use their best endeavours to ensure that their boat has one or more such devices onboard and operating (*multiple devices are encouraged to ensure compliance with this SI*).

2.14.2 Protests for infringement of 14.1 may be brought only by the Race Committee. This changes RRS 60 and 63.



A2 APP

1.A2.1 Competitors may receive courses and other information via the App
2. from the Race Committee.

3.A2.2 Use of the App requires registration by an individual crew member using a Registration Id made available to the entrant prior to the event. There is no limit to the number of devices registered to use the App on each boat (*multiple devices are encouraged*).

4.A2.3 Failure of this service shall not be grounds for redress.



Amendments to Rule 5.8.4 Electronic Devices

Current Rule:

Electronic Devices

Other than radios, digital watches and compasses shall not be carried while racing. Any GPS (Global Positioning System) devices or equipment with GPS capability are not to be used while racing.

Proposed new rule:

Electronic devices:

Electronic devices shall not be used whilst racing except as detailed below or as specifically authorized by event sailing instructions:

Permitted equipment and usage:

1. Communication devices:

- i. A Marine VHF radio capable of transmitting and receiving solely on public channels.
- ii. Other devices capable of voice or data transmission and reception but only to:-
 - Receive communication intended for all competitors, or respond to an organizing authority as permitted by any sailing instructions.
 - Communicate or respond to a distress, urgency or safety incident.
- iii. Any communication devices with GPS (Global Positioning System) capability or other equivalent position determining capability may only use such capability to transmit a boat's position to third parties:-
 - In a distress, urgency or safety situation
 - As allowed for in any sailing instructions, providing that the information is not used by the boat when racing.

2. Electronic timing devices

3. Self-contained electronic compasses with functionality limited to providing heading, tacking prompts and timer.

4. Self-contained electronic photographic and video recording apparatus.

5. Electronic equipment supporting electric and automated bilge pumping: subject to any provisions in rule 5.10

Next steps – formal proposal to AGM for voting

Victory Class: Technical Sub-Committee



Sails – Dyneema Jib luff ‘wire’

Follows from discussion in Summer 2018 and review of the ‘XOD’ ‘soft luff’

- No appetite for ‘soft luff’ as per XOD
- Options considered to improve longevity of Victory jib by making it easier to handle and stow.

Proposal is to allow Dyneema as an alternative to the jib luff wire.

- Dyneema already used across boat for standing rigging and halyards – no additional concerns /risks
- Direct replacement to wire – attachment to sail identical
- No significant cost implications
- No performance implications

Trial with Z58 jib positive

- Easier to roll and stow for foredeck crew
- Better ‘drop’ if lowered during racing

TRY BEFORE YOU BUY !

**Next steps – Finalise specification with sailmaker
and bring formal proposal to AGM for voting**

