

International Canoe Federation Sailing Committee

Minutes of the meeting held in Sarasota March 2006

- 1. Attendance.** Ben Fuller (chair), Dawn Miller (US), Alan Powell (UK), Arne Stahl (Germany). Christian Knott (Aus)) joined the meeting using Skype on 23rd March and again with Ola Barthelson (Sweden) via Skype on Sunday 26th. Apologies for absence were received from Ola Barthelson and Colin Brown (UK Chief Measurer). It was decided to run the meeting in two parts on 23rd and 26th March. In the first part items 1-7 would be covered and item 7.1 would be the main item for discussion at the second. Steve Clark and John Kells also attended the Sunday meeting.
- 2. The minutes of the ICF/Class meeting of 10th August 2005.**
These were approved as an accurate record. Proposed D. Miller :seconded
A Stahl.
- 3. Business arising from the previous meeting.**
International Schedule.
2005 Worlds. All complete.
2008 Worlds. Application from Australia has been accepted. Dates will be Dec.27 -28th Pre-Regatta Invitational event.
Dec 29th –30th(am) Measuring
30th Dec. Practice Race.
World Championship 31st -5th Jan. (Lay day on Jan 1st and Jan 6th.)
New York Cup and Closing Ceremony Jan 7th.
Action: Ben Fuller to inform ICF.
- 4. Review of attachments.**
Proposed Development rules. This item is covered elsewhere in the minutes.
AC development. The AC division intend to try to attain World class status for 2008.
Christian confirmed that there is the possibility of an AC World Championship if the standard is achieved. In the event of that not being met then some, but not all, the UK ACs may opt to compete in IC mode.
2008 World Championships.
ICF approval confirmed.
Preliminary entries will be sought in July 2006. Online entry with categories displayed so all can see how the fleets are shaping up. This will also allow for further 'recruitment' in any category not making the standard.
ICF to nominate officials for Sailing Committee to approve.
Notice of Race and official entry will be available online 12 months before the event.
Standard measurement forms and jigs. These items are being worked on by Colin Brown.

Class promotion. Need to make a world-wide effort into getting people into the class. Stress the International status of the class. Get the class represented in more major regattas.

Proposed rule changes. Clarification sought on New York Cup rules.

Propulsion In alteration to RRS 42. Covered elsewhere in these minutes.

Australian questionnaire results show that the ICAA would be interested in

- Reducing all up hull weight
- Easing the tolerances on sail measurement
- Pursuing the option of ACs being based on the Nethercott hull and ICs being more developmental.

5. **ICF Chairman's Report : Ben Fuller.**

Rule changes timetable. Two meetings of the ICF are scheduled for 2006.

There is an International Congress in Iran during December but there will be a Board of Directors meeting before that (Oct/Nov) at which a rules change could be approved if accepted by the class. There would be a

second opportunity for passing rule changes at a meeting in Spring 2007. We have the balance of our budget to spend by end of June.

Invoice required from N.Witt regarding website.

Action: Alan Powell to follow up.

Committee expenses for the Sarasota event were required. Ideas were asked for in terms of promoting and developing the class.

Action: All

6 **National/Board Reports.**

UK. Alan Powell reported on the recent BCU meeting. He said the Sailboat exhibition had been well supported and that there was great interest in the prototype boats currently being built by Andy Patterson and Steve Clark. Photos of these had been on the stand.

The BCU committee are generally supportive of the proposed IC rule change but would like to see this introduced as an Appendix D to the existing rule in the same way as the AC was accommodated.

Several new boats have been ordered or are in build. All ACs.

Germany. Arne Stahl reported on the recent DKV meeting. The Europa Cup arrangements for 2006 Travemundewoche took up most of the meeting. It is hoped that this will be well supported.

As regards the proposed rule changes there was little enthusiasm for changes in the hull rules. There was much more support for changes to the rig and seat extension rules.

Australia. Christian Knott had submitted papers to the meeting beforehand.(Reviewed in Item 4)

USA. Dawn reported that the main centre for Canoe sailing is now the Chesapeake Bay. The West Coast fleet is mostly inactive (Del and Anders still sailing). There is a mix of opinion on the proposed changes. There is a worrying decline in participation.

Others. From general discussion it appears that the French fleet is now virtually extinct. There has been no further news from Holland, Denmark or Dubai.

Action: French, Dutch and Canadian representatives to be contacted. Alan Powell to contact Europeans, Ben Fuller to contact Canadians.

7. Other Business.

Australian Worlds entries. There will be a preliminary entry query sent around in July 2006 to ascertain levels of interest to assist planning.

There will be a later enquiry in 2007.

In particular it is very important that the World championships standard is met for both the AC and IC.

Measurement. Colin Brown is working on the International Forms and Sail stamps. He will advise on measurement jigs.

. **Action:** Alan Powell to work with Colin.

New York Cup rules.

Action: Ben Fuller to chase down and publish on website.

Propulsion rule. The committee were in favour of introducing a rule to cover kinetics and pumping. The wording will be worked on to enable a Race Committee to impose this at a certain wind velocity. This will need to be passed in a class ballot.

Action: Final wording to be decided. All committee.

The meeting was then recessed.

ICF Sailing Committee Meeting
Sarasota March 2006
Part 2

Present. Ben Fuller (Chair), Alan Powell, Arne Stahl, Christian Knott (Skype), Ola Barthelson (Skype). Steve Clark and John Kells also attended.

- The second part of the meeting focused on the new box rule design (which was represented in its most extreme form by the 'Wonk'.) See **Appendix 1** for sailing impressions.

There was a long discussion about the outcomes of this assessment. The committee considered the various options which were identified as:

- Formulate an Appendix D to the IC rules which could be ratified at later ICF meeting.
- Write a final draft of the proposed new 'box' rule and put it out to a global ballot.
- Incorporate proposals for increased rig size and seat extension into a ballot.

It was decided that to include the new rule as an Appendix would be undemocratic and would send out a confusing message about the future development of the International Canoe class. It was also decided that the larger rig and seat option was probably one more step too far at this stage.

There are requests from members for the Committee to give a clear lead on the new rules. However since the adoption of the ballot system the membership does have the final say.

It was decided to write a final draft of the proposed box rule and to produce a paper outlining the main pros and cons and a clear committee view or recommendation. This should be circulated by June so that it can be ratified at the autumn ICF meeting.

Not reported or discussed at the meeting was experience committee members had with the Turbo Nethercott. Work on this to be deferred to keep clarity on the development discussion. See **Appendix 2** for reports.

Action: All committee members to agree a final draft and key points. (**See Note 1 Below.**)

Resolution of thanks to Sarasota Sailing Squadron. This was agreed.

Action: Ben Fuller to draft a letter of thanks.

Date of Next Meeting. This was not finally fixed but will take place during the winter 2006/7. Venue to be arranged.

Alan Powell 05/04/2006.

Appendix 1 Report on sailing 'Wonk'

The sailors who had sailed 'Wonk' made the following comments:

Alan Powell – Wonk :

- Rig Tension works, high loads are able to be pulled on with the narrower boat
- needs tuning, some interesting quirks – light weight made it very responsive and excellent acceleration in puffs, seat needs to be able to travel further back. Only sailed in light conditions.

Arne Stahl - Wonk:

- Moderate winds force 2-3,
- good upwind speed, easy to race,
- downwind nose-diving! Tune it out,
- enjoyable upwind, will be able to be driven harder than a Nethercott.
- Wind increased but too hard for handling. Tipplier than a Nethercott.
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Steve Clark - Wonk

- To low a volume forward, bearing away was an 18 ft skiff style adventure, once squared away felt fine. But it would go mining. Perhaps 400mm seat track or a bow on it and T foil rudder
- Construction: 3mm ply 200 Carbon, started after Christmas and raced now.
- Quiet speed,
- less water displacement when planing

John Kells – Wonk –

- helm is light,
- easily driven, 18-22kts bit of a handful

Lust Puppet and Bill Beaver's - Multi Chine boat (both similar to Wonk in underwater shape) but heavier, were enjoyed too.

Regatta results: Oliver Moore won the Regatta, John Kells came second.

Conclusion: A well sorted Nethercott still sets the standard to beat but clearly weight could be lowered. The Wonk has the potential to be 3% faster once worked up, in Steve's opinion.

Appendix 2. Report on Ted Van Dusen's 'Turbo' Rig 13 sq m.

Turbo comments: Paul Miller (edited for brevity)

On Sunday ... I had a one hour window to try it.

The boat had a seat about 200 mm longer than normal. The mast was about 500 mm taller, and the hounds were near the old maximum limit. The total sail area was about 12-12.5 sq meters. The winds were about 15 with gusts to 20 knots. As soon as I cleared the moorings I was off the end of the seat. The

first thing I noticed was that the sails were too full for the conditions. As the sails were made by simply adding on panels at the bottom to some old pattern sails, that meant they didn't match the luff curves and the tops were too full, regardless of all the strings I pulled to get them flatter.. In addition to the seat being longer, it was also at the old max width, which is absolutely fantastic! I was having a great time going upwind off the end of the seat in those conditions with only a little feathering up top in both sails (for reference I'm about 90 kg- 200 lb.). The first nice attribute I found from Ted's boat was right after I hit the first 0.5 m wave and dropped the tiller extension. The boat rounded up slightly and I tea bagged. Unlike my boat however, the seat did not sink, and the rig didn't come over on top of me. I think the added width and length of the seat made it a more effective outrigger. I was able to calmly reach in, pick up the extension and water-start the boat.

... The boat noticeable accelerated on the reach and the first gybe was quite easy. I think this was due to the lighter weight (I think Ted told me 75.8 kg without sails) and greater speed coming in to the gybe. With the two boats following me about 50 meters astern we reached back to the harbor. I figure I put about 50 meters on them over the next five minutes, but I don't know how hard they were trying.

Summary. I think Ted's turbo concept is great. The extra sail area, more righting moment, and the lighter weight added up to an IC that was quite a bit more lively, a fair bit faster (particularly downwind), and I thought easier to sail. It needs to have modern sail designs that are easier to control the shape, but I would love to convert my boat to the turbo concept! Ted and I do disagree on one aspect. He thinks the rig should be taller, but I think it can stay the same. He correctly points out that the higher aspect ratio will go better upwind, particularly in mixed fleets. I think we can cut new sails that will fit on the existing rigs, but the sails would be bigger. The downside is that the boom may be a bit longer, which would make tacks and gybes harder, but the upside (apart from not needing to modify the rig), is that the heeling arm is less and the rigs can fit in a 20-foot container.

Based on Ted's boat, I think a great and logical upgrade to the Nethercott fleet would be:

- 1) reduce the all-up minimum weight to 70 kg, which would make it the lightest singlehander or skiff, apart from the Moth.
- 2) increase the sail area to 12.5 sq meter (and eliminate the 0.6 sq m credit)
- 3) increase the seat extension 200 mm.
- 4) keep the current rig rules the same, except for increasing the rotator limit to 75 mm from 50 mm
- 5) rename the class from "The International Ten Square Meter Decked Sailing Canoe", to "International Sailing Canoe".

Paul
USA 212

Alan Powell. I sailed the boat on the light wind Wednesday and in the first two races on Sunday in about 10 knots of wind.

In the light airs the big difference was in the stability of the boat – with extra sail to fan through the air it made just moving around in the light stuff so much easier. Speed up and downwind was about the same as the Nethercotts – it was hard to ease the kicker offwind so the top leech stayed quite tight. I feel that this could be sorted to improve the performance.

In the breeze the rig felt very manageable and like Paul I was impressed with the improved performance and the benefit of the lighter hull. The mainsheet arrangement was pretty unfamiliar but nevertheless I managed to lead off the first race before incorrectly rounding a mark and losing a couple of places but then retook John to close up on Oliver at the finish. In race two I started to mess up with some tea-bagging in the shifty wind and despite wasting time on poor boat handling I came in behind Oliver and John and just pipped George on the line for third place.

As a 13 stone (83kg) helmsman the rig was fine for me. Arne was lighter still and seemed to be doing fine.

Arne Stahl

Here are some comments of my rides on the turbo rig canoe.

I had a short run on it on Wednesday in very light winds, the boat felt well balanced and sorted out very well except the front cleated mainsheet, which made tacking and gybing a lot more difficult for me. In terms of speed and handling I didn't notice a big difference to the standard rig. Had some problems with a way too full top of the mainsail and a broken batten.

On Saturday I had a run on it again. We replaced the broken batten and some more battens with some stiffer ones. I sailed one and a half races of the regatta. First race: wind from force 2-3, boat felt a bit faster than the other ones. Good tacking attitudes. Not so tippy. Finished third. Second Race: wind from Force 3-5, sailing upwind was not a major problem. The big sail area was manageable pretty well despite my 65kg because of the longer seat.

But again I didn't notice a gain in speed, what perhaps was my fault. Downwind I noticed a slight bigger tendency of nose-diving, even with the seat back. Might be a problem of the higher rig.

NOTE 1

Considerable discussion has occurred since the meeting about the best way to proceed on the "box rule." At the meeting the Committee voted to draft the rules and then put them to class ballot to supersede the current rule hull for 2008. Consensus seems to be aimed at drafting these rules as an appendix to be voted on after the Worlds in 2008. It is uncertain that the rules would pass at this time and some more demonstrations may be needed. At the Worlds 2008, boats built to this rule could start with standard hulls, but be scored separately. The committee is currently (April 2006) discussing this electronically.

The turbo Nethercott will be considered as a separate matter.