

## The 2004 Flying Dutchman Class Rules

The class rules have undergone a major revision for 2004 to bring them into line with the ISAF Equipment Rules of Sailing (ERS). However, although there are many changes, you as an FD sailor should not notice any difference. We have made every effort to make the new rules compatible with the old ones, and retained all the old rule numbers, although you will notice that some rules have disappeared.

Fifty years ago when the class rules were written the methods of measurement often had to be invented, so that each one design class had its own ways of doing things. This was acceptable while measurers were mainly concerned with only one or two classes each. However, nowadays a national measurer may be involved with many classes, and the ISAF staff have to answer questions from a wide variety of classes. It therefore has many advantages to have standard definitions for the parts of the boat and for measurement procedures, and that these be adopted by all International classes. This is the reason behind the introduction of the "Equipment Rules of Sailing" by the ISAF measurement committee. ISAF now requires any new class which is applying for International status to use the ERS, and goes even further and asks that their class rules be in a standard format, namely the "Standard Class Rules" (SCR) format.

For established classes such as the FD these are at present recommendations not requirements. After considerable discussion the FD class decided that we did not want to go as far as adopting the Standard Class Rules format, as some preliminary efforts in this direction by Cle demonstrated that it would be like trying to fit a round peg in a square hole. However, we did see advantages to adopting the standard definitions and measurement procedures. Finding measurers is hard enough, but having to explain that the FD class does things differently and retrain them, does not make for efficient measurement. Using universally accepted definitions and measurement also makes it much easier for builders and sail makers to understand our rules. One disadvantage is that the definitions will now not be in the FD class rules and one must therefore also have a copy of the ERS, available on the ISAF website [www.sailing.org](http://www.sailing.org) under technical This saves the class having to define everything in our rules, however, in the event that an ERS definition changes, and the ERS are still evolving, we will have to ensure that the intent of any class rule is not affected by such changes.

### General

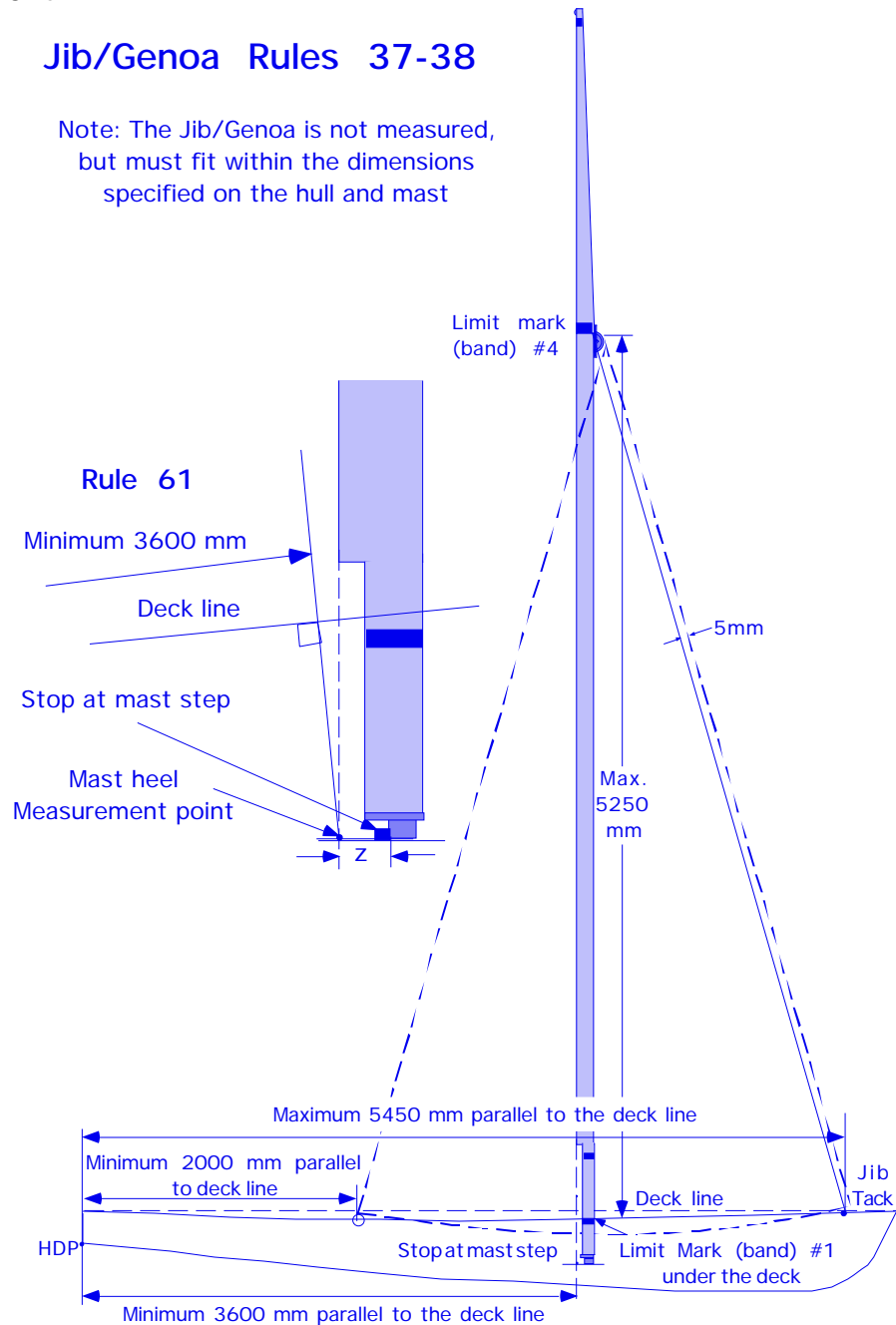
Rule 1 has been introduced to state that the FD rules now use the ERS and that terms which are defined in the ERS are in bold face type, while those from the ISAF Racing Rules of sailing (RRS) are in italic bold type. The FD rules are now classified as "Open Rules" that is everything that is not specifically forbidden by the rules is allowed thus statements that a number of things are allowed, have been deleted. There are, however, caveats in rules 1.0 and 112 expensive materials.

The FD rules now more clearly state that the class administers itself, i.e. certifies FDs, keeps records and issues sail numbers, as has always been the case. The rules also make it clear that regatta measurement is under the jurisdiction of the class. However, when the class became an IYRU (now ISAF) International class it signed a contract which gave the copyright to ISAF and so although the class can propose rule changes, these must be approved by ISAF. A number of rules have also been modified to be compatible with ISAF regulations.

## Sail Measurement

### Jib/Genoa Rules 37-38

Note: The Jib/Genoa is not measured, but must fit within the dimensions specified on the hull and mast



*The new diagram illustrating the Genoa Rules 37 and 38.*

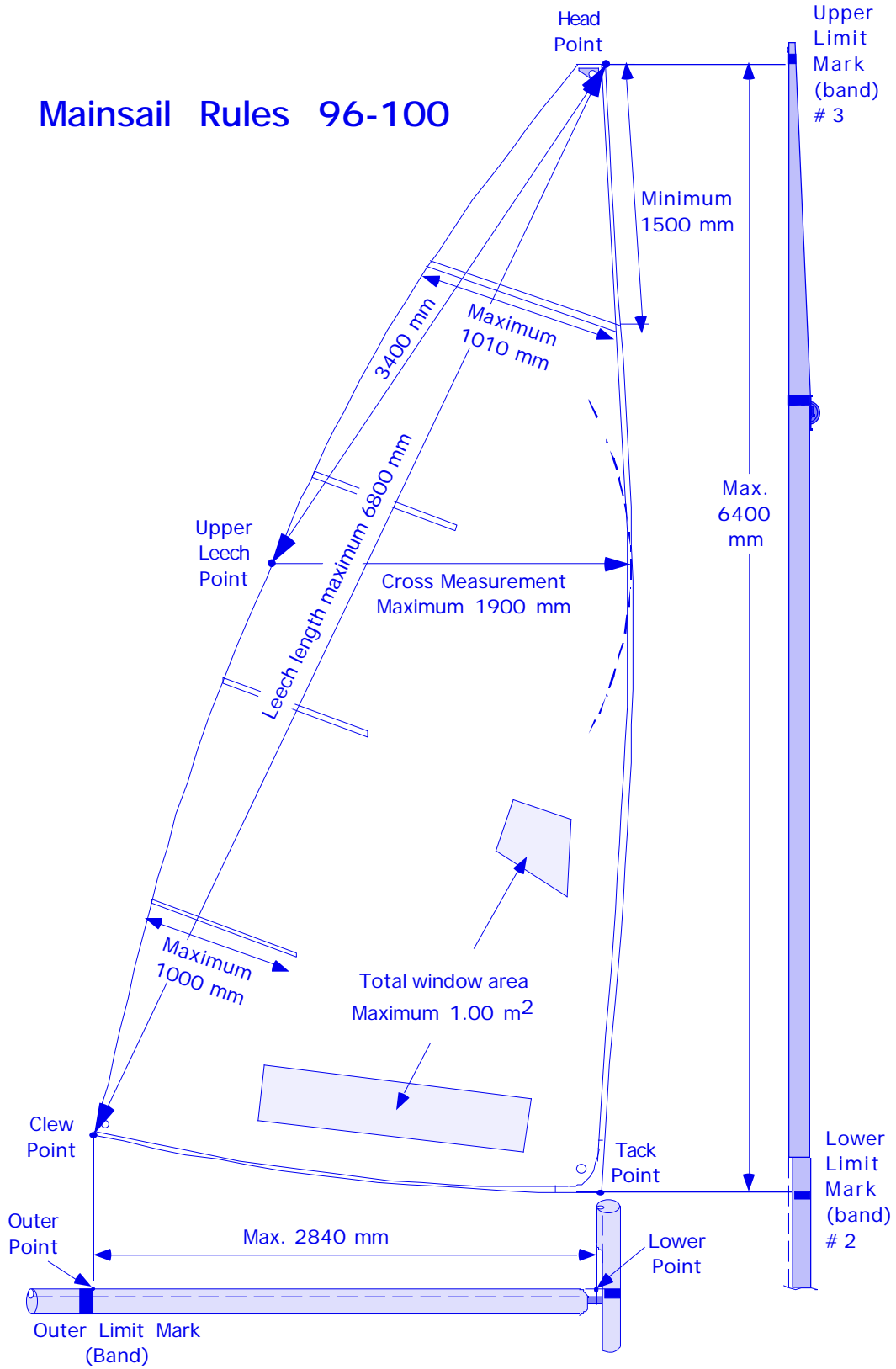
The major changes are in the way the sails will be measured, although we hope that the dimensions chosen will mean that all previous sails will be class legal and that there will be no significant change in new sails. The FD Genoa is not measured so is obviously not affected. However the ISAF RR Appendix G1.3 (e) specifies that a Genoa which extends behind the mast by more than 30% of the mainsail foot length must have sail numbers on it. Most sailors have therefore been sailing illegally for many years, but you can blame the measurers for not

pointing it out. The class has now opted out of this requirement (Rule 85), as have the Dragon class. Another change is that we have removed the band on the deck at the Genoa failead. This was important when sailors had Genoa fairleads on fore and aft tracks, but these are non-existent these days. Some quirk of history required the band on the wrong side, which made it confusing, so the easiest solution was to eliminate it. Rules 37 and 38 were almost identical to rules 87 and 88 so the latter have been eliminated. For ease of reference rules 37 and 38 are repeated in the sail section of the rules. Rule 38 used to state that no part of the jib shall project forward of above an imaginary line, drawn from a point on the deck line 5450 mm from the aft side of the transom to a point on the mast below the lower edge of band #4. This was misunderstood by a mast maker who's jib halyard sheaves extended out too far, so the rule was altered to say "with a tolerance forward of 5 mm at the halyard sheave." However, measurers normally measure the 5450 mm to the center of the furler at the deck level, i.e. to the center of the extension of the luff wire. Thus the jib extends beyond this by half the diameter of the luff wire plus the cloth thickness, and you have all been illegal! It was therefore decided to extend the 5 mm tolerance all the way down to cover this,

The FD rule on mainsail headboards (maximum dimension 120 mm) has been misunderstood by many sail makers, who have made the length perpendicular to the luff the maximum 120 mm. To hopefully eliminate this frustration the maximum headboard dimension, still the maximum has been increased to 150 mm (6"). For consistency, and taking into account that we have a larger spinnaker, the spinnaker headboard maximum has also been increased to 150 mm. The only other changes to the mainsail are the exact definitions of the corners of the sail, i.e. the head, tack and clew points, and what used to be the half height measurement. It is much easier to measure down 3400 mm from the head point and then measure the minimum distance to the luff, than it was to fold the sail in half and mark the mid points on the luff and on the leach and measure across. Finding the mid point of the luff is always uncertain as the tack of many modern mainsails is poorly defined, so we have circumvented it. Calling the point at 3400 down the leach, i.e. about half way down, the "upper leach point" may be a little peculiar but this was the only ERS term which would fit! You may also notice that what we have always called the "black bands" on the mast and boom now have the technical names "limit marks" and have a defined points for the measurement called the Upper, Lower and Outer points, but this is just terminology.

The real changes have occurred in the way the spinnaker is measured. The luffs are now measured in a straight line, not round the edge of the sail. The center seam length, now called the "Foot Median" is also now measured with the center of the sail flat. The biggest change however is in the cross measurements, which now do not depend on folding the spinnaker. You find the two "Upper leach points" at 2750 mm from the head point and measure directly across. This new width measurement has to be less than a maximum of 3900 mm. This replaces the old half height half width, and the three quarter height width, which was never near the maximum and was virtually never checked, has been eliminated. The mid foot point still has to be found by folding so the Foot median can be measured, so we retained the "Half foot Length". The curvature of the foot of the sail is now controlled by a maximum "Foot Irregularity" of 20 mm, Rule 105. The foot irregularity is "the maximum distance between the edges of the foot when first the tack point and then the clew point are superimposed on any part of the foot."

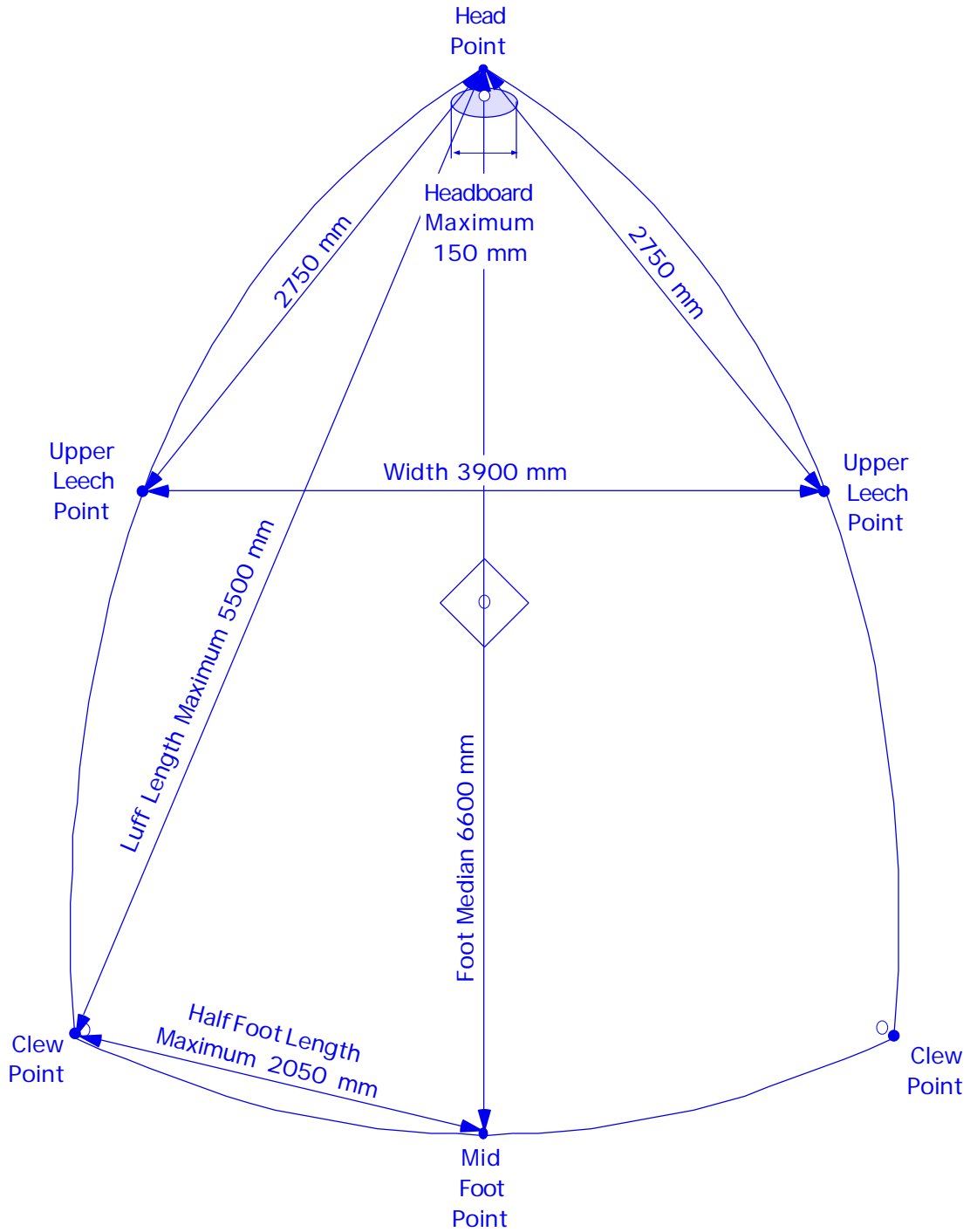
# Mainsail Rules 96-100



*The new Mainsail diagram, note the change in cross measurement*

# Spinnaker Rules 102-108

Rule 102 Spinnaker must be symmetrical in form and construction



*The new spinnaker diagram, which illustrates a number of measurement changes*

### **Other changes**

The process of rewriting the FD rules has been a rather lengthy one. First I came up with a draft of the changes I thought were required to make the rules compliant with the ERS and sent these to Cle and a few other members of the executive. Then after the European Championships in Dervio Cle and I spent two full days going through the rules and tried to clarify both the meaning and the wording of the rules, and to use modern terminology. We also made an effort to make the wording easier for non-English speaking sailors to understand. In this regard we have used the word "must" in place of "shall" which can easily be confused with "should". Most measurements are also immediately preceded with the words "maximum" or "minimum" so that it is clear which it is, when quickly scanning the rules. A few further iterations and some useful input from Paul Hemker led to the draft of the 2004 FD Rules that the class submitted to the 2003 ISAF November meeting in Barcelona. This involved too many changes for the committee to consider in detail at the meeting, and so we were asked to collaborate with Sebastian Edmonds of ISAF to check that the FD rules were compatible with the ERS. An afternoon spent with Sebastian led to many improvements, after which there were some dozen versions sent via e-mail from Montreal to Southampton and Ankeveen and back. The more we discussed the more ideas for changes seemed to come up, but finally a much improved draft was sent to the ISAF centerboard boat committee for approval. I feel that the new rules are a significant improvement and the fundamental rules will hopefully not require significant changes in the near future.

The appendix now also contains a number of new diagrams that should make the rules easier to understand. It is now part of the requirement for remaining an ISAF International class that the FD rules are posted on the website, and this will be the primary source of the FD class rules in future. At present the changes from the 2003 FD rules are in red type so that you can easily see those rules which have changed, however if you print in black this will not be noticeable. The rules are in pdf format and print on A4 or US letter size. For A5 just print at 80%. Hopefully at a later date we will hyperlink topics to the table of contents for easy lookup on a laptop.

The carbon spar changes to the rules for 2005 are not included in the 2004 FD rules as posted, as these will not apply until 1 March 2005, and will require ISAF approval in November 2004. After these rule changes have been agreed the class will probably print a 2005 version of the rules or issue them on a mini-CD. Please send us your suggestions for further improvements.

Peter Hinrichsen

February 2004