

RS800 2020 AGM Minutes

Mon 30 Nov 2020

Online Microsoft Teams

Chair: Dan Goodman

Secretary: Clare Sargent

No.	Agenda Item	Action
1	<u>Apologies:</u> Nil	
2	<u>Present online:</u> a. Members: Peter Curtis, Guy Fillmore, Dan Goodman, Ciaran Hurney, Luke McEwen, Tom Morris, Martin Orton, Ben Palmer, George Smith, Nikita Watson. b. Non-members: Francois Bergasse, Debbie Clark, Alice Crick, Alex Emmanuelle and Anne Fromentoux, Chris Feibusch, Rob Gullan, Jim Hood (RS), Nick Ireland, Mel Hurney, Emma McEwen, Gilles Peeters (RS France), Steve Wilson (RS).	
3	<u>Welcome:</u> Dan Goodman (DG) warmly welcomed everyone.	
4	<u>Committee:</u> a. Training rep: Ciaran Hurney stood down. Nikita Watson agreed to stand. Dan Goodman proposed. Luke McEwen seconded. Unanimous vote in favour. Carried. b. Technical rep: Luke McEwen agreed to stand. Dan Goodman proposed. Ciaran Hurney seconded. Unanimous vote in favour. Carried. c. Results: Emma McEwen happy to continue in this role but will stand down from committee as Luke is joining. d. Marketing rep: Tom Morris stood down. Nobody offered to stand. Position vacant. <u>Afternote:</u> Cameron Moss volunteered as plank monitor. He has been co-opted onto the committee.	
5	<u>Matters arising from 2019 minutes:</u> a. 11 approved of 2019 minutes. None objected. Accepted as accurate account of 2019 AGM. b. All to encourage friends to join the RS800 Class Association. c. Text message service not required. d. Fleet comms: WhatsApp very good at nationals. 2020 national website cleaned up. Encourage all to be busy on RS800 social media. Has had heavy use this year. Website undergoing redesign so note request for Facebook and Instagram logos to be placed near top of view on mobile site view. e. Technical: change to boat document still outstanding. CS to chase with Jim Hood. f. RYA survey: outstanding.	All CS CS, Jim H CS
6	<u>Membership:</u> a. 99 members in 2019, 71 in 2020, down by 28 = 30%. Lost 20 full, four family, four non-UK, one Irish and one club. Up one youth and one crew. Plea to join up to support a great 2021. b. All asked to cast their vote in the crew membership vote. Request for feedback on crew membership. <u>Afternote:</u> Membership benefits and details are on the website here: https://www.rs800.org/index.asp?Fleet=RS800&selection=Membership	All All
7	<u>Fleet communication:</u> a. Currently website, fast news, Facebook group and page, Instagram. WhatsApp used at nationals. All encouraged to get busy on RS800 social media. b. CS to try for WhatsApp group for all events. Invite event organiser to join. Members can then mute or drop out. To trial at Rutland with Manager Matt Lea.	All CS

8	<p><u>Technical update:</u></p> <p>a. Rules updated and published on website here: https://www.rs800.org/documents/p1eocg3aruqaj1ut81hjrtaa12a43.pdf Thank you to Tom Morris and Luke McEwen for their hard work. More rules work will be required including changing rule C.8.2 by deleting aluminium to allow for carbon tillers. CS to check if this requires vote or can simply be updated because material as supplied by manufacturer.</p> <p>b. Please see spreader update document here: https://www.rs800.org/documents/p1eocfjbh1u776nc7jtavn1l7c3.pdf and at Annex A.</p> <p>i) The new spreader will soon be available. It may not be an easy home retro fit because it requires some drilling and setup skill. Selden have created a home fitting guide based on Luke McEwen's (LM) work. This will come with the spreader kit. Jim Hood stated that RS can help if sailors are not happy to do themselves. Phase one: replacement of all faulty spreaders completed. Phase two: in progress – RS replacing spreaders on boats up to three years old. Phase three: replacement of spreaders on boats more than three years old – home fit of RS kit, kit available soon, £ tbc.</p> <p>ii) Need amendment to rule about spreader deflection range: SGM minutes dated 12 March 20: para 5.4 "Need for clarity in rules about lower spreader deflection measurement. RS Sailing support the concept of limiting how far forward the spreaders can be set ie 140mm as minimum measurement with no maximum measurement stated. RS800 tech committee to work with Jim Hood and Andy McCormack to draft rule. CS to implement appropriate rule change when new spreader introduced." Tech Rep LM and Jim Hood to draft rule change. CS to action rule change.</p> <p>c. Cap shroud replacement discussion document here: https://www.rs800.org/documents/p1eocekorj17es181rquqbjj3813.pdf and at Annex B.</p> <p>Tom Morris was thanked for his document and research. LM used the document to explain the cap shroud situation – namely rules not matching currently supplied 5:1 purchase (which is still inadequate for, chafing of the cleat on the mast and question over rules interpretation for changing cap shroud length. The question is what to do now. Jim Hood stated that RS are happy to engage with the cap shroud issue. There already exists a great range of cap shroud lengths due to different age masts and set-ups. Ideas were sought from the floor. There was concern that splitting the cap shrouds and therefore increasing mast stiffness might impact gust response. LM suggested there were two matters to explore. One is to publish an interpretation of the rules as they stand so that changing the length is not an illegal modification. Two is to explore split caps. The floor voted in favour of publishing a rule interpretation which did not limit the range of cap shroud length. The floor also voted in favour of exploring splitting the cap shrouds. This will require guidance from RS and Selden. The floor were in favour of looking at a range of options including connection to the main shroud chainplates. The option must remain to leave the cap shrouds as they are now. The tensioning system needs appropriate purchase to allow smaller crews to apply rig tension ashore. The floor was in favour of allowing purchase beyond 5:1. The minimum increase needed is to 5:1 in order to correct the rules to that which RS is supplying. RS and Selden need to agree to an increase beyond 5:1. There are 13 RS800s in warranty. So in the short-term a rule change is required to amend purchase to 5:1. In the longer-term examination is required into increasing purchase beyond 5:1. This is to be incorporated into the cap shroud review. It was requested that the RS800 rigging guide be updated to appropriate tension. Jim Hood has this on his to do list. He will update it to an Ikea style guide.</p> <p>d. RRS 50.1(c): Amendment to World Sailing rules on trapeze harnesses can be made in class rules to remove the obligation for quick release which comes into force on 1 January 2023. Would require vote by the class, taking into consideration safety benefits of quick release harnesses versus cost of all sailors having to buy a new harness.</p>	<p>CS</p> <p>LM, Jim H, CS</p> <p>LM, Jim H, CS</p> <p>CS</p>
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	Currently no harnesses comply with ISO 10862. CS to locate evidence to support ISO 10862. CS to add this item to 2021 AGM agenda. There is no need for sailors to inform CS about their own harnesses. <u>Afternote</u> : Added to draft agenda.	
9	<p><u>Review of 2020 season:</u></p> <p>a. Great nationals at WPNSA. Thank you to WPNSA and CS for getting the nationals up and running after Exe SC's withdrawal as host. CS thanked the fleet for being easy and fun to host so that WPNSA chose to have them! This year WPNSA was able to pick and choose which fleets to rescue.</p> <p>b. Very wet but super Inlands at Oxford SC. Thank you to Oxford SC for hosting the event after Grafham WSC were unable to do so.</p> <p>c. The French fleet had two skiff events in 2020.</p>	
10	<p><u>Preview of 2021 calendar:</u></p> <p>Calendar online on RS800 website here: https://www.rs800.org/index.asp?Fleet=RS800&selection=Events</p> <p>a. RYA Dinghy Show to be held as online exhibition. More info to follow when received.</p> <p>b. Gilles Peeters will share European events when information published. Looking forward to a great 2021!</p> <p>c. HISC Whitsun Regatta will be listed as a non-tour event on the calendar for 2021 and is pencilled in on National Tour for 2022.</p> <p>d. RS800 Northern Tour to be finalised.</p>	CS Gilles Peeters CS CS
11	<p><u>Nationals venues: the 5 year plan:</u></p> <p>a. 2021 9-12 Sept Castle Cove SC</p> <p>b. 2022 28-31 July RS Games at WPNSA</p> <p>c. 2023 dates tbc Sept Brightlingsea SC</p> <p>d. 2024 12-15 Sept Hayling Island SC. RS800 25th anniversary.</p> <p>e. 2025 dates tbc Sept Eastbourne SSC</p> <p>f. Looking to hosting Nationals in the North in the future. Will use the Northern Tour to gauge interest because home club interest will be required.</p> <p>g. Royal Cornwall YC in Falmouth as potential venue. International 14s had good nationals there.</p> <p>h. Restronguet SC could not give firm booking to fleet. Following on from the short notice withdrawal from hosting of Exe SC this was considered too great a risk to proceed.</p>	CS CS CS
12	<p><u>International development/events: European and EuroCup – the 5 year plan:</u></p> <p>a. 2021 Garda (Torbole). Garda to continue to be every other year. Warning – Garda is getting more expensive.</p> <p>b. i) 2022 Maubuisson near Bordeaux, France is being offered. Either late June or end of Aug. RS Games RS800 Nationals 28-31 July. Possibly more wind in June. Floor in favour of late June.</p> <p>ii) Carnac also on offer for 2022. Gilles Peeters suggested use May/June Bank Holiday. 3-6 June. May clashes with HISC Whitsun Regatta. Floor in support of Maubisson. Gilles Peeters expressed concern that French fleet unlikely to attend cos focussing effort on travelling to RS Games, not travelling long way in France. French fleet based in Brittany. Raised idea of Maubisson in 2024 when French fleet not committed to RS Games.</p> <p>c. 2023 Garda.</p> <p>d. 2024 attractive location requested.</p> <p>e. 2025 Garda.</p> <p>f. A working group across the RS fleets is exploring venues. Emma McEwen is RS800 rep. There is a push for multi- fleet events. Caution was voiced against diluting the quality and safety of the racing by turning it into multi-fleet events. Concern was raised that not all clubs can cope with the complicated course needs of multi-fleet events, compared with the simplicity of a simple windward leeward.</p>	CS CS CS Emma McEwen, CS

13	<u>AOB</u> : None.	
14	<u>Date of next meeting</u> : At 2021 Nationals 10-13 Sept 19 at Castle Cove SC. Looking forward to seeing everyone in person there! Thank you everyone for attending.	Sec

Clare Sargent

RS800 Class Association Secretary

Annex A: Spreader update document 28 Nov 20

Annex B: Cap shroud replacement discussion document Nov 20

Annex A: Spreaders Update for RS800 AGM 30 Nov 2020

Brief History:

Some sailors had noticed that the amount of deflection of their spreaders was increasing over time and in 2019 this was openly being discussed as an issue in the fleet. A small batch of faulty spreaders was also sold from the end of 2018 resulting in multiple failures, made especially evident at the 2019 inland championships where 5 boats broke spreaders. These issues were raised with RS in October 2019.

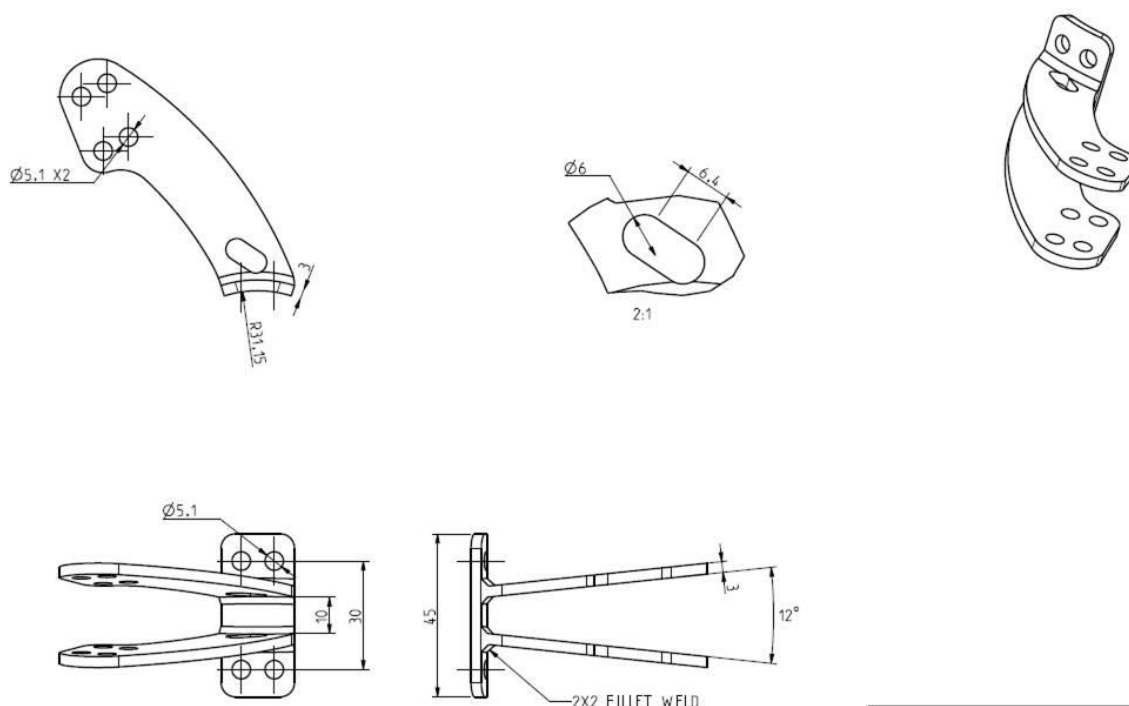
A remediation plan was agreed with RS and a new spreader design was produced and tested. While the new design with an additional reinforcing band across the front was an improvement, it still increased deflection over time when used in high winds.

We held an SGM to discuss the options available with the fleet and agreed to continue with a fixed spreader design and test a new spreader bracket that attached to the spreader further away from the mast. Prototype testing showed little movement with use and the new design was approved for production.

Latest Updates:

A limited production run of new mast brackets and spreaders was made to enable all faulty spreaders to be replaced. This has been completed. Testing retro fitting the new brackets to existing spreaders and older masts showed that the hole placement for the new brackets needed to be improved to ensure correct fitment. This has resulted in the new spreader bracket design below.

The 4 holes in the bracket where the spreader attaches allow good fitting to existing and new spreaders, only 2 holes will be used on each side. A production run of this new bracket has been ordered to provide stock for Selden and RS.



Annex B:

RS800 CAP SHROUDS – FOR DISCUSSION AT RS800 AGM 2020

Purchase

Rules say 4:1. This was introduced in the very early years and I can't find much record. It's been reported that the bottlescrew was flawed due to the time it took to apply and release tension as described in reference 2. The system supplied by RS is now 5:1 (figure 1). The 5:1 can be seen implemented not long after moving to 4:1 as evidenced by Figure 4 and 5 which were taken in 2003-2005. At least the rules should reflect the 5:1 purchase currently supplied (RS are happy to endorse 5:1 in the rules but not more).

The majority are racing with a 5:1. The committee proposed a rule change wording (no purchase limit) back in February. However, this was vetoed by RS over fears of caps being over tensioned (ref 3).

The 4:1 rule is in 'conditions when racing'. There is nothing stopping additional purchases being used to apply tension before racing so long as they are removed for the race. Most are using the mainsheet, downhaul and kicker to apply extra tension. The RS rigging guide suggests pulling backwards on the main halyard (Ref 2).

All these methods are by their nature less controllable than just using an appropriate purchase system on the mast. However, they make the caps a bit of a 'dark art' as it's not obvious how much caps to pull on, and it's hard to measure a 'base' number once the main is hoisted.

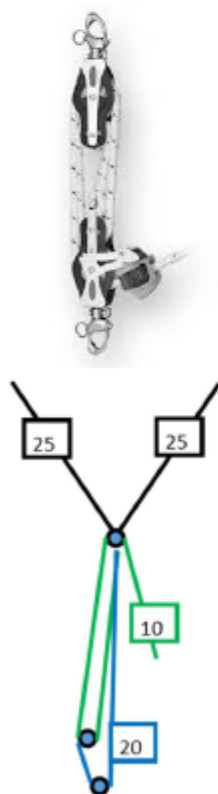


Figure 1 – original style 4:1 purchase (top image) and currently supplied 5:1 purchase (bottom image)

Chafe

The cap shrouds cleat chafes on the front of the mast and pulls the chafe plates off when it catches on the edge of the plate, which is too small for the amount of sideways movement. The edges of the plate also chafe the rope tackle. Selden have recently tried to improve this by doubling the size of the plate in both dimensions, but only a handful of masts have this larger plate. There is also chafe on the lacquered mast from the cap shrouds themselves which means the mast must be re-varnished more often. Lastly there is wear at the spreaders where the caps move back and forth each tack and gybe. This has required several steps of remedial action to address the chafe but not source of the chafe over the years (stainless chafe plate, brass roller inserts).

The lateral movement occurs due to the length of the 'tensioning system' between the fixed point on the mast and where the caps join at the eye. See figure 2.

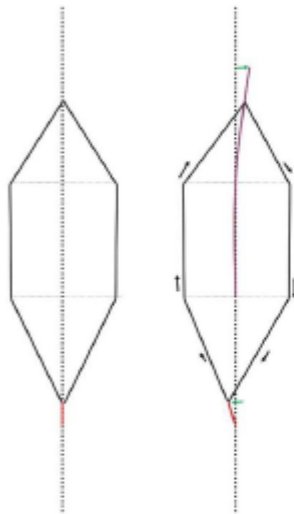


Figure 2 – reason why cleat moves sideways, chafing mast and lower spreader tips

The move from a 4:1 block and tackle, to a 5:1 cascade also required the cap shrouds to join further away from the mast fitting (to accommodate the greater range needed for the cascade purchase). This is corroborated by reports from class members at the time and can be seen in Figure 5 (initial 4:1) and Figure 6 (cascade 5:1). This increased the length of red section (figure 2) and increased movement from the bottlescrew or 4:1 simple tackle set ups. In 2007-2008 a cheek block was added to the mast, which further increased the distance between the caps eye and the fixed point on the mast (ref 1). It was also on the first iteration of the fixed spreader that chafe on the spreader terminals became an issue. This was an unintended consequence of the longer tensioning system. The spreaders had to be redesigned to include a brass sheave to accommodate the movement and increasingly large stainless chafe plates. Selden reference this cost as one of the reasons for the high spreader cost in the EGM.

To remove the chafe, you could reduce the length of the purchase system, or split the caps so each side is direct to the fixed point on the mast (figure 3).

Split caps

I trialed a split cap system from December 19 to August 20 (figure 4). I was hoping to show this at class events to get a feeling on the change. There were no events!

Pros:

- Completely removes chafe on mast front (figure 3).
- Drastically reduces chafe at spreaders.
- Much easier to apply tension physically.
- Completely retrofittable.
- Cheap (one cleat and one block, plus cost of splitting old caps, total around £50).

Cons:

- You need to measure both caps to ensure equal tension. (do this first time, then mark rope)
- Unless purchase is reduced to 2:1 each side, the total advantage over the pair of shrouds is greater than 5:1 as you can pull on each side individually.
- Performance gain (or perception of?) due to reduced sideways movement of topmast.

Longer caps

I put longer caps on not long before the nationals, so I have less experience with these. They are a bit of a half-way house. There is still movement, but you can't make them much longer as you run out of range with a cascade purchase (reason they were made shorter back in 2000's). My caps now join at the bottom of the chafe plate shown in figure 4 (about 5-10 cm different).

Pros

- Reduces chafe on mast
- Reduces chafe on spreaders
- Single tensioning system
- Cheap and easy to retrofit, just need longer caps made

Cons

- Doesn't eliminate movement entirely.
- Limit to space for cascade range
- Performance gain (or perception of?) although less than for split caps.

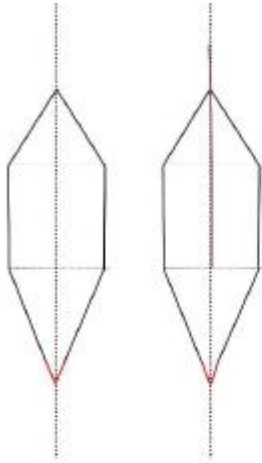


Figure 3: split caps, no movement



Figure 4: split caps purchase system



Figure 5: 27.7% of lowers height from jib track (old caps were longer)



Figure 6: 43.5% of lowers height from jib track (newer caps shorter)

Are they legal? Should they be legal?

Equipment must be replaced from the LIC / licensed manufacturer unless authorised elsewhere (C.6.1).

Repairs must retain essential shape, characteristic and function of the original (C.6.2).

Modifications, replacements, and alterations where equipment may be from another supplier is limited by the restrictions in their specific rules. Inferring requirement to match original equipment exactly poses many practical issues in our class rules where they only state the limitations and there is no way of knowing the other dimensions.

Cap shrouds are specifically allowed to be replaced from any supplier with the only restriction for replacement / modification of cap shroud that the wire is 2.5mm 1x19 (C.9.1 4). Length is not restricted, however making them longer does arguably change the shape of the diamonds, hence there is need for interpretation of the rules.

Historically there have been changes in supplied cap shroud length which have not required changes to the class rules (see figure 5 and figure 6). There is still a great deal of variance of cap shroud length in the class.

Potentially, split cap shrouds could be legal as well, as again, they still use 2.5mm 1x19 wire. My interpretation is that they don't comply C.9.2 5 which says the caps shrouds (plural) may be tensioned by 'a' (singular) rope purchase. RS agree.

The class must ask if variance in cap shroud length is allowed, do we want to change the rules to limit it? What are the implications of limiting it on the range of lengths seen on existing boats?

Less chafe is a positive of longer cap shrouds. However, there could be small performance gain from less movement at the top of the rig. However, this might not be the case as having the rig deflect off may be preferable. The class have had different length cap shrouds in the past and there has not been any significant performance change reported.

There could be a perceived performance split in the fleet. Whether real or not, this may erode confidence in one design. However, the cost is low, and I don't believe it is out of the budget of any team and will typically cost less than a new set of kite sheets and a lot less than clear coating the mast or replacing chafe plates a few of times.

Options for the class:

- 1) Specifically limit changes in length and ban splitting of caps in rule C.9 by inserting a restriction on these dimensions.
- 2) Leave rules as they are and publish an interpretation to clarify that people can make changes to lengthen caps if they wish, i.e. it is not considered a change of shape or characteristic. RS prefer this option.
- 3) Specifically allow split caps as an alteration / modification.

Ref 1: <https://www.rs800.org/documents/p1aiiie4quef21javiae1do52qc3.pdf>

Ref 2: https://www.rssailing.com/wp-content/uploads/quides/RS800_Rigging_Guide.pdf

Ref 3: <https://www.rs800.org/documents/p1e4o2in701q5p7cas3ud8q1npb3.pdf>