



Flying Dutchman Bulletin

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Flying Dutchman Bulletin
Periodical of the International Flying Dutchman Class

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Colofon

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Alberto Barengi, Ed Cox, Dr. Gizmo, Henry Koning, Jan Lechler, Tony Lyall, Luigi Macchi, Lotje Meijer, Ronald Stalman.

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Editors FD-Bulletin

Louk Nelissen, Ronald Stalman

Editor FD-Forum

Sjors Riemsdag

Dear Fellow Sailors,

Another year has past me by sounds out of the speakers.

(FYI: By Styx from The Grand Illusion).

Yes 2014 almost over and the July World Champions could lose their title already after half a year. The 2015 Worlds in Sydney Harbor is almost there. By the time you read this the boats are shipped.

50 boats will attend in Sydney according to the entry list and rumors. 10 entries less then the Australians where suspecting. Is these caused because of the economy crisis still lurking around as a ghost? Who can tell? What the British section showed us at this years Worlds in Largs is that poor attendance doesn't mean IFDCO has to spent big to support. From the original money support to the Brits almost 70% could be returned to Freddy the Cash. An incredible figure established by the fantastic sup-

port of all active FD-sailers in the UK and the incredible host: the SSI.

After Largs Stephan Perry gave a rapport on demographic science of the FD-class. One of them was that our average age is almost 52. And new blood is needed. But what kind of new blood is our class looking for? Let's be reasonable international sailing cost a bit more then local sailing. So my aim would be from the age of 30+. An opinion shared by PFH in the past years.

Let us all discuss the growth of our fleet especially in some countries. So feel free to come up with great ideas how to increase our fleet.

Smooth sailing,





President's Letter

President IFDCO
Dr. Alberto Barenghi

Lecco, 30-08-2014

Dear friends,

I was delighted to meet some of you to the World Championship 2014 that will be held in Largs, on last July. The place, the Largs Sailing Club, the sailing area and the Scottish atmosphere were beautiful and I thank very much the Organizing Committee, the Sailing Club for the kind hospitality and all the teams attending the event.

On behalf of the entire FD family and the IFDCO GC, in Largs we had the chance to meet Peter Doran. Unfortunately, Peter Hinrichsen could not come.

Anyway, I thank very much PH and PD for their commitment and work over many years as V.P. Technical and General Secretary. Their dedication to the IFDCO has been recognized and should be thanked by the whole Class.

As always, I thank all of you IFDCO members, for your engagement in this strategic time in renewing and supporting the Class. The World Championship has been the chance to organize the IFDCO Competitor meeting, National Secretaries Meeting and General Committee.

I appreciated the atmosphere of renewal and interest to the Class life expressed by the sailor during the Competitor Meeting, and we noticed the interest to have a European Championship in 2015.

According to the team-work between IFDCO and FD National Secretaries, the Italian President, Fulvio Colletti, sent his Commodore Report to Ed Cox with the proposal by the Italian FD Class to host the European Championship 2015.

The place and Sailing Club suggested and selected by the Italian Class is Porto San Giorgio, on the middle Adriatic Sea.

With regard to the IFDCO Strategies and goals in the medium and long term, have been showed and discussed different proposals for the International events of the next years.

Of course, we have to consider the financial crisis, to evaluate the expected attendance of teams to the Worlds and major events in 2014 and 2015, the number of new boats built, and the second hand boats market.

Anyway, I 'm sure that sponsorship, visibility and promotion of our Class in the Sailing world and environment, could ensure or at least allow the IFDCO to look to the future with good perspective.

With regard to promotion and growth, during this year I felt my duty to explore the horizon of new Sponsorships and chance of International even-

ts ; for such a reason, according to the issue to promote " the Sailing sport as way of life ", I 'm trying to involve the FD Class in some sailing activities and projects developing in the sailing environment.

So, I 'm looking forward to provide you good news within the end of this year.

With regard to the IFDCO management and turnover of the Officers, according to the decision taken during the AGCM 2012 and 2013, a new deal for the FD Class has begun, and since next 2015 we 'll have a new IFDCO President.

Of course, the choice of each new Officers, require to analyse the several implication in the Class management, according to the skills and the style of each candidate ; moreover, I strongly believe that we should have to choose the right people for a specific role, and look to the best benefit for the Class, instead to the personal availability and preference.

This is required to ensure the continuity, reliability, and growth of the Class.



President's Letter

Anyway, in the AGCM Minutes and in a specific chapter written by Ed Cox, each IFDCO member could know the actual situation to the IFDCO Officers on their end terms, the procedure to apply for a candidacy and each FD member is welcome to be involved in the Class life and management ; the life of the Class depends by the engagement of all of us, at disposal to everybody.

The IFDCO needs to go ahead to finalize the future strategies with a team approach, mandatory to improve and fasten every procedure. So, the topic "IFDCO strategies and restructuring", reflecting the views expressed by the membership and by us, is the main topics to warranty a growth and promotion of FD to a new generation of sailors.

I am aware that the decision about those items are very important and requires the involvement and commitment of all the General Committee and the National Secretaries. Coming back to Worlds in Sydney, it is very important to support the attendance of the teams, through Transport grants and Sponsorship that have been discussed and agreed according to the financial situation of the IFDCO.

Despite of the economic difficulties worldwide, the number of sailors who have attended races overseas, shipping their boats by con-

tainers, has increased. That shows the interest and passion to sail overseas, in spite of the distance and the financial effort required is strong.

I thank very much Frank Nooijen and Jan Lechler appointed as the FD people in charge for the Transportation, who are proposing the best solution to optimize the costs and the arrangement of every IFDCO shipping to Sydney.

In addition, the promotion of charter boats for the FD teams needs to be reconsidered to enhance our international participation, in spite of is still difficult to promote this system in our Class.

After 2015, to maintain the international standing of the FD class as the premier high performance one design dinghy, a strong World Championship will be organized in Steinhude (Germany) on 2016.

Moreover, the IFDCO received some proposal for future International venues from Rus-

sia, Slovenia, Spain, Nederland and Italy.

Every proposal will be analysed, selecting location and venue according to the needs of the sailors, facilities, and grants to support transport, and attendance.

With regard to the Technical Committee, after the approval of the loose footed mainsail, and electronic compass, now still remain to test and discuss the proposal to adopt a optimised spinnaker, in order to have a further feedback, to show to the sailors.

Finally, the results and the influence of the IFDCO strategy with regard to Promotion, Sponsorship, Communication and Transport could be considered the challenges for the future.

I wish you a continuous wonderful sailing season 2014 and I 'm looking forward to meet you in Sydney to enjoy together the Australian and the World Championship.

Cheers, Alberto



AGCM minutes by Ed Cox



The FD Class had a productive competitors meeting and AGCM at Largs, Scotland. Those who attended the competitors meeting will remember the spirited debate about spinakers and whether to have a Europeans. Three important subjects of interest to the entire FD community can be reported further.

First Championships were discussed. At the competitors meeting the strong view was conveyed that many teams want a dedicated European Championship. In light of this consensus of opinion the General Committee has decided to revise its earlier decision and a European Championships will be held in 2015. There are 2 venues proposals Porto San Gorgio, on the Adriatic side of Italy, in September and Umag in Croatia. In reaching this decision the General Committee is conscious that supporting

non-European sailors and regattas must remain a focus in the future.

For Sydney in January, the preparations are well advanced for a successful summer world championships, no dry suits will be required. A fleet of 60 boats is expected, with a strong social program to be a feature. For the upcoming 2015 Sydney worlds the General Committee has determined that a container grant of €1,250 per containers will be paid (for each container of 4 or more boats).

For 2016, a positive report was given regarding the preparations for the World Championships in Steinhude, Germany, in May 2016. An indication of the early preparations and interest is that fleet numbers of 120 boats are already being discussed. An issue for future discussion is if more than 120 boats enter, whether it will be appropriate to limit entry numbers or to split the fleet? No decision has been made on this subject as yet.

The Russian fleet continue to present a strong proposal for a 2017 Worlds in St Petersburg. This proposal has been approved on two conditions: (1) that the organizers will provide 15 new boats available for charter to non-European competitors, and (2) that

full sponsorship for container shipping will be funded for all European competitors. The General Committee is firmly of the view that World Championships outside the core countries need to have strong fleets, and this could only be possible in Russia if sponsorship is available to support all FD sailors to get there cheaply and easily from either Bavaria, Rome, Budapest, Altea, California, Sydney or Auckland. In this same context consideration is being given on how to limit the costs of future championships, both to organizing countries and the competitors.

At Sydney and Steinhude submissions will be sought for future World Championships after 2017. Any such proposals should be send to the IFDCO General Secretary and VP Championships in writing.

Technical matters were discussed in depth and the General Committee's approach remains one of only allowing slow developments which do not adversely impact on the fleet as a whole. In the future better communication of change is proposed, and it is accepted that the publicity of the change to a loose footed mainsail could have been better.



AGCM minutes by Ed Cox

All members of the General Committee are conscious that any change to our spinnaker rule must give advance notice to all sailors. This was discussed at some length at the competitors meeting, at which a range of view for and against change were expressed.

In response to the discussion at the competitors meeting, the General Committee determined that no immediate plan to change to a 505 size Big Spinnaker was appropriate and an alternate proposal is to be considered. The decision is as follows:

Resolve that the Chief Measurer and Vice President Technical prepare a proposal for an optimized spinnaker design and measurement process based on approximately the same dimensions and overall area. The spinnakers are to be available for testing and evaluation at Sydney, or before if possible. A vote on the proposed spinnaker rule is to occur at the 2015 Europeans be each IFDCO members submitting a vote through their national secretary and all national secretaries will be requested to have votes from absent sailors collected in advance. No change

in the spinnaker rule is to commence prior to 1 Jan 2016.

Another issue discussed was whether competitors should be permitted to measure in two spinnakers at a world championships, as the 2014 rules currently allow. The General Committee will continue to monitor whether this rule works, and will consider whether to reinstate the equipment restriction for spinnakers at the next AGCM meeting.

In response to problems at measurement in Largs with certain genoa halyard blocks, which extend forward at the mast exit, the Chief Measurer proposes to consult with mast manufacturers regarding problems with the interpretation of the height rule (Rule 38). Consideration will also be given to clarifying the wording of Rule 38.

Third the process for the election of the General Committee members was confirmed. The positions of President, Treasurer, VP Championships and VP Communications all fall due at the upcoming 2015 AGCM in Sydney. The committee itself has nominated Jan Lechler to continue as VP Championships and all expressed their support for him to continue. One nomination has been received for President, from John Best. Nominations are sought for President, Treasurer and VP Communications

in accordance with the Bye Laws. The procedure for the election of officers is as follows:

1. *In accordance with IFDCO Bye Laws 6.6.5, all nominations must be submitted in writing (or by email) to the IFDCO General Secretary, together with an acknowledgement by the nominee that they accept the nomination. For a valid nomination, it must be supported by five IFDCO members from 3 different countries. Nominations close 3 months before the AGCM in Sydney (i.e. by the end of September 2014).*
2. *The details of all candidates and short details of their CV (relevant to the position) will be published on the IFDCO website in December 2014.*
3. *In accordance with the Bye Law adopted in 2013 at the AGCM in Hungary, the election procedure will be as follows:*
“When an election is required by the Bye Laws it is to be conducted and concluded by a vote of all current IFDCO members present at the competitors meeting.

AGCM minutes by Ed Cox

The IFDCO General Secretary will act as the returning officer for the election and will advise the general committee of the result. The general committee shall then appoint the new members of the general committee in accordance with the IFDCO Foundation Rules.

At any election a member may hold up to 5 proxies

from other IFDCO members. Any such proxy shall be in writing and include an endorsement from their national secretary that all such proxies are from current IFDCO members with a valid and current membership card."

Other matters discussed at the AGCM included the financial standing of the class and future expenditure to promote the class. The Treasurers presented a report and accounts confirming the

IFDCO remains in good financial standing with appropriate cash reserves. A continuing issue is trying to keep better records of who are the paid up member of the IFDCO. A one off special grant to the Netherlands FD Association for their 60th anniversary championship was confirmed, but any future grants are to be considered on a case by case basis on their merits. Proposals are also being considered to fund video footage of the 2015 worlds for publicity purposes.

Edward Cox



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2014 WORLDS Largs by Alan Henderson

Largs, 12 July

PRESS RELEASE

FLYING DUTCHMAN WORLD CHAMPIONSHIP SET FOR TAKE OFF

Saturday and Sunday are boat measurement days, and the sailors are also venturing out to test the waters after their measurements have been completed.

Racing will start on Monday 14th July, and will be

place in the Firth of Clyde, North of Cumbrae, in waters between the Isle of Bute and the mainland.

Competitors have come from eleven countries on three continents, with particularly strong contingents from Germany, the Netherlands and Great Britain. A number of past champions are among the 43 competing boats, so competition will be fierce.

Racing starts on Monday at 11am.

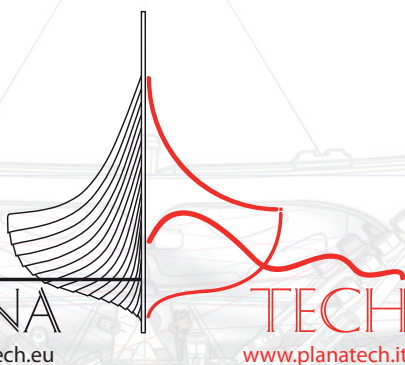


The 2014 Flying Dutchman World Championships at Largs, Scotland are ready to launch.

completed on Saturday 19th, after a maximum of nine races over the week. Racing will take



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a new generation of Flying Dutchman

2014 WORLDS Largs by Alan Henderson

WET AND WINDY FOR FLYING DUTCHMAN WORLDS (day 1)

The 2014 Flying Dutchman World Championships started at Largs, Scotland on Monday 14th July. Competitors withstood a tough introduction, in a war of attrition with the conditions. Southerly winds of up to 22 knots in gusts and heavy rain gave a stirring start, with many boats capsizing and suffering gear breakages.

Only half of the fleet of 42 boats were still standing and able to answer the call for the second of the two races sailed today. The first race was held over a long

initial leg of two miles, but after visibility closed in, the second race was over a reduced course size of just one mile, but sailed over three rounds of the shorter course, rather than two large rounds.

But the change in course size made no difference to former World Champions Szabolcs Májthényi and Andras Domokos, of Hungary, who opened the week with two emphatic race wins to establish an early lead in the Championship. They won both races by over two minutes to show their class in these fresh wind conditions.

Also scoring very well were current World Champions Enno

Kramer and Ard Geelkerken from the Netherlands. They opened with a third place, then improved with a second place in the second race.

To complete a formidable trio of current or former World Champions at the top of a very competitive event, former World Champions the brothers Jorgen and Jacob Bojsen-Moller, from Denmark, lie in third overall.

The depleted fleet in the second race meant opportunities for those who remained, and for instance Germany's Jan Lechler and Jens Salow took an eleventh place in the second race after opening with a 19th place.



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2014 WORLDS Largs by Alan Henderson

“Championships are meant to be challenging; this was true Championship sailing”, said Austria’s Philipp Zingerle.

Racing among this international gathering from eleven countries worldwide will continue tomorrow with another two races.

Results, Race 1

1 - Szabolcs Majthenyi/ Andras Domokos, HUN; 2 - Kilian Konig/ Johannes Brack, GER; 3 - Enno Kramer/ Ard Geelkerken, NED

Race 2

1 - Majthenyi/ Domokos; 2 - Kramer/ Geelkerken; 3 - Jorgen & Jacob Bojsen-Moller, DEN

FLYING DUTCHMAN SAILORS ENJOY LIGHT BREEZES (day 2)

The second day of the 2014 Flying Dutchman World Championships at Largs, Scotland experienced a turnaround in weather on Tuesday 15th July, after a tough first day. Light breezes and plenty of sunny intervals made ideal conditions for competitors and boats which had been pounded by wind and rain on Monday.

Two races were run, once round a triangle sausage course shape in both races. Some windshifts gave opportunities on the windward legs, with a right shift in the first race, sailed in around 12 knots of breeze. Winds were lighter in the second race, starting at 6 knots, perking up later to

10 knots to give a good finish to the race.

Some pairs benefited from the lighter conditions, with Kay-uwe Ludtke and Kai Schafers, Germany, scoring best on the day, with third and second places in the two races helping them rise to third overall. Hungary’s Szabolcs Majthenyi and Andras Domokos who were so dominant on the first day, had to work harder in the lighter conditions, but retain their lead overall.

Also staying consistent at the front were Enno Kramer and Ard Geelkerken, Netherlands, to retain their second place overall. Austria’s Christophe Aichholzer and Phillip Zingerle took the second race today, to keep improving with each race, to move up to fifth overall behind the brothers Bojsen Moller, of Denmark. Italians Nicola and Francesco Vespasiani had a day to remember, winning the first race, and adding a fifth place in

the second, so they have sailed themselves into contention.

Best of the Brits are Julian Bridges and Jack Wild, who have sailed an older wooden boat into a very good 15th position.

Racing among this international gathering from eleven countries worldwide continues tomorrow with another two races.

Results, Race 1 today

1 - Nicola and Francesco Vespasiani, ITA; 2 - Enno Kramer/ Ard Geelkerken, NED; 3 - Kay-uwe Ludtke and Kai Schafers, GER

Race 2 today

1 - Christophe Aichholzer and Phillip Zingerle; 2 - Ludtke & Schafers; 3 - Szabolcs Majthenyi and Andras Domokos, HUN



2014 WORLDS Largs by Alan Henderson

MAGYARS ON THE MARCH (day3)

After a wet and windy first day, a light second day, the third day brought four seasons all in one day to sailors at the Flying Dutchman (FD) World Championships, Largs.

The day started with a postponement due to high winds gusting to 28 knots, backed by low visibility under the dark skies and heavy rain showers. But a couple of hours later, winds dropped to 15 knots to allow the first start. Competitors had to stay on their toes, though, as a major windshift came through, and the race finished in torrential rain and light winds. However the wind settled in time for the second race and increased to around 12 knots for the start. The clouds parted and glorious sunshine poured through, leaving competitors very happy with a good day's sailing and good winds at Largs.

Both races were of two rounds, with a good mix of

fast reaches and runs. Hungary's Szabolcs Majthenyi and Andras Domokos navigated today's slings and arrows just as well as they had enjoyed the windy start to the Championship, to take another pair of wins to stretch their lead at the top of the 42 competitors, coping well with windshifts in both races. 2013 World Champions Enno Kramer and Ard Geelkerken, from the Netherlands, also reinforced their place in second overall, taking a fourth place and a second. Germany's Ludtke and Schafers retained third place, while the brothers Vespasiani from Italy leapt up the rankings to fourth in this very cosmopolitan fleet, with sailors from four different countries in the top four positions.

Among competitors from other continents, the best sailors

include respectively Edward Cox and Peter Bevis from Australia, the host country of next year's FD Worlds, Paul Hemker and Richard Phillips from USA, and Javier and

Pablo Valdes from Mexico. A number of ladies are competing in this Championship, and are having to work hard in these powerful boats and brisk winds. Top female sailor is Elisa Koenig of Germany who with crewman Alexander Schmidt, lies in 20th position.

Racing among this international gathering from eleven countries worldwide continues on Friday with another two races, and the Championship completes on Saturday. Can anyone stop the march of the Magyars?

Results, Race 1 today

1 - Szabolcs Majthenyi and Andras Domokos, HUN; 2 - Kay-uwe Ludtke and Kai Schafers, GER; 3- Kilian Konig and Johannes Brack, GER

Race 2 today

1 - Szabolcs Majthenyi and Andras Domokos, HUN; 2 - Enno Kramer and Ard Geelkerken, NED; 3 - Jorgen and Jacob Bojsen-Moller, DEN



2014 WORLDS Largs



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2014 WORLDS Largs by Alan Henderson

FINAL REPORT OF THE 2014 FLYING DUTCHMAN WORLDS

One race was sailed on the final day of the Flying Dutchman Worlds at Largs to seal the Championship. Competitors enjoyed a lay day on Thursday, with many taking a trip on the Paddle Steamer Waverly around the island of Arran. Friday was scheduled to be a racing day, but 35 knots of winds prevented any sailing.

Saturday was the final day, and the start time was brought forward to try to fit in two races, but in the event only one was possible as the winds died.

So battle resumed with Hungarians Szabolcs Majthenyi and Andras Domokos in the driving seat, with a lead of six points. In a mostly windy Championship, they took big leads in windy races, but managed to keep at or close to the front in the lighter and shiftier races too. Their leading challengers in this 42 boat fleet were current World Champions Enno Kramer and Ard Geelkerken, from the Netherlands.

The championships concluded with the Hungarian pair of Szabolcs Majthenyi and Andras Domokos taking first place in the final race and continuing their series of great results throughout the week long re-

gatta. It wasn't all plain sailing, though, as they reached the first windward mark in sixth place but their superior boat speed helped them battle their way to the front, finishing ahead of Italian brothers Nicola and Francesco Vespasiani by almost half a minute. Third place in the last race went to defending World Champions Enno Kramer and Ard Geelkerken from the Netherlands. This final race was sailed in 15knots with gusts up to 20, but as the last boats finished the breeze faded to a shifty five knots, making the start of another race impossible.

Overall Majthenyi and Domokos dominated the regatta counting five first places and one third to win by a comfortable margin of 8 points ahead of defending world champions Kramer and Geelkerken. The Vespasiani brothers of Italy took third on tiebreak with the German pairing of Kay-uwe Ludke and Kai Schafers on points.

Among competitors from other continents, the best sailors include respectively Edward Cox and Peter Bevis from Australia, the host country of next year's FD Worlds, Paul Hemker and Richard Phillips from USA, and Javier and Pablo Valdes from Mexico.

A number of ladies are competing in this Championship,

both as helms and crews. Top female sailor was helm Elisa Koenig of Germany who with crewman Alexander Schmidt, took 20th position overall.

For the host country, the top crew were Jon Williams and Alex Rogers in 18th place.

The FD Class thanked its event sponsors **Clamcleats, Design Berlin, Banks Sails, Ronstan, Magill & Co Ltd, Old Pulteney, Allen Bros and Musto.**

Results, Race 7

1 - Szabolcs Majthenyi and Andras Domokos, HUN; 2 - Enno Kramer and Ard Geelkerken, NED; 3 - Nicola and Francesco Vespasiani, ITA

Championship Overall

1 - Majthenyi and Domokos, HUN, 8 points
2 - Kramer and Geelkerken, NED, 16 points
3 - Vespasiani brothers, ITA, 21 points

The next FD Worlds will be in Sydney, starting 5th January 2015.

2014 WORLDS Largs by Alan Henderson



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Adventure in Largs by Lotje Meijer

Lotje a rather small, lightweighted -55kg- girl, professional harp player with delicate, priceless fingers. Going strate after some sailing school classes to FD racing. An unlikely candidate for sailing an FD.

Due to an previous existing arm injury she DNS't some races at Largs... . What she still regrets..

The idees of what should be in the story you requested are there, but she still has to write it.

She has taking note's off some of the remarks and behaviour of some of the sailors to go along with here own story.

Fortunately Lotje just finished a cartoon impresion of how she experinced FD-sailing at Largs.

clearly its visible is that she regarded the whole Largs experience as special. -Someting like the famous starwars bar at Tatoonie-.

Sometimes freightend: as in the windier race she had no

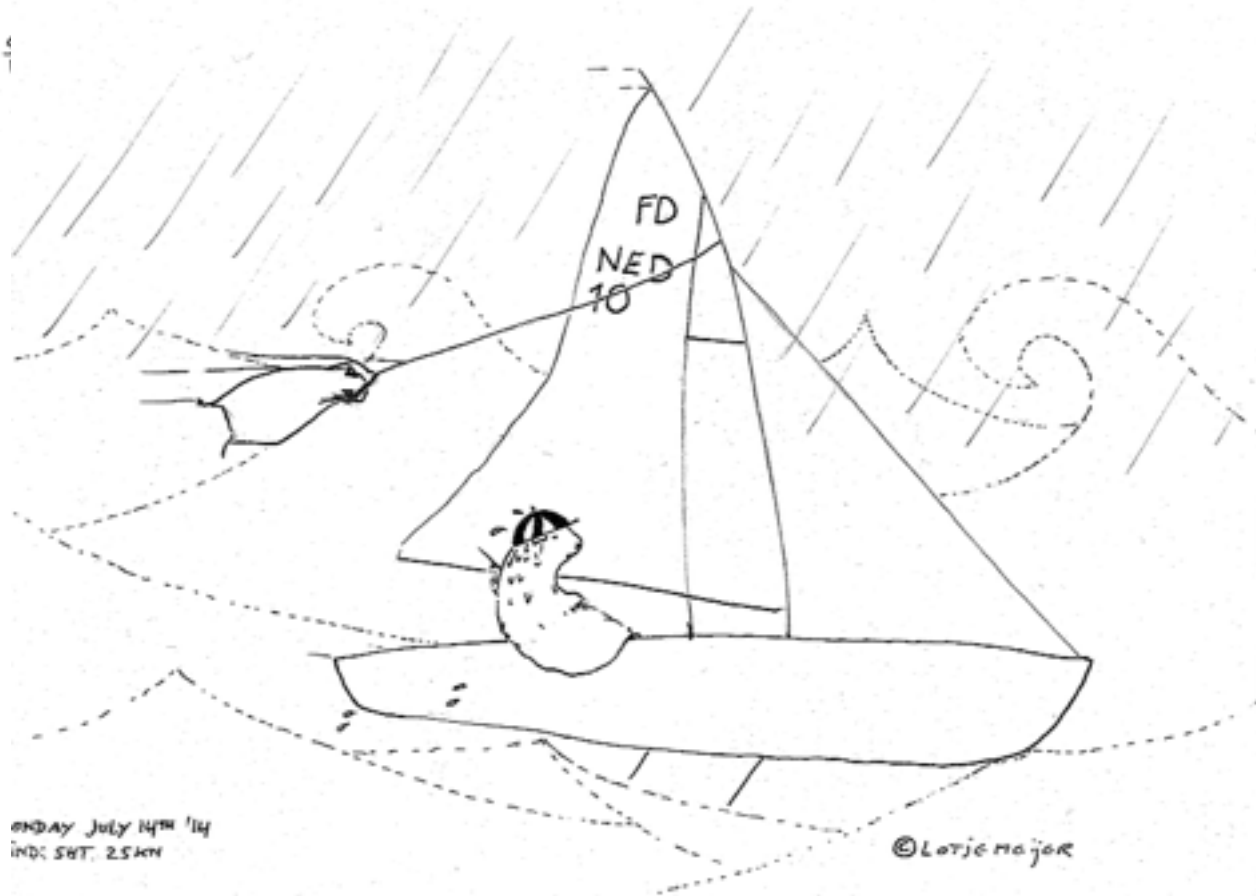
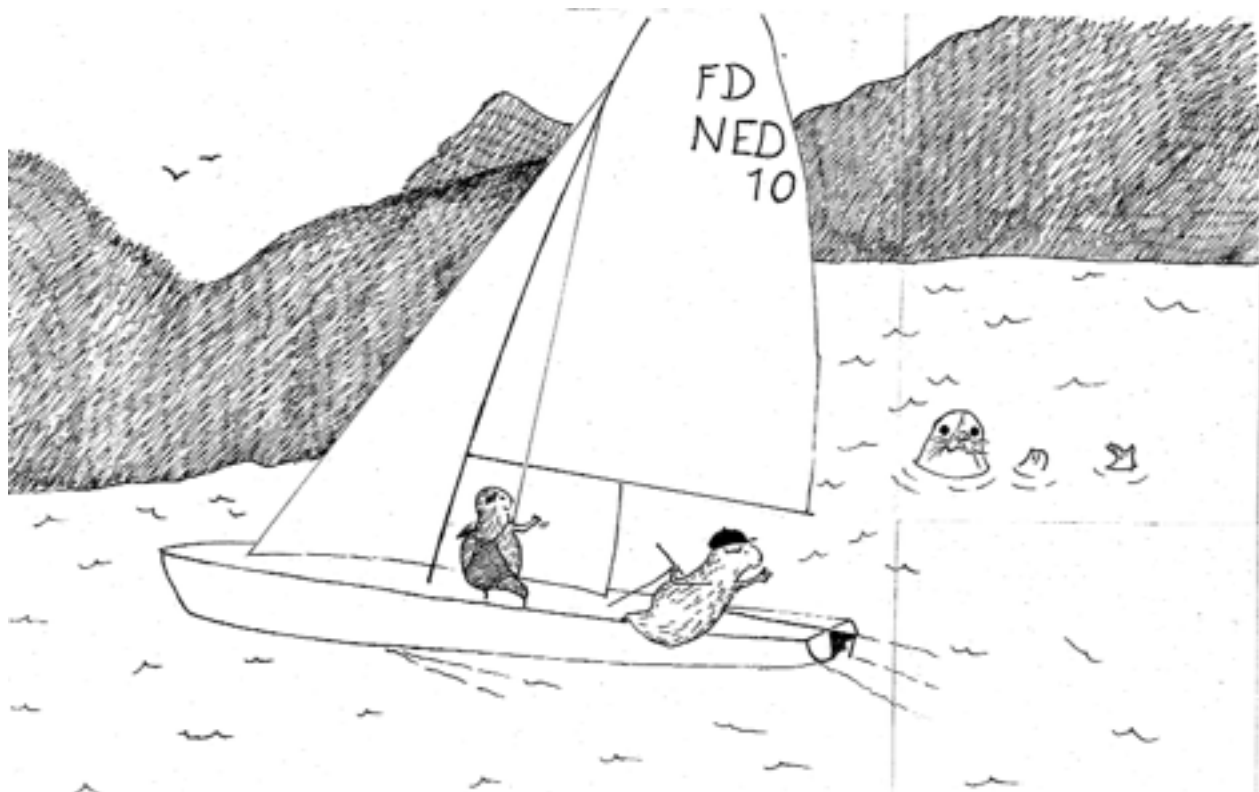
control over the boat, still trusting in the steady hand off her helm.

Beautiful in rough surroundings and weather, Harry Potter like villages and seemingly ever present seals and dolphins,

And of course all the -slightly-greyhared sailors, inteligent, very able sailors, always shop-talking boat, endlessly peeking inside opponents boats...



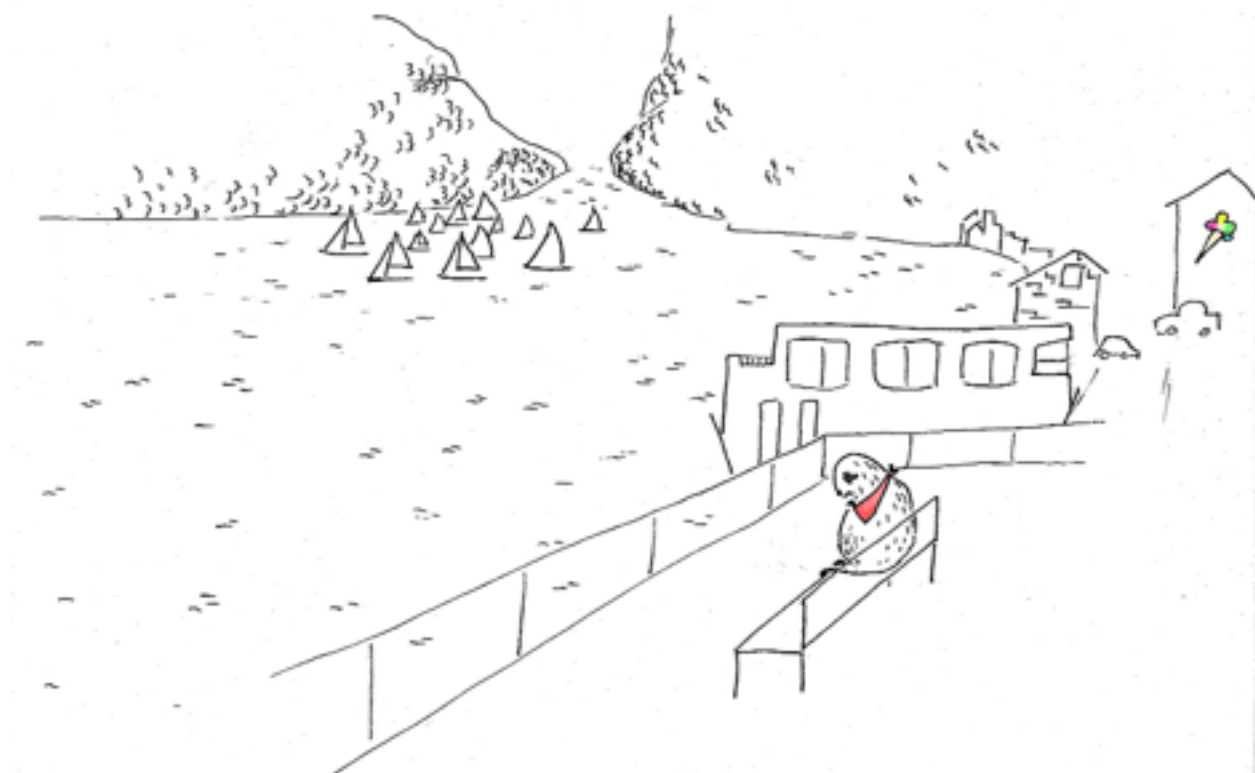
Adventure in Largs by Lotje Meijer



onday July 14th '14
IND: 58T. 25km

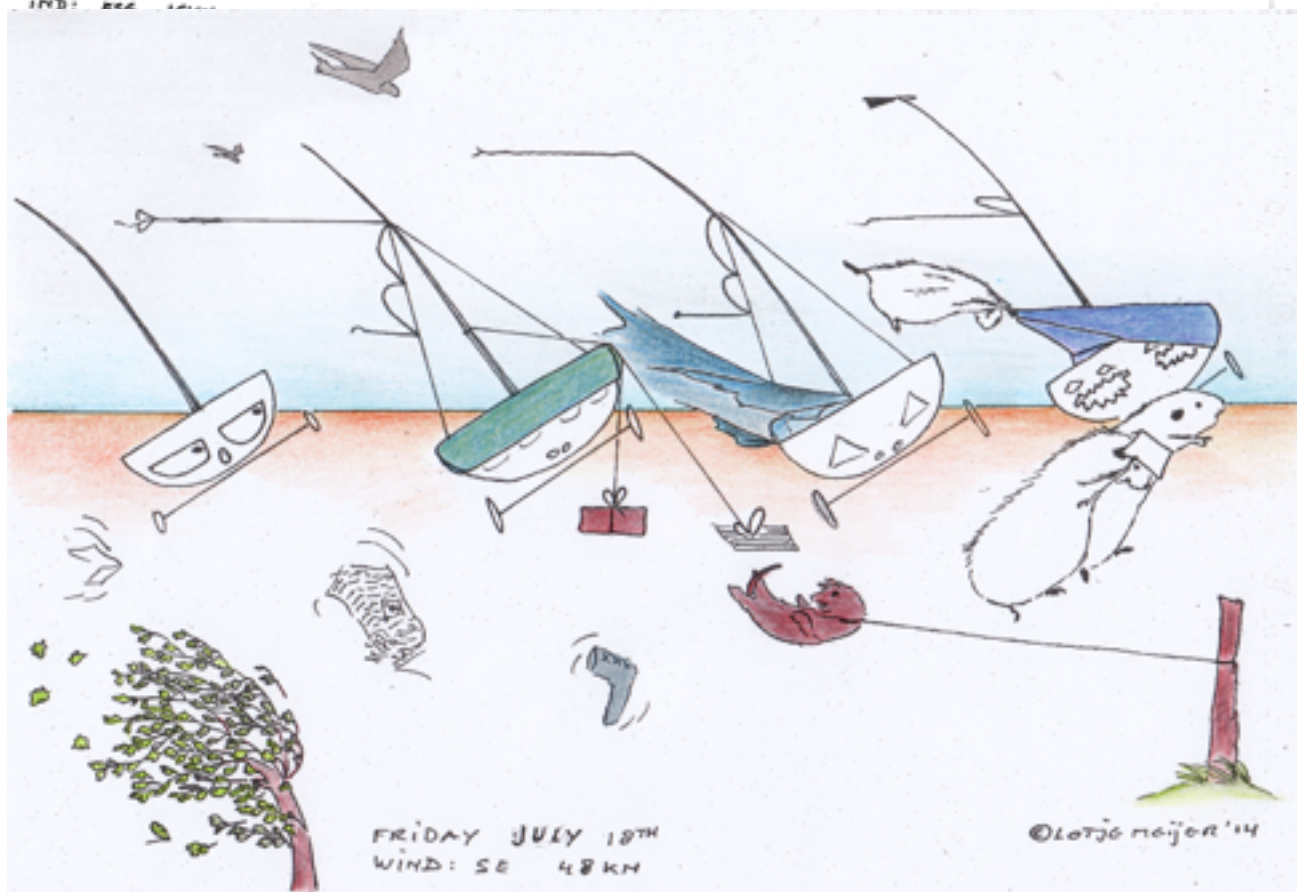
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Adventure in Largs by Lotje Meijer



THURSDAY JULY 15TH
WIND: SE 10-15

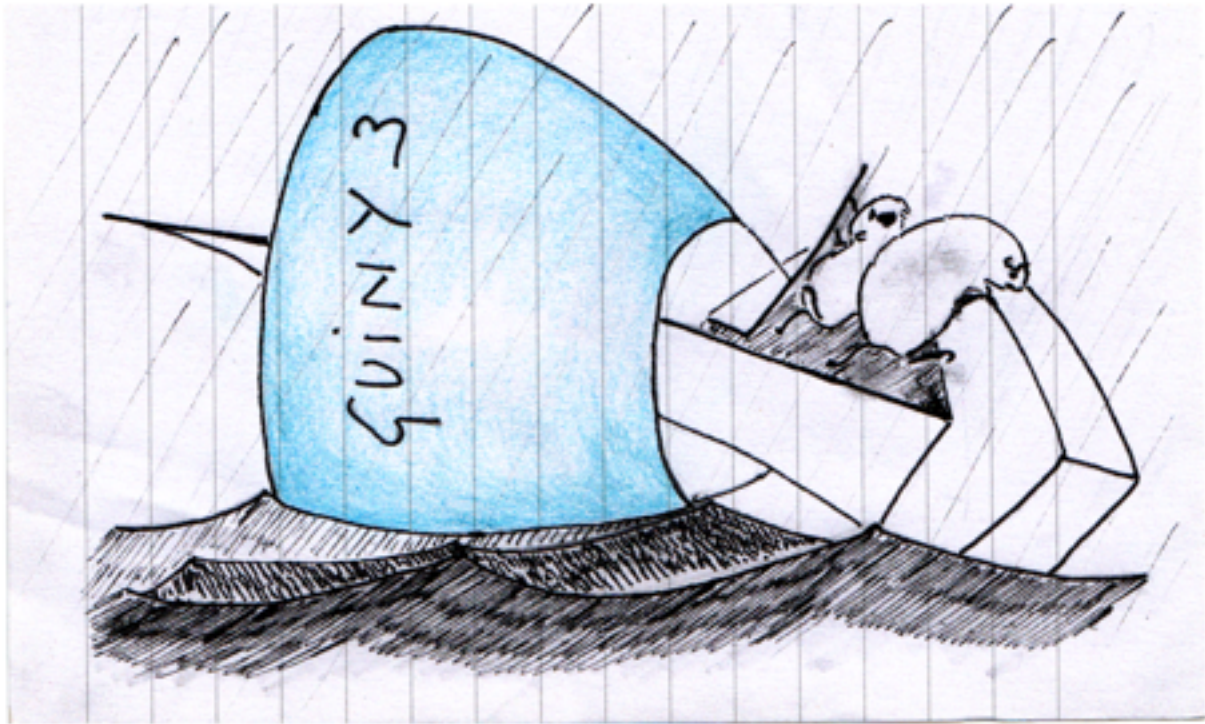
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FRIDAY JULY 18TH
WIND: SE 48 KM

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Adventure in Largs by Lotje Meijer



Dr. Gizmo's physical chat corner

Raw horsepower

If you were to ask Jeremy Clarkson, presenter of Top Gear, a TV program offering consumer information on automotive products, which car he would recommend for trips to and from your local supermarket, he would undoubtedly suggest the Bugatti Veyron. This vehicle, with its top speed of over 400 km/h, guarantees the quickest round trip for your grocery outing. This way you can be back in your lounge chair with minimal time loss so you won't have to miss your favorite TV shows, such as automotive consumer information programs.

The Bugatti puts out a staggering 1000 horsepower. So how does your sail boat compare? What do you mean you may ask: a sail boat

has no engine. Well, of course it does: it's the wind that propels it. Exactly how much power the sailboat extracts from the wind depends on its design. As we are comparing with the Veyron, we might as well consider the most macho sailing machine around. That has to be the AC72, the flying oil-rig-shaped monster used for the America's cup finals. It is the same craft that was the hero of one of the earlier instalments of this physics column. So let's calculate its power output.

The first thing we need to know are some relevant weights and dimensions. In figure 1 we see that the width of the cat is 14m. When traveling at speed the full weight of the boat is essentially supported by the hydrofoil below the leeward hull. The horizontal distance from

the buoyancy point of this foil to the windward hull is about 12 meters. This distance (we call it h) constitutes the lever arm which determines the righting moment. The AC72 weighs in at about 6000 kg. Regardless of the weight distribution of the boat, the righting moment (in Newton-meters) is found by multiplying the arm h by half the boat weight. To get the answer in Newtons we also need to multiply by the gravitational acceleration $g = 9.8 \text{ m/s}^2$ (we will approximate this number by 10 m/s^2). In addition to the righting moment from the boat itself we need to take into account the 11 crew members who are all seated on the windward hull (well, seated may not be the appropriate term, they are hanging on for dear life and praying not to be catapulted

Dr. Gizmo's physical chat corner

when the unreliable beast suddenly decides to pitch-pole). Together these guys, in full gear and helmets, add an additional tonne to the weight of windward hull. Plugging in the numbers we arrive at a total righting moment of $12 \times 4000 \times 10 = 480000 \text{ Nm}$ (or 480 kNm in more convenient notation).

The righting moment needs to be exactly cancelled by the heeling moment caused by the lateral (sideways) component of the wind force in the sail. If the heeling moment is too big the boat will capsize and if it is too small the windward hull will fail to stay clear of the water. The mast of the boat is 40m long. The center of force in the sail is located approx-

imately at 40% of the mast height. We add 2 meters to this vertical lever arm because the boat is actually above the water as it is lifted by the hydrofoil. Hence, the lever arm is 18m. Dividing the heeling moment of 480kNm by this number we find the sideways pointing force component to be 27 kN (that is 2.7 tonnes).

We now know the lateral force but to calculate the power we are interested in the force in the direction in which the boat moves. We proceed as follows: we will assume a wind speed of 11 m/s and take the boat speed to be twice that number: 22 m/s (about 43 knots or 79 km/h). These numbers are not unrealistic, in fact even higher speeds have been logged on these boats. The diagram on the left of figure 1 shows the direction of the true wind (blue arrow) while broad reaching. To find the apparent wind we need to add the headwind felt by the boat due to its speed (repre-

sented by the double black arrow). The resulting apparent wind vector is indicated by the lower green arrow. The resultant force R on the sail is ideally projected at right angles to the direction of the apparent wind (upper green arrow). We decompose this resultant force into its lateral (L) and forward (F) components. We already know the size of L , it is the 27 kN found earlier. The forward pointing force R is 0.57 the size of L . In reality the sails will experience some drag and the true size of F will be a bit smaller. We will take it to be $0.5L$ which is 13.5 kN.

In physics the definition of power is: the force component in the direction of motion multiplied by the distance travelled per second. We thus find that the $P = 13.5 \text{ kN} \times 22 \text{ m/s} = 297 \text{ kW}$. To convert the kilowatts to horsepower we need to multiply by 1.34. So our final answer is: the AC72 is capable of producing roughly 400 hp (give or take an error margin of 10% in view of the crudeness of some of the estimates). There we have it, an impressive performance but no real match for the Veyron.

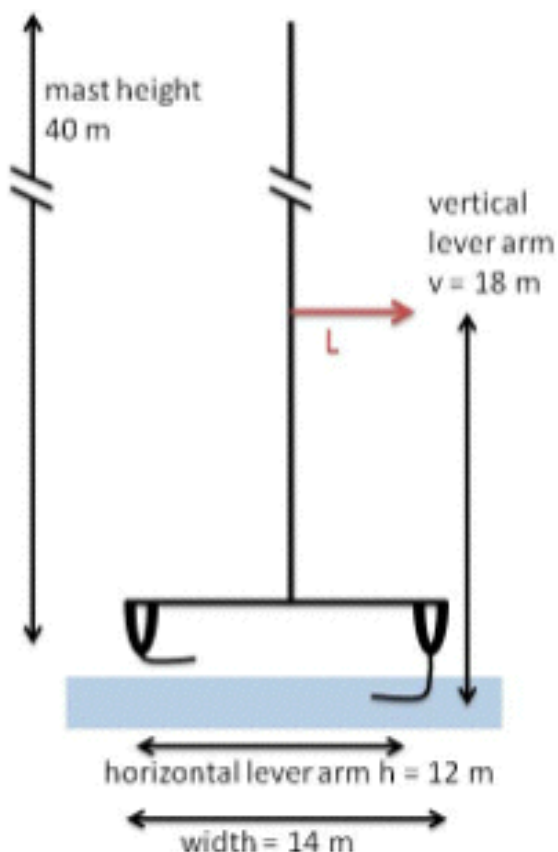


Figure 1 left

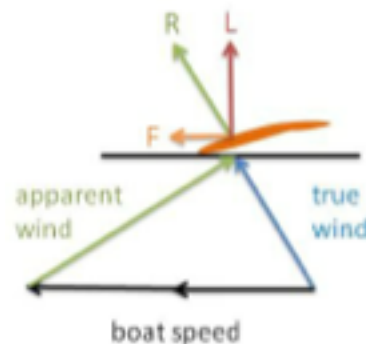


figure 2

Dr. Gizmo's physical chat corner

Figure 1. Left: back view of the boat. The right hull is the leeward side with the daggerboard with hydrofoil extended and immersed under water (blue shaded region). The windward foil is retracted and out of the water. The red arrow L denotes the lateral (sideways pointing) force on the sail which combined with the vertical lever arm v provides the heeling moment. In stable mode the heeling moment exactly cancels the righting moment which involves the horizontal lever arm h . Right: the blue arrow denotes the true wind direction at the optimal broad reaching angle, the double black arrow is the boat speed which we take as twice the wind speed. The lower green arrow shows the direction of the apparent wind. The green arrow denoted by R is the resultant force on the wing mast (orange blob) which is approximately at right angles to the apparent wind, R is decomposed into a sideways pointing component L (equal to L in the left picture). The size of forward pointing component F is about 57% of L .



The two heroes of our comparison, The Bugatti Veyron and the AC72

Trivia

The America's Cup yacht consumes no fuel (barring the beers for the crew and the champagne for the VIP's). This is not the case for the Bugatti. At top speed it guzzles up 6 liters every minute. This means that a 400 km journey takes considerably longer than one hour because it is interrupted five times for a tank stop to top up the 100 liter reservoir.

The Veyron actually needs its 1000 hp to travel at top speed. Almost 90% of the power is needed just to overcome the air resistance at 400 km/h. The necessary power scales

roughly with the third power of the speed. On most motorways near my house the speed limit is 100 km/h. A Veyron pilot who respects this limit consequently needs to invoke only 1/64 of the available power, about 16 hp. Of course, speed limits do not apply in Mr. Clarkson's case. After all, he shares his initials with our savior.

It is hard to name a sailing craft that beats the AC72 in terms of raw horsepower. Big monohulls with canting keels such as those used in the Volvo Ocean Race lag behind significantly in power output. The Vestas Sail Rocket, current holder of the wind-powered speed record

at over 65 knots, is definitely faster, but also smaller and much lighter. No threat for the AC, power wise. The only possible candidates I can think of are the largest tall ships, albeit at a dismal power to weight ratio.

Finally, you have been waiting for this one, how does our beloved FD compare? Sailing at 20 knots on a three sail reach it puts out roughly 10 hp. Small beer compared to the AC72 but it does come at a slightly more amenable price. Also, in the view of you humble narrator, it is a lot more fun and definitely less dangerous to compete in an FD.

2015 Worlds by Caragh Warth



Sydney to host the FD World Championship in 2015

Between 2-8 January 2015 the Royal Sydney Yacht Squadron will be hosting the FD worlds on Sydney Harbour. In recent years the Australian fleet has remained constant with approximately 20 boats sailing regularly in Sydney and Melbourne. International competitors from Germany, Italy, Holland, Hungary, Austria, the United Kingdom, USA and New Zealand are expected to attend. The organisers estimate a total fleet of 60 to 65 boats. The last time the Worlds were in Australia in 2003 was in Melbourne with a fleet of 55 boats.

onships three times. Most recently in 2000, but also placing second in 2008. Other strong Australian performances were seen from Norman Rydge and Richard Scarr who finished second at the Melbourne worlds in 2003 and third in 2005 and 2008. The best recent performances by Australian teams have come from the next generation of FD Australian sailors, Edward Cox and Peter Bevis who finished 10th in 2011 in a fleet of 135 boats and 8th in 2012. The experienced McCrossin/Cook team and new Cox/Bevis team have both won

Australia has a strong history in the FD class, with Ian McCrossin and Jim Cook having won the world

Australian championships against each other in the last five years keeping a high level of local competition. Both teams will be working hard for a world championship win at their home club in Sydney, with a number of crews chasing them hard every weekend until then.

championships throughout the world has become stronger since leaving the Olympics after 1992. In 2011 at Malcesne, Italy the FD class had their largest fleet ever of 135 boats. In 2013 in Hungary a strong fleet of 90 boats from 18 countries competed in a highly contested and close championship. Strong international fleets in Europe tend to dominate the World Championships, with the Hungarian combination of Szabolcs Májthényi and Andras Domokas having won 7 of the last 10 world championships,



2015 Worlds by Caragh Warth

but with strong competition from Germany, Holland and Italy that dominance looks to change.

The returning of the worlds to Sydney has also caused a resurgence of new builds. Cox/Bevis have a new carbon Mader imported from Germany, imported with an identical sister ship to be sailed by former 505 sailor Michael Nolan and Matthew Moore. Four locally built new FD's are also under construction. These recent upgrades have made second boats available to new sailors joining the fleet, including 505 sailors Michael Babbage and James McAllister who won the 2013 505 national championships. From Victoria will be former FD national champions Peter Bartels and Stewart Edgar. The local competition will be intense, and will be tested at the NSW state championships as part of the Sydney International regatta on 2-5 December followed by the Australian Championships

between 28 and 30 December 2014.

The influx of new carbon boats has been assisted by a strong Australian dollar and competition between German and Italian builders, improving quality and maintaining costs. A new FD costs about the same as a new 505, and less than many skiffs. An additional advantage for local fleet numbers has been the competitiveness of older boats. At the 2013 national championships, Cox and Bevis in a borrowed 1988 Mader won 4 heats, showing the speed and competitiveness of older boats against the brand new products. As a consequence there is a strong second hand boat market in Europe and good quality competitive boats can be purchased for around A\$5-10,000.

One significant change in the FD fleet in recent years was the move to carbon masts in 2007, significantly reducing the weight

and flexibility of the rigs. This has increased performance, but more importantly permitted a wider range of crew weights to be competitive. Top crews can be as light as 85-90kg in recent years, with appropriate mast and sail combinations, unlike the bad old days of the Olympics when all top crews were over 100kg and 6" 4'. This has really levelled the playing field to a wide range of everyday weekend sailors, and the end result has been larger international fleets.

The class has already attracted some interest from sponsors as well, with the newest Australian watch brand Bausele (www.bausele.com.au) coming on board to support the class and the Worlds, and a few others keen to market themselves amongst a truly world class group of sailors at one of Australia's premier yacht clubs.



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NFDO 60th anniversary



NFDO 60TH anniversary

In Bulletin 161 JB addressed that Championships should be at the best venues on earth. After sailing Bonaire we can tell you that this should be encouraged. Only 10 of us made their way to Bonaire.

But they all can tell you that sailing in 28 degrees Celsius air- and water temperature is the best way to overcome European wintertime. Due to the lack of attendance it all worked out very low-budget but in the best possible

atmosphere. The smiles on the sailors and their families' faces were as bright as the blue skies. A one-time event maybe, but one worthwhile. The photograph's could encourage all of you to come and sail with us next time.



NFDO 60th anniversary



2014 Dutch Championship by Henri Koning

This year the Open Dutch Championships (OKK) had a special context, for several reasons.

First: because in 2014 the class celebrates its 60th anniversary. Second: it was for the very first time the OKK was sailed on a Frisian Lake, the Sneekermeer. Third: the weather, three days of sun and no rain. We have had much worse conditions during Spring!

The invitation for the OKK already looked promising. Lots of effort was made to attract foreign teams, and with success: participants from Italy, Austria, UK, Germany and

–of course– Holland and the Dutch Antilles found their way to Sneek.

I suppose it was to connect the present with the past or maybe for old times' sake: it was the traditional paper-work which gave me the old times feeling: downloading a form, filling out, put it in an envelope, and drop it in the mailbox with great expectations.....

Hold it, STOP! I should have been opening this article with... NO! It should have been titled:

ALL HONOUR TO THE ORGANISING COMMITTEE FOR

THE GREAT SOCIAL PROGRAMME !!!!!

The event was announced to be "all inclusive". Well, this couldn't be more true! A fully rigged FD as a traffic sign in front of the boat park entrance, food, drinks, a wood-burning hot tub. A bunch of cool guys in an army tent with a beer pump, entertainment. There was a lot, I must have forgotten something! On behalf of all sailors I say again: WARM THANKS!!



2014 Dutch Championship by Henri Koning



Friday May 16th racing day 1.

After a nice ferry trip to the Starteiland, a number of elegant young ladies were busy scissoring old FD bulletins into tiny pieces in order to make festoons. Then a tasty piece of 'oranjekoek' and a word of welcome by the Race Officer. There was all the time of the world, since it turned on we should have a lot of respect for the Race Officer, in spite of his sense for the English language. The essence was that the man was completely windless. La (and his team) had a good smell for wind, making racing possible at the few moments there was enough wind. So Friday we sailed 2 wind, both won by the Vespiani Bros.

After racing collective beer and dinner at the marina restaurant. This was really neat races with just enough something to remember! Obviously a new team of servants had arrived. And I mean really new, just landed on our planet from outer space! We spotted them ear-

lier that day at the terrace: the ratio between the walked distance (in meters) and the served drinks was just as beneficial as the ratio of collection of the Greek taxes. It fact it was so lousy that it became funny, also because these boys and girls were not only very clumsy, but very friendly too! The event was ending with a mystifying tombola and (again) a beer in the army tent.

Saturday May 17th racing day 2

No wind. More than enough time for breakfast at the marina terrace, reading a book and chatting with fellow sailors, lounging about. But I learned something too. Now I understand more about drones and the civilian victims made by them. I'll explain: sitting lazy on the jetty, a drone was humming around, at first glance not being bothered by gravity.

Suddenly (I don't know why it bolted), it passed me with horrifying speed and crashed into the water, leaving only a tiny smoke cloud. Anyway, the Race Committee had decided to race at 16.00 hrs. Fortunately, just at 15.50 hrs. a nice seawind started to blow, enough for another 3 races. After sailing we were entertained with a charming dance performance on the Starteiland. Choreography which would be suitable for (Oerol) Terschelling! After the performance a tasty dinner with Dutch, hearty food.

While most of us were enjoying dinner, on a distance of 100m. a severe legal battle was going on. Several protest made clear this was a serious Championship. Finally the Vespiani Bros, who won the first 3 races, were disqualified in race 4 and 5, so no more chance of an Italian team becoming Dutch Champions. After the clash of arms Enno and Ard took over the lead.



2014 Dutch Championship photograph's by Jan Zeeman

Sunday May 18th racing day 3

When we woke up, again no wind. We expected no more sailing but soon there was a small breeze, just enough for 2 more races with bizarre shifts and surprising changes

in the fleet. Good for us because we were able to win a race! Harold and Niels won the last race and became 2nd behind our World Champs.

Driving home (this time using the new belt-highway), we

looked back on a wonderful event.

Considering the light winds, the RC made maximum sailing possible. Well done! But the cosy atmosphere and the social events shall be our strongest memories.



2014 Italian Championship by Luigi Macci / Alberto Barenghi

“ The FD fleet and the Lega Navale Italiana of San Benedetto del Tronto have organized the Italian FD Championship 2014.

In spite of the fleet have been obliged ashore on Friday, due to a meteo alert, on Saturday and Sunday the 31 FD attending the Championship have been able to sail 6 races.

On Saturday, the light wind (max. 10 knots) allowed to sail 3 races, won by the brothers Nicola and Francesco Vespasiani (ITA-4), followed by Roberto Cipriani and Roberto Benedetti (ITA-10). The day finished with the team Spartaco Francesconi – Rinaldo Rinaldi at the 3rd place.

On Sunday, despite the light wind, more shifting and in-

stable have been possible to sail further 3 races; the team Alberto Barenghi – Gabor Koles (ITA-7) won the first 2 races and finished 2nd in the last race, won by the team Spartaco Francesconi – Rinaldo Rinaldi (ITA-109).

Those results allowed ITA-7 to finish 2nd overall.

The Vespasiani brothers are the winners of the Italian Championship 2014, confirming their good performance at the World Championship in Largs.

Final results :

1° ITA 4 Vespasiani Nicola – Vespasiani Francesco,

2° ITA 7 Barenghi Alberto – Gabor Koles

3° ITA 109 Francesconi Spar-

taco – Rinaldi Rinaldo

4° ITA 10 Cipriani Roberto –

Benedetti Roberto

5° ITA 102 Gregori Manuele – Gerunzi Francesco

6° ITA 8 Pardini Alberto – Faconti Andrea

7° ITA 76 Barbieri Carlo – Carincola Carlo

The Italian FD Class thanks the Lega Navale Italiana for its kind hospitality, finished with a wonderful Gala dinner, care of the Italian Catering Institute.

Moreover, the Class congratulate the Race Committee and the Jury, with his chairman Andrea Bimbi, flawless in the race management. “



Camp. naz. 2014

S. Benedetto del Tronto

1- ITA 4

2- ITA 7

3- ITA 109

FUTURE EVENTS by Jan Lechler

Flying Dutchman World and European Championships

Dear Friends of FD Sailing

I would like to give some Information about the next World and European Championships of the International Flying Dutchman Class.

European Championship 2015

During the World Championship in Largs there was a discussion about the Europe 2015. Most of the sailors like the idea of having an addi-

tional European Championship in 2015. Last year IFDCO decided against European Championships in the years when the Worlds are overseas. But because the Worlds 2015 in Sydney will be held in January there would be a long time without a big event for the International FD Class. That is why IFDCO decided to also run an European Championship in 2015.

There are two options: Italy and Croatia.

The Italian Class Organization decided after a long dis-

cussion to propose Porto St. Georgio which is approx. 50 km south of Ancona. The organizing club has great experience with big championships in different classes. It should be noted that in recent years they have organized the World Championship Flying Junior (1999), the European Championship Lightning (2005) and in 2012 in collaboration with the ASD LNV the World Championship 2.4 mR as well as National Championships in various sailing classes.



The second possibility is Umag in Croatia which is a proposal of the Croatian and

Slovenian Class Organization.

Within the next weeks the organizing clubs will send

their written details to me and we have to decide where to go no later than end of September 2014.



FUTURE EVENTS by Jan Lechler

World Championship 2016

IFDCO already decided to go to Germany for the World Championship 2016. The location will be Steinhude at Lake Steinhuder Meer. Steinhude is known for a big fleet

of Flying Dutchman and the organizing club has great experience with the organization of big sailing events. The lake is located near Hannover in the heart of Europe and can be reached very well. The sailing

clubs at the lake will be organizing the event together and they are happy to host a big fleet of FD sailors and their friends.



World Championship 2017

The preferred place to host the World Championship 2017 is Kronstadt in Russia. Kronstadt is located near St. Petersburg at a dam which separates the Newa Beach from the Baltic Sea. The Russian fleet started to extend in the last years and they have intensive contacts to

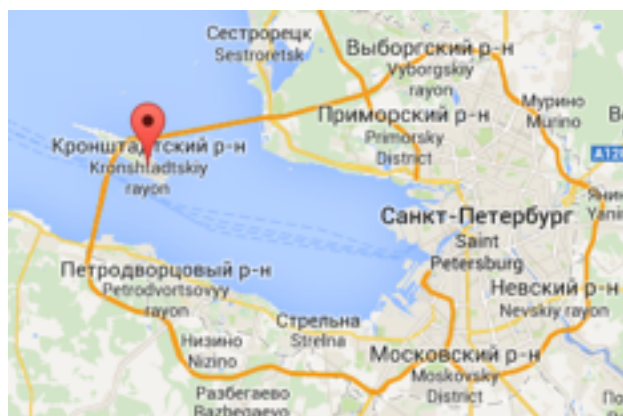
important economic and political people in Russia. That will be the chance for the FD class to run a Championship with a very low budget container transport and with a big charter fleet for participants from overseas. There will be talks with responsible persons during the next weeks and i hope that we can confirm the

place of Kronstadt for running the Worlds 2017 during the WC 2015 in Sydney at last.

I wish to see most of you during these great upcoming events!

Jan Lechler

VP Championship IFDCO



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EUROCUP NEWS by Jan Lechler

EUROCUP 1

Traditionally we kick off in Spain.

Date 19th – 21th March.



The Yacht club also suggested to extend the program with training possibilities in the week before the event. They will facilitate this training as well.

ALTEA training possibility

Date 16th – 18th March.

If you are interested in the Altea training facilities sent Jan Lechler an email about your attendance.

He will get back to you if it is a "go".

For detailed Yacht club information visit the club website



The National FD-Secretary (photo) of Spain is Enrique Egea Moreno, email: eegea@activitas.es.

EUROCUP 2



Will be a Dutch venue again in the early season of the year. End of April but probably May.

We have contacted the dutch NO to set a date. But due to production time of the Bulletin we were not able to include all details yet. Further announcements of the event will show up on the website.

EUROCUP 3 KIELERWOCHE

This German event is on the series list every year so far.

Date 26th – 29th June.

We like to see that the FD-teams who want to attend there will enter more early then the last 2 years. For the once who have been there.

The format of the Kieler-woche changed last year. And the FD-class does sail a match with gps-trackers on the harbour course. On gigantic video-walls complete with comentary input spectators are told

what is going on on the course. And analysts talk them through how they see the race develop.

EUROCUP 4

Will be the Achensee event in Austria. This event is always scheduled a week before or after Lake Garda.

EUROCUP 5

Will be an Italian event. Date not set for the moment.

EUROCUP UPDATES

As ssoon as info is available it will be published on the IFDCO website.



EUROCUP 2013 WINNERS

The 2013 eurocup series ended up with a winning woman;

GER92 – Caroline Rudorff & Joachim Setzepfandt / Kilian König.

Second place also a woman GER2 Vanessa Baumann & Matte Burkert.

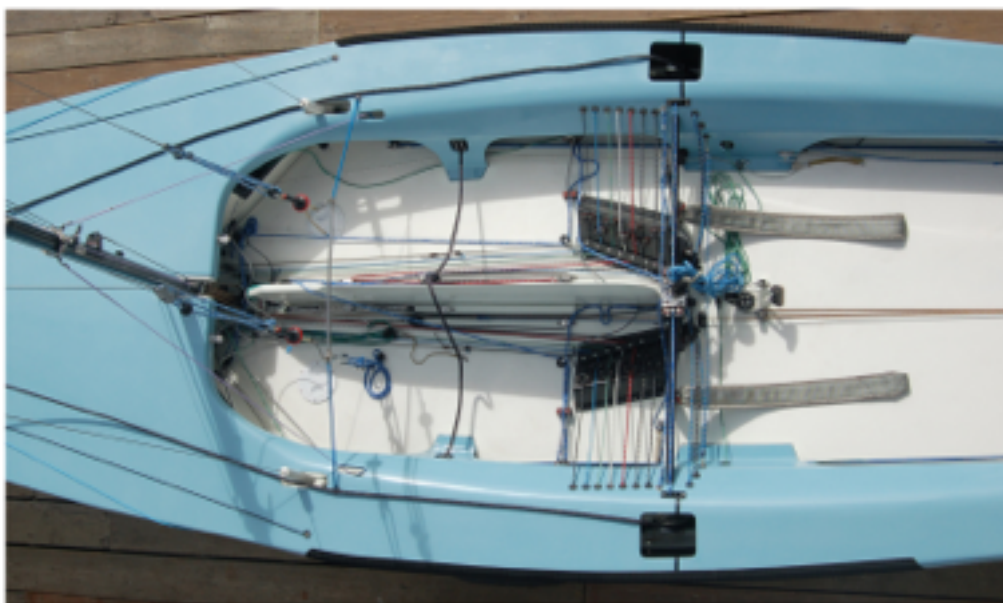
Third place the NED25 Harold Wijgers & Niels Kamphuis.



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Doping in sport; An athlete's dilemma



Sportsmen who take drugs may be prisoners of a different game

TWO sprinters may have got caught doing it this week. And a cyclist didn't do it, but it is so common in his sport that what he did do without doing it is even more astonishing. "It" is taking performance-enhancing drugs. The sprinters were Tyson Gay and Asafa Powell, who both failed drug tests (though both deny wrongdoing). The cyclist was Chris Froome, who without pharmaceutical assistance managed a stunning ascent of Mont Ventoux during the Tour de France.

Professional sport is rife with drug-taking. Getting caught will get you banned, frequently for life. Yet people carry on doing it regardless. Why?

Appropriately, the answer may lie in a branch of mathematics called game theory. This deals with conflicts of interest between parties who know each other's preferences but not their actual intentions or decisions. It then deduces the best course of action for any rational player.

Existing game-theory analyses of doping look at things either from just the competitors' points of view, or from the points of view of both competitors and organisers. Neither of these, though, produces a perfect analysis of what is going on. Berno Buechel of the University of Hamburg and his colleagues have therefore introduced a third factor—the one that allows sports to be professional in the first place. This factor is the customer.

The simplest game in game theory is "prisoner's dilemma". In the athletes' version, both players will be better off if neither takes drugs, but because neither can trust the other, both have to take them to make sure they have a chance of winning.

Introducing an authority figure, in what is known as an inspection game, should deal with this. If the inspector tests the athletes, and the athletes trust the

inspection process to catch cheats, fear of getting caught should keep them on the straight and narrow. Except that is not what seems to happen in the real world. Clearly, athletes do not think they will get caught. And Dr Buechel and his colleagues think they know why.

In a working paper they started circulating among their peers earlier this year, they suggest that the real game being played here has yet another party in it—the fans and sponsors who pay for everything. In their view, the inspector has several reasons to skimp on testing. One is the cost. Another is the disruption it causes to the already complicated lives of the athletes. A third, though, is fear of how customers would react if more thorough testing did reveal near-universal cheating, which anecdotal evidence suggests that in some sports it might. Better to test sparingly, and expose from time to time what is apparently the odd bad apple, rather than do the job thoroughly and find the whole barrel is spoiled and your sport has suddenly vanished in a hailstorm of disqualifications.

Doping in sport; An athlete's dilemma

This attitude, however, would result in precisely the outcome testing is supposed to obviate. It would be back to the prisoner's dilemma. Anyone who seriously wanted to win would have to cheat, even if his inclination was not to. In these circumstances it would take a saint to stay pure.

When the researchers turned their hypothesis into maths, it seemed to stand up. The only way out, the

maths suggested, was for all tests, and their results, to be reported—whether negative or not. That would give customers a real sense of how thorough the search for doping was, and thus how widespread the practice. It would also help break the prisoner's dilemma for the athletes.

The authorities in any given sport would no doubt deny that Dr Buechel's analysis applied to them. They would claim their tes-

ting regimes were adequate—and would probably truly believe it themselves. But human capacity for self-deception is infinite. It may thus be that the real guilty parties in sports doping are not those who actually take the drugs, but those who create a situation where only a fool would not.

[From the print edition: Science and technology](#)

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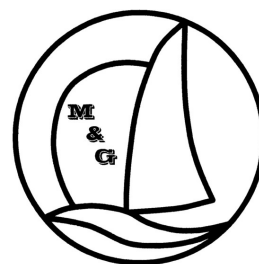
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famous last but not least words



World Champions 2014



Issue 163 is the next IFDCO-Bulletin

- Worlds Sidney report
- IFDCO-board changes
- Introducing

WORLD CHAMPIONSHIP

Largs, Scotland

11th September – 19th
September

www.fdworlids2014.org

EUROCUP EVENTS 2015

Altea Spain,

20 – 22 March

Marina di Carrara Italy,

19 – 21 April

OKK Netherlands,

16 – 18 May

Kielerwoche Germany,

26 – 29 June

Achensee Austria,

15 – 17 August

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60

1954 – 2014



KEEP IN TOUCH WITH US: **f** FLYING DUTCHMAN WORLDS 2015
WWW.FD.NET.AU



Preliminary Schedule

- 28.12.2014 Pre Worlds, 2 Races
- 29.12.2014 Pre Worlds, 3 Races
- 30.12.2014 Pre Worlds, 2 Races
- 31.12.2014 Measurement Day
- New Years Eve - Harbour
- 01.1.2015 1/2 Measurement Day
- 02.1.2015 Measurement & Opening
- 03.1.2015 Worlds 2 Races
- 04.1.2015 Worlds 2 Races
- 05.1.2015 Worlds 2 Races
- 06.1.2015 Worlds 2 Races
- 07.1.2015 Reserve Day
- 08.1.2015 Worlds Final Race & Prize Giving
- 09.1.2015 Container Loading



FLYING 2015 DOWNUNDER

Sydney Harbour
28 December 2014 – 9 January 2015



Social Program Featuring New Years Eve!



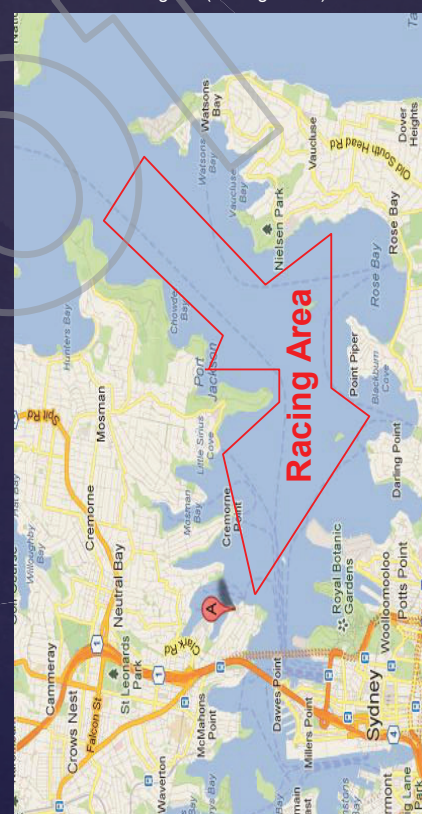
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Our Host Club The Royal Sydney Yacht Squadron

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We Look Forward to Sailing With You in Sydney.

Sydney summer weather has a very comfortable average daytime air temperature around 26°C, with an average of 20 sunny days per month, and a sea temperature around 22°C. Most afternoons an ideal North Easterly seabreeze comes in at 10-25 knots, leading to perfect FD conditions.

There is negligible tide in the harbour, and with these windspeeds local tidal knowledge has little impact. Once ashore the RSY offers one of the most fantastic views of any yacht club, with an excellent bar and food to suit any tastes. Within a 5 minute drive from Kirribilli and North Sydney one can be in the Sydney CBD enjoying the delights of a truly cosmopolitan city.