THE INTERNATIONAL FLYING DUTCHMAN CLASS BOOK

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Preface and acknowledgements for the
"FLYING DUTCHMAN CLASS BOOK"
by Alberto Barenghi, IFDCO President

The Class Book is a basic and elegant instrument to show and testify the FD history, the Class life and all the people who have contributed to the development and the promotion of the "ultimate sailing dinghy".
Its contents show the development, charm and beauty of FD sailing; with a review of events, trophies, results and the role past champions .
Included are the IFDCO Foundation Rules and its byelaws which describe how the structure of the Class operate .
Moreover, 2002 was the 50th Anniversary of the FD birth: 50 years of technical development, success and fame all over the world and of Class life is a particular event.
This new edition of the Class Book is a good chance to celebrate the jubilee, to represent the FD evolution and the future prospects in the third millennium.
The Class Book intends to charm and induce us to know and to be involved in the Class life.
Please, let me assent to remember and to express my admiration for Conrad Gulcher: if we sail, love FD and enjoyed for more than 50 years, it is because Conrad conceived such a wonderful dinghy and realized his dream, launching FD in 1952.
Conrad, looked to the future with an excellent far-sightedness, conceived a "high-performance dinghy", which still represents a model of technologic development, fashionable

water-line, low minimum hull weight and performance .
Conrad 's approach to a continuing development of FD, with regard to materials, fitting and rigging evolution, was basic for the FD success.
The magic attraction of the FD is unique and attracts each of us to sail and especially to become owners.
For as long as I have sailed an FD, I have been charmed by the atmosphere of gentlemanliness, faithful friendship and brotherhood showed by the competitors of every Country; it means clearly that to sail an FD is a style of life and IFDCO is like a big family.
Of course, we have to thank all the people, champions, yards, measurers and sailors, engaged to support, manage and promote FD, contributing to achieve this success.
My congratulations to you all for your enthusiasm and engagement.
It's my belief that the prestige and the diffusion of FD all over the World has been obtained both through the enthusiasm of each team and the synergic and continuous teamwork by the General Committee, the Commodores and the National Secretaries.
So, it represents a good chance of different engagement in the IFDCO life, for all of us.
We are therefore allowed by such an organization, to be available for an appointment in which we can show our personal attitudes and eclectic proposals.
The juvenile excitement and availability, connected with the experience of the older FD sailors, represent the best "team approach" to enable a rise of our Class and to plan the future goals.
Our generation has inherited the "sailing patrimony" represented by the FD and the FD Class, and contributed to a continuous development in the past 50 years; now, it is our duty to hand down passion, determination and goals to the youngest generation of sailors.
The sailing sport is changing with regard both to technical aspects and to relationship and agreement with network, magazines and advertisement.
For all those purposes IFDCO is looking at the future and project FD into the future.
I feel a privilege to be elected IFDCO President and to represent our prestigious Class : thank you very much for your confidence.
The Class Book, together with the FD Bulletin, the IFDCO website and the FD Class Forum, represent the three information, reporting and advertising tools for the IFDCO members.
For such a reason, the IFDCO photographic and news updating could be improved by an interactive cooperation with the FD sailors, who could send IFDCO photos and articles, to enrich the IFDCO documents and archive .
On next July, we 'll meet to Malcesine to attend to the 2011 Worlds Championship ; the 120 plus entries received at present, show that the interest of the FD sailors and the charm and beauty of the FD , are still the two fundamental tools to maintain IFDCO in great shape, and to stimulate our team-work to project our Class in the third millen-

nium.
Finally, in 2012 we 'll celebrate the 60th Anniversary of the FD birth, we 'll have the European Championship, the Vintage Yachting Games to the Lake of Como and the World Championship in Santa Cruz (USA): challenging events and a great job are in front of us !!
… but I invite you to be engaged in the Class life : with the commitment of each IFDCO members, we 'll contribute to the FD promotion and success.
I 'm enthusiast of our Class and I 'm delighted to contribute to the Class life, promotion and development...and while I 'm looking forward to the future, I go on to dream about the FD … … … … .

Alberto Barenghi

DEDICATION

Conrad and Thecla Gulcher

This Class Book and, indeed the Flying Dutchman itself, is a tribute to the vision, dedication and leadership of Conrad Gulcher. The FD was his brainchild. Not only did he steer the development of the boat he was also the "helmsman" for the Class Organisation, nurturing the class to the stature is has today.

To quote Conrad:

"The Legend of the Flying Dutchman dates back through four centuries of sail, but now in the 20th century of fast steamers and motorships, they plough their way through the seas unhindered by the haunts of sailing vessels. Lately, however, the ghost has risen again, and though in a somewhat different form, is haunting the yachting clubs of the world. Should you enter a yacht club as a stranger, anywhere you choose, you would no doubt receive a rather frigid welcome, but as soon as you murmur the words "Flying Dutchman" the atmosphere completely changes, people become interested, ask your opinion, whether you own one, as they buy you a drink. They will invite you to have a look at their boats and pour hospitality on you. What is this?! What are these wonder words, this ghost name, this friendliness, this hospitality? What caused it? Is it just and image, or a boat? No it is far more; it is sharing an interest in a hobby of developing, tuning, sailing and racing a modern fast thoroughbred. That is the main object of this whole Flying Dutchman movement: making friends all over the world by creating a common interest in a common hobby.
Lets all talk and dream about our new love, our elegant little flyer, the boat that slices the water without any fuss, that belongs to the waves as a skimming fish. Let's talk and discuss the new trimming methods, about our gadgets, our ideas, our ways of sailing her, and let's not wrap ourselves in mystery. Secrecy is certainly not the spirit of the association. The Flying Dutchman Ghost is roaming the lakes, the harbours, the Clubs of the world. Let's help her to be enjoyed by all."

THE FD TAKES FLIGHT

Two Flying Machines ready to fly-surrounded by FD and KLM dignitaries

"When we had the boat designed in 1951, we knew at the time that building materials and methods would improve considerably in years to come. The idea to purposefully design the oat a little light, so that when things developed, the boat could be every bit as modern as the day it was designed.
Why be held to the weight of 1951 methods and material? Look at all the classes that still have modern lines, but still have to be built to the useless weights of the 1920's and 30's"

The words of Conrad Gulcher, quoted initially in One-Design Yachtsman, May 1972, and cited again by Chris Hufstader, Sailing World, September 1992 in a major feature about the FD.

Over the last fifty years there have been some 25 major improvements and innovations to the Flying Dutchman. The use of Carbon fibre for construction of masts and spars is the latest area of debate and research.

Vital Statistics

Length:	*6.06 metres*	*Weight*	*130kg (Hull and fittings)*
Beam	*1.78 metres*		*165kg (Fully rigged)*
Draft	*0.81 metres (Rudder)* *1.06 metres (Centreboard)*	*Sail Area*	*10.2 sq m* *Mainsail* *8.4 sq m* *Genoa* *21.0 sq m* *Spinnaker*

OUR OLYMPIC HISTORY

The International Flying Dutchman was selected for the 1960 Olympic Games as the two-man centreboard dinghy. It remained as the high performance two-man dinghy until the 1996 Olympics. In the 9 Olympic Games 7 different countries won Gold Medals.

1960

At the FD's first Olympic Games, an 18 yr old Norwegian skipper who had been sailing FD's for less than a year earned his Gold Medal in one of the new Alpa fibreglass hulls. Peder Lunde's grandfather and parents had earlier won Olympic Yachting Medals Medals.

The 31 teams that sailed at Naples, Italy included Rolly Tasker, Slotty Dawes, Hans Fogh who won the Silver Medal and Rolf Mulka who won the Bronze.

1964

After finishing 16th in the first race at Enoshima, Japan, the New Zealand Gold Medal Winners were vainly praying for heavier air. Force 4 winds for Race 2 were an improvement, but Pedersen and Wells had bad luck again and retired on a port/starboard incident, placing them 19th in a 21 boat fleet.

When it blew 28 knots during Race 3, Hans Fogh broke a boom, but still finished 4th. The heavy conditions continued and they went to win with three firsts, a 3rd and a 4th.

1968

In a thirty boat fleet that sailed in Acapulco, Mexico, Rodney Pattison established an Olympic record.

He and Ian MacDonald Smith won five consecutive races.

It might have been six in a row, since they actually crossed the finish line first in the first race, but were disqualified for a premature start.

In a light airs regatta Germany won the Silver and Brazil the Bronze.

1972

Rodney Pattisson's now legendary record continued to build with his second FD Gold medal in a row, this time with Chris Davies as crew. Yet to come would be a Silver medal in 1976. His winning streak began with the 1968 European Championship and continued for three successive World Championships, two more European Championships, and two Olympic victories.

The 29 teams who came to Kiel hoped in vain for more wind. Only once did it blow past Force 4, and then it never made it to Force 5.

With Chris Davies as crew, the Cold medalists finished 1-11-1-3-1-1 and did not sail the final race.

Silver medalist Yves Pajot "brought the only plastic boat with wooden deck according to the FD Bulletin.

These Olympics were the first of six Cle Jeltes attended as measurer for the FD class.

1976

Twenty countries participated in the FD event at the Olympics in Kingston Ontario, Canada.

After sailing in various other dinghies including FJ's Fireballs and the 505, the Diesch brothers started sailing an FD in 1973. The very next year, they won the San Remo Easter regatta, Kiel Week, and the Pre-Olympics. With those achievements, they ranked at the top of the 1974 Villenia Cup list.

Their motto then - and for all the subsequent years that they were such fine sportsmen in the FD - was to "enjoy your sailing in the first place and think about winning later"

1980

Sailing on the Baltic Sea at Tallin, USSR, Alejandro Abascal and Miguel Noguer won Gold Medals for Spain. With finishes for the first six races of 4-1-2-4-1-1 in the ten boat fleet they chose not to sail the last race.

Representing Ireland for the first time in an FD, David Wilkins and Jamie Wilkinson won the Silver Medal. The Detre brothers from Hungary won the Bronze.

1984

Seventeen countries raced FD's in the Olympics in Long Beach, California. But when it came down to the final race, the contest turned out to be a match race between US 106 and KC 17.

To win the Gold, McLaughlin and Bastet had to beat McKee and Buchan, and finish in the top five.

Finishing 7th and 9th, both teams discarded their final race score – netting the US their first FD Gold

1988

Pusan, Korea, was the site for the Olympics, with 22 FD teams participating. Some who went to starboard after the start of the first race remember an interesting encounter with a container ship which appeared to mistake the windward mark for a channel mark.

The Silver and Bronze medals were decided in the final race, with several vying for the honours. Jorgen Boysen Moller and Christian Gronborg's third place in the sixth race assured them of the Gold Medal. Their results were 1-4-2-2-6-3-6. Frank McLaughlin's Bronze medal made two for the family.

1992

Exactly who would win the Gold at Barcelona was not definite until the last race ended, with the Spanish hosts clinching victory. Luis Doreste and Domingo Manrique's 29.7 final score gave them a 3 point edge over Foerster and Bourdow (USA).

Competing in his fourth Olympics the 1988 Gold Medalist Jorgen Boysen Moller took home a second, Bronze, medal with cousin Jens. Twenty-three nations were represented.

ROLE OF WORLD

Dunhill Challenge Trophy

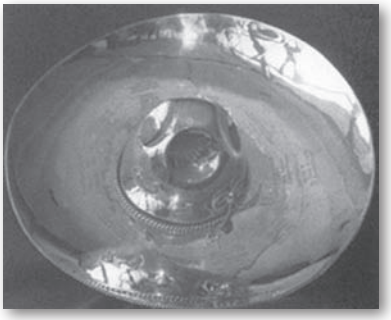
Presented in 1967 by the UK FD Section, the Trophy is designed in two halves for helmsman and crew.

The Challenge Trophy is awarded every year to the first helmsman classified overall in the World Championship and passes to the new winner each year.

Year	Winners	Nationality	Place
1967	John Oakley - David Hunt	Great Britain	
1969	Rodney Pattisson - Ian McDonald Smith	Great Britain	
1970	Rodney Pattisson - Ian McDonald Smith	Great Britain	
1971	Rodney Pattisson - J. Brook Houghton	Great Britain	
1973	Hans Fogh - Evert Bastet	Canada	
1974	Ilja Wolf - Bernd Klenke	E.Germany	
1975	Yves Pajot - Marc Pajot	France	
1977	Jorg Hotz - Andre Nicolet	Switzerland	
1978	Albert Batzill - Rudi Batzill	Germany	
1979	Marc Bouet - Thierry Poirey	France	
1980	Terry McLaughylin - Evert Bastet	Canada	
1981	Albert Batzill - Rudi Batzill	Germany	
1982	Anton Schwartz - Peter Froeschel	Germany	
1983	Jonathan McKee - Carl Buchan	United States	
1985	Albert Batzill - K1aus Wende	Germany	
1986	Jorge Diesch - Ekke Diesch	Germany	
1987	Luis Doreste - Andor Serra	Spain	

Year	Winners	Nationality	Place
1988	Jorg Bojsen Moller - Christian Gronborg	Denmark	
1989	Albert Batzill - Peter Lang	Germany	
1990	Jorg Bojsen Moller - Jens Bojsen Moller	Denmark	
1991	Paul Foerster - Steve Bourdow	United States	
1992	Paul Foerster - Steve Bourdow	United States	
1993	Jørgen Bojsen-Møller - Jacob Bojsen-Møller	Denmark	Travemunde (GER)
1994	Szabolcs Majthenyi - Andras Domokos	Hungary	Adelaide (AUS)
1995	Ian McCrossin - James Cook	Australia	Torbole - Garda Lake (ITA)
1996	Ulf Lehmann - Stefan Madicke	Germany	Balatonfoldvar (HUN)
1997	Ian McCrossin - James Cook	Australia	St. Petersburgh - FL (USA)
1998	Enno Kramer - Hein Dijksterhuis	Nederland	Den Oever (NED)
1999	Jorgen Schonherr - Jacob Bojsen-Møller	Denmark	Lee on the Solent (GBR)
2000	Ian McCrossin - James Cook	Australia	Durban (RSA)
2001	Jørgen Bojsen-Møller - Jacob Bojsen-Møller	Denmark	Gillelejie (DEN)
2002	Szabolcs Majthenyi - Andras Domokos	Hungary	Tavira - Algarve (POR)
2003	Szabolcs Majthenyi - Andras Domokos	Hungary	Melbourne (AUS)
2004	Szabolcs Majthenyi - Andras Domokos	Hungary	Warnemunde (GER)
2005	Jørgen Bojsen-Møller - Jacob Bojsen-Møller	Denmark	Balatonfoldvar (HUN)
2006	Szabolcs Majthenyi - Andras Domokos	Hungary	St. Petersburgh - FL (USA)
2007	Jørgen Bojsen-Møller - Jacob Bojsen-Møller	Denmark	Mar Menor - Murcia (ESP)
2008	Szabolcs Majthenyi - Andras Domokos	Hungary	Napier (NZL)
2009	Jørgen Bojsen-Møller - Jacob Bojsen-Møller	Denmark	Medemblick (NED)
2010	Szabolcs Majthenyi - Andras Domokos	Hungary	Costanta (ROU))

Silver Sombrero Challenge



This Challenge Trophy is awarded every year to the first helmsman and crew classified in the World Championship, best result without discard , and passes to the new winner each year.

Year	Winners	Nationality	Place
1969	Rodney Pattisson - Ian McDonald Smith	Great Britain	
1970	John Truett - Edward Leask	Great Britain	
1971	Jock Bilger - Murray Ross	New Zealand	
1973	Hans Fogh - Evert Bastet	Canada	
1974	Ilja Wolf - Bernd Klenke	E. Germany	
1975	Yves Pajot - Marc Pajot	France	
1977	Jorg Hotz - Andre Nicolet	Switzerland	
1978	Jorg Diesch - Ekke Diesch	Germany	
1979	Marc Bouet - Thierry Poirey	France	
1980	Terry McLaughylin - Evert Bastet	Canada	
1981	Albert Batzill - Rudi Batzill	Germany	
1982	Anton Schwartz - Peter Froeschel	Germany	
1983	Jorg/Diesch - EkkeDiesch	Germany	
1984	Albert Batzill - K1aus Wende	Germany	
1985	Jorg Diesch - Ekke Diesch	Germany	
1986	Albert Batzill - Klaus Wende	Germany	
1987	Luis Doreste - Andor Serra	Spain	
1988	Jorg Bojsen Moller - Christian Gronborg	Denmark	
1989	Albert Batzill - Peter Lang	Germany	

Year	Winners	Nationality	Place
1990	Thierry Berger - Vincent Berger	France	
1991	Paul Foerster - Steve Bourdow	United States	
1992	Paul Foerster - Steve Bourdow	United States	
1993	Jorgen Bojsen-Moeller - Jacob Bojsen-Moeller	Denmark	Travemunde (GER)
1994	Szabolcs Majthenyi - Andras Domokos	Hungary	Adelaide (AUS)
1995	Ian McCrossin - James Cook	Australia	Torbole - Garda Lake (ITA)
1996	Ulf Lehmann - Stefan Madicke	Germany	Balatonfoldvar (HUN)
1997	Ian McCrossin - James Cook	Australia	St. Petersburgh - FL (USA)
1998	Enno Kramer - Hein Dijksterhuis	Nederland	Den Oever (NED)
1999	Jorgen Schonherr - Jacob Bojsen-Moeller	Denmark	Lee on the Solent (UK)
2000	Ian McCrossin - James Cook	Australia	Durban (RSA)
2001	Jorgen Bojsen-Moeller - Jacob Bojsen-Moeller	Denmark	Gillelejie (DEN)
2002	Szabolcs Majthenyi - Andras Domokos	Hungary	Tavira - Algarve (POR)
2003	Szabolcs Majthenyi - Andras Domokos	Hungary	Melbourne (AUS)
2004	Szabolcs Majthenyi - Andras Domokos	Hungary	Warnemunde (GER)
2005	Jorgen Bojsen-Moeller - Jacob Bojsen-Moeller	Denmark	Balatonfoldvar (HUN)
2006	Szabolcs Majthenyi - Andras Domokos	Hungary	St. Petersburgh - FL (USA)
2007	Jorgen Bojsen-Moeller - Jacob Bojsen-Moeller	Denmark	Mar Menor - Murcia (ESP)
2008	Szabolcs Majthenyi - Andras Domokos	Hungary	Napier (NZL)
2009	Jorgen Bojsen-Moeller - Jacob Bojsen-Moeller	Denmark	Medemblick (NED)
2010	JSzabolcs Majthenyi - Andras Domokos	Hungary	Costanta (ROU)

100+ Trophy

This Challenge Trophy was presented by Clé Jeltes in 1985.

The large Trophy is one of Clé Jeltes 's expertly handcrafted Flying Dutchman half - models .

It is a wooden - made structure representing a FD sailing by spinnaker.

In the past, this Challenge was called "75 + Trophy" and was awarded to the best team (with combined ages of 75 years or more), classified in the European Championship (or European FD Week).

Now, it is awarded to the first Master team classified overall in the World Championship (combined ages of helmsman and crew over 100 years) .

Besides the Challenge, which passes to the new winner each year, the helmsman and crew receive small wooden replicas to keep.

Since 2008 the two replicas trophies awarded by the IFDCO President, Alberto Baranghi, to the winner, helsman and crew, are a hand made plexiglass coloured pictures, representing a FD sailing by spinnaker.

Year	Winners	Nationality	Place
1985	Enrico Ambrosi - Daniele Panzeri	Switzerland	
1986	Heinz Tozke - Frank Baiko	Germany	
1988	Szaboles - Zsolt Detre	Hungary	
1989	Rafael Iturrioz - Mark van Bemmel	Spain/Holland	
1990	Andrzej Iwinski - Henryk Blazka	Poland	
1991	Andrzej Iwinski - Henryk Blazka	Poland	
1992	Andrzej Iwinski - Henryk Blazka	Poland	
1993	Ian McCrossin - James Cook	Australia	Travemunde (GER)
1994	Ian McCrossin - James Cook	Australia	Adelaide (AUS)
1995	Wim Langeslag - Peter van Koppen	Nederland	Torbole (ITA)
1996	Wim Langeslag - Peter Van Koppen	Netherlands	Balatonfoldvar (HUN)
1997	Ian McCrossin - James Cook	Australia	St. Petersburgh - FL (USA)

Year	Winners	Nationality	Place
1998	Ian McCrossin - James Cook	Australia	Den Oever (NED)
1999	Jorgen Schonherr - Jacob Bojsen-Moeller	Denmark	Lee on the Solent (UK)
2000	Ian McCrossin - James Cook	Australia	Durban (RSA)
2001	Jup Wanders - Peter Van Koppen	Germany	Gillelejie (DEN)
2002	Ian McCrossin - James Cook	Australia	Tavira - Algarve (POR)
2003	Ian McCrossin - James Cook	Australia	Melbourne (AUS)
2004	Ian McCrossin - James Cook	Australia	Warnemunde (GER)
2005	Helmut Loether - Michael Klawitter	Germany	Balatonfoldvar (HUN)
2006	Alberto Barenghi - Dave Ellis	Italy	St. Petersburgh - FL (USA)
2007	Jorgen Bojsen-Moeller - Jacob Bojsen-Moeller	Denmark	Mar Menor - Murcia (ESP)
2008	Ian McCrossin - James Cook	Australia	Napier (NZL)
2009	Jorgen Bojsen-Moeller - Jacob Bojsen-Moeller	Denmark	Medemblick (NED)
2010	Hideo Tayama - Angus Reid	New Zealand	Costanta (ROU)

25+ Trophy

The Challenge is a crystal sculpture, showing a laser-cut image of the FD on a wooden basement.

The Trophy has been presented in 2008 by the IFDCO President, Alberto Barenghi to the World Championship in Medemblick . The Challenge is awarded to the first FD 25 years older, classified overall in the World Championship.

Besides the Challenge, which passes to the new winner each year, the helmsman and crew receive a small Replica to keep.

Year	Winners	Nationality	Place
2009	Walter Moser - Wolgang Sitzwohl	Austria	Medemblick (NED)
2010	Walter Moser - Wolgang Sitzwohl	Austria	Costanta (ROU)

Lady FD Trophy

The Challenge is a crystal sculpture, showing a laser-cut image of the FD and of the World on a carbon fiber basement.

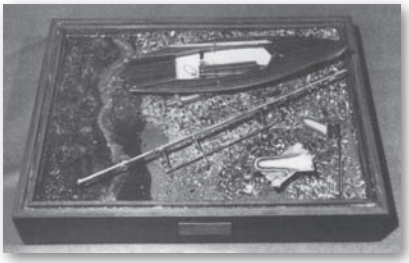
The Trophy has been presented in 2003 by the IFDCO President Alberto Barenghi to the World Championship in Melbourne.

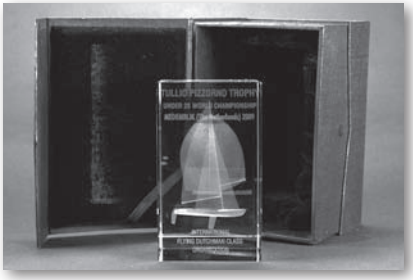
The challenge is awarded to the first woman helmsman classified overall in the World Championship and passes to the new winner each year.

Besides the challenge, since 2008 two trophies are awarded by the IFDCO President, Alberto Barenghi, to the winner, helmsman and crew. The trophies are performed in crystal and show a laser - cut image of the FD.

Year	Winners	Nationality	Place
2003	Marleen van Ballegooijen	Nederland	Melbourne (AUS)
2004	Dolores Sanchez-Herrero - Javier Higuera	Spain	Warnemunde (GER)
2005	Peggy Bahr - Torsten Bahr	Germany	Balatonfoldvar (HUN)
2006	Tanja Heijink - Nettie van der Valk	Nederland	St. Petersburgh - FL (USA)
2007	Peggy Bahr - Torsten Bahr	Germany	Mar Menor - Murcia (ESP)
2008	Dolores Sanchez-Herrero - Javier Higuera	Spain	Napier (NZL)
2009	Peggy Bahr - Torsten Bahr	Germany	Medemblick (NED)
2010	Sabina Lutcan - Lupescu Dragos	Romania	Costanta (ROU)

Tullio Pizzorno Trophy





The Challenge Trophy was presented at Alassio in 1989 by Mrs. Anna pizzorno in memory of her husband, crew of Mario Capio (1959 World Champions).

Tullio demonstrated his keen interest in the FD Class in many ways .....most especially in promoting the FD to young sailors.

It is awarded to the first youngest helmsman (under 26 years) classified overall in the World Championship.

The Trophy passes to the new winner each year.
Besides the challenge, since 2008 two trophies are awarded by the IFDCO President, Alberto Barenghi, to the winner, helmsman and crew. The trophies are performed in crystal and show a laser - cut image of the FD.

Year	Winners	Nationality	Place
1989	Markus Wieser	Germany	Alassio (ITA)
1990	Andreas Willim	Germany	
1991	Willem Potma - Gerhard Potma	Nederland	
1992	Willem Potma - Gerhard Potma	Nederland	Cadiz (ESP)
1993	Stephan Schurich - Mark Dieckmann	Austria	Travemunde (GER)
1994	Szlabolcs Majthenyi - Andras Domokos	Hungary	Adelaide (AUS)
1995	Szlabolcs Majthenyi - Andras Domokos	Hungary	Torbole (ITA)
1996	Szlabolcs Majthenyi - Andras Domokos	Hungary	Balatonfoldvar (HUN)
1997	Szlabolcs Majthenyi - Andras Domokos	Hungary	St. Petersburgh - FL (USA)
1998	Tobias Frank	Germany	Den Oever (NED)
1999	Harold Wijgers	Netherlands	Lee on the Solent (UK)
2000	Michael Spranger	Germany	Durban (RSA)
2001	Christian Altenheim	Germany	Gillelejie (DEN)
2002	Francesco Vespasiani	Italy	Tavira - Algarve (POR)
2003	Kilian Konig	Germany	Melbourne (AUS)
2004	Kilian Konig	Germany	Warnemunde (GER)
2005	Kilian Konig	Germany	Balatonfoldvar (HUN)
2006	Alistair McCowan	Australia	St. Petersburgh - FL (USA)
2007	Marco Sevila	Spain	Mar Menor - Murcia (ESP)
2008	Marco Sevila	Spain	Napier (NZL)
2009	Julius Trippolt	Austria	Medemblick (NED)
2010	Nicola Vespasiani	Italy	Costanta (ROU)

EUROPEAN CHAMPIONS TROPHIES

Conrad Gulcher Trophy

Presented in 1987 by Conrad Gulcher, Founder of the FD Class.

This Challenge Trophy is awarded every year to the first helmsman and crew classified in the European Championship, best result without discard , and passes to the new winner each year.

The helmsman and crew receive small plaques to keep.

Year	Winners	Nationality	Place
1987	Thierry Berger - Vincent Berger	France	Horton(NOR)
1988	Paul Forrester - Andrew Goldman	USA	Palma(ESP)
1989	James Pomuiz - Bela Argay	Mexico	Balaton Fured(HUN)
1990	Georgey Shaiduko - Victor Budantsfelb	USSR	Lorredo(ESP)
1991	Luca Santella - Flavio Grassi	Italy	Abersoch(GBR)
1992	Thierry Berger - Vincent Berger	France	Toulon(FRA)
1994	Jorgen Bojsen-Moeller - Jacob Bojsen-Moeller	Denmark	Neusiedl (AUT)
1997	Michael Dorrer - Josef Seebauer	Germany	Mar Menor - Murcia (ESP)
2000	Szabolcs Majthenyi - Andras Domokos	Hungary	Rio Marina - Elba Island (ITA)
2003	HansPeter Schwarz - Roland Kirst	Germany	Dervio - Como Lake (ITA)
2006	Szabolcs Majthenyi - Andras Domokos	Hungary	Neusiedl (AUT)
2008	Jorgen Bojsen-Moeller - Jacob Bojsen-Moeller	Denmark	Rabac (CRO)

Canadian Rose Bowl

The Trophy, presented in 1967 by Montreal World Championship.

It was awarded to the helmsman winner of the World Week, best result without discard.

Year	winner	state
1967	Rodney Pattisson &Iain MacDonald-Smith	Great Britain
1969	John Truett & Ed Leask	Great Britain
1970	Jock Bilger & Murray Ross	New Zealand
1971	John Wooderson & Paul Davies	Great Britain
1973	Roger Green &A. P. Clark	Canada
1974	Heinrich Diekmann &Thomas Peters	Germany
1975	Jerry South & Claioorne Coupland	United States
1977	Robert James & Andrew Kittner	United States
1978	Pat Slake &Christian Houchin	Great Britain
1979	Kelson Elam & Mitch Jeffrey	United States
1980	P. Ludascher & M. Muller	Germany
1981	Stephan Richer & Franck Narbonne	France
1982	Albert La Tegola & F. Maneschi	Italy
1983	Nicola Celon & Daniele De Luca	Italy
1984	Eddy Eich & Werner Konig	Germany
1985	Andreas Etten & Thorsten Dmoch	Germany
1987	Tamas Pomucz & Bela Argay	Hungary
1988	Peter Schweer & Joachim Brooda	Germany
1989	Karoly Vezer & Allila Koles	Hungary

Master Cup

Presented in 1989 by Julius Blankstein, IFDCO President.

This Challenge Trophy is awarded every year to the first helmsman classified in the Master World Championship, (helmsman over 45 year old) , and passes to the new winner each year.

Year	Winners	Nationality	Place
1989			
1990	Carlo Brunelli - Ottavio Mercanti	Italy	
1991	Enzo motta - Del Becchi	Italy	
1992			
1993			
1994	Carlo Brunelli - Ottavio Mercanti	Italy	
1995	Helmut Lother – Michael Klawitter	Germany	
1996			
1997	no competition		
1998	Helmut Loether - Michael Klawitter	Germany	Alpsee (GER)
1999	Helmut Loether - Michael Klawitter	Germany	Laveno (ITA)
2000	Helmut Loether - Michael Klawitter	Germany	Rio Marina - Elba Island (ITA)
2003	no competition		Dervio - Como Lake (ITA)
2004	no competition		
2005	no competition		
2006	no competition		Neusiedl (AUT)
2007	no competition		
2008	no competition		Rabac (CRO)
2009	no competition		

Villenia Cup

FD World Ranking List Prize ; the Trophy was awarded every year to the Top - ranking helmsman classified on 31 December.

Antique Silver Cup presented in 1962 by Mr. J. Delsaux, President of the Yacht Club de Villennes, for team racing between Countries.

In 1969, no challenges came forth, so the trophy was reassigned to honor the highest placing helm according to the FD World Ranking List for the year.

In 1992, after the lost of the Olimpic status, the Cup returned to France.

Year	winner	state
1970	Rodney Pattisson & Iain MacDonald Smith	Great Britain
1971	Rodney Pattisson & Julian Brooke Houghton	Great Britain
1972	Uli Libor & Peter Naumann	Germany
1973	Herbert Huttner & Ulf Pagenkopf	E.Germany
1974	Jorg & Ekke Diesch	Germany
1975	Yves & Marc Pajot	France
1976	Jorg & Ekke Diesch	Germany
1977	Erik & Sjoerd Vollebregt	Holland
1978	Albert & Rudi Batzill	Germany
1979	Erik & Sjoerd Vollebregl	Holland
1980	Terry Maclaughlin & Evert Bastet	Canada
1981	Albert & Rudi Batzill	Germany
1982	Anton Schwarz & Peter Froschl	Germany
1983	Jorgen & lens Boysen Moller	Denmark
1984	Anton Schwarz & Peter Froeschl	Germany
1985	Jorgen Schonherr & Michael Poulsen	Denmark
1986	Jorg & Ekke Diesch	German
1987	Luis Doreste &Andor Serra	Spain
1988	Jorg Boysen Moller & Chistian Gronborg	Denmaek
1989	Markus Wieser &Peter Froschl	Germany
1990	Jorgen & Jens Boysen Moller	Denmark
1991	Markus Wieser & Werner Konig	Germany

WORLD RANKING LIST

The "Dawes Cup" World Ranking List and the "Euro Cup" European Ranking List, represent two very important events and promotion for the FD Class.

In fact, those ranking lists represent a fundamental system to join several teams from different Countries to attend to classic races.

In spite of, the criteria to select the events is different for the "Dawes Cup" and "Euro Cup" , IFDCO is always focusing is attention to promote the Class in every Country and to increase every fleet.

The "Dawes Cup" and "Euro Cup" scoring systems are reported in details in their specific sections.

DAWES CHALLENGE CUP

Presented in 1959 by Slotty Dawes, who was the IFDCO President when he instigated the FD Week, it was awarded in the past to the European or World Week overall winner.

At present, the Trophy is awarded every year to the first helmsman classified overall in the "World Cup" (World Ranking List) and passes to the new winner each year.

Since 1992, the DAWES Challange Cup has become the World Ranking List Throphy.

Besides the Challenge, which passes to the new winner each year, since 2008, the first helmsman and crew, classified overall, receive a Trophy to keep.

The Trophies are performed in crystal and show a laser-cut image od the FD.

Year	winner	state
1959	W.D.L.Dawes & James Ramus	Great Britain
1960	Adrian Jardine & Angus Friar	Great Britain
1961	Detlef Kreidel & Joachim Moller	Germany
1962	Hans & Egon Kammerer	Germany
1963	Norman Freeman & Ernie Dean	United States
1964	Stewart Jardine &James Ramus	Great Britain
1965	Luigi Choizza & Emanuele Ottonello	Italy
1966	Bob Hoare & Bob Eggerton	Great Britain
1967	Bertrand Cheret & Bruno Trouble	France
1968	Herbert Huttner & 5iegfried Pechtolt	E. germany
1969	John Truett & Ed Leask	Great Britain
1970	Wolfgang Rappel & Hanno Stock	Germany
1971	Johnson Wooderson & Paul Davies	Great Britain
1972	Mark Bethwaite & TIm Alexander	Australia
1973	Hans-A & Manfred Konig	Germany
1974	Stefan Sjostrom & ReineAndersson	Sweden
1975	Eddie Elch & Ede Batzill	Germany
1976	John Loveday & Lewis Dann	Great Britain
1977	Andreas Haubold &Jorg Schmidt	Germany
1978	Pat Blake & Christian Houchin	Great Britain
1979	Kelson Elam & Mitch Jeffrey	United States
1980	Peter Laudascher & Matthias Muller	Germany
1981	Stephan Richer & Franck Narbonne	France
1982	Francesco & Fedrico Ferrari	Italy
1983	Michel Kermarec & Thierry Chapelin	France
1984	Christian Binder & Alexander Fundele	Germany
1985	Andrezej Iwinski & Piotr Winkowskl	Poland
1986	Bernhard Keller & Bernd Fischer	Germany
1987	Tamas Pomucz & Bela Argay	Hungary
1988	Peter Schweer & Joachim Brodda	Germany
1989	Ossie Slewart & Kevin Richardson	Great Britain
1990	Jorgen Bojsen.Moller	Denmark
1991	Markus Wieser	Germany
1992		

Year	winner	state
1993		
1994		
1995		
1996		
1997	Eddy Eich – Ben Hagenmeyer	Germany
1998		
1999		
2000	Uwe Ludke - Karsten Klenke	Germany
2001	Hans Peter Schwartz - Roland Kirst	Germany
2002	Hans Peter Schwartz - Roland Kirst	Germany
2003	Hans Peter Schwartz - Roland Kirst	Germany
2004	Hans Peter Schwartz - Roland Kirst	Germany
2005	Andreas Kunze - Joseph Seebauer	Germany
2006		
2007	Bas van der Pol - Marc van der Pol	Nederland
2008		
2009		
2010		

EUROPEAN RANKING LIST

Euro Cup trophy

It is a hand - made plexiglass coloured structure representing the IFDCO Logo overtaken on the map of Europe.

The trophy has been presented in 2005 by the IFDCO President Alberto Barenghi, to the first edition of the European Ranking List.

The challenge is awarded to the first helmsman and crew classified overall in the Euro Cup and passes to the new winner each year .

Besides the Challenge, since 2005 have been performed some small hand - made replicas of the "Euro Cup Trophy" , to give as prizes to the 1°, 2°, and 3° helmsman and crew classified overall.

Year	winner	state
2003	Elisa Koenig - Timo Sandrock	Germany
2004	Elisa Koenig - Timo Sandrock	Germany
2005	Frank Havik - Peter Zandstra	Nederland
2006	Tin Matulja - Robin Matulja	Croatia
2007	Szabolcs Majthenyi - Andras Domokos	Hungary
2008	Bas Van der Pol - Marc Van der Pol	Nederland
2009	Harold Wijgers - Niels Kamphuis	Nederland
2010	Hugo Maarleveld – Thjis Smith / Durk Zandstra	Nederland

International Flying Dutchman Class Organisation

Championship Rules 2001/2 (Amended June 2008)

Appendix 1 of the International Flying Dutchman Class Bylaws.

1.0 ORGANISATION

1. 1 The International Flying Dutchman Class Organisation, in accordance with the IFDCO Bylaw 4, makes arrangements for the organisation of the FD Open World Championship(WC) and FD Open European Championship(EC) in co operation with the host National FD Class Association(NCA) and the National Authority(NA) (The Organising Authority).

1.2 The WC will take place each year, when possible. The EC will take place each year except when a WC is being held in Europe that year.

1.3 The WC and EC should be the best FD events. Every care will be taken to ensure that these races are sailed in the greatest friendship and harmony.

1.4 The courses and regulations for the WC and EC shall be fixed by the Organising Authority in cooperation with the IFDCO Championship committee.

1.5 In the event that there are more than 90 entries received for a WC and EC the IFDCO Championship Committee may request the organisers of the Championship to divide the fleet into two starts. The precise rules shall be provided to competitors with the Sailing Instructions.

1.6 In countries holding National Championships, the organisation, course, scoring, nationality, number of races and admission shall be decided upon by the NCA and the NA of the organising country. Any NCA or NA holding an Open National Championship are requested to observe paras 2.5 and 5.2 of these Championship Rules.

2.0 ELIGIBILITY

2.1 Every boat in a WC and EC and National Championships shall be crewed by fully paid up members of IFDCO and shall comply with all appropriate IFDCO bylaws and class rules.

2.2 Helms should recognise the importance of fostering a spirit of international camaraderie at major events and should at all times act accordingly and encourage their crews to join IFDCO and behave in a similar spirit.

2.3 Competitors are also subject to the ISAF Eligibility Code as prescribed in ISAF Regulation 19 of the RROS.

2.4 The National FD Class Association shall endeavour to ensure that any member of IFDCO is eligible to enter their Open National Championship subject to any limit applied by the organising committee in which case it is recommended that the total limit should be declared and entries be accepted in the order they are paid.

3.0 WITHDRAWAL

3.1 Anyone who enters for a WC or EC and withdraws before the end of the series for no good reason may, at the discretion of the IFDCO General Committee on receiving advice from the IFDCO Championship Committee, be barred from participating in the next year's championship.

4.0 EXPULSION

4.1 In very exceptional circumstances, after gross breach of good manners and sportsmanship in a Championship, the IFDCO General Committee has the right to expel an owner, helmsman and/or crew from further participation and from future Championships for a limited period. Rule 69 is in force at all times.

5.0 NATIONALITY

5.1 For WC and EC the representing helmsman of a country shall be a citizen of that country. The nationality of the crew is optional.

5.2 For any other international event the nationality requirements, if any, should be set out in the Notice of Race or the Sailing Instructions.

6.0 MEASUREMENT

6.1 All boats entering a Championship shall conform to the rules and regulations of the International Flying Dutchman Class, shall have a valid certificate and must be able to show it with the measurement form at a Championship.
The IFDCO Class Measurer and/or IFDCO Championship Committee and/or the Jury have the right to have boats or sails etc wholly or partly remeasured at any time during a championship.

6.2 If any discrepancies are found the boat will not have the right to participate in FD races until a further official remeasurement shows it conforms to the rules.

7.0 SCORING SYSTEM

7.1 The scoring system for WC and EC shall be the Low Points Scoring System as laid down in RROS Appendix A with the following alterations:

a) If more than seven races are completed then there shall be two discards, if seven, six or five races are completed there shall be one discard. If only four races are completed then all shall count. When only three or less races are completed the Championship is not valid. b) When there is a tie on total points between two or more boats, the boat that has finished more times in front of the other shall prevail (inclusive of discardable races).
For such boats as may still be equal the better result in the last race in which the points are not equal will prevail. A DSQ arising from RRoS 42 infringement may be discarded.

8.0 COURSE

8.1 The configuration of the course shall be discussed with the IFDCO championship Organisation Committee.

8.2 The course should be laid out at a distance of at least one quarter mile from the shore.

8.3 If one race a day is to be sailed the course length should be approximately 12 nautical miles. The race should last approximately 100 and 120 minutes for the first boat.

If two races are to be sailed each day the course length should be approximately 7 nautical miles. Each race should last approximately 90 minutes for the first boat.

8.4 The minimum average wind speed for WC and EC should not be less than approximately 5 knots over the whole course at the start.
A significant wind shift occurring during a race that would have a direct effect on the final finishing position of more than 20% of the fleet should lead to that race being abandoned subject to discussion between the Principal Race Officer and member of the Championship Committee.

8.5 For WC and EC the Starting line should be laid out at approximately right angles to the wind direction.

8.6 The length of the starting line for WC and EC should be the total length of all boats entered plus 10%. The starting line for the WC and EC should be clearly defined. Either by two marker buoys, or one mark and a clear mark on the Starting vessel, or by the main masts of vessels stationed at each end of the line. Distance buoys may be used to protect vessels at each end of the line, and their status defined in the Sailing Instructions.

8.7 For the WC and EC the first leg shall, as far as possible, be dead to windward.

8.8 All marks shall be of ample size, and clearly visible from the previous mark in good weather.

8.9 An adequate number of Safety boats shall be available during race days. The number should be in accordance with the guidelines of the host country National Authority.
As a guide there should be one safety boat per 10 -15 entries.

9.0 COMMITTEES FOR WC AND EC

9.1 Race Committee 9. 1.1 The Organising Authority shall appoint a Race Committee whose duties shall be to plan the Championship and also to be responsible for the day to day running of the regatta, both afloat and ashore. The daily management of the races afloat shall be delegated by the Race Committee to its representatives afloat, the Race Officers. Attention is drawn to ISAF Regulation 36.6 concerning the ability of a race officer to communicate in English.

9.2 International Jury

9.2.1 The organising Authority shall nominate an International Jury with the consent of the IFDCO Championship Organisation Committee in accordance with conditions for Decisions of an International Jury to be final.(RRoS Appendix M)

9.2.2 The International Jury shall:
a) Determine whether protests are valid or invalid.
b) Conduct hearings and decide protests in accordance with the Appendix M.
c) Penalise boats in accordance with rule 60.3.
d) Call hearings in accordance with rule 63.
e) Initiate considerations of redress in accordance with rule 62.
f) Reopen hearings in accordance with rule 66.
g) Judge requests for redress from competitors against decisions of the Measurement committee.
h) Authorise reserve crews and boats.
i) Initiate and authorise changes in or additions to the Sailing Instructions.
j) Observe “on the water” infringements Sculling 42.2(d), and Pumping FD Championship Rule 10.

9.2.3 The decisions of the International Jury shall be final. The written consent of the National Authority, when required, to the decisions of the International Jury

being final shall be indicated.

9.2.4 The Organising Authority shall invite at least one member of the IFDCO General Committee to serve on the International Jury.

9.3 IFDCO Championship Committee

9.3.1 The IFDCO Championship Organisation Committee is a subcommittee of the IFDCO General Committee and its function is to select venues for the WC and EC events subject to approval by the IFDCO General Committee. At Championships it represents the interests of the IFDCO and its members sailing in the event. It may convene at Championships together with the officials of IFDCO or the National FD Class Association Secretaries present at the event to discuss points of importance concerning the Championship.

9.3.2 Before the first race, the IFDCO Championship Organisation Committee will meet with the Principal Race Officer to discuss any modifications to the Sailing Instructions. Any dispute will be referred to the International Jury. Further meetings may be held during the event to discuss the conduct of the Championship.

9.3.3 During the course of the regatta the day to day control of the racing will be in the hands of the Race Committee.

9.4 Measurement committee

9.4.1 The Measurement Committee will be appointed by the Organising Authority from names to be submitted to the IFDCO Championship Organisation Committee for approval. The IFDCO Chief Measurer shall be President of the Measurement committee.

10.0 SAILING INSTRUCTIONS

10. 1 For WC and EC the SI should be based upon the guidelines laid down in Appendix K of the current RRS. The following amendments/alterations may be used:

a) Race Signals: A repetitive sound signal may be given when Flag 'X' is displayed.

b) RRS 42.3: On a free leg of the course, the only action permitted for the sole purpose of accelerating a yacht down the face of a wave (surfing) or, when planing conditions exist, responding to an increase in velocity of the wind is the action of not more than three rapidly repeated trims and releases of any sail (pumping). There shall be no further pumping with respect to that wave or increase in wind.

c) RRS 6 1.1 a: In addition: A finishing yacht intending to protest shall inform the RC of the yachts to be protested.

d) RRS 6 1.1 b: If the RC or U protests a boat because of an infringement it observes in the racing area it shall notify the competitor by a Protest Notice.

e) RRS 62.1 a: Failure of a boat to be on station to display her signal, or actions of Jury Boats will not be grounds for redress.

f) RRS 66: In addition: On the last day of racing a party to the hearing may ask for a reopening no later than one hour of being informed of the decision.

10.2 Unimportant alterations may be allowed after consultation with the IFDCO Championship Organisation Committee or the International Jury.

The International Flying Dutchman Class Organization
Byelaws & Foundation Rules

Byelaws approved at the Annual General Committee Meeting on.8 July 1990

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1.0 INTRODUCTION

1.1 Foundation Rules

1.1.1 The International Flying Dutchman Class Organization (IFDCO) is constituted as a Dutch foundation and its activities are governed by the IFDCO Foundation Rules. The Foundation Rules were revised in 1988, were ratified on 10 July 1988, at the Annual IFDCO General Committee meeting and registered at the Chamber of Commerce of Amsterdam, Holland under Nn:S206267 dated 20 September 1988.

1.1.2 The IFDCO Foundation Rules provide for the creation of byelaws.

1.2 Byelaws

1.2.1 The IFDCO Byelaws are the terms of reference which govern all aspects of the IFDCO including the class rules, membership of IFDCO, the worldwide organizational structure, responsibilities of class officials and relationship with the International Yacht Racing Union (ISAF)

1.2.2 Changes to the byelaws may only be made by the IFDCO General Committee at an Annual General Committee Meeting (AGCM) as provided in IFDCO Foundation Rule 14.

1.2.3 Official references to 1 IFDCO Byelaws shall be in the following format:

IFDCO byelaw X.X or
IFDCO Byelaws Appendix X para x.x

1.3 ISAF Regulations

1.3.1 The ISAF is the governing body for international yacht racing and has granted the FD international status.

1.3.2 The benefits and obligations of international status are set out in the ISAF Constitution and Regulations, a copy of which is published in the ISAF Yearbook and proceedings.

2.0 MEMBERS

2.1 Eligibility

2.1.1 Any person who owns, sails or has a strong interest in the Flying Dutchman (FD) may apply to be a member of the IFDCO

2.1.2 Applications for membership should include details of the applicant's name, address, telephone number, sail number, nationality and date of birth.

2.1.3 Applications should be made

to the National FD Class Association secretary or the IFDCO Membership secretary and should be accompanied by the annual contribution.

2.2 Benefits

2.2.1 Members shall, on payment of the annual contribution, be entitled to:

(a) be included in the FD World Ranking List;

(b) receive communications from IFDCO regarding changes to the bye laws or class rules, the fixture list, major regatta results and other news about the class;

(c) receive copies of FD Bulletins free of charge;

(d) receive a copy of the FD Class Book free of charge;

(e) propose or support changes to the class rules;

(f) attend and speak at competitors' hearings;

(g) attend the (AGCM) as an observer.

2.3 Annual Contribution

2.3.1 The annual contribution is payable by each member to the IFDCO for a calendar year.

2.3.2 The annual contribution shall be paid by 31 March for members in the Northern Hemisphere or 30 September for members in the Southern Hemisphere to the National FD Class Association which shall act as agent to IFDCO for the collection of annual contributions.

23.3 The amount of the annual contribution shall be published in the FD Bulletin and FD Class Book and may be changed only at an AGCM.

2.4 Membership Sticker

2.4.1 On receipt of the annual contribution a membership sticker will be sent to the member who shall affix it to his or her membership card.

2.5 Membership Card

2.5.1 A new member shall be provided with a membership card which shall I indicate his or her membership number.

2.5.2 A membership card with current membership sticker will be evidence that a subscription has been paid and shall be produced at each FD regatta.

Failure to produce such evidence may result in an additional an nual contribution being charged.

2.6 Membership Records

2.6.1 The IFDCO Executive Committee shall appoint an IFDCO, Membership Secretary who shall be responsible for maintaining up to date record of members person details provided under 2.1.2 above, their Membership number, and record of annual contributions paid.

2.6.2 Membership records may be maintained on a computer database for administrative convenience and to provide statistical information.

2.6.3 Details of members (excluding date of birth) may be published in the FD Class Book.

3.0 BOATS

3.1 Building License

3.1.1 Any yard building FD's requires a license from the ISAF A copy of an application to the ISAF for a license should be sent to the IFDCO General Secretary

3.1.2 Builders who do not build more than two FDs a year may obtain a free license from the ISAF

3.1.3 No license is required to build a mould.

3.2 International Class Fee

3.2.1 The International Class Fee is payable when a new boat is built and consists of an IFDCO royalty combined with an ISAF fee (0.5% of the average retail price of a complete new boat ready to sail excluding transport costs).

3.2.2 The International Class Fee is payable in full to:

ISAF Holdings Ltd
27 Broadwall I, Waterloo
London SE1 9PL,
England Tel: +44 71 928 6611
Fax: +44 714018304

3.2.3 The ISAF will supply an ISAF plaque which shall I be fixed to the FD in accordance with the Class rules before leaving a builder's premises.

3.2.4 The International Class Fee is subject to annual review by the ISAF The IFDCO royalty element may only be increased at an AGCM.

4.0 CHAMPIONSHIPS

4.1 Organisation

4.1.1 IFDCO will make arrangements for the following events to be held annually when appropriate:

a) FD World Championship (WC)
b) FD Continental Championship (CC) in each continent that IFDCO members will support a championship
c) FD Masters Championship (MC)
d) FD Week (FDW) at the same venue as the WC or CC if it is not open.

4.1.2 The IFDCO Championship Organization Committee is responsible for identifying suitable championship venues and, following approval from the General Committee for a venue, shot 1 be responsible for working with the organizing authority with a view to the Championship being run in accordance with the IFDCO Championship rules.

4.2 Selection of Venues

4.2.1 Venues will only be selected if there is a good expectation of suitable sailing conditions and where the organizing authority undertakes to provide top quality racing, good shore facilities and a friendly atmosphere.

4.2.2 Any National Yachting Authority or National FD Class Association wishing to organize a World or Continental Championship should submit a written presentation indicating the proposed venue, proposed date, likely wind conditions, details of tides, and shore facilities.
The proposal should also include a map of the area, the names of the promoters, any sponsors, the likely entry fee, living costs, and details of any major championships held at the same venue within the previous five years.

4.2.3 The proposal should be sent to the IFDCO General Secretary who shall notify the General Committee that the presentation has been received and shall I forward the presentation to the Championship Organisation Committee for detailed consideration.

4.2.4 The final selection of championship venue shall be approved by the General Committee.

4.3 Entry Qualification

4.3.1 Entries to World and Continental Championships shall only be accepted from fully paid up members of IFDCO.

4.3.2 Entries to World and Continental Championships may be restricted,

in which case eligibility shall be determined in accordance with the Championship Rules.

4.33 There shall I be no restrictions on entries by members of IFDCO to the FD Week.

4.3.4 The only restriction on entries by members of IFDCO to the FD Masters Championship shall be on the basis of the age of the helm as described in the Championship Rules.

4.4 FD Championship Rules

4.4.1 The FD Championship Rules are set out in Appendix 1 and should form the basis for the organization of World and Continental Championships, the FD Week and FD Masters Championships.

4.4.2 The Championship Rules may be changed only at an AGCM.

5.0 ADMINISTRATION OF MEMBERSHIP BENEFITS

5.1 Use of Class Logo

5.1.1 The use of the class logo on flags, badges, etc., shall be reserved for use by IFDCO as authorized by the IFDCO Executive Committee.
Changes to the class logo, flag and badges shall be approved at an AGCM.

5.2 FD Bulletin

5.2.1 The IFDCO Executive Committee shall appoint an editor for the FD Bulletin who shall be responsible for producing a regular Bulletin (at least three times a year) and arranging for it to be distributed to all registered, fully paid up IFDCO members.

5.2.2 The Bulletin should contain any information considered to be of interest to members but need not represent the views of the IFDCO General Committee.

5.3 FD Class Book

5.3.1 The IFDCO Executive Committee shall appoint an editor for the FD Class Book which shall be the official class publication.
It should be produced annually and made available to all members free of charge.

5.3.2 It is intended that the FD Class Book contain:
a) History of the FD Class
b) IFDCO Foundation rules
c) IFDCO Bye
d) FD Class rules
e) FD World ranking list

f) List of 1 IFDCO committee members and addresses
g) list of past IFDCO Presidents

h) Tables of past and present FD Olympic, World, Continental and National Champions
i) Table of top 3 helms and crews in the Villenia Cup for each year
j) Full FD results of the most recent Olympic, World and Continental Champion ships
k) Addresses of yards, sail makers, mast and foil makers supplying FD sailors
l) All international FD trophies/ prizes with photographs

5.4 FD World Ranking List

5.4.1 The FD World Ranking list shall be maintained by the FD World Ranking List Registrar who shall be appointed by the IFDCO Executive Committee.

5.4.2 Only fully paid up members of IFDCO shall appear in the FD World Ranking list. 5.4.3 The FD World Ranking List shall (subject to 5.4.6 below) include the results of qualifying regattas received by the FD World Ranking List Registrar within twelve months of the end of the regatta.

5.4.4 The scoring system as set out in the Villenia Cup Rules (Appendix 11) shall be used for the FD World Ranking List.

5.4.5 The FD World Ranking List shall be recalculated on a twelve month rolling basis for the year to 30 April, 30 June, 31 August and 31 October and on such other dates that the IFDCO Executive Committee considers appropriate.

5.4.6 FD World Ranking Lists shall be produced for publication on or after the 14th day of the following month and will not be revised for errors or omissions unless the error or omission is made by the FD World Ranking List Registrar and a member of IFI3CO is materially disadvantaged. In this respect the onus for ensuring that the results of a regatta are promptly submitted to the FD World Ranking List Registrar shall rest with the IFDCO member.

5.4.7 Every effort will be made to ensure the accuracy of the FD World Ranking list and members should notify the FD ~id Ranking List Registrar of errors and omissions so that subsequent FD World Ranking Lists reflect the correct data.

6.0 INTERNATIONAL CLASS ORGANIZATION

6.1 Organizational Structure

The IFDCO international organizational structure shall from 1 January 1990 comprise: Executive officers Administrative officers Executive Committee General Committee Sub Committees Commodores National FD Development Managers

6.2 Executive Officers

6.2.1 The IFDCO Executive Officers shall be members of the Executive Committee and shall have the following titles: President General Secretary, Secretary, Treasurer, Vice President Technical, Vice President Championships, Vice President Commodores, Vice President Promotion

6.2.2 The duties of the Executive officers are outlined in Appendix lit and these may be varied by the Executive Committee.

6.3 Administrative Officers

6.3.1 The IFDCO Administrative Officers shall be appointed by the Executive Committee and shall I have the following titles:
Membership Secretary Chief Measurer FD World Ranking List Registrar Boat Registrar FD Bulletin Editor FD Year Book Editor
Development Manager Public Relations Officer Keeper of Prizes

6.3.2 The duties of the Administrative Officers are outlined in Appendix Ill and these may be varied by the Executive Committee.

6.3.3 Administrative Officers are entitled to be reimbursed all direct expenses in relation to the performance of their duties so long as they are within guidelines which shall be approved by the Executive Committee.

6.3.4 Administrative officers who are not members of the General Committee may, at the discretion of the Executive Committee, be paid a fee for their services.

6.3.5 The total sum reimbursed to the Administrative officers shall be disclosed in the annual accounts distinguishing between expenses and fees.

6.4 Executive Committee

6.4.1 The IFDCO Executive Committee is responsible for ensuring that the class is organized in accordance with the Foundation rules and byelaws.

6.4.2 The Executive Committee is in particular responsible for the development of the class in countries which do not have well established national

sections.

6.4.3 The members of the Executive Committee shall be appointed in accordance with the Foundation rules.

6.4.4 Any necessary costs incurred by members of the Executive Committee in the performance of their duties shall be reimbursed by IFDCO so long as the General Committee has agreed in principle that they are reasonable.

6.5 General Committee

6.5.1 The IFDCO General Committee, consisting of the Executive Committee members and Commodores, is responsible for monitoring the activities of the class, determining class policy and approving changes to the Foundation Rules, Byelaws, and Class ru les.

6.5.2 The Ge neral Corn m i ttee shall meet at least once a year for an AGCM in accordance with the Foundation rules.

6.5.3 The rotation of the retirement of the first General Committee shall be as set out in Appendix VII.

6.5.4 Nominations for appointments to the General Committee shall be made in writing to the General Secretary at least one hour before the commencement of an ACCM. Each nomination shall be proposed by a Member of the General Committee, shall be seconded by five IFDCO members from at least three countries and shall indicate that the person nominated has confirmed their willingness to serve in accordance with the Byelaws.

6.5.5 All members of the General Committee are expected to devote a significant amount of time to international communication, the development of FD sailing and to attend the AGCM.

6.5.6 General Committee members attending the AGCM are entitled to be partially reimbursed for out of pocket expenses.

6.5.7 No compensation shall be paid to any member of the General Committee without the prior approval of an AGCM.

6.6 Sub Committees

6.6.1 The following IFDCO sub committees have been formed and their responsibilities are set out in appendix V:

Championship Organization
Technical Development
Promotion
Measurement
Finance

6.6.2 The terms of reference of new subcommittees shall be approved by the IFDCO Executive Committee.

6.6.3 The terms of reference of subcommittees may only be varied at an AGCM.

6.6.4 The Executive Committee shall be responsible for appointing a chairman for each sub committee. The chairman of the sub committee is responsible for finding and proposing members for the sub committee.

6.6.5 All sub committee members shall be approved by the Executive Committee.

6.6.6 The term of office of each subcommittee member shall end on the date of the third ACCM after their appointment, but they may be re elected at an AGCM for two further terms in succession.

6.6.7 The chairman of each sub committee who is responsible to the Executive Committee for fulfil ling the responsibilities of the sub committee, shall maintain files on the activities of the sub committee and prepare a report for presentation at the AGCM which shall include a review of activities and goals for the forthcoming year.

6.6.8 Each sub committee shall restrict its activities to the tasks allocated to that subcommittee.
All other ideas or suggestions should be referred to the lFDCO General Secretary.

6.7 Commodores

6.7.1 Commodores are members of the General Committee and shall be appointed in accordance with the Foundation rules.

6.7.2 The duties of a commodore are set out in Appendix IV

6.7.3 The regions referred to in I IFDCO Foundation rule 4.2.2 shall be:

North and South America
USA, Canada, Brazil, Mexico, Chile

Central Europe
Germany, Austria, Switzerland,

North~ Europe
Holland, Great Britain, Sweden, Denmark, Norway, Finland, Ireland, Belgium, Luxembourg

Mediterranean countries
Italy, Israel, Yugoslavia, France, San Marino, Spain, Portugal, Greece, Cyprus Croatia, Slovenia

Eastern Europe
CIS, Hungary, Poland, Bulgaria, Ru-

mania, Czechoslovakia, latvia, Estonia, Lithuania

South Pacific
Australia, New Zealand, South Africa

East Asia
Japan, Republic of Korea, China

6.8 National FD Development Managers

6.8.1 National FD Development Managers will work in conjunction with the National FD Class Association and National Authority to promote FD sailing.

6.8.2 National FD Development Managers shall be appointed in consultation with the officers of the National FD Class Association and shall be ratified by the IFDCO Executive Committee.

6.8.3 National FD Development Managers shall be honorary members of IFDCO and shall be responsible to the IFDCO Executive Committee for performing the duties of a National FD Development Manager as set out in Appendix VI.

7.0 NATIONAL FD CLASS ASSOCIATIONS

7.1 Constitution

7.1.1 Each nation may form a national FD class association ion.

71.2 The national class association should be designated "National" Flying Dutchman Class Association.

71.3 The national class association shall be self governing on local matters so long as they are not in conflict with IFDCO Foundation rules, byelaws or class rules.

7.1.4 The national class association may with the written permission of the IFDCO General Secretary use the FD logo in their communications.

7.2 Financing

7.2.1 The national FD class association shall bean independent organization and shall be self financing.
IFDCO shall not be responsible for any liability of the national class association unless approval has been received in writing from the IFDCO Treasurer.

APPENDIX III

DUTIES OF IFDCO OFFICIALS

President

Direct overall activities of IFDCO. Chair committee meetings.
Communicate with lSAF, National Yachting Authorities and other International Class Association executive officers.

Attend ISAF meetings. Ex officio member of all sub committees.

General Secretary

Attend to all communications from:
lSAF
National Sailing Authorities
National FD Class Secretaries
GeneralCommitteemembers

Deal with arrangements for AGCM, Executive Meetings, National FD Secretaries meetings, Competitors' Hearings, prepare agendas and minutes.

Act as post box for IFDCO General Committee and make aware of developments. Maintain files for Executive and General Committee matters and other general correspondence.
Ensure current set of class rules is available.

Secretary

Legal representative of class in Holland.

Treasurer

Maintain records of income and expenditure.

Produce annual accounts and arrange for them to be audited.
Ensure Finance Committee fulfills its duties within its terms of reference.

Vice President Championships

Promote program of World Championships, Continental Championships, Master Championships and FD Week regattas.

Ensure Championship Organization Committee fulfills its duties within its terms of reference.

Vice President Technical

Ensure that General Committee is aware of any changes in RRS and advise on the implications for the Class rules.

Keep lFDCO General Committee up to date with technical developments within the dinghy world.

Ensure that Measurement and Technical Development Committees fulfill their duties within their terms of reference.

Vice President Commodores

Ensure that Commodores in all regions

are active and fulfil I their duties.
Advise Executive Committee on any matters of concern to the Commodores.

Keep General Committee informed of regional activities.

Vice President Promotion

Prepare a program of promotional activities.

Keep IFDCO General Committee advised of promotional activities.

Ensure Promotion Committee fulfills its duties within its terms of reference.

Membership Secretary

Accept new members in accordance with I IFDCO Byelaw 2.1.

Maintain membership records in accordance with Byelaw 2.6.

Collect annual contributions in accordance with Byelaw 2.3.

Ensure that members receive copies of the FD Class Book and FD Bulletin.

Maintain an information package for new members.

Produce analyses of members by country.

Provide editor of FD Class Book with membership details.

Communicate with Treasurer and General Secretary.

Chief Measurer

Maintain register of all approved FD Measurers.

Maintain guidance notes for FD Measurers and update for changes of Class ru les.

Attend Olympics, World and Continental Championships and ensure that there is a team of approved measurers.

Communicate with Vice President Technical.

FD Worid Ranking List Registrar

Maintain details of regatta results.
Incorporate all qualifying regattas in FD World Ranking List.

Produce FD World Ranking List in accordance with IFDCO Byelaw 5.4.
Provide editor of FD Class Book with copy of annual ranking list early in New Year.

Communicate with Membership Secretary, General Secretary and Vice President Promotion.

Boat Registrar

Maintain boat register in accordance

with IFDCO Byelaw 3.7.

Make enquiries about boats for which information appears to be out of date.
Produce statistics about boats.
Communicate with Chief Measurer, Vice President Technical, FD World Ranking List Registrar and Membership Secretary

FD Bulletin Editor

Compile FD Bulletin and arrange for printing in accordance with IFDCO Byelaw 5.2

Ensure FD Bulletin contains newsworthy items from a good spread of countries.

Ensure advertisements are within guidelines laid down by the Executive Committee.

Communicate with Membership Secretary, FD World Ranking list Registrar and all General Committee members.

FD Class Book Editor

Compile and arrange for the printing of the FD Class Book in accordance with IFDCO Byelaw 5.3.

Communicate with General Secretary, World Ranking List Registrar and Membership Secretary.

Development Manager

Set national targets for developing the class.
Maintain information pack about the Class.

Communicate with National FD Development managers, Commodores and Vice President Promotion.

Ensure National FD Development managers are aware of their duties.

Public Relations Officer

Issue press releases.

Deal with general enquiries from the press or public about the Class or FD sailing.

Maintain register of and contact with yachting journalists.

Keeper of Prizes

To maintain details of all Permanent trophies, including a photograph.

To maintain a record of the location of Permanent trophies.

To arrange for Permanent trophies to be returned in time for presentation at a Championship.

To maintain a list of prize winners.

APPENDIX IV

DUTIES OF A COMMODORE

Communicate sailor's interest and concerns to the IFDCO Executive Committee.

Communicate class matters to the sailors in the region.
Assist when needed with major sailing regattas in the region.
Attend major sailing regattas to stay in touch with matters of concern to active sailors.

Attend and vote at meetings of IFDCO General Committee. Work directly with National secretaries and National FD Development managers in region to promote the advancement of the FD class.

APPENDIX V

IFDC0 SUB COMMITTEES TERMS OF REFERENCE

1.0 Each IFDCO sub committee shall be governed by IFDCO Byelaw 6.6 Subcommittees.

The responsibilities of the existing subcommittees are as follows:

2.0 CHAMPIONSHIP ORGANIZATION COMMITTEE

2.1 Developing Championship rules

2.2 Making recommendations for Championship venues

2.3 Developing standard sailing instructions

2.4 Communicating with Race Committee of Championships, Measurement Committee, Organizing National authorities and National FD Class Association.

2.5 Making recommendations for the foreign members of the International Jury in accordance with Appendix 8 ISAF rules. 2.6 Attending Championships.

2.7 Advising International Jury on FD Class matters.

2.8 Ensuring availability of permanent trophies and gifts to organizers.

3.0 TECHNICAL DEVELOPMENT COMMITTEE

3.1 Exploring possible changes in yacht design which will keepthe FD in the forefront of international classes.

3.2 Monitoring the development of materials to see if they can be used to advantage in the FD class.

3.3 Communicating with the Measurement Committee to monitor developments made by FD sailors.

3.4 Arranging for testing of any proposed developments.

4.0 MEASUREMENT COMMITTEE

4.1 Enforcing existing class rules and RRS rules relating to measurement matters.

4.2 Proposing changes to class rules to protect the one design nature of the class.

4.3 Maintaining contact with FD measurers and providing guidance on the maintenance of high standards.

4.4 Encouraging the appointment of qualified FD Measurers in each nation.

4.5 Communicating with boat builders, sail makers and equipment manufacturers in relation to changes to the class rules or problems arising from measurement.

5.0 PROMOTION COMMITTEE

5.1 Preparing development plans for consideration by IFDCO General Committee covering:

a) increasing activities of existing FD sailors;

b) attracting new members to class in countries with National FD Class Associations;

c) establishing new national FD Class Associations.

5.2 Communicating with National FD Development managers.

5.3 Producing promotional material for international usage.

5.4 Communicating with other international classes and monitoring their development efforts.

5.5 Communicating with ISAF in relation to development of international yacht racing and introduction of FD sailing in new countries.

6.0 FINANCE COMMITTEE

6.1 Estimating and planning future sources of income.

6.2 Establishing guidelines for expenditure.

6.3 Advising the General Committee on financial matters.

APPENDIX VI

DUTIES OF A NATIONAL FD DEVELOPMENT MANAGER

1.0 ROLE

The role of the National FD Development Manager is to endeavour to work in conjunction with the National FD Class Association and National Yachting Authority to promote FD sailing and IFDCO activities and to ensure that IFDCO receives such information as may be necessary to run and develop FD sailing on a world wide basis.

2.0 APPOINTMENT

National FD Development Managers shall be appointed in accordance with IFDCO Byelaw 6.8.

3.0 TERM OF OFFICE

National FD Development Managers shall be appointed for a term of office of four years and shall be eligible for re appointment without limitation.

4.0 REMUNERATION AND EXPENSES

National FD Development Managers will receive no remuneration. No expenses will be reimbursed by IFDCO unless the expenditure was approved in writing by the I IFDCO Treasurer.

5.0 BENEFITS

National FD Development Managers who are not owners of an FD shall I be honorary members of IFDCO during their term of office and shall be entitled to attend

a) Social events for National Development Managers at World or Continental Championships.

b) 1 IFDCO AGCM.

In addition IFDCO will pay for National FD Development Manager to be a member of the ISAF and their National Yachting Authority during their term of office.

6.0 RESPONSIBILITIES

The National FD Development Manager shall be responsible for:

Promoting Fd Sailing

This can be achieved by:

a) Encouraging The National Yachting Authority to provide support to the FD class.

b) Ensuring that a fixture list for the forthcoming year is prepared and submitted to the editor of the FD Class Book by 30 November.

c) Encouraging FD sailors to participate in FD activities, attend international regattas and contribute viewslideas to I IFDCO.

d) Encouraging FD sailors to become members of IFDCO.

e) Finding people to help promote FD sailing.

f) Communicating with Yachting Press.

Communicating With Ifdco

This should be achieved by ensuring that members of the National FD Class Association are aware of the benefits provided by IFDC0 and the need for IFDCO to have up to date information for IFDCO members generally.

Any matters of international importance should be sentto the IFDCO General Secretary and procedures should be in place to provide the following information to the appropriate IFDCO. person as indicated below:

a) Names, addresses and telephone numbers of IFDC0 members residing in their country and the IFDCO numbers allocated (IFDCO Membership Secretary).

b) Details of all FDs in the country indicating the name and address of the owner (FD Boat registrar).

c) Completed measurement forms (Boat Registrar).

d) Personal sail numbers (Boat Registrar).

e) Names and addresses of useful contacts:

f) Yachting press and yachting correspondents
Members of National Yachting Authority with responsibility for Olympic sailing
Clubs at which FDs race or are sailed
Fleet captains
(Editor of FD Class Book)
Regatta results (FD World Ranking List Registrar)

g) Suggestions (IFDCO sub committee chairmen)

h) IFDCO annual contributions on a regular basis and at least once a year (IFDCO. Treasurer)

i) An annual report in the form requested by the IFDCO General Secretary.

The International Flying Dutchman Class Organization

Original Foundation Rules 1960 Revised Foundation Rules 1988

approved at IFDCO General Committee Meeting 10-7-88

Registered at the Chamber of Commerce • Amsterdam, The Netherlands

NrS 206267 20-9-1988

ARTICLE 1

Title

The name of the foundation is the International Flying Dutchman Class Organization Foundation IFDCO.

ARTICLE 2

Establishment

The Foundation is established at Amsterdam, The Netherlands.

ARTICLE 3

Object

The object of the Foundation shall be to promote, develop and coordinate International .Flying Dutchman competitive sailing throughout the world under uniform rules, in cooperation with the International Yacht Racing Union and the National Flying Dutchman Class Associations.

ARTICLE 4

Organization

4.1 General Committee

The Foundation shall be administered by a General Committee of at least 6 and not more than 20 Committee members.

4.2 The General Committee are appointed as follows:

4.2.1 Executive Committee

At least 3 and not more than 10 General Committee members shall be commissioned by co optation and appointed casu quo reappointed by the General Committee and shall I form the Executive Committee. 4.2.2 Commodores.

At least 3 and not more than 10 General Committee members shall be commissioned out of National Flying Dutchman X28

Class Associations of the regions as mentioned in the byelaws. These Committee members, who must be active Flying Dutchman sailors, shall bear the title of Commodore.

4.2.3 The number of Commodores shall not exceed the number of Executive Committee members.

4.2.4 To appoint a Commodore, the Executive Committee shall I solicit the National Fly ing Dutchman Class Associations within the region to propose a candidate who meets the qualifications defined in the byelaws. The General Committee will have the final approval of the proposed candidate.

If more than one candidate is proposed, the General Committee shall I select one of the proposed candidates. If no candidate is proposed, the General Committee may appoint a candidate from the region in question.

4.3 Appointment duration

General Committee members are appointed for a period of three years and may be reelected for two further terms in succession. The rotation of the retirement of the General Committee members is dealt with in the Byelaws.

4.3.1 The General Committee appointments for Commodores are the same as defined in Article 43, providing the members continue to meet the qualifications defined in the Byelaws.

4.4 If the number of the General Committee members has fallen below the fixed

minimum, the still functioning members, if not less than three, shall form a legal Committee. Possible vacancies in the Executive Committee do not make the Executive Committee unqualified to act.

4.5 The Executive Committee shall I choose from its midst a President, a Secretary, a Treasurer and Vice Presidents.

4.6 The President or the Secretary or the Treasurer shall be of Dutch nationality residing in The Netherlands.

ARTICLE 5

Termination of General Committee Memberships

The membership of the General Committee terminates through death, through the expiry of the three year period, through resignation or through the dismissal by the Court as ruled by Article 298, Book 2, Civil law of the Netherlands. A General Committee member dismissed by the Court can not be re appointed.

Exception to article 43: The membership on the General Committee of Conrad. Th. Gulcher, residing at Naarden, Holland, will terminate only by his resignation or death.

ARTICLE 6

Function of the General Committee and Representation

6.1 The General Committee performs the duties and activities of the Foundation on its behalf and is entitled within these rules to perform all deeds of management and commands which are necessary or desirable for reaching the objectives and is entitled to make agreements, and to acquire, to sell and to encumber registered goods.

The General Committee is not entitled to sign contracts in which the Foundation is a guarantor or co debtor to support a third
party or to be linked for bail to a third party's debt.

6.2 The foundation shall be represented by two Executive Committee members acting together. This does not prevent the power of the General Committee to regulate special representative provisions for special cases.

ARTICLE 7

General and Executive Committee Meetings

7.1 Article 7 is applicable to General Committee and Executive Committee meetings.

7.2 Committee meetings shall be convened by the Secretary as deemed necessary and also within seven days after at least 213 of the respective Committee express such a request in writing, stating the agenda points, to the President or the Secretary.

7.3 The notice of the meeting shall be sent in writing to the addresses of the Committee members.

7.4 The period of notice is to be at least 30 days; not counting the date of the notice and the meeting.

7.5 In the notice, the agenda points with explanation shall be stated.

7.6 If it is not possible to hold a meeting a vote may be taken by the Committee members in written ballots.

7.7 The Secretary or another Committee member, appointed by the Committee, shall record the minutes of the proceedings of a meeting.

These minutes shall be confirmed at the next meeting.

7.8 All Committee decisions described under 7.6 and 7.7 shall be stated in the minutes and signed by the Chairman and the Secretary of the meeting and furthermore the exact text of all decisions shall be mailed to all Committee members.

7.9 A Committee member may give proxy, only in writing, to another Committee member. Such a proxy is valid for one meeting only. One Committee member may not hold more than two proxies.

7.10 Committee meetings shall be held at a place and time fixed by the Secretary in consultation with the President.

7.11 Committee meetings are chaired by the President. If the President is absent the meeting chooses a Chairman among themselves.

ARTICLE 8

Annual General Committee Meeting

Annually, within six months after the end of each financial year, an Annual General Committee Meeting shall be held. Unless urgent reasons make this impossible within six months, the Executive Committee shall fix another date. The Agenda for the Annual General Committee Meeting shall contain at least the following items:

a. Confirmation of the Minutes of the previous meeting(s)

b. Annual Report of the Secretary

c. Annual Financial Report of the Treasurer (see Article 10)

d. Auditor's Report (see Article 10.3)

e. Discharge of the Treasurer

f. Approval of the budget for the following year

g. Appointment of General Committee members

h. Appointment of Sub Committee members

i. Byelaws, if any

j. Report of Sub Committees

k. Any other business

ARTICLE 9

Voting

9.1 As far as these Foundation Rules or the law do not prescribe otherwise, all

decisions at Committee meetings are taken by a majority of the members present, including valid proxies.

9.2 Voting shall be oral unless a member of the Committee requests a ballot.

Decisions by acclamation are carried unless one of the Committee members requests a vote. In principle, voting on decisions concerning persons will I be done by ballots. Ballots are taken by unsigned closed papers.

ARTICLE 10

Financial Management

10.1 The financial year is the calendar year. The General Committee takes note of the property position of the Foundation, such that at all times the financial rights and duties are known.

10. 2 Before the first of each June, or at least 30 days before the planned Annual General Committee Meeting, the Treasurer shall
present to the General Committee, for approval, a balance sheet and profit and¬ loss account of the previous year and a draft budget for the following year.

The annual figures shall be accompanied by an explanatory report.

10.3 The General Committee shall I assign a chartered Dutch accountant to audit the accounts.

ARTICLE 11

Sub Committees

Annually the General Committee nominates Sub Committees, if deemed necessary.

The General Committee lays down the task and qualifications of these SubCommittees in the Byelaws.

ARTICLE 12

Amendments of Foundation Rules

12.1 In the Foundation Rules, amendments can only be made through a decision of the General Committee at an Annual Meeting and notified as such on the agenda.

Article 4.6 cannot be amended.

12.2 Those who have called for a meeting dealing with a proposal to amend the Foundation Rules shall send a copy with the exact text together with an explanation of the proposed amendments to the Secretary who shall forward copies to all General Committee members.

12.3 A decision for an amendment of the Foundation Rules shall only be made by a two thirds majority of all General Committee members.

If two thirds of the General Committee do not attend the Annual Meeting a written notice shall be given of any such proposed amendment to all General Committee members to give their written ballot within 60 days.

A decision for an amendment of the Foundation Rules by such written ballot shall only be made by a two thirds majority of all General Committee members.

12.4 An amendment of the Foundation Rules shall be affected by notarial deed on penalty of being null and void.

ARTICLE 13

Dissolution of the Foundation

13.1 If the General Committee decides that the objectives of the Foundation have ceased to exist, it may propose to dissolve the Foundation; such a decision shall be taken in accordance with Article 12.

13.2 In case of dissolution, the liquidation will be executed by the Committee members in office.

13.3 Any positive balance which remains after the settlement of all accounts of the dissolved Foundation shall be given to the International Yacht Racing Union, London, England or an object which reflects the spirit of the objectives of the Foundation.

ARTICLE 14

Byelaws

14.1 The General Committee lays down the Byelaws.

14.2 Decision for establishing or amending the Byelaws shall be taken by the General Committee at the Annual Meeting with a majority

14.3 The regulations of the Byelaws shall not be in contradiction with the Foundation Rules nor with the Dutch law (neither if this does not contain compulsory law).

ARTICLE 15

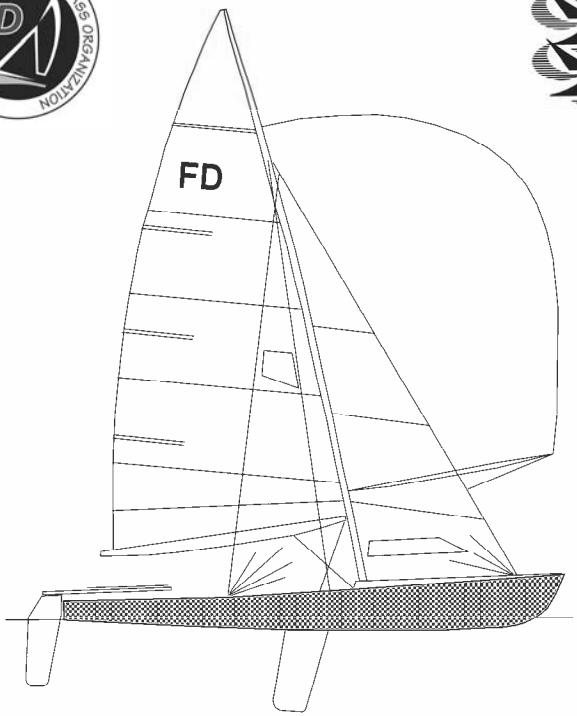
Power of General Committee

Within the limits of these Foundation Rules, the General Committee has the power to decide upon matters which have not been regulated.

THE INTERNATIONAL

FLYING DUTCHMAN

CLASS RULES



MARCH 2010

The Flying Dutchman was designed in 1951
by Conrad Gulcher & Uus Van Essen
and was adopted as an international class in 1952.

CLASS RULES

Version: FD-ISAF-3 Valid from 1 March 2010

General

1.0 ISAF Equipment and Racing Rules of Sailing

These class rules are **open class rules** and shall be read in conjunction with the ISAF Equipment Rules of Sailing (ERS) and the Racing Rules of Sailing (RRS). The Measurement instructions, diagrams and the measurement plan form part of these rules. The object of these rules is to ensure that the boats of this class at all times conform, within the tolerances, in shape and weight of **hull**, **centreboard**, **rudder** and **mast**, and shape of sail-plan.

Except where used in headings, when a term is printed in "**bold**" the definition in the ERS applies and when a term is printed in "***bold italic***" the definition in the RRS applies. Measurement instructions, within these rules, are in "*italic*" type.

1.1 Certification Authority

In alteration to ERS C.3.1 the Certification authority is the IFDCO, together with the ISAF.

1.2 World and Continental Championships

The IFDCO Championship Rules as set out in the IFDCO byelaws, Appendix I paragraph 9.4.1 states: The measurement committee will be appointed by the ***Organizing authority*** from names to be submitted to the IFDCO Championship Organizing Committee for approval. The IFDCO chief measurer shall be President of the measurement committee (Principal Event measurer).

1.3 Interpretation of the Class Rules - General

Interpretations of the class rules shall be made in accordance with the ISAF Regulations except as provided by 1.4

1.4 Interpretation of the Class Rules – At an event

Interpretations of the **class rules** at an event shall be carried out in accordance with the RRS and ERS, by the IFDCO chief measurer acting on behalf of the certification authority. The chief measurer must, as soon as practical after the event, inform the ISAF and the certification authority of any event interpretation.

1.5 Axes of Measurement (ERS section H.3)

The Flying Dutchman lines are specified by offsets in vertical and waterline planes. The DWL intersects the keel line at stations 0 and 10, thus the **Hull Datum Point (HDP)**, which is at the intersection of the plane of the transom and the keel line is 11 mm above the DWL. The planes of the measurement templates, which are determined by points measured along the keel line and **sheerlines**, are therefore only ideally at the station planes.

2. In order to achieve the objective in Rule 1, the General Committee of the IFDCO reserves the right to exclude a **boat** from racing even if it measures within the letter of these rules, if the owner or builder has taken advantage of a loophole in the rules in order to build a **boat** which is different in shape and/or weight of **hull**, **centreboard**, **rudder**, **mast** or sail plan, from the plans of the class.

3. Alterations to the **Class Rules** shall be made in accordance with ISAF regulation 26.11.

4. In the event of disputes over interpretation, these rules take precedence over the plans. The English text will prevail. The words shall, must and will are mandatory. The word should is advisory and not mandatory. The words can and may are permissive.

5. The IFDCO issues plans, measurement instructions, and measurement equipment, but can never be held liable for faults, errors, omissions, and deviations.

6. Builders

Yachts of the Flying Dutchman Class may be built by any yard that has paid the required annual fee and acquired a license from the ISAF Ltd. On request, and after advice from IFDCO, builders who do not build more than two Flying Dutchman a year shall receive a free license from the ISAF Ltd. Yards and amateurs building shells only do not need a license.

7. International Class Fee (Royalty, Building Fee) Payable by Licensed Builders.

7.1. The International Class Fee will be set by the ISAF in conjunction with IFDCO. Payment has to be directed to the ISAF Ltd. As receipt for the International Class Fee payment, a numbered ISAF Plaque will be sent by the ISAF and must be glued to the **boat** before **Fundamental measurement**:

a. To the starboard forward bulkhead (just forward of the **mast**), or if this is not possible:

b. To the starboard aft side of the aft bulkhead of a half double bottom, or if this is not possible:

c. To the starboard side of the hog (vertical inner keel) about 300 mm from the transom, or if this is not possible:

d. To the aft bulkhead of the cockpit.

7.2.Sail Buttons

Each **sail** manufactured after 1 September 1984 shall have permanently fixed near to its **tack** an officially numbered IFDCO sail button. No **sail** will be accepted for measurement without an IFDCO sail button. Buttons must not be transferred from one **sail** to another. The sail makers must obtain buttons from the IFDCO.

8. Certificate and Measurement Form

Measurement certificates are issued by the IFDCO after measurement by an IFDCO approved measurer, and receipt of the completed measurement forms.

Measurement Forms: A **certificate** and sail number will be issued only upon the receipt by the IFDCO registration of 2 of the original 3 measurement forms, each signed by the builder and an IFDCO measurer, which show that the **boat** fully complies with all the rules. When the **boat** is measured outside the country of origin, it is desirable to have the signature of the builder, but not obligatory. When the **boat** proves to be within the rules, the 2 forms are to be signed by the IFDCO registration. One form is to be kept by the IFDCO Registration (white); one will go to the National Yachting Authority (green); or the National FD Class Association. The third copy (blue) may be kept by the measurer. A certified photocopy of the measurement form will be part of the **certificate**. The **certificate** together with the certified photocopy of the measurement form must be produced upon demand at official FD regattas.

9. Owner's Responsibility

No **boat** shall take part in Class Races unless it has:

a. A valid **certificate** and certified copy of the measurement form with Sail number, and ISAF plaque number shown;

b. Registration in the owner's name;

c. A numbered ISAF plaque glued to the **boat** at the required place;

d. The **helmsman** and **crew** have IFDC0 membership cards, with valid year stickers;

e. A numbered IFDCO sail button on each **sail**;

9.1 Annual Subscription Sticker

A subscription sticker shall be sent by the National FD Secretary to every member who has paid his annual subscription, as a receipt. The National FD Secretary shall issue a membership card to each new member. The annual sticker shall be applied to this card as proof that the current subscription has been paid.

9.2. It is the owner's responsibility that a **boat** racing is fully certified and conforms to these rules and the spirit of the class in all respects, and that after alterations or modifications, the **boat** is re-measured where applicable.

Warning: *In connection with this rule, which extends to major regattas also, owners are strongly advised to clear with the IFDC0 Committee any point that may contravene the spirit of the rules.*

9.3. The **certificate** of a second-hand **boat** is invalid until it has been put in the name of the new owner and countersigned by the IFDCO registration, which will issue a new sail number in the event of a country change.

10 Sail Numbers

10.1. Sail numbers, preceded by the National Letters, shall be issued per country consecutively starting from 1.

10.2. Personal Sail Numbers

In accordance with ISAF RRS Appendix G1.1(c), National Class Associations may issue personal sail numbers (Sail numbers staying with the owner for every **boat** he owns as long as he sails FD) this number must be shown on the personal IFDCO Membership Card. After the sale of the **boat**, the new owner must use the original sail number or his own personal number on his **sails**.

10.3. Hull numbers

The sail number of the **boat** must be shown on the transom. The height of the letters must not be less than a minimum of 30 mm

11 Measurers and Measurement Instructions

11.1. Measurers must be approved by the IFDCO in close co-operation with their National Yachting Authority (MNA).

11.2. A measurer shall not measure his own **boat**, a **boat** built by him or when he is in some way an interested party.

11.3. Only the owner and **crew** of the **boat**, the measurer, measurer's assistants, members of the Jury and the IFDCO Technical Committee may be present during measurement at a major regatta.

11.4. Hulls must be complete in every respect, and must have an ISAF plaque (Rule 7.1) when presented for fundamental measurement. **Sails, masts** and other required gear may be measured separately.

11.5. Partly built **boats** can be partly measured but the measurer must put under his signature - Partly measured - and must list on the measurement form the unmeasured items. The measurement form of such **boats** must also bear the name of the measurer who completed the measurement.

11.6. If measurers find deviations which do not contravene the exact letter of the rules but which might contravene the spirit of the rules, they must, before signing the measurement form, submit the matter to the IFDCO Executive Committee.

11.7. Only the IFDCO Executive committee can decide to give a waiver for a rule on which a **boat** deviates. The deviation and waiver are to be noted and countersigned by the IFDCO Chief measurer on the **certificate** and all 3 originals of the measurement form, before the **certificate** can be issued and become valid.

12 Hull Measurement Procedure

12.1. Boats shall be measured with official certified templates only.

12.2. The official templates will be issued by the IFDCO and the ISAF, and consist of 6 Hull shape templates with tie bars, 1 Stem template, 1 Transom angle-height template and 1 Gunwale template. Each template must have the serial number of the set, must have been certified as correct and identified as such by a special mark made by the person appointed by IFDCO to check the templates.

(numbers 13-19 are not used)

Hull

20. Deviations from the tolerances due to fair wear and damage, which do not affect the performance of the **boat**, shall not invalidate a **certificate** for a particular race, but shall be repaired, and put right as soon as possible.

21. Within the tolerances allowed, the **hull** shape must conform to the Mylar plan of the sections, stem and transom at full size and the master plan of lines and verticals to be controlled by the table of offsets. The skin curvature radius must not be less than a minimum of 75 mm, except within 100 mm from the keelband. Hollows exceeding 1 mm in depth in the keel or in the **hull** surface aft of section 7, are not allowed. **(For offsets and diagram see appendix)**

22. Overall hull length, measured along the deck line, is to be between 6044 mm and 6070 mm.

23. Body sections: transom, 1, 3, 5, 7 and 9 must be verified with official numbered templates applied in the manner shown in the measurement plan.

Tolerances: For the sections: transom, 1, 3, 5 and 7, the negative deviation must not exceed a maximum of 12.5 mm per section. For section 9, the positive deviation must not exceed a maximum of 12.5 mm. **Boats** built after 1 November 1981 have to conform to this rule.

Instruction*: See Measurement Plan. For sections transom, 1, 3, 5 and 7, the gap between template and* ***hull*** *must be between a maximum of 25 mm and a minimum of 12.5 mm. For section 9, the gap must be between a maximum of 12.5 mm and a minimum of 0 mm (i.e., templates touching the* ***hull****).*

24 Sheer height: The tolerance is plus 12 mm and minus 6 mm.

Instruction: *Measuring method*

a. *After measuring the length, the* ***hull*** *is turned upside down and supported on trestles. The positions of the stations at the keel and the gunwale are to be determined by taking the following measurements from the outside of the transom along the keel and along the skin at the gunwale.*

Station	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**
Keel mark	732	1283	1835	2385	2936	3486	4036	4587	5137
Gunwale mark	745		1856		2958		4065		5210

b. Check at the same time the position and width of the centreboard slot (Rule 31). The station templates are set up on the keel and gunwale positions as found above (3 points per station). The adjustable lugs near the gunwale must be adjusted to have equal gaps on both sides between shell and template with the template centre at the centre of the keelband, or with equal sheer heights, whichever gives better results. One of the studs near the keel must touch the shell, with a tolerance of 2 mm for the other stud.

c. Measuring the gap now between shell and template, the variation in width of this gap must not exceed a maximum of *12.5 mm. (See details on measurement plan.)*

d. Check with a straight-edge (approx. 1000 mm long) for hollows aft of section 7. Small bumps or cutouts are also prohibited under this rule.

e. The sheer height must be measured where the shell meets the top of the decking by taking the distance to the tie bar of the template. The difference must not vary more than a maximum of plus 6 mm or minus 12 mm from the distance of the sheer height mark on the template to the tie bar, with the exception of the stem template (See Rule 25).

25. Stem, Profile and Height

The gap between the hull and template, when positioned as per instruction 29a, must not exceed a maximum of 3 mm plus/minus for shape and 6 mm plus/minus for height. A bulbous stem is not permitted.

26. Transom

The height of the transom on the centreline, excluding the keelband, shall be 290 mm plus/minus 6 mm. A hard chine transom is not permitted.

27. The transom must be placed at the extreme end of the **hull** and must be vertical to the waterline. The spacing between the transom template lug and the baseline controls this, and it must be between 5 mm and 15 mm.

28. No projections or apertures are permitted in the transom within 20 mm of the outside of the hull other than rudder pintles and 2 drain holes, each not larger than a maximum of 20 mm diameter. Corks or normal drain hole fittings protruding aft of the transom are allowed.

29. Keel line measurements

The shape of the keel line shall be checked by measuring the minimum distance to the baseline, which is the line drawn from a point 100 mm under the keel at the transom to a point 120 mm under the keel at station 9. These minimum distances, H measurements, must be taken at each station:

Station	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
"H"	72	56	45	40	40	46	59	80

Tolerance: The absolute value of the algebraic difference of the greatest positive and greatest negative deviations must not exceed 12.5 mm.

Instruction: *Measuring Method*

*a. Put the stem-template with its lugs on the stem itself, not on the stem band, and the aft end of the template as much forward or aft of station 9 as the **hull** is respectively longer or shorter than 6057 mm overall (measured under rule 22). The gap between the template and the stem is nowhere to exceed a maximum of 6 mm. For measuring the height of the stem, the lugs must be placed on the stem itself, not on the stem band. (If the stem band is not visible 3 mm shall be accepted as such). The top of the stem must be between the height marks on the template.*

*b. Put the transom height-angle template on the bottom of the **hull** next to the keelband. The top of the transom must then be between the maximum and minimum height marks on the template. Then put the template on the keel (not on the keelband) together with the stem template also on the keel. Using the triangular-shaped holes in the templates, draw a string tight between the templates. This is the baseline. The gap between the lug on the arm of the transom angle template and the string must be between 5 and 15 mm (see Measurement Plan for directions).*

c. Now take the H measurements between the baseline and the keel.

d. When the thickness of the keelband is consistent, the stem and transom template may be put on the keelband and the H measurements must then be taken between the base line and the keelband.

30. Keelbands

Keelbands of metal, hardwood, plastic or glass-reinforced plastic must be fitted and must measure between 3 and 10 mm in thickness and between 6 and 15 mm in width.

The keelband must run the full length of the **hull** along the keel including the stem. If the keelband is faired into the **hull** so that its width and thickness cannot be determined, the junction between the **hull** and the keelband must be assumed to be where the **hull** is 6 mm wide. In the way of centreboard slot, the keelband must be duplicated and must overlap the centre keelband by not more than a maximum of 50 mm at each end. Keelband joining fishplates are permitted.

31. Centreboard slot

The aft end of the centreboard slot must be between 2000 and 2106 mm and the forward end must be between 3396 and 3408 mm from the transom station.

The width of the slot must not exceed a maximum of 40 mm.

(number 32 is not used)

33. Deck

The deck shall not be higher than 10 mm above the deck line and shall be below the deck line at the mast partners. The deck line is the imaginary line between the top of the transom at the centreline and the highest point of the stem (excluding stem fittings).

Instruction*: Erect a taut line 150 mm above both the stem and the top of the transom, i.e. parallel to the deck line. The mast partners must be at least 150 mm below this line and the rest of the deck at least 140 mm below this line.*

34. The depth of section 9 must be 609 mm plus/minus 6 mm.

Instruction: *This is checked by applying the station 9 template and measuring the distance between the tie bar and the line used for checking the height of the deck (to be between 90 and 102 mm). (See the diagram on the Measurement Plan.)*

35. Cockpit

The area of the **hull**, including spinnaker holes, not covered by fixed decking must be between a minimum of 1.5 m^2 and a maximum of 4.2 m^2. Fixed decking is decking which is screwed, nailed, glued or moulded-in with the **hull**, which must not be removable during the race and which lies above or at the same level as the sheer height.

Instruction: *To find the limits of the cockpit area, a straight edge shall be laid across the cockpit. Measure the distance between the straight-edge and the sheer. The limit of the cockpit is where the inboard side of the side deck is at the same distance from the straight-edge as the sheer. It may be necessary to use Simpson's rule to determine the area. (See Measurement Plan).*

36. Rubbing Strakes

All **hulls** must be fitted with rubbing strakes (sheer guards) along the full length of the **hull**, which must nowhere measure horizontally more than a maximum of 50 mm or less than a minimum of 5 mm and vertically more than a maximum of 35 mm or less than a minimum of 10 mm. The rubbing strake is to be placed along the topsides at the gunwale. The width of rubbing strake across the transom and/or forward of the stem must not exceed a maximum of 12.5 mm.

Instruction: *A gunwale template is to be used to check maximum dimensions. Callipers are to be used to check minimum dimensions.*

37. The bearing point of the jib sheet on its fairlead must be forward of a plane perpendicular to the deckline and 2000 mm along the deckline from the **transom**. It must be impossible to fix the bearing point of the jib sheet on its fairlead, or to extend the operational clew cringle of the jib, aft of this plane. The bearing point of the jib sheet on its fairlead must not exceed a maximum of 60 mm above the upper side of the deck. The bearing point of the jib sheet is the after most point of the bottom of the groove of a sheave, or the forward side of the opening of a fairlead for the jib sheet. **(See diagram)**

38. When the **boat** is fully rigged with **sails** hoisted in racing trim and sheeted for windward sailing, no part of the jib must project forward of or 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 **Limit mark** (band) number 4, with a tolerance forward of 5 mm. **(See diagram)**

39. Weight

The **hull weight**, including all fixed and movable fittings (including trapeze hooks, shroud length adjustment systems, and baby stays), buoyancy apparatus as prescribed in Rules 44-47 (whether removable or fixed) and running gear, but not including main, genoa and spinnaker sheets, shall not be less than a minimum of 130.0 kg.

(numbers 40 and 41 are not used)

42. If the **hull** as weighed in Rule 39 weighs less than 130.0 kg, lead **corrector weights** must be permanently fastened to the underside of the deck, forward of the **mast**, be easily visible and stamped by the measurer. The actual weight must be stated on the measurement form. No **boat** shall carry more than a maximum of 15.0 kg of **corrector weights**.

43. The corrector weights may be adjusted to comply with the minimum **hull weight**, Rule 39, only after a measurement by an IFDCO approved measurer. The amount removed shall be marked on the measurement form and certified by the measurer.

44. Buoyancy

The **boat shall float** its own weight when all buoyancy tanks or bags have been removed or filled with water. **Boats** built of non-buoyant material shall have rigid buoyancy made of closed cell foam plastic, or similar buoyant material, which is permanently attached to the **hull**. Buoyancy tanks or bags shall provide a minimum of 220 kg of positive buoyancy. At least two completely independent buoyancy tanks or bags, of at least 50 kg buoyancy each, are required.

Instruction: *Volume of buoyancy should be 0.22 m^3 of air or 0.28 m^3 for styrofoam or similar material.*

(number 45 is not used)

46. Buoyancy apparatus must be kept securely fastened and fully effective at all times.

47. The buoyancy must be fitted to the **hull** such that in the event of complete flooding, the **boat** will float approximately level with an effective weight of not less than a minimum of 220 kg placed at a point between the **mast** and a position 1500 mm aft of the **mast**.

48. Spars and Equipment

ISAF ***RRS 49.1*** is amended to allow a Trapeze, which consists of 2 wires or lines attached directly or indirectly to the **mast**, one on each side, which can be fastened to a trapeze harness. The trapeze shall not be used to support more than one person at a time. The weight of the trapeze hooks, handles, rings, and gear to adjust the length between the trapeze wire or line and the trapeze harness, must not exceed a maximum of 1.0 kg. "

49. The trapeze harness may be attached directly or indirectly to a trapeze wire or line but only by means of a single quick release system (2 seconds). The weight of the trapeze harness must not exceed a maximum of 4.0 kg and shall float after complete immersion. The trapeze harness is separate from, and shall not constitute a **personal buoyancy** aid, as required by rule 78.

50. Centreboard

50.1 The shape of the under hull part of the **centreboard**, in its lowest position, must conform to the equivalent part of the full size Mylar plan. With the leading edge fully up against the line of the Mylar plan, within a tolerance of maximum 3 mm for local gaps, the tolerance is plus or minus 6 mm on the bottom and trailing edges and on the curves at the bottom of the **centreboard**. A stop must be fitted on the **centreboard** to prevent it from being lowered farther than a maximum of 1060 mm under the **hull**. The use and position of a centreboard bolt, notch or holes are optional.

50.2. The weight of the complete **centreboard** must not be less than a minimum of 5.50 kg.

50.3. Thickness of the under hull part of the **centreboard** must not exceed a maximum of 23.0 mm.

50.4. It must be possible to raise the **centreboard** into its case by rotating it so that the leading edge of the **centreboard** is close to and approximately parallel to the keel line. When it is fully or partly lowered, no part of the **centreboard** shall be aft of the extension of that part of the trailing edge that is below the **hull**. **(See diagram)**

51. Rudder

51.1 The shape of the part of the **rudder** blade, when in its lowest position, which is situated under the extended keel line, must conform to the equivalent part of the full size Mylar plan. With the leading edge fully up against the line of the Mylar plan, within a tolerance of maximum 3 mm for local gaps, the tolerance is plus or minus 6 mm on the bottom and trailing edges, and on the curves at the bottom of the **rudder**. **(See diagram)**

51.2. The total weight of the complete **rudder** including fittings, tiller and tiller extension must not be less than a minimum of 4.00 kg.

51.3. The part of the **rudder** projecting under the extended line of the keel must not project under this line more than a maximum of 810 mm. The leading edge of this part of the **rudder** shall make an angle that must not exceed a maximum of 105 degrees with the keel line. When racing **boats** with lifting rudder blades must fix the position of the leading edge as above by means of a pin, unless a special exception is made in the sailing instructions. The distance from the leading edge of the **rudder**, at the point of intersection with the extended keel line, must not exceed a maximum of 60 mm from the transom. **(See diagram)**

51.4. A safety device must be fitted so that the **rudder** cannot come off unintentionally if the **boat** is inverted.

51.5 Tiller The tiller may extend aft of the transom not more than a maximum of 1000 mm.

51.6 Double **rudders** and **rudders** fully or partly forward of the plane of the **transom** are prohibited. **Trim tabs**, lifting foils or similar contrivances, attached to the **rudder** and/ or transom are prohibited.

(numbers 52-56 are not used)

57. Spars and Rigging. (See diagram)

Mast. Rotating **masts** are prohibited. The **Mast Spar Curvature** shall be less than 20 mm.

58. The **weight** of the **mast** (excluding trapeze hooks, shroud length adjustment systems, and baby stays) shall not be less than a minimum of 8.5 kg. Mast **corrector weights** of lead shall be permanently attached to the **mast** above **limit mark** (band) No. 1.

The height of the centre of gravity of the **mast** must not be less than a minimum of 2500 mm above the top of **Limit mark** (band) number 1.

Instruction*: For the mast CG measurement the halyards must be in their sailing position. The shrouds, forestay and trapezes must be stretched along the mast and attached at a point 2500 mm above the top of the* **Limit mark** *(band) number 1. Those parts of the rigging below this point may be supported. When a knife-edge at 2500 mm above band 1 supports the mast it must tip,* **Top point** *down.*

59. The **mast** must have openings near the top and the heel to allow the **mast** to drain. The sum of the areas of the openings at the top and at the heel must not be less than a minimum of 150 mm^2.

60. Mast Spar Cross-Section, including the sail track or its extension, for the sections:

	Minimum	Maximum
1) From the **heel** to the **limit point** No 4, fore and aft	70 mm	100 mm
2) From the **heel** to the **limit point** No 4, transverse	50 mm	100mm

3) At the **upper point**, fore and aft	35 mm	55 mm
4) At the **upper point**, transverse	30 mm	50 mm

With proportional limitations at intermediate stations of the mast between the **limit point** No 4 and the **upper point**.

61. Mast Position: A stop must be fitted at the mast step to prevent the "mast heel measurement point" from being moved aft of a point perpendicularly down from the deck line and 3600 mm from the transom, as measured along the deck line. The mast heel must be on the centreline. Slides or carriages on the mast heel track are prohibited. **(See diagram)**

62. Mast Rigging: Runners, running backstays and rigid forestays are prohibited, and only a single centreline adjustable backstay is allowed. The shrouds must be installed such that movement of their lower ends is impossible while racing. A flexible or solid babystay, if fitted, must not be attached higher than the **Lower point**, i.e. the upper edge of band number 2 (see Rule 68).

63. A forestay, of minimum diameter 2 mm, and of material of strength equivalent to stainless steel wire, must be rigged. The position of the forestay must be forward of the **luff** of the jib and approximately on the centre line, see ISAF RRS 54. The forestay must be independent of the jib, and must support the **mast** when the jib is lowered, or the jib halyard or **tack** is broken in a strong wind. The measurer must be convinced of a seaman-like job, also under the foredeck.

64. It must normally be possible to lower the main and the jib from the cockpit, while the **mast** is standing in its normal sailing position.

65. Boom. Permanently bent **booms** are prohibited.

66. The **boom**, without fittings, must be able to pass through a circle having a diameter of 150 mm.

67. The **Spinnaker Pole** length must not exceed a maximum of 2500 mm. The **spinnaker pole fitting projection** must not exceed a maximum of 50 mm.

68. Limit marks must be permanent bands around the whole spar, of minimum **limit marks width** 10 mm, white or yellow on black masts, in contrasting colour for other **spars**, and except for **Limit Mark** 1 which shall be below deck level, must remain visible while racing. The relevant edge shall be as follows:

- No 1: The upper edge of this **limit mark** (band) must be under the deck level at the **mast**.

- No 2: The **Lower point** (**Mast Datum Point**), the upper edge of the **Lower limit mark** (band) must be less than a maximum of 800 mm above the upper edge of band No 1.

- No 3: The **Upper point**, the lower edge of the **Upper limit mark** (band) must be less than a maximum of 6400 mm above the upper edge of band No 2.

- No 4: The lower edge of this **limit mark** (band) must be less than a maximum of 5250 mm above the upper edge of band No 1.

- Boom **Outer point,** the inner edge of the **Outer limit mark** (band) must be less than a maximum of 2840 mm from the aft side of the **mast**.**(See diagram)**

69. Contrary to ERS F.2.3(j) the final bearing point of the spinnaker halyard on its fairlead or sheave must be below and aft of the line from a point on the forward edge of the **mast** 500 mm above the lower edge of the No 4 band, to a point 160 mm forward (measured perpendicular to the forward edge of the **mast**) of the lower edge of the No 4 band. **(See diagram)**

70. The extension of the top of the **boom**, when perpendicular to the **mast**, shall not cross the **mast** at a point lower than the **Lower point**, i.e. the upper edge of the band number 2. A stop on the **boom** shall prevent **the clew point** of the **mainsail** from extending beyond the **outer point**. **(See diagram)**

71. Except when in the center plane of the mast spar, the central axis of the boom spar shall intersect the mast spar center plane at a distance of not more than 90 mm from the aft edge of the mast spar.

(numbers 72-75 are not used)

76. Fittings and Equipment

The use of hydraulic, pneumatic and electrical/electronic devices and instruments while racing is prohibited except that, when mandated by the NoR and SIs, VHF radios may be carried. However, while racing they may only used for communication with the RC, except in emergencies.

Electronic timing devices and magnetic and electronic compasses are permitted, provided they do not correlate simultaneous data. Devices using the GPS and providing data to the competitor, while racing, are prohibited. *(number 77 is not used)*

78. The following must always be carried on board:

- 2 paddles, minimum length 1000 mm; each of minimum weight 0.25 kg.

- 2 adequate **personal buoyancy** aids, defined as devices worn around the upper part of the torso capable of 50 N buoyancy and meeting the European CEN or an equivalent standard. The trapeze harness shall not be considered a **personal buoyancy** aid.

- 1 towing line, synthetic material, minimum diameter 8.0 mm, minimum length 15.0 m and dry weight not less than a minimum of 0.50 kg.

An anchor plus anchor line are required only when and as specified in the Notice of Race and/or in the Sailing Instructions.

(number 79 is not used)

80. Sails

The dimensions given on the sail plan are maximum, except the measurement giving the position of the top batten (minimum dimension). **Sails** must be of **woven ply** (Mylar or Kevlar are prohibited, see Rule 112.).

81. All **sails** must be **single woven ply**. The body of the mainsail and the genoa must each be of a single colour except for **sail windows**, and markings in accordance with **ISAF RR 77 and Appendix G**. Reinforcements are permitted without limitation but it must be possible to fold the **sail**, including reinforcements, by hand in any direction within an outside diameter of 8.0 mm.

82. Double luff sails are prohibited.

83. Sail openings, except eyelets, cringles and **windows**, are prohibited. **Windows** made of any material and with a total area that must not exceed a maximum of 1.00 m^2 in each **sail** are permitted, but only in the mainsail and in the Jib/Genoa.

(number 84 is not used)

85. Emblems - Sail Letters – Numbers
The class emblem shall be the letters **FD**. The sail number, letters and class emblem must be placed in accordance with the ISAF RRS Appendix G. In addition to ISAF Appendix G1.1 (b) mainsails and spinnakers must carry national letters in home waters. Contrary to ISAF RRS Appendix G1.3(e) national letters and sail numbers are not required on genoas.

86. After a **sail** has passed measurement, the measurer shall stamp and sign the **sail**.

Jib/Genoa *(Note Rules 37 and 38 repeated for convenience)*

37. The bearing point of the jib sheet on its fairlead must be forward of a plane perpendicular to the deckline and 2000 mm along the deckline from the **transom**. It must be impossible to fix the bearing point of the jib sheet on its fairlead, or to extend the operational clew cringle of the jib, aft of this plane. The bearing point of the jib sheet on its fairlead must not exceed a maximum of 60 mm from the upper side of the deck. The bearing point of the jib sheet is the after most point of the bottom of the groove of a sheave, or the forward side of the opening of a fairlead for the jib sheet. **(See diagram)**

38. When the **boat** is fully rigged with **sails** hoisted in racing trim and sheeted for windward sailing, no part of the jib must project forward of or 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 **Limit mark** (band) number 4, with a tolerance forward of 5 mm. **(See diagram)**

(numbers 87-89 no longer used)

90. RRS 50.4 shall not apply

91. Elastic strips and regulating cords in or attached to the **foot** of the jib or genoa are prohibited.

92. No headboard, battens or foot club are allowed in the jib.

Mainsail

93. Loose-footed mainsails are prohibited.

(number 94 is not used)

95. The **mainsail top Width** shall not exceed a maximum of 150 mm. **(See diagram)**

96. The mainsail when set must lie between the **upper point** and the **lower point** on the mast and the **outer point** on the **boom**, i.e. between the bands.

97. The **leech length** must not exceed a maximum of 6800 mm.

98. The **upper width** of the mainsail is the shortest distance from the **upper leech point**, which is 3400 mm from the **head point**, to the **luff**, and must not exceed a maximum of 1900 mm.

99. The extension of the upper edge of the inside of the upper **batten pocket** must meet the **luff** at a point a minimum of 1500 mm from the **head point** (the **luff** being stretched so as to remove wrinkles in the material of the **sail**). The distance from this point to the **leech**, measured along the inner edge of the upper batten pocket must not exceed a maximum of 1010 mm. **(See diagram)**

100. A maximum of 4 sail battens are permitted in the mainsail. The **batten pockets** must divide the **leech** into equal parts plus or minus 100 mm. The **batten pocket inside widths** must not exceed a maximum of 60 mm. The **batten pocket inside lengths** must not exceed a maximum of 1000 mm.

(number 101 no longer used)

Spinnaker

102. Spinnakers must be symmetrical in form and construction.

103. The **luff lengths** must not exceed a maximum of 5500 mm.

104. The **Foot median** must not exceed a maximum of 6600 mm.

105. The straight-line distance from the **Clew points** to **the Mid foot point** must not exceed a maximum of 2050 mm. The **Foot Irregularity** must not exceed a maximum of 20 mm.

106. The **upper leech points** are at 2750 mm from the **head point**. The spinnaker **upper width** must not exceed a maximum of 3950 mm.

(number 107 no longer used)

108. The spinnaker headboard must not exceed a maximum of 150 mm in any direction.

(numbers 109-110 no longer used)

111. Crew

The **crew** must consist of two persons.

112. Expensive Materials
Unusually expensive materials or equipment shall be deemed to be contrary to the spirit of the class and may be prohibited. Before using such materials and/or equipment, permission must be obtained from the General Committee of the IFDCO. Composite materials such as those incorporating boron and other materials of limited availability are prohibited. Carbon fibre (fibres of graphite) and/or aromatic polyamides (aramids) such as Kevlar (Dupont trade name) are prohibited in **sails.**

113. Equipment Limitation
a) In regatta series, certain limitations regarding equipment may be enforced when the notice of race and the sailing instruction contain the following provisions:
"This regatta series named _____ from _____ to _____ has limitations as to equipment in accordance with Rule 113."
b) Definition of regatta series: A regatta series is a number of races scheduled to be sailed on consecutive days (one or two days or rest days or non-sailing days do not break the sequence) or on two consecutive weekends or long weekends, for one points prize or title.
c) The limitations regarding equipment for a series are:
1 mainsail, 1 spinnaker, 2 genoas, 1 **mast**, 1 **boom**, 2 **spinnaker poles**, 1 **centreboard**, 1 **rudder**.
d) If there is any damage to the equipment as mentioned under subparagraph c), it is at the discretion of the jury to allow replacements.
e) Marking limited equipment: The equipment mentioned in c) shall be identified by clearly visible markings, which cannot be transferred to other equipment.

114. Wet Clothing

Clothing Weights are to be determined as specified in ISAF RRS Appendix H and must be as specified below:
Crew: Total weight of clothing and equipment worn or carried, excluding trapeze harness, socks and shoes, must not exceed a maximum of 10.0 kg
Helmsman: Total weight of clothing and equipment worn must not exceed a maximum of 7.0 kg; weighed as for the **crew**.

115. Outrigger
In contravention to ISAF RRS 50.3, an outrigger, of maximum 60 mm outside the **hull** and not more than a maximum of 500 mm from the shrouds, is allowed for leading the spinnaker guy.

116. Foot straps
Foot straps, which support the crew's feet, further outboard than the gunwale rubbing strip are prohibited.

117. Shoes
The soles of the **crew's** footwear (trapeze man) must not be thicker than 30 mm.

118. Side Deck Pads
Detachable side deck pads, are allowed aft of the bearing point of the jib sheet (Rule 37) but must not project outside of the maximum permitted width of the rubbing strake (Rule 36).

119. Advertising
Advertising is permitted in accordance with ISAF RRS 79 and Appendix 1, Regulation 20, Category C, but restricted, in accordance with regulation 20.4.4, as shown in the diagram in the appendix.

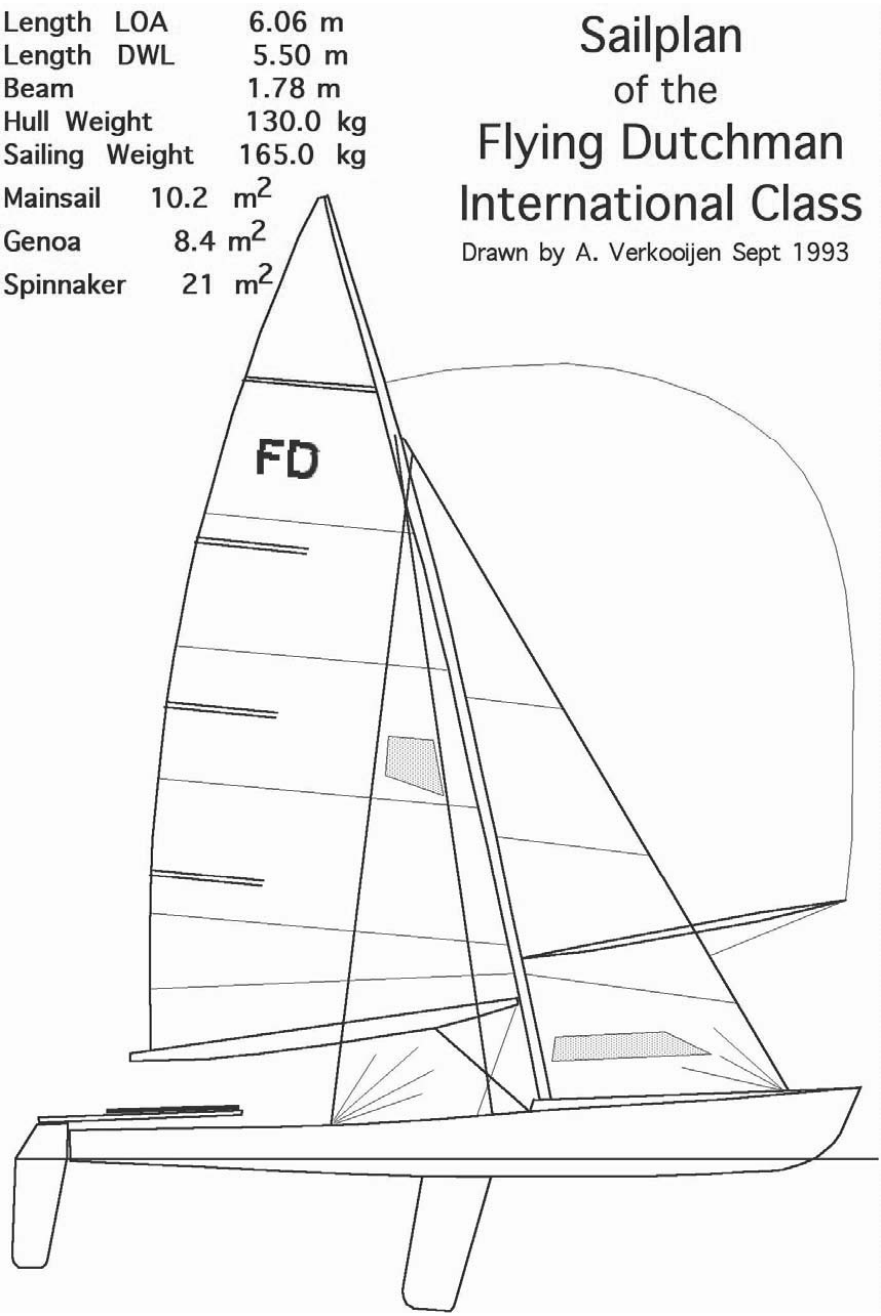
120. Sailing Instructions
For World and European Championships, only the latest version of the ISAF Standard Sailing Instructions, ISAF RRS Appendix K, as amended by the IFDCO and ISAF to be in compliance with the FD Championship Rules, must be used.

121. Propulsion
All of ISAF RRS 42.3(c) is altered (as permitted by ISAF RRS 86.1 (c)) to read as follows:
On a free leg of the course, the following actions are permitted for the sole purpose of accelerating a **boat** down the face of a wave (surfing) or, when planing conditions exist, responding to an increase in the velocity of the wind:
Not more than a maximum of three rapidly-repeated trims and releases of any **sail** (pumping). There must be no further pumping with respect to that wave or increase of wind.

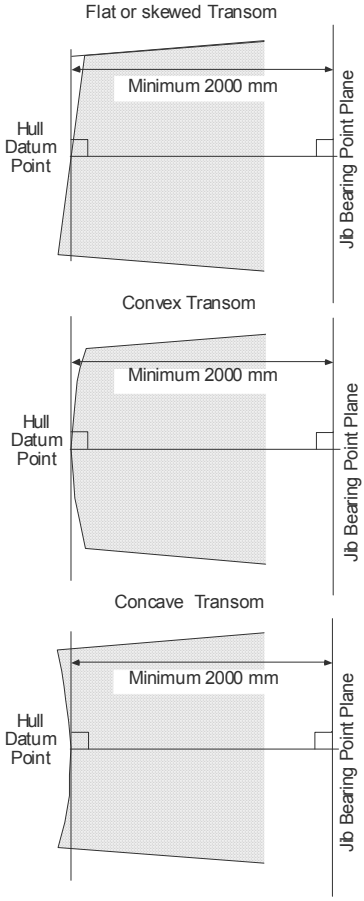
Equipment required for measurement.

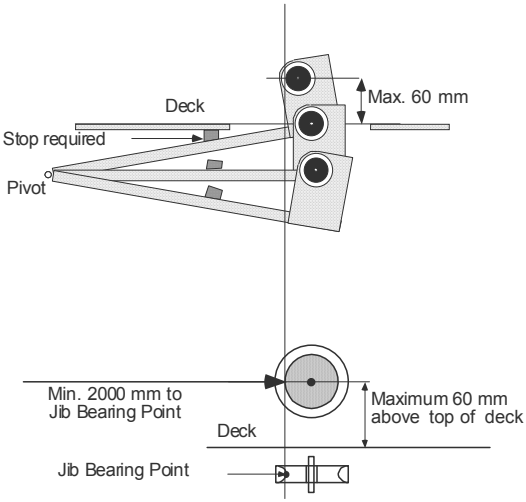
*a. Copy of current **Class rules** and Mylar measurement plan*
b. Triplicate measurement form (White, green. and blue)
*c. Stamps for marking the **boat** and gear*
d. Self-adhesive paper (pencil etc.) for marking station points
e. Set of certified official templates
f. 3 padded trestles
g. Accurate weighing machine (up to 150 kg, 0.1 kg)
h. Accurate weighing machine (up to 15 kg, 0.1 kg)
i. 7 m fine strong thin line
j. 10 m steel tape
k. 2 or 3 m steel tape
l. Two 150 mm, 0.5 mm steel rules
m. Micrometer
n. Callipers of the inside and outside type
o. *Centreboard thickness gauge (23 mm)*
p. Feeler gauges, 0.10 and 2.0 mm
q. 2 mm feeler
r. *1000 mm straight edge*
s. *1100 mm flexible batten*

Appendix: **Diagrams**



Genoa Sheet Fairlead
Rule 37



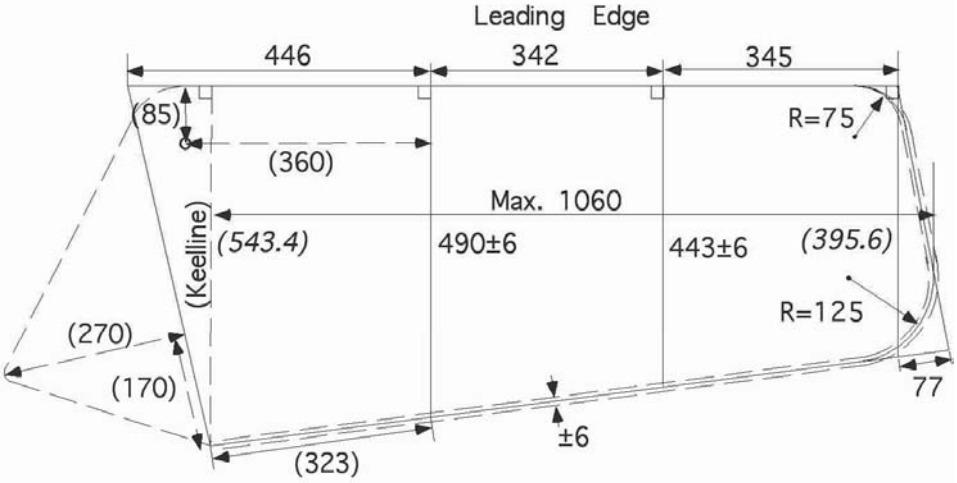


Centreboard and Rudder Rules 50-51

Centreboard

Rule 50

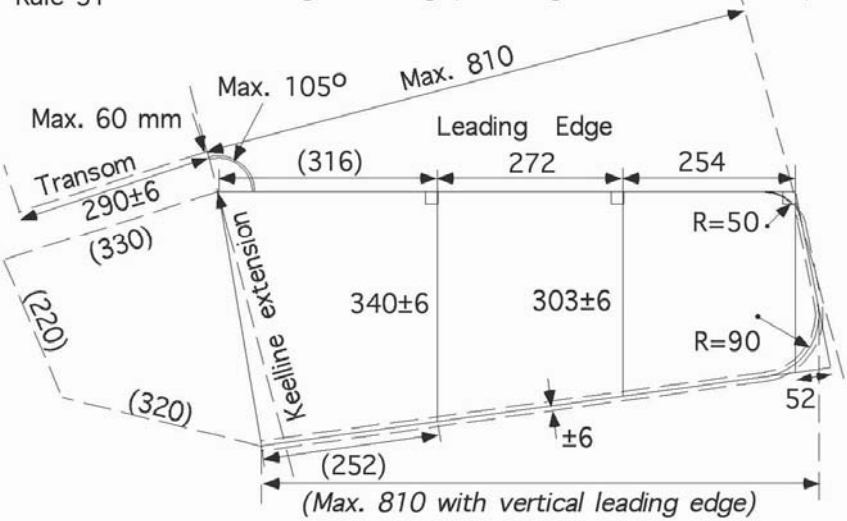
Max. thickness 23.0 mm
Min. weight 5.50 kg



Rudder

Rule 51

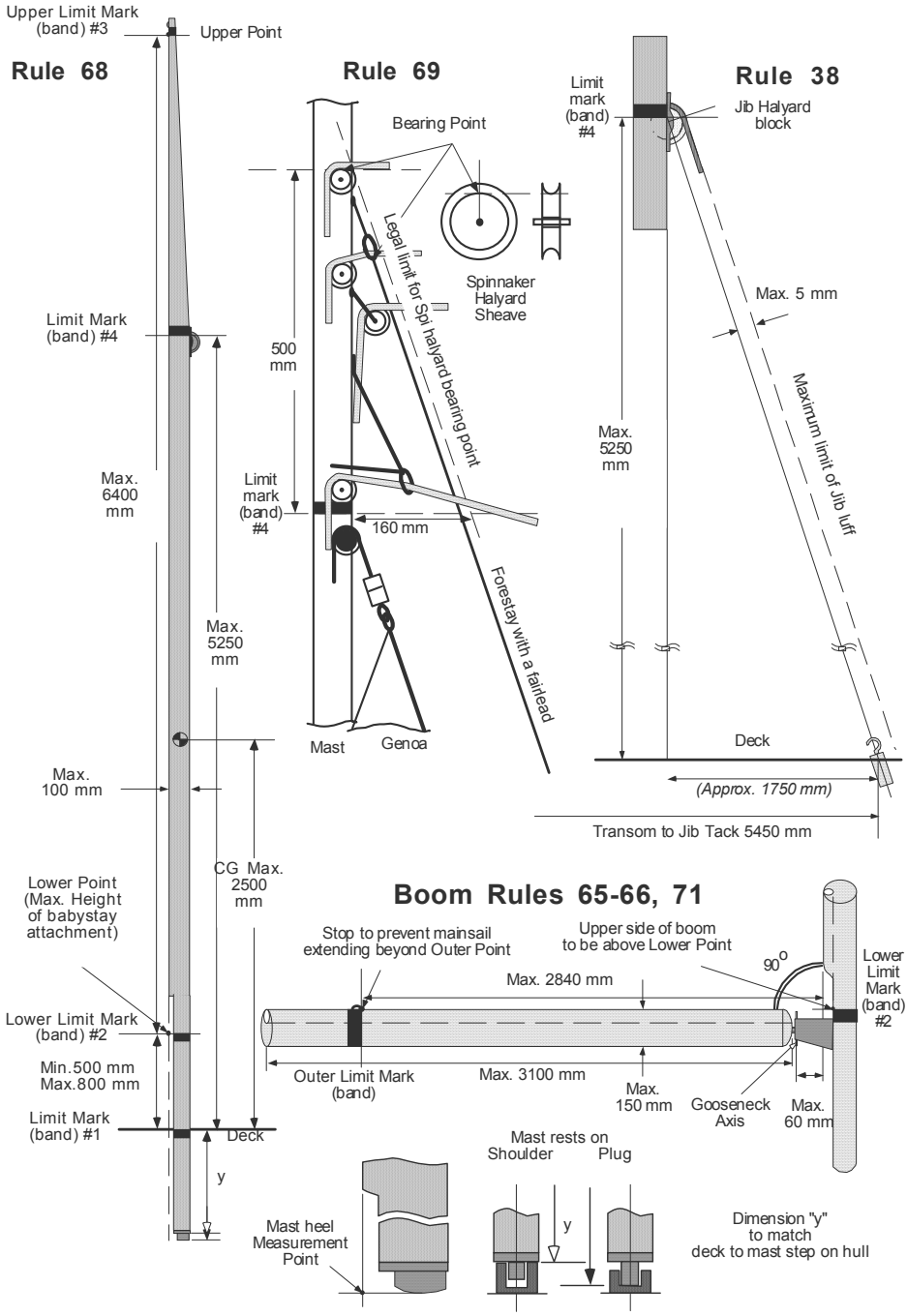
Thickness: free
Min. weight: 4.0 kg (including tiller and extension)



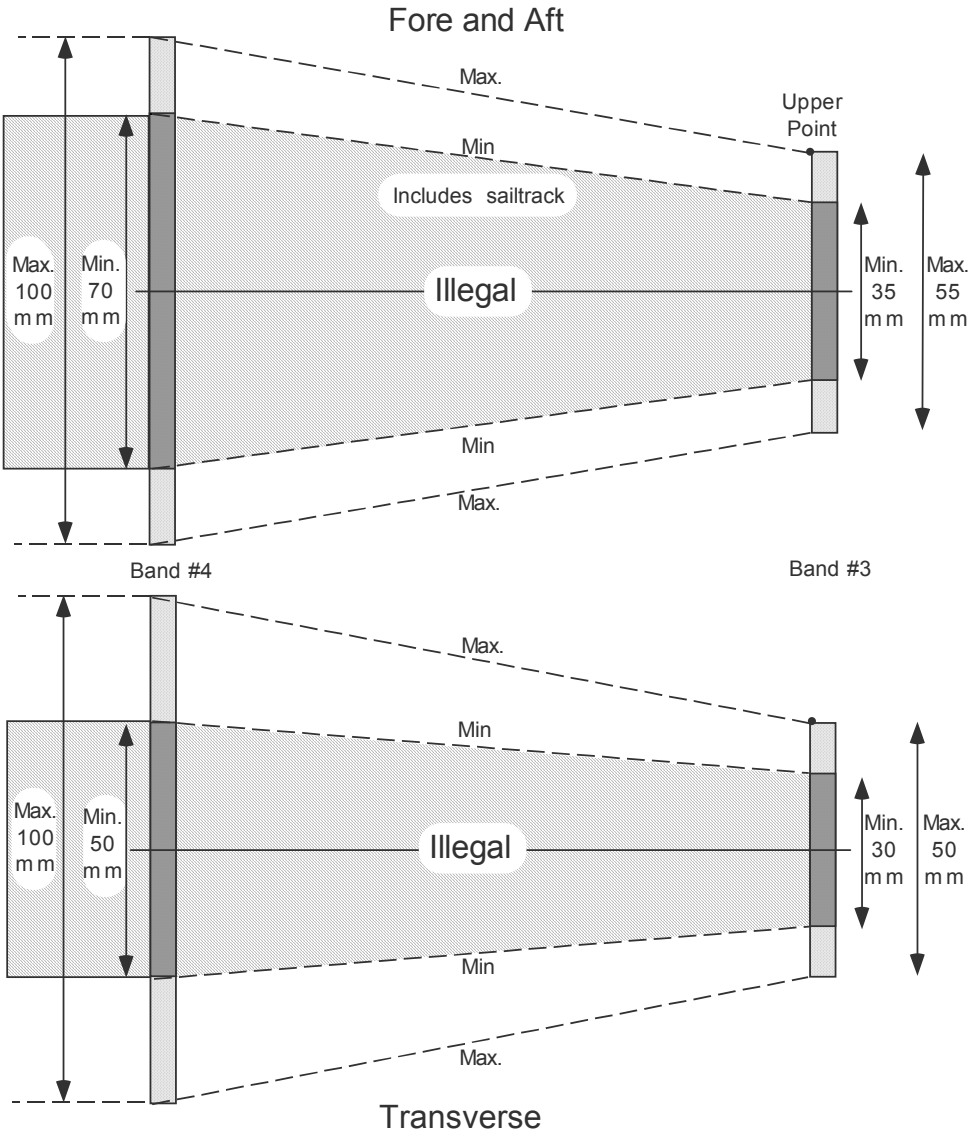
Notes: Only under keel line part must conform
Dashed lines are advised shapes and dimensions only
Keel line drawn perpendicular to C/B leading edge, at Max. depth.

Leading edge of rudder drawn at 105° to keel line, at Max. Depth
Dimensions in mm, (suggested in brackets), *(derived in italics).*

Mast and Boom Rules 57-71

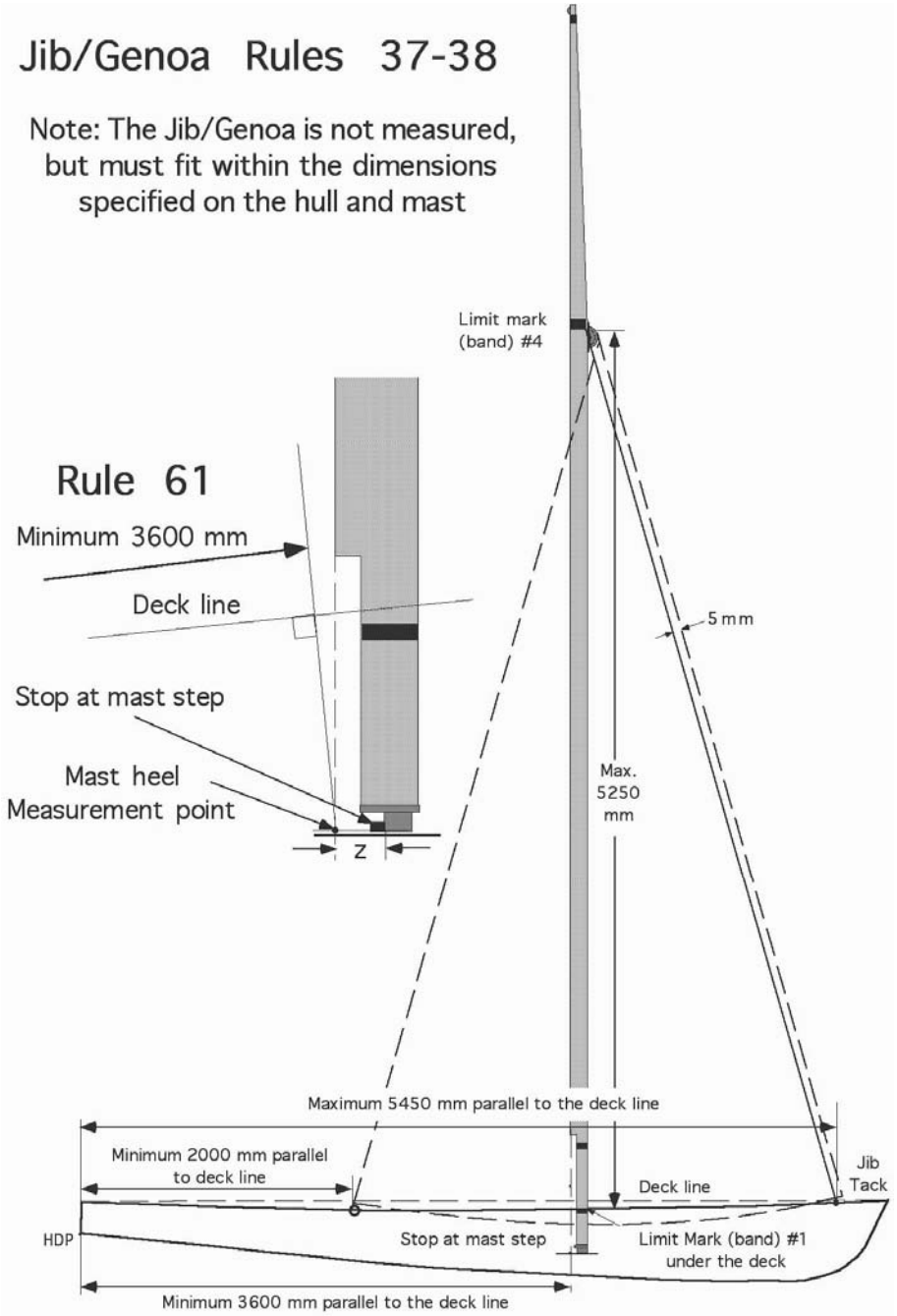


Flying Dutchman Mast Tip Dimensions

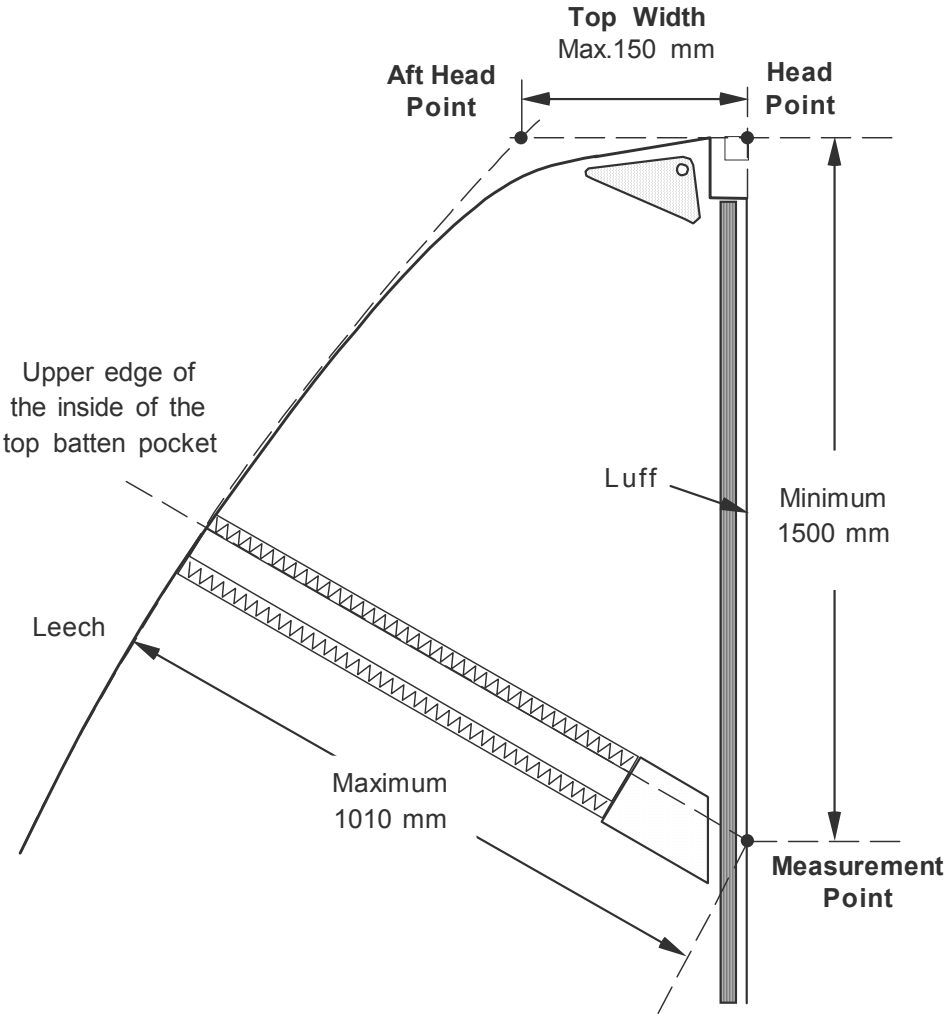


Jib/Genoa Rules 37-38

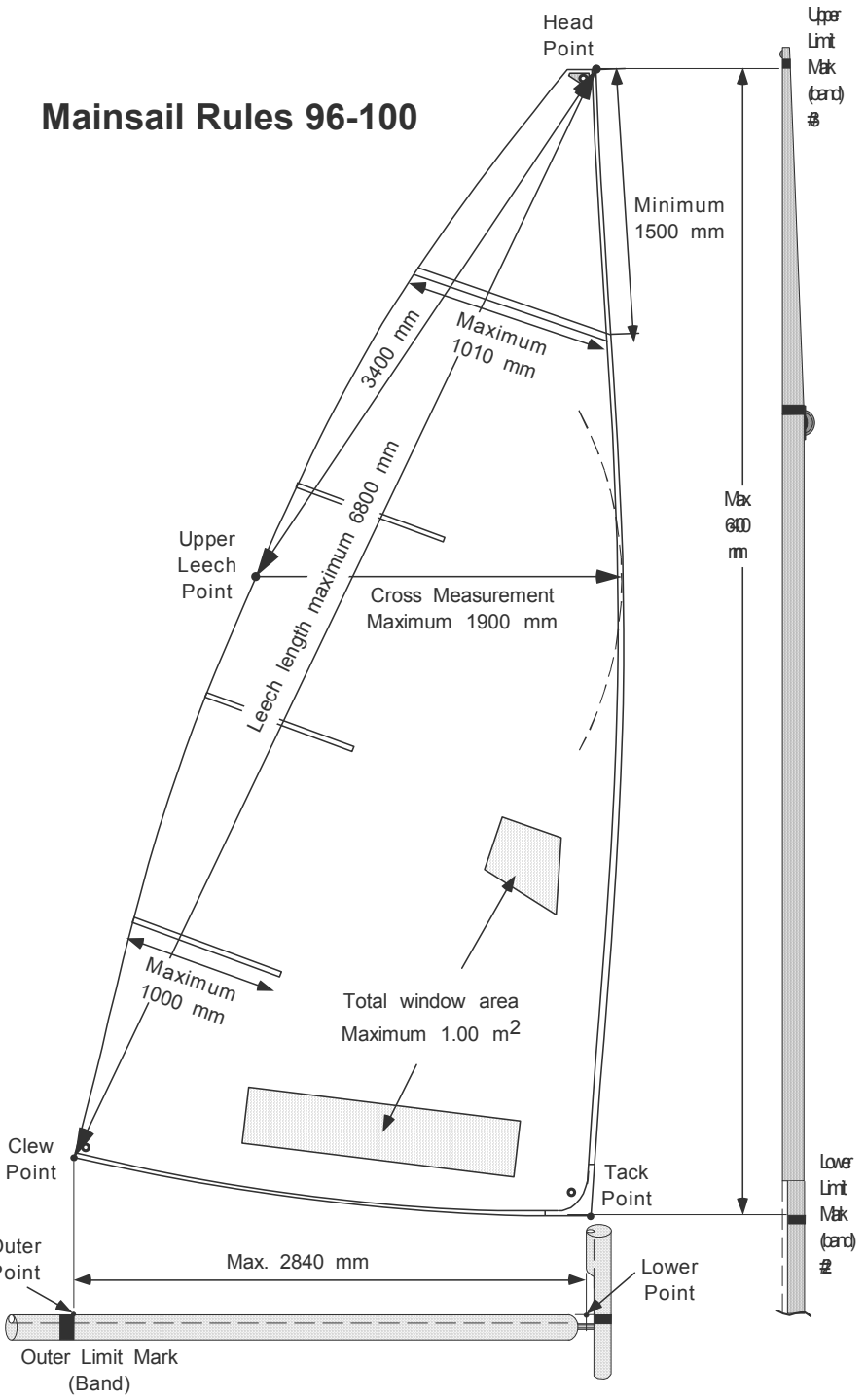
Note: The Jib/Genoa is not measured, but must fit within the dimensions specified on the hull and mast



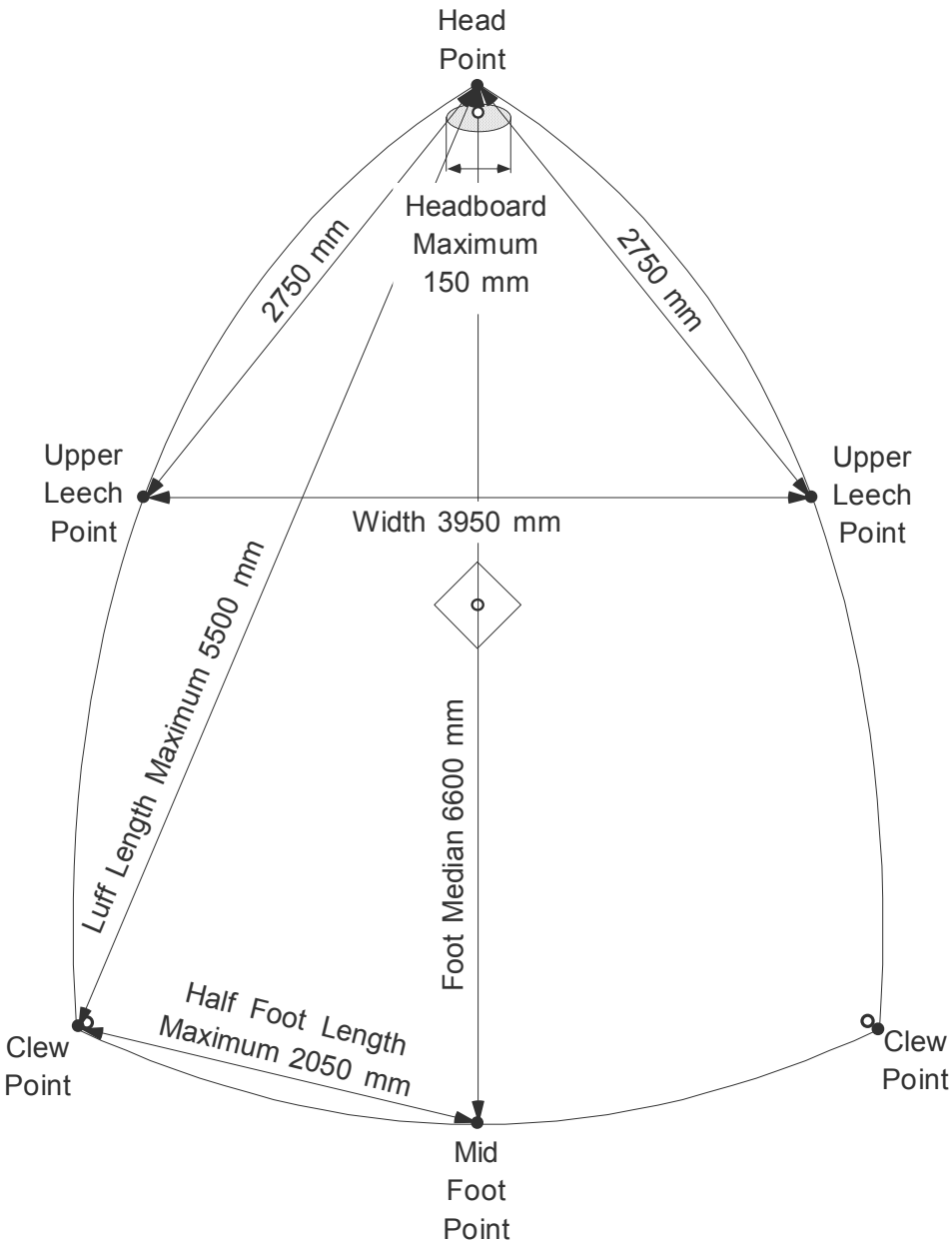
Mainsail Rules 95 and 99



Mainsail Rules 96-100

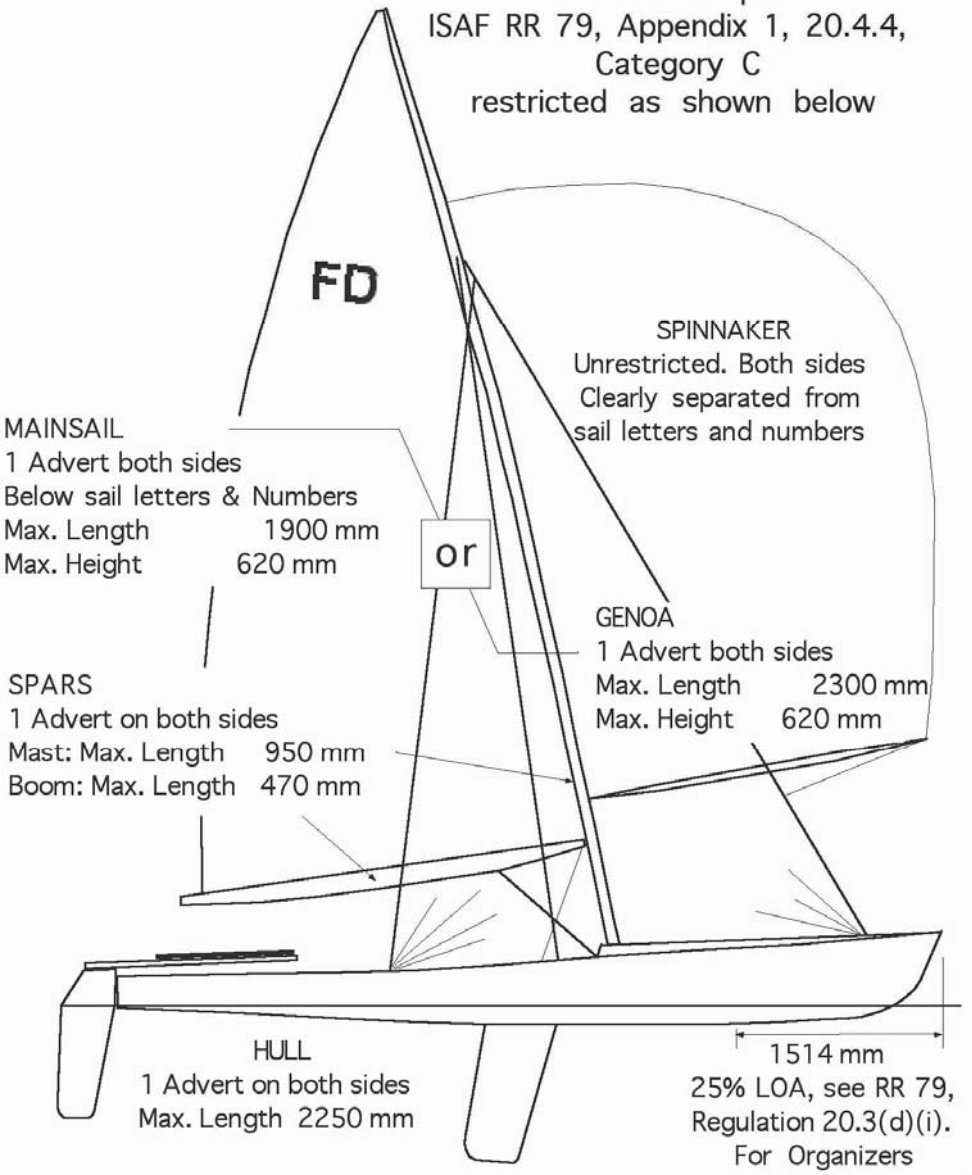


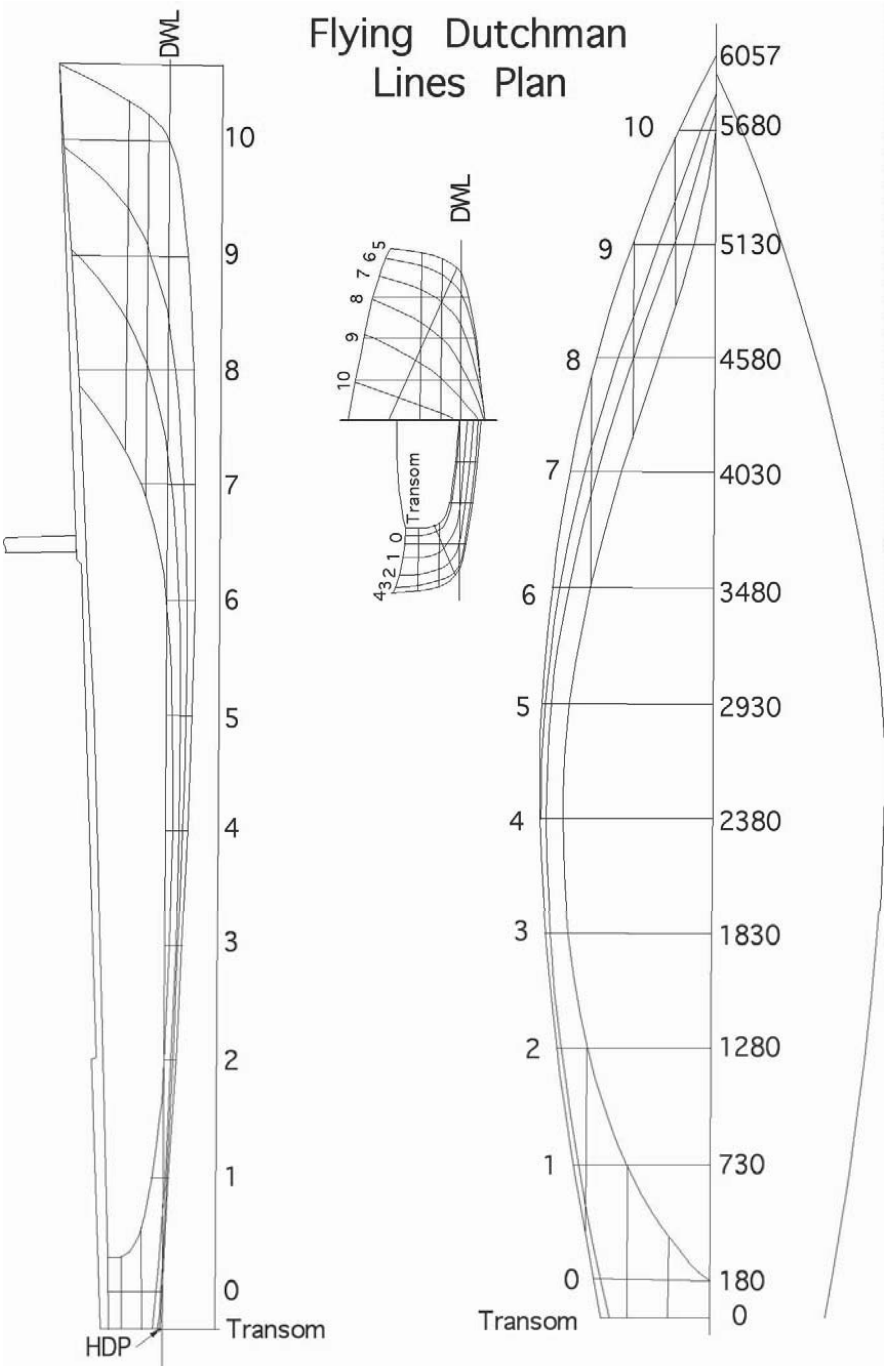
Spinnaker Rules 102-108

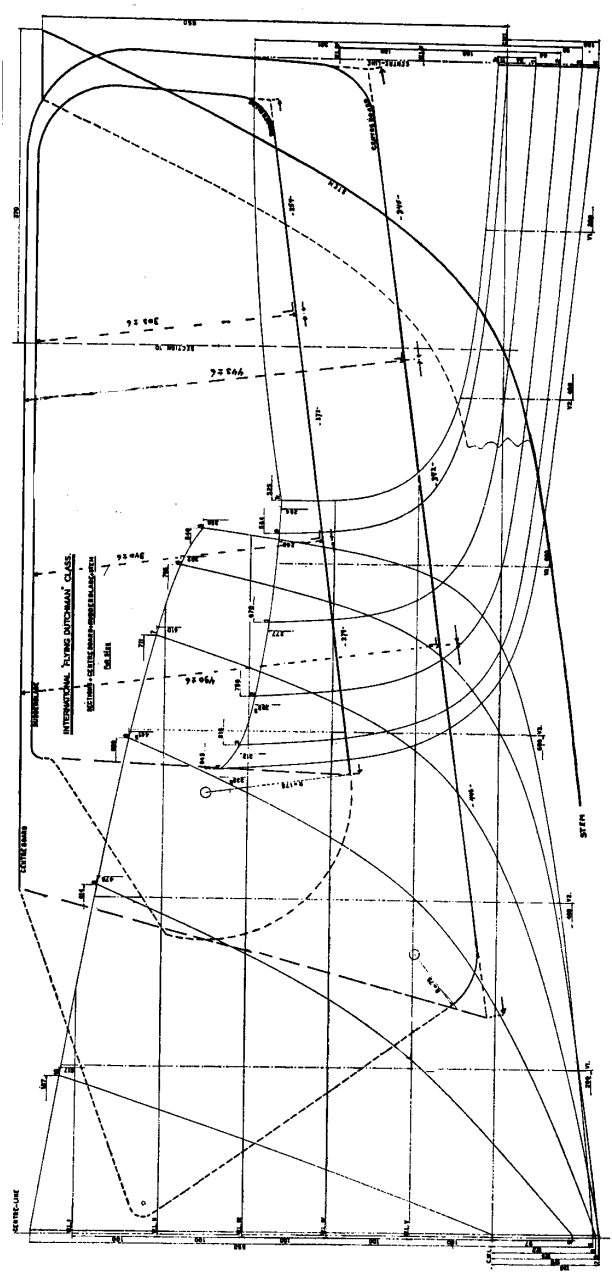


Advertising, Rule 119

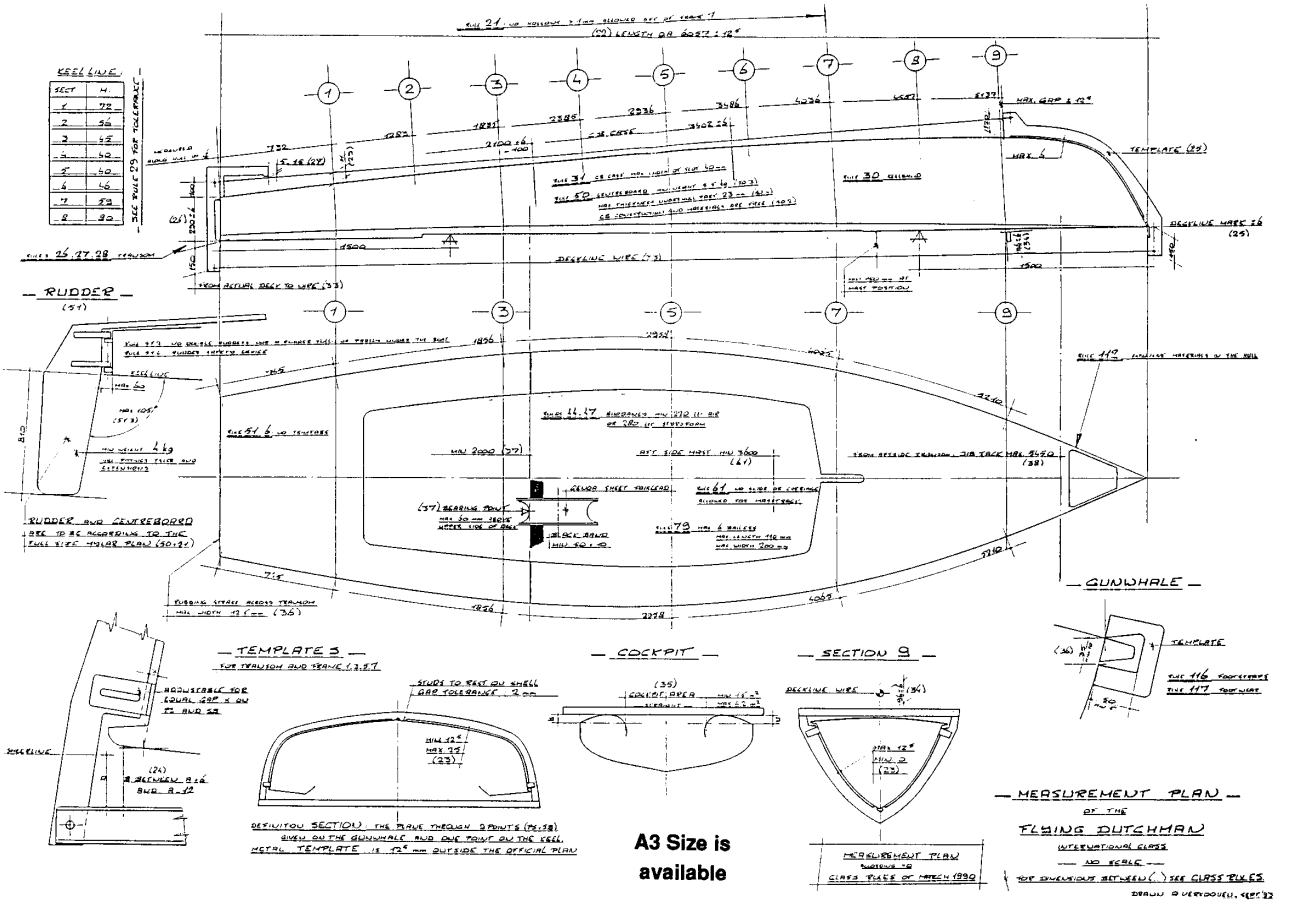
Allowed as per:
ISAF RR 79, Appendix 1, 20.4.4,
Category C
restricted as shown below

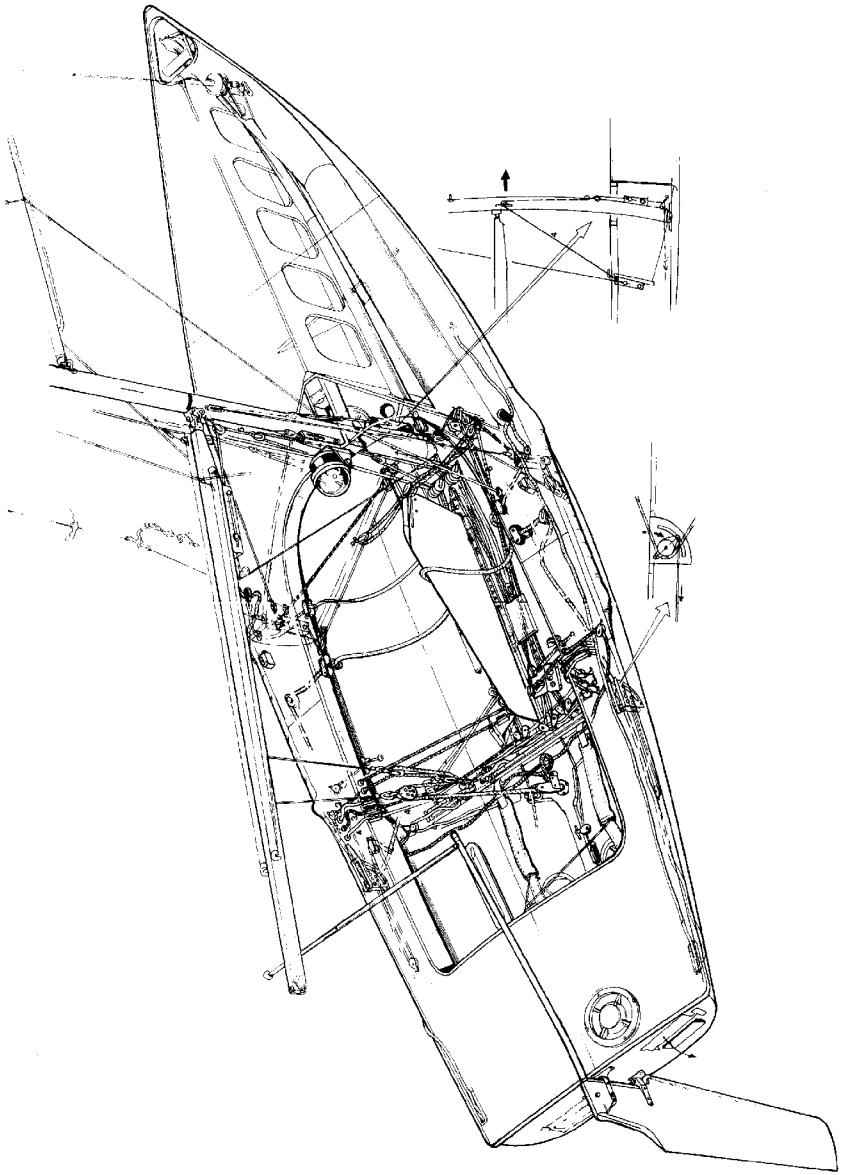



Flying Dutchman
Lines Plan
DWL
10
9
8
7
6
5
4
3
2
1
0
Transom
HDP
DWL
10
9
8
7
6
5
4
3
2
1
0
Transom
6057
5680
5130
4580
4030
3480
2930
2380
1830
1280
730
180
0
Transom

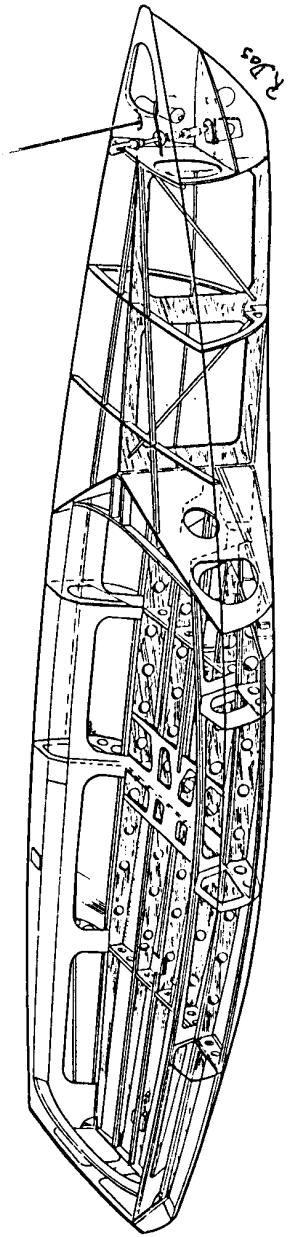


Flying Dutchman Plan (available full size on Mylar)


KEEL LINE
SECT
4
1
72
2
56
3
44
4
30
5
20
6
16
7
12
8
10
SEE RULE 25 FOR TOLERANCE
RUDDER
(37)
RUDDER AND CENTREBOARD
TO BE ACCORDING TO THE FULL SIZE OFFSET PLAN (30-32)
TEMPLATE 3
FOR TRANSOM AND TRANSOM FLOOR
COCKPIT
SECTION 8
DEFINITION SECTION: THE PLANE THROUGH 3 POINTS (RE 38) GIVEN ON THE GUNWHALE AND ONE POINT ON THE KEEL
METAL TEMPLATE IS 25 mm OUTSIDE THE OFFICIAL PLAN
GUNWHALE
TEMPLATE
MEASUREMENT PLAN
OF THE
FLYING DUTCHMAN
INTERNATIONAL CLASS
NO SCALE
FOR DIMENSIONS BETWEEN ( ) SEE CLASS RULES
DRAWN BY VERDOUW, KEPPEL
A3 Size is available



The Diesch 1980 Mader Flying Dutchman



The plan gives a recommended form of reinforced wooden construction, together with suggested scantlings.

FD Table of Offsets in mm

Half Breadth to outside planking	waterlines		tr	0	1	2	3	4	5	6	7	8	9	10		waterlines	stem behind
		Posn.fwd.	0	180	730	1280	1830	2380	2930	3480	4030	4580	5130	5680	6057		ord. 11
		1												181.5	1	1	23
		1.5											402.5	164.5	1.5	1.5	45.5
		2									707.5	570.5	380	148	2	2	69
		2.5							839	788	691	548	357.5	130.5	2.5	2.5	93
		3					815.5	843	831.5	777.5	674	525	333	113	3	3	118
		3.5	525	563.5	669	755	812.5	839.5	824.5	765	655.5	500.5	308.5	95.5	3.5	3.5	145
		4	524	560	665.5	751	808.5	835	817	751.5	635	473	280	78	4	4	174
		4.5	515	552	659	745	802	828	807	735	611	442	247.5	60	4.5	4.5	207
		5	487	528	641	729	788	814	793	712.5	578.5	403	208	41.5	5	5	245
		5.5	390.5	446.5	594	691.5	760	787	767.5	672.5	530	349.5	163	22	5.5	5.5	294
		6		3	407.5	603	700	735.5	707	603	451	274.5	111	3	cwl	cwl	370
		6.5				187.5	424	548	545.5	472	326	176.5	56		6.5	6.5	370+183
		sheer	525	564	670	758	816	845	840	795	711	589	414	187	sheer	sheer	0
from cwl to outside planking	verticles	0.5	16	5.5	-27.5	-57	-81	-99.5	-111	-115.5	-108.5	-84.5	-10.5	262	0.5		
		1	23.5	12.5	-20.5	-49	-72.5	-90	-100	-101.5	-85.5	-39	90.5		1		
		1.5	34.5	22.5	-11.5	-40	-62.5	-79.5	-89	-86	-58	15	234		1.5		
		2	52.5	38.5	-1	-30	-52.5	-68	-75	-68	-23	96.5	444		2		
		2.5	115.5	75.5	14.5	-18	-41	-56	-59	-41.5	28	249			2.5		
		3			54	-1	-27	-42.5	-37	-1.5	131.5				3		
		3.5				58	0	-18	-3.5	81	376				3.5		
		keel	11	0	-34	-64	-90	-109	-122	-129	-130	-125	-97	0	keel		
		sheer	264	266	277	292.5	312	332.5	356	382	410	441.5	476	517	sheer		
		Posn.fwd.	0	180	730	1280	1830	2380	2930	3480	4030	4580	5130	5680	6057		