

Thursday, 4th August, 2016

To : International Raceboard Class - raceboard@internationalwindsurfing.com

Object :

ANNUAL GENERAL MEETING of the International Raceboard Class Association – Thursday
26 th August 2016. Brest, Brittany, France.

Dear International Raceboard Class board,

The official French Raceboard Class Association, F.R.A (France Raceboard Association), affiliated to the French Sailing Federation (F.F.V) asks to register proposals to amend the Raceboard class rules by IRC at the next annual meeting in Brest.

In particular:

- Production Board Registration and Approved Series Boards which is applied for Raceboard Class. Indeed the current rule explains that an ISAF Approved Series Production Board is a mass produced board, made in a production run of not less than 50 Race or Formula Boards being identical units, produced using the same building specifications
- A.9.1 and B.1 articles of IRCA Class rules discussing registered boards by IRC
- C.5.3. article of IRCA Class rules discussing Hull weight.
- C.6. article of IRCA Class rules discussing Appendages

These following proposals are based on the current situation which not evolved for several years.

- There are not a lot of new Raceboards on the market and choices is really limited. (NB: starboard, Exocet). Reasons would be likely that there is a pretty tight market, and above all, the standard to register a board in the World Sailing list too hard to reach in the current market (NB: 50 boards production).

If we look closely at the list, there even boards that are not complying with ISAF standard.(NB: mistral equipe3 that doesn't exist and other old boards either mass-produced or prototype with individual paid fees at this time).

- Prices for those new raceboards are pretty high and prices continuously increase due to an Asian production with unfavourable price of Thai Baht.

In this situation, it is not possible for lots of new possible racers to buy new World Sailing registered raceboards, in particular Youth that could come to race in the Raceboard Class after leaving the Bic Techno Class. Anymore, It becomes impossible for lots of current racers to change their old boards by a new one with costs reaching almost 4.000 euros in 2016, while in 2011 the equivalent board cost was near half this new price.

At the same time, we can observe that prototypes already exists in each country, generally built by racers. Anymore other racers have modified their old board to adapt bow or to add wings, certainly

influenced by the new efficient batwings from Starboard. To authorize these supplementary boards should be an opportunity to see new and existing missing competitors. But the most important is certainly the board shapers who are everywhere in the world and able to produce a raceboard with their modern means that are CAD * with very efficient software to draw a model and to produce it exactly with a CNC machine with a reproducible accuracy*. It is also easy to make evolutions with no more costs, just by changing a draw and not the process and the technology. By custom builds, it is possible to optimize the process to reach light and robust boards with glass fibers and limiting expansive carbon fiber use. Anymore 3D printing are in progress these last recent years and also could be soon cheap and useful tool to produce parts of boards.

Considering the quick development of boards with foils, can we believe that they could progress so fast if it existed a limitation by a minimum of produced foil? Their unbelievable progress is due to their custom development and their possibility to often race all together, now. This analysis is fully right in France. Everywhere?

So, F.R.A. proposes a first amendment to the class rules.

1- To change the current A.9.1 and B.1 articles of IRC rules discussing registered boards. This change consists to authorize the custom boards respecting a rule box with the current specifications that qualify a board by the raceboard class but without the necessity to produce at least 50 identical boards to expect a homologation.

To authorize a custom board to race, a sticker could be put on the hull with eventually defined fees to pay to IRC.

Each custom board must be inspect by a measurer before an international championship to validate length measures and weight.

The expecting changes by this amendment are:

- More racers in all countries and international championships.
- To authorize the existing custom boards
- To involve the shapers in the development of the raceboard.
- To stimulate the development of new designs and new shapes and consequently to favor the progress.
- To favor manufacturers involvement by limited risks to produce a new model. A manufacturer could test new models during an official racing before deciding to produce it or it could buy a model which performs to produce it without a minimum risk.

At present, all board productions have their weight above 16 kg with fin and daggerboard. If custom boards are authorized and to limit the costs that are fully dependent of the used technology and more particularly to the carbon fiber use and honeycomb structures, the weight limit should have to be raised from 14 kg to 15 kg. It is possible to calculate that a 280L board could reach easily 16 kg with equipments and with the own glass fiber without carbon for a final cost lower than 2500€ if it fully built by a shaper. But it is possible to buy a finite PS foam shaped by a CNC machine to finish it handmade with lower costs. This possibility could interest clever and competent racers but also some clubs which have the competences and materials to finish a board.

To reach 14 kg, the required technology becomes very more expansive for all. 15 kg, this is also a possibility for the manufacturers to continue to use their current technology without developing new and expansive processes to decrease boards weight.

So, F.R.A. proposes second amendment to the class rules.

2- To change the current C.5.3. article of IRCA Class rules discussing Hull weight by : The hull weight including footstraps, centreboard, fin and air ventilation screw shall not be less than 15kg.

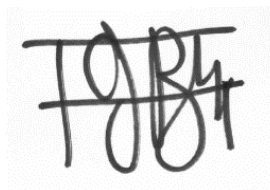
Alternatively, this weight could be chosen at 15.5 or 16 kg.

To finish, the current C.6. article of IRCA Class rules discussing Appendages doesn't mention that only one fin and one daggerboard must be used during a race. The total registered equipment is limited to 2 fins and 2 daggerboards but no clear limitations are mentioned concerning their use during a race on water. So, F.R.A. asks a third amendment to the class rules which complete the current C.6. article of IRCA rules.

Thanking the IRCA board for his attention to these proposals to the next annual meeting,
Sincerely Yours,

For F.R.A.:

Frédéric Becquart
President of France Raceboard Association.
<http://franceraceboard.org/>
<https://www.facebook.com/groups/Raceboard/>



* <http://www.shape3d.com/Products/Shape3dLite.aspx>

** <http://www.shape3d.com/CNC%20SCAN/CncScanCncMachine.aspx>

