

Pre-Europeans Executive Meeting, 16th September, Portoroz SLO

Present: Jakub Napravnik, Heather Macfarlane, Christina Haerdi, Linus Eberle, Dave Hall, Ruedi Moser, Mianne Erne (Minutes)

Chris Henderson has now qualified to be our international measurer.

This year we'll have an Open Executive Meeting (unlike usual, when Executive Meetings and Open Forums were separate)

Dave Hall (and Dave Winder): big concern that no boats are being sold. – Owners have started to keep their boats for a long time, so there are no good quality second-hand boats in the market.

Improving performance of boats is not an issue, since it would put existing boats out of competition. Some changes could be made that are not radical (or even some radical ones) that don't really improve the speed but help in other ways.

Positives feelings/vibes from the class to future changes are important – don't always look for the problems in changes, but for advantages.

Examples of three boat classes in the UK:

- Enterprise: suffer from competition from RS, a few years ago they changed hull decks from wooden to glass but kept the shapes the same. By the time they changed shapes, it was too late.
 - Wayfarer: No ISAF class, so a company bought it and completely changed the hull. All of a sudden they sold 2000 boats in two years.
 - GP 14: changed hull design, doesn't turtle anymore, when capsized it's easy to right again, were successful.
- A more modern boat might draw more people, including youth. But we all need to be more positive about modernizing the boat.

Dave Hall shows two suggestions: One to have the jib blocks and cleats sunk into the gunwale rather than on an added piece, the other one more radical, to have hull-length side tanks, which are bridged fore and aft by a deck of the same size as the existing one. The rear transom would remain open, the boat would get a double floor and would thus be self-draining.

Chris Henderson sums up the experiences of this event's measurements. Having competitors take out their centerboards served the purpose of ascertaining how much weight difference there is between them. It turns out that only one (older) boat's centerboard was more than 1 kg heavier than the others. For the everyone else, the range was 0.7 kg maximum. Knowing this, we are a step closer to setting "competition weight" for a complete boat, thus making future measuring processes easier.

Portoroz, 16th Sept. 2023

Mianne Erne