The Advisory Council met on Monday Sept 16 at 6 pm during the World Championships

7 people were present
Rich Chapman – USA
John Condon – With Jim Koehler by proxy
Alex Zimmerman – Peru with the proxys of Willo and Hector Duval
John Butine - USA
Jean Paul – World Champion Peru
Jaime Torres – Puerto Rico
Jürgen Schneider

3 Proposals were presented and discussed

Proposal #1 by Jürgen Schneider

To allow the addition of line at the mast to reduce the load on the halyard bullseye

Change

Add Rule 3.5.9.1

‘One line may be tied on the mast to facilitate adjustment of halyard tension. Lines may not be led internally in the spars. Any number of purchases may be used. It is permissible to use thimbles, or similar devices without moving parts, tied into the purchase loops to prevent chafing of the lines. This device shall not be attached to the mast.’
Reasoning

Allows that any type of line with or without a low friction fitting could be used to reduce the tension on the deck to prevent the bullseye from tearing off off the deck, a common and expensive damage to the hull. In the current rule the cleat will do this perfectly. However since the cleat is introduced we have seen a large amount of mast breaks where the cleat is attached. It appears not only the halyard is causing the mast step to comes loose but also the tension of the boom vang in strong winds.

The proposal was discussed at length and voted on.
Approved unanimously

Proposal #2 by Jürgen Schneider

To eliminate the restriction to the use of a single line to for the outhaul and downhaul adjustment system

Existing Rule 3.5.6

‘A total of two lines and two cleats may be installed on the spars to facilitate adjustment of tension on foot and luff of the sail. Only one adjustable outhaul/inhaul is allowed for each spar. Lines may not be led internally in the spars. Any number of purchases may be used. These adjustable outhauls may be led through flexible fairleads, attached to the spars without hardware. It is permissible to use a thimble, or similar
device without moving parts, tied into the purchase loops to prevent chafing of adjustable outhauls. This device shall not be attached to the boom.’

Change to

‘Up to four lines may be installed on the spars to facilitate adjustment of tension on foot and luff of the sail. Only one adjustable outhaul/inhaul is allowed for each spar. Lines may not be led internally in the spars. Any number of purchases may be used. These adjustable outhauls may be led through flexible fairleads, attached to the spars without hardware. It is permissible to use a thimble, or similar device without moving parts, tied into the purchase loops to prevent chafing of adjustable outhauls. This device shall not be attached to the boom.’

Reasoning

Allows that any type of line with or without a low friction fitting could be used to ease the adjustment of outhaul and downhaul. Allows for simpler systems to be used. Allows for thicker line in for the line that runs through the cleat making adjustment easier

The proposal was discussed at length
Motion presented to vote and passed.
Approved unanimously

Proposal #3 by Alex Zimmerman

To allow class supplied block (same as lower-boom aft-block) to be attached to the bridle which allows the mainsheet an additional purchase (see picture) significantly decreasing the mainsheet tension at a negligible cost.
Applicable Rules:

3.7.1 The mainsheet may be any length and diameter. A purchase may not be used on the mainsheet. The trigger clip may be removed or replaced with an alternative clip of approximately the same size. A small running block may be used on the bridle with or without the clip. The running block may be used to allow the mainsheet an additional turn in which the end of the mainsheet shall be tied to the eyestraps of the aft lower boom block.

Change to

3.7.1 The mainsheet may be any length and diameter. A class supplied running block attached to the bridle may be used to allow an additional purchase on the mainsheet. When using this additional purchase, the end of the mainsheet shall be tied to the eyestraps of the aft boom block. The trigger clip may be removed or replaced with an alternative clip of approximately the same size. A small running block may be used on the bridle with or without the clip.
Reasoning:

The additional turn in the mainsheet works the same as in the Laser Class, allowing a significant reduction in the force needed to pull the mainsheet with the sole introduction of a low cost small block (as supplied by the Builder for the lower boom aft block) and the use of a 3 meters (10 feet) longer mainsheet. This absolute low cost and feasible solution, will allow all Sunfish sailors a much easier sail trimming in mid to strong winds and will specially benefit junior-, female-, grand master- and great grand master sailors to easily trim the sail in winds above 10 knots, making the Sunfish Class more competitive and consolidating it as one of the world’s most inclusive International Sailing Class.

The proposal was discussed at length
Motion presented to vote and passed.
Approved unanimously

Proposal #4 Presented by Rich Chapman

Proposal to recind our request to modify the rudder modification.

Rich presented arguments against the prior approved proposal to allow a user-implemented modification to change the rudder to a more vertical angle.

Reasoning
   1. The modification would void the warranty
   2. The process of modification may damage the rudder
   3. The modified rudder would not “kick-up” enough to avoid damage when encountering the bottom

The proposal was discussed at length and voted on.

Approved with the following voting in favor
   John Condon and Proxy
   John Butine
   Jürgen Schneider

All other present abstaining

Motion presented to adjourn passed

Meeting adjourned at 7:30 pm