

SKUD 18 Committee Teleconference August 10, 2010

Attendance: Scott Whitman, Tim Dempsey, Gene Hinkel, Chris Mitchell, David Staley.
Apologies: Dong Hai, Allan Smith, Terry Peek.

The teleconference commenced at 1000hrs GMT.

David Staley apologised for providing the incorrect pin numbers that had been updated by ECT. New teleconference instructions to be circulated. **DS**

1. Annual Committee Election

Nominations close at 12 noon GMT on Monday August 30. No nominations received so far. Existing committee members wishing to re-nominate need to complete and forward the nomination form before August 30. Committee By-Laws allow for "a maximum of 5 owner/sailor representatives who are active SKUD 18 sailors in good standing with the IACA or their National Access Class Association". If an election is necessary, this will be conducted by email requesting owners vote for 5 members.

David to circulate a reminder about nominations to the master email list next week. **DS**

2. Class Rules

Popping Battens – Following on from the discussion during and after Medemblik, it was agreed to adopt the recommendation from IFDS Worlds Jury Chairman Costas Tsantilis for the 49er class wording to be added to Section C "Conditions for Racing" of the SKUD 18 Class Rules as a new item 1.2.

RRS 42 shall apply as amended below:

RRS 42.3 is changed as follows:

(i) A boat's crew may pump the mainsail repeatedly to release one or more battens.

David to prepare amended draft Class Rules for circulation and vote of owners **DS**

Alternative Penalty – It was recommended that Section J include a recommendation to Organising Committees that Sailing Instructions state "For the SKUD 18 class, rule 44.1 is changed so that only one turn, including one tack and one gybe, is required".

David to prepare amended draft Class Rules for circulation and vote of owners **DS**

Seating – It was noted that some go-kart seats may not meet the measurement criteria included in the class rules, however several of these have been approved through the Replacement & Additional Equipment application process. The email from the Access Worlds Jury Chairman Peter Johnson regarding interpretation and enforcement of class rules regarding seating was noted. Scott to review wording, including use of seat belts, and develop recommendations for the committee. Aim to implement any agreed changes at the Miami OCR following a vote by owners. **SW**

3. Sailing World Cup Events

Sail For Gold, Weymouth – Despite the organisers not agreeing to relaxing the eligibility requirements, a fleet of 5 SKUD 18s are competing at the 2010 SFG regatta.

Semaine Olympique Francaise, Hyeres – An email has been forwarded to Bernard Bonneau on August 3 requesting a relaxation of the eligibility criteria, however there has been no reply to date. It is hoped that a good fleet of SKUDs will participate in 2011 with potential entries from FRA, ESP, ITA, NED, GBR, IRL and possibly POL in addition to non-European teams.

Sail Melbourne, Sandringham – It is hoped that 6 or more SKUDs will compete in December 2010. Discussion is also underway to include SKUDs in the Sydney International Regatta in early December. Sail Melbourne 2011 will be held in November to avoid a clash with the 2011 ISAF Sailing World Championships in Perth.

Rolex Miami OCR – Good entries are expected for this event.

4. Website

It was noted that SKUD 18 news, event reports, images and information about class rules, additional equipment applications and an event calendar is available on www.skud.org. It has been suggested via the google group that a 'classifieds' section would enable owners to advertise boats and equipment for sale or wanted. This should be added. Noted that there was potential for a good story to be added regarding a SKUD workshop being held in Sydney in October. **DS**

David to circulate an email advising that classifieds can be forwarded for posting to the website and also encouraging owners, sailors and coaches to provide content in the form of news stories, event reports, tips etc. **DS**

5. Gunwale Modification

Chris discussed the email he had circulated and recommended option 1 as the preferred method to modify MkI gunwales. It was noted that this also presents an opportunity for owners to increase the buoyancy under the side-decks in older boats.

While the performance benefit (if any) is unsure, the Committee needs to formally acknowledge that it is okay to make the modification, but also reinforce that it is not a requirement. Owners would require approval of the Technical Officer. Chris to produce instructions for the modification procedure based on Option 1 within 1 week. **CM**

There is potential to get a number of boats together in Florida after the Miami OCR and before the Disabled Midwinters to do the gunwale modifications under the supervision of Chris and Gene. This is also an opportunity to document the procedure in detail. Owners would need to meet the cost of materials and reasonable expenses, and provide assistance.

Recommended that an estimate of cost be developed so that a request for expressions of interest can be circulated to owners. **CM/GH**

David to draft an email circular with key information from the meeting and a REOI for gunwale modifications **DS**

6. Horizon Sails

Chris noted that he had meet with Gene in Medemblik and also reviewed the sails with a group of coaches. Comments were that the main is right (this has been the focus with the introduction of the new Selden mast) but the jib needs to be changed. He noted that the new jibs will be more like the original Pryde jib and with less panels. Existing Horizon jibs will be replaced. **CM**

The Alex Hovden suit that was damaged in transit will also be replaced. The bolt rope on the early Horizon mains was also tight but this has now been changed.

It was noted that the material used by Horizon is essentially the same product manufactured by Dimension, however it does not have the twisted colour strand that adds a feeling of greater thickness. There is no Kevlar strand in the Pryde sails.

Concerns regarding the webbing and quality of sewing (Cunningham loops, outhaul loop, boom strap) have been raised with Horizon.

Difficulty in popping battens on the new sails was also discussed. The change to parallel batten pockets is not the issue but future sails will have lighter batten material. Setup and technique is a key part of this.

Gene noted that full measurement of sails and battens will be introduced in 2012 **GH**

7. Recutting Old Mains for New Masts

Old mains have slightly larger total area than the new Horizon mains. The owners need the measurements to be able to specify the new luff curve for sailmakers doing the work. Chris to obtain a simple procedure and measurements from Horizon.

CM

This information also to be posted on the website.

DS

8. Hull Weight

Only 3 boats in Medemblik were under 390kg and all new boats are over 400kg. Agreed that minimum weight in Class Rules revision to be changed to 400kg.

DS

Location of corrector weight is specified in C.6.3

9. Supplied Hardware

Sailors and coaches advise that the Selden turnbuckles are not as good as the Ronstan type previously supplied and most people are replacing these. Chris advised that Access Sailing would undertake to supply its own rig pack in the future (including Ronstan rigging screws)

instead of the standard Selden equipment.

CM

10. Buoyancy

Chris brought the Committee's attention to the draft 'Buoyancy Update' document that he had circulated and note the difficulty in determining exactly how much buoyancy had been included in the early boats not built by Access Sailing. Chris has developed a recommendation of 580kg buoyancy as this is required to keep the boat afloat even if all air is evacuated (ie. in the event of a catastrophic collision). He would also recommend that if crew and equipment are unusually heavy, that additional noodles be added to compensate. The recommendation is more than the EU Recreational Craft Directive. As such, new boats can have a CE mark. Chris to implement.

CM

Agreed that the SKUD 18 Class should recommend that all boats have 450kg of buoyancy secured within the hull cavity in the form of styrene or polyethylene 'noodles'. This information to be circulated to owners via email.

DS

Agreed that a revised Buoyancy Update be circulated to owners and also posted to the website.

DS

11. Racing Handicap Systems

There is interest in determining a PHRF rating for the SKUD 18 in order to encourage racing in mixed keelboat fleets. David & Chris to provide the required PHRF measurement data and forward to Scott for him to lodge an application for a PHRF rating that would be subsequently reviewed based upon the on-water performance of the boats.

DS/CM/SW

The SKUD 18 already has some yardstick recommendations and an SMS rating.

Sportboat Measurement System (SMS)

SKUD 18 Two Person (open configuration) SMS 0.704

SKUD 18 Three Person (open configuration with 60kg bulb) SMS 0.715

Comparison – Melges 24 0.807, SB3 0.758, Viper 640 0.765

Portsmouth Yardstick (PY)

SKUD 18 Two Person (centerline seats) PY 1060

Comparison – Laser PY 1078

Yachting Victoria Yardstick (YV)

SKUD 18 Two Person (open configuration) YV 110 (AACA Recommendation)

Comparison – Laser YV 106

Meeting Closed at 1240 GMT

SKUD 18 Class Forum

Medemblik, Netherlands, July 8, 2010

Attendance: Niki Birrell, Ian Clingan, Ronan Kelehan, Michael Cogswell, Lucy Hodges, Adrian Finglas, Eddika Putra, Duncan Byrne, Amy Kelehan, Julia Dorsett, Rachael Cox, Arend Pet, Daniel Fitzgibbon, Scott Whitman. Betsy Allison, John McRoberts, Jovin Tan, David Staley, Linda Merkle, Gene Hinkel.

SKUD 18 Committee President Scott Whitman opened the meeting at 9.15am.

Noted that the 2010 version Class Rules had been adopted for the IFDS Worlds which is a good move.

It was advised that class committee elections would be coming up soon. People should think about who would like to nominate and who they would like to be on the class committee.

Adrian Finglas noted the AUS team have received a new boat in the last few weeks and are generally very happy with it but there is a need to ensure that sails are of a good consistent standard. They are not up to Olympic standard at the moment. The class needs to talk to the sailmaker about consistency of the sails as new battens are more difficult to pop. It was noted that the angle of attack where the batten meets the mast is critical.

Niki Birrell noted that the jib is too full. Also that the webbing on the sails (boom strap, outhaul, Cunningham loops) are of poor quality.

Betsy Allison noted problems with getting sails imported. Need to have local/national distributors who manage the importation and carry stock. John McRoberts noted that the new sails are inconsistent quality and the Access Sailing are planning to replace 5 jibs.

Class Technical Officer Gene Hinkel noted there were differences between the Pryde and Horizon but they are within tolerances that would be approved for ISAF. Nevertheless, the sailmaker needs to step up and ensure that all the new sails are accurate and consistent in manufacture and quality.

C Mitchell

Ian Clingan noted that availability of equipment is difficult. Spars, rudder blades, fins, bulbs should all be available via the Access distributors in each country. It was noted that the availability of Selden rigs has now been overcome and there are 3 rigs now available in the Netherlands and 1 rig available in the UK. Gene noted that Selden are producing a high quality product with very consistent measurement.

Adrian noted that the rigs should be provided with calibrated turnbuckles (Ronstan) that can be adjusted on the water – Selden standard type are inadequate and need to be replaced. Also it was suggested that the block sizes and rope diameters are changed to make the boats closer to what is needed to be race-ready. Access Sailing to discuss with AUS and GBR teams this week.

C Mitchell

Niki enquired regarding the target weight. Gene noted there are only 3 boats under 400kg so recommends raising minimum weight from 390kg to 400kg. Noted that there should be a manufacturing tolerance advised in order that allowance can be made for additional equipment. What is the build weight of the last 5 boats manufactured? Need to have the build tolerance for hulls, foils & bulbs and maximum weight specified within two months.

C Mitchell / SKUD Committee

There was concern about the consistency of bulb weight and also with fin. These need to be within close tolerances. Bulbs should be with about 1kg. Gene recommends that weight is stamped on the bulb at manufacture.

C Mitchell

Noted that if ISAF class would require tolerance to be less than currently published, so the class should aim for meeting the closer tolerances. Gene is satisfied that the builders are producing a consistent hull but a few tolerances to be tightened up. New rudders are very close tolerance, just need to use a pin to control depth.

Linda Merkle noted an IFDS Sailors Forum will be held after racing on Sunday.

Suggested that new owners should advise the class association of a change of ownership. Requires a minor change to the class rules. **SKUD Committee**

David Staley noted his thanks to Scott for establishing the google group discussion and managing the discussion regarding class rules and preparing the summary for the class committee. There has been some very healthy discussion via the google group although not all class sailors are involved through this platform. David also encouraged sailors to become involved with national class associations.

There is an urgent need to get entries confirmed and lodged for the Weymouth Sail For Gold Regatta in order to meet the minimum fleet size or there will be no racing for the SKUDs. Sailors indicated they would like the eligibility to be opened up to enable more flexibility with crew make-up and build a bigger fleet. It was suggested that the class could write to Weymouth organisers asking them to open up eligibility. We also need to be sure additional boats will enter. **SKUD Committee**

Also need to determine the interest of teams competing in Hyeres (there are a number of GBR teams who would like to sail there along with the FRA boat). Class to also discuss eligibility with Hyeres. **SKUD Committee**

Betsy suggested that SKUD crews need to commit to a series of identified events for 2011 to assist with planning. **SKUD Committee**

It was noted that Miami will tighten up eligibility toward the end of the quadrennium. By 2012 it will be Paralympic eligible teams only.

Linda Merkle noted that involvement in SWC has been very beneficial for Paralympic Sailing.

Meeting closed 10.15am.

SKUD 18 Forum

Rutland Sailing Club, June 11, 2010

Attendance: GBR, IRL, FRA, ITA (approx 20 sailors & coaches). The meeting was convened by David Staley.

It was noted that there were still some issues being raised with the class rules since the June update, in particular the wording of the seating clauses.

It had been proposed by Allan Smith to adopt the John Figgures wording within C.3.2.d.6 - *On canting/tilting seats, the sides shall be perpendicular to the seat base plane. On fixed (non-canting) seats, the sides shall be within 25 degrees of the vertical.*

Noted that "vertical" cannot be used as many existing seats have slightly flared sides. Possibly could say within 5° but need to gather data. John Figgures to inspect a sample of seats and provide information.

Also noted was that many are using Go-Kart seats and the sides of these are less than the stipulated 125mm.

There was concern raised that people may sit on parts of the seat other than the base (ie. armrests, back) and this could assist hiking.

Agreed that the SKUD 18 Committee should endeavour to update these sections of the class rules before the IFDS Worlds in Medemblik if possible.

DS / SKUD Ctee

There were questions about licensing of sailmakers. The meeting was advised that the IACA had undertaken to communicate with Access Sailing about licensing a European sailmaker for the 2.3, 303 & Liberty. Main issue seemed to be delivery times which may be able to be overcome with distributors holding stock. It was noted that any sails produced by newly licensed sailmakers would be using the same material and using the same electronic cut files.

Concern was also raised about the availability of spare parts. It was noted that Access Sailing have distributors in GBR, NED, GER, FRA, ITA, ESP & POR but it is not feasible for most of these to be stocking a large supply of parts. With the UK being central to SKUD sailing through to 2012, it was suggested that a range of spares and sails should be available here. Rigs are now being produced in Gosport and the intention is to have stock available. Suggested that the UK SKUD sailors contact Steve Sawford Marine to identify key items to be kept in stock.

UK SKUD Sailors

It was asked if a tuning guide would be produced. Indicated that the aim was to have the tuning guide produced by the end of the year with assistance from Ben McGrane at Selden. Suggested that this only needs to be basic and should be included in the Owners Manual.

DS

Noted that the Owners Manual was almost complete. The link to download the draft version is <http://www.accesssailing.com/default.asp?ID=30404>

There were comments that the SKUD competition in the ISAF Sailing World Cup should be open to male, female and unclassified crews. It is difficult for teams to manage a fully Paralympic eligible crew for every event. If Hyeres was open, there should be a good fleet attending. David to communicate with the Hyeres organisers to request open eligibility and to circulate information about the event.

DS

Concern was raised about making holes in the deck for the purpose of adding flotation. A request was made for clarification to be provided by the Class Technical Officer.

GH

Suggested that the SKUD webpage should be updated more regularly. It is important to keep the events calendar up to date.

DS

Contributions of photos and stories for the website would be appreciated. Email to david@accessclass.org

All

Inaugural SKUD 18 Committee Teleconference May 6, 2009

Attendance: Scott Whitman, Dong Hai, Tim Dempsey, Allan Smith, Chris Mitchell, Gene Hinkel, David Staley. Apology: Terry Peek.

The teleconference commenced at 1000hrs GMT.

David Staley noted recent expressions of interest from Dan Fitzgibbon (AUS) and Phil Smithies (GBR) in membership of committee. Nomination forms should be completed so they can be passed on to the Committee for consideration.

1. Election of President

David Staley advised that Terry Peek had nominated Scott Whitman for President, due to his involvement in the final SCMC meetings and contribution to development of the SKUD 18 Committee By-Laws. Seconded by Gene Hinkel. Scott Whitman elected as President unopposed.

2. Status of the SKUD 18 class & relationship to IACA and other classes

David noted the documents circulated with the Agenda outlining the class association history and structure, the number of boats built etc. Scott and Allan Smith noted owners concern about the influence of other classes on SKUD issues, and the extent of SKUD owners' control of policy. David advised that the structure of the IACA Committees enabled the SKUD 18 owners to have significant control of all key issues through their elected delegates. It was recommended that SKUD owners and sailors become actively involved in their National Access Class Associations as these organisations vote at the IACA Annual General Meetings.

David to email SKUD 18 Committee By-Laws to all members.

DS

3. Class Rules & Measurement

Class Technical Officer Gene Hinkel noted that there had been a lot of work done to get class rules in place but they will always be a work in progress. Now is a good time for owners to have input. With the Paralympic Sailing Competition not until 2012, there is no big rush this year but its a good time to work on what needs updating. Gene has all the data on boats measured so far. Chris needs to update the measurements for the new boats and rig and then work out tolerances and any need for grandfathering. Gene has developed a measurement jig for the bow from which many measurements can be taken. There was discussion about the potential to allow some additional mast rake provided the boom remains a safe height above sailors' heads.

The Committee agreed to encourage SKUD owners to experiment with slightly longer forestays and report results.

All

Chris Mitchell was asked to forward some photos of new finished boats highlighting the various modifications to enable preparation of press release and information to sailors.

CM

Role of SKUD crew and helm limitations. IFDS have adopted US Submission for time being. DS to follow up with IFDS re publicizing the information. SCC to circulate info to owners & sailors.

4. Events Calendar

David noted the multi-page spreadsheet prepared initially by David Cook with updated information. The information includes SKUD boat register, owners, sailor and crew contacts, coach contacts, SCMC and SKUD Committee contacts, along with future and past events. The Committee were requested to advise any corrections or additional information. **All** David noted that IFDS are continuing discussions with ISAF about World Cup of Sailing events being open to unclassified sailors as well as Paralympic eligible teams. It was noted

that Kiel and Medemblik have little space and have not been seen as preferred venues for SKUDs but it would be good to encourage attendance at Hyeres.

Committee members to provide comments on the draft events calendar by May 15. **All**
The event calendar will then be posted to website. **DS**
It was recommended that IFDS Classification requirements be added to event listings. **DS**

Allan enquired regarding the SKUD division at the Combined Access Class Worlds being held in Rutland, GBR in June 2010. It was noted that this will be sailed with in centreline seat format but IFDS Classification is not a requirement.

5. Contacts of all Committee members and sailors of the Class

This information is contained in the multi-page spreadsheet.

6. Communication

David noted that the SKUD 18 webpages were incorporated within the IACA website with the domain www.skud.org directed to the SKUD 18 page. It is reasonably easy to maintain, but needs regular new content to keep it interesting. Members of the Committee, along with owners and sailors, are invited to provide content. **All**

Gustaf had enquired about boats he has for sale being posted to website. The Committee recommended that a classifieds page be added. **DS**

David advised that draft minutes would be circulated for checking by the Committee before posting to the website. **DS**

Scott and David to then prepare a website story about the new committee. Alan also happy to assist with this. **SW/AS/DS**

7. General Business

Dong Hai noted the spread of boats in countries where there were not any National Access Class Associations. David advised that NACAs would only be established where there was a number of people actively racing in Access classes. Owners & sailors in countries that do not have a NACA can join the IACA directly.

8. Next Meeting

Next teleconference Wednesday 8 July (Time TBA)

Meeting Closed at 1130 GMT.