

# SKUD 18

## SKUD18 Sailor Forum Royal Yacht Club of Victoria Tuesday 24<sup>th</sup> November 2015

Chair – Russell Phillips - President International Hansa Class Association

Tim Dempsey – President, SKUD18 Committee

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Meeting opened 4:05pm

Russell Phillips welcomed competitors to Melbourne and the 2015 World Championships

### **1. Events Program:**

Dates for the upcoming events were read to the meeting

#### **Sailing World Cup 2016**

Miami – January 23<sup>rd</sup> – 30<sup>th</sup>

Hyeres – April 25<sup>th</sup> – May 1<sup>st</sup>

Melbourne – December 5<sup>th</sup> – 11<sup>th</sup>

#### **EUROSAF Champions Cup**

Delta Lloyd – Medemblik – May 24<sup>th</sup> – 28<sup>th</sup>

Sail for Gold – Weymouth & Portland – June 6<sup>th</sup> – 12<sup>th</sup>

Lake Garda – No dates currently available

#### **2016 Para World Championships**

Delta Lloyd Regatta – Medemblik – May 24<sup>th</sup> – 28<sup>th</sup>

#### **2016 SKUD 18 International Championships (Hansa Worlds)**

Medemblik – June 3<sup>rd</sup> – 9<sup>th</sup>

#### **Rio2016 Paralympic Sailing Competition**

Rio – August 5<sup>th</sup> – 21<sup>st</sup>

### **2. Class Rules:**

## **Electronic Compasses**

The ruling regarding Electronic Compasses from the Technical Committee was read to the meeting.

The ruling states:

*Competitors are advised that the use of electronic compasses in the SKUD18 are permitted as follows.*

*TackTick Micro Compasses are permitted.*

*TackTick Race Master, Velocitek and any compasses with GPS functionality are not permitted.*

This ruling is posted on the official regatta noticeboard and the regatta website under Race Documents as [Notice to Competitors No.1](#)

There was no further discussion regarding this ruling.

## **Battens**

The ruling regarding Battens from the Technical Committee was read to the meeting.

The ruling states:

*SKUD18 battens*

*Competitors are advised that the use of battens in the SKUD18 sails are permitted as follows.*

*Horizon Mainsails – Complete sets of unaltered SKUD18 Horizon battens or complete sets of unaltered SKUD18 Permex battens are permitted.*

*Hyde Mainsails - Complete sets of unaltered SKUD18 Hyde battens or complete sets of unaltered SKUD18 Permex battens are permitted.*

*Horizon Jibs – Complete sets of unaltered SKUD18 Horizon battens or complete sets of unaltered SKUD18 Permex battens are permitted.*

*Hyde Jibs - Complete sets of unaltered SKUD18 Hyde battens or complete sets of unaltered SKUD18 Permex battens are permitted.*

*Battens from different manufacturers cannot be mixed in the same batten set.*

This ruling is posted on the official regatta noticeboard and the regatta website under Race Documents as [Notice to Competitors No.2](#)

A lengthy discussion regarding this ruling then commenced.

Marcus Lynch (GBR) informed the meeting that Permex are the manufacturer and Blue Streak is the Brand. They produce 2 different types of battens – the 'Bluestreak Hex' used by Hyde (Hansa Sailing Part number HS4694.1) and the 'Bluestreak Round' used by Horizon (Hansa Sailing Part Number HS4694.9).

He was told that the battens were no longer available, but had today contacted Permex and was told that both these battens are currently available and made to order.

He doesn't understand how the ruling made by the measurers can stand, as the Class Rules say which batons are to be used in which sails. In the Parts List, it states that 'batons only to be used by manufacturer' not as supplied. The meeting to discuss this ruling was only held with the measurers this morning, once competitors have arrived and unpacked boats. He wants the minutes from this meeting and the email trail to be published to make sure that the caveats were met to inform sailors. He also asked for the Technical Committee to detail how they can make such changes, when the class rules do not allow it, and post it to the noticeboard. He feels we must be held to the class rules, or the ruling is illegal.

Alexandra Rickham (GBR) also believes that the ruling may be illegal as the members of the Class Association were not informed of this change. She is a member of the SKUD18 committee and was not informed and, consulting teams around the room, indicated that teams from ITA, POL and NED, along with GBR were not aware. She believes that you cannot change the class rules on the 1<sup>st</sup> day of the World Championships, without having previously informed the class association, when teams have not been given the opportunity to make changes and test results. She understood that the Class rules were changed in 2013 to be locked down to stop late changes such as this.

Russell Phillips informed the meeting that the ruling was made by the Technical Committee and that it is not a rule change, but a change of supplier. He acknowledged that there had been a lack of communication from the Class Association to the members, but the Technical Committee are appointed by the IHCA to make such decisions and they believed that this decision was the best decision for the class. It was a majority decision by the Technical Committee.

Ronald Van Vianen (NED) also believes that is not correct to make this change when teams were not informed. He believes that any change should be implemented after the Worlds or from a set date – ie January 1<sup>st</sup>. He also asked that the Technical Committee be brought into the meeting to discuss their decision.

Marcus Lynch (GBR) Whilst he agrees that it is better equipment, he also believes that the rule should remain as is, as only a few people have had the information and it was not communicated to the teams, many of whom shipped their boats and equipment to this event several months ago and have not had the opportunity to trial alternatives.

Russell Phillips agreed that the sailors should have been informed however a process had been followed after concerns that there were equipment issues. The manufacturer consulted with the Technical Committee following discussions with Hyde and Seldon regarding track breakages on masts. The proposed change was referred to ISAF for their consultation and, once a response was received from them on 30<sup>th</sup> of June, the decision was made to make the change. This information should have been passed on to the sailor group, which it was not.

Dan Fitzgibbon (AUS) stated that the sailor group had had a meeting in Miami where the issue of track breakages by Hyde battens was discussed and that, whilst ISAF were consulted regarding the change, the SKUD18 is not an ISAF class.

Betsy Allison (USA) confirmed that the Disabled Sailing Committee of ISAF had been approached by the manufacturer following concerns regarding mast breakages. They agreed that it was probably safer and more efficient to do so, but that it was an issue for the manufacturer and the Class and that we should do what we needed to do.

Alexandra Rickham (GBR) wants everyone to sail with they have been previously sailing with as the European teams shipped their boats months ago. She feels that there should be a class-wide vote for

people to sail with the batons that they had before June 30<sup>th</sup>. She feels that the Technical Committee should be empowered to make decisions on behalf of the Class, but there should be a time limit on when changes can be made and a consultation period with the sailor group before such a change is implemented.

Niki Birrell (GBR) believes that anyone new to the class has an advantage as you cannot buy old battens for a new sail and sailors at this event who have not been made aware of the change are at a disadvantage.

Marcus Lynch (GBR) stated that he believes that the issue with the breakages in the track was not the battens, but the distance between the baton end and the bolt rope on gybes and that Seldon did not wish to take the blame for the problems, so blamed the battens.

Mark Robinson (AUS) quoted from the class rules - 'Interpretations of class rules can be made by the Technical Committee'

Russell Phillips reminded the meeting that the Technical Committee are appointed to make such decisions for the class and that they had made their decision. Clearly there were groups who were not happy with the ruling, however it was their right to appeal the decision.

### **3. Seating**

Russell Phillips reminded sailors about the upper height limits of the seats, which is roughly at gunnel height. Sailors should check to see if their seats were too high.

### **4. Licensed Sailmakers**

There was no discussion regarding sailmakers

### **5. Any Other Business**

There was no further business.

Russell Phillips closed the meeting by expressing sorrow that meeting was ending with dissention regarding the issue of battens, but wished competitors best of luck in the coming event.

Meeting closed 5:00pm

# SKUD 18 Committee Meeting

November 19, 2013 1000hrs UTC via teleconference

**Attendance:** Tim Dempsey, Alexandra Rickham, Steve Cranch, Brian Todd, Chris Mitchell, David Staley. **Apologies:** Leo Sanchez, Rick Watters. Paul Callahan, Marta Zanetti.

## 1. Class Rules

- C.5.1.a.2 – Words are okay. Up to judges to determine what fits the rule. Steve to advise which of the most common equipment complies with the rule. **SC**
- The Class Rules updated to version 9 following discussion during the meeting.
- Aim to have the amendments completed by the end of November and circulated for a vote by owners before Christmas.
- David to circulate updated draft with minutes. **DS**

## 2. Equipment Applications

- Steve has reviewed list and is emailing recommended status update for existing applications. **SC**
- Only a few difficult ones – modification of gennaker sock. Steve will email with Leo and Brian to determine how they are to be resolved. **LS/SC/BT**
- Steve noted three applications for jib backing line. Agreed that it not be included in class rules and previous applications be revoked.

## 3. Other Business

- Brian noted the North American SKUD 18 Championships will be a J3 format event in Halifax the week before the IFDS Worlds. Preliminary NoR is now available.
- IFDS are also keen to encourage J3 format open SKUD regattas in Europe along with open competition in other Paralympic classes.
- IFDS will become a commission of ISAF before becoming fully integrated. There was a unanimous vote at both IFDS and ISAF meetings to support the merger.
- Chris noted that he expects that Horizon will continue to be an authorised sail maker, although Hyde will most likely manufacture cheaper and better sails. Alexandra asked whether North had been contacted about manufacturing sails and noted that many of the sailors are confused and unsure what sails will be available. Hansa Sailing now owns the cut files and all sail makers will need to use the same files and use the same (Dimension) sailcloth. Hansa Sailing have contacted North but there is no cost benefit in having three sail makers when only about 30 suits of SKUD sails are manufactured each year - it could actually increase the cost of the sails. There is a setup cost for Hansa Sailing and the loft needs to hold a stock of the sail cloth. The immediate need is to establish the supply chain from Hyde (now underway) and later consider if North replace Horizon as the second sail maker. It was noted that IFDS accepts that the volumes are insufficient to have three sail makers at this point and the best thing for the class is to follow the path it is now on. The typhoon in the Philippines has caused some interruption to manufacture, but Hansa Sailing expects to have sails available from Netherlands, Batam and Australia warehouses from early December.
- Suggested the Committee update the owners about the status of sails. David to draft the email to owners for the class rules voting, including an update on sails. **DS**
- Alexandra noted that the class rules need to be clear regarding battens. The committee felt that battens should be used that match the sails for which they were manufactured. Changes were noted in class rules revision.

## Next Meeting

This will be conducted at a date to be determined. Conclusion of the class rules revision process to be via email exchange.

**Meeting Closed 1120hrs GMT**

# **SKUD 18 Committee Meeting**

**November 4, 2013 1000hrs UTC via teleconference**

**Attendance:** Tim Dempsey, Alexandra Rickham, Steve Cranch, Brian Todd, Chris Mitchell, David Staley. **Apologies:** Leo Sanchez, Rick Watters. Paul Callahan, Marta Zanetti.

## **1. Class Rules**

Draft amendments to the class rules had been circulated ahead of the meeting as Version 3. DS notated a Version 4 during the meeting. This will be circulated to members for review and the provision of additional measurements and comments by November 8. David will then update to Version 5 and circulate for comments by sailors, owners and IFDS.

Following advice from IFDS as to whether it would or would not approve the rule changes, the rules should be put to the owners for a vote in time for adoption by January 1, 2014.

## **2. Additional Equipment Application Process**

Draft updates to the application form and a new Terms of Reference for the SKUD 18 Technical Committee had been circulated ahead of the meeting. Some minor changes to the Terms of Reference were suggested. The new Application Form was approved.

Suggested that the Technical Committee be convened with Leo Sanchez as Chairman and Steve Cranch and Brian Todd as members. David to seek IHCA Committee endorsement of new By Laws and Technical Committee appointments ASAP.

Technical Committee to review the list of existing applications within 2 weeks and advise.

## **Next Meeting**

This will be conducted using skype (voice only) on Tuesday Nov 18 at the same time.

**Meeting Closed 1145hrs GMT**

# SKUD 18 Committee Meeting

**October 21, 2013 1000hrs UTC via teleconference**

**Attendance:** Tim Dempsey, Alexandra Rickham, Steve Cranch, Brian Todd, Paul Callahan, Chris Mitchell, David Staley. **Apologies:** Marta Zanetti, Leo Sanchez, Rick Watters.

President Tim Dempsey welcomed all present.

An email from Marta Zanetti advising her immediate resignation due to language difficulties was noted and the committee voiced its appreciation of Marta's input via email in the past. Tim to contact Marta to discuss.

## 1. Class Rules

Draft amendments to the class rules had been circulated ahead of the meeting.

Tim noted key issues being whether seat belts should be stapled or not stapled, and the interpretation of "within the seating surface".

### a) Seating rules:

Brian noted that IFDS would prefer that athlete is in the back of the seat without the flexibility to move fore and aft. Probably 5-10cm flexibility to enabling sliding from side to side. Idea of moving a great deal fore and aft is not seen as appropriate by IFDS who would like to reduce the travel to keep people close to the back of the seat. This is even though the rules have reduced seat length from 60 to 45cm. Most important is that the strap secures the sailor in the seat.

Alexandra noted that as it stands, the seat belt can be around the thighs or the waist and that the anchor points are safer when mounted aft and around the hips rather than forward on the seat and over the thighs.

Brian suggests an allowance to allow movement from one side to the other. This would be policed in measurement. This is the suggestion of the Paralympic jury and IFDS Technical Committee Chair. It was noted that the Class has had no feedback from Kinsale Jury – people who could have provided a fresh perspective.

Paul Callahan noted that the way the rules are written enables people with more mobility or certain body weight to take an advantage. The class should consider a Paralympic appendix to the class rules.

David noted the history of the development of the class rules, led by IFDS President Serge Jorgensen and ISAF Equipment Committee Vice Chair Dina Kowalyshyn who were strong advocates for inclusive / generic class rules without an appendix.

Chris noted the universal use of the rules and that IFDS specify two centreline seats, who can sit in them and what control lines they can manipulate. IFDS should therefore be the organisation who stipulates detailed seating rules.

Concern was also raised that less mobile athletes are using saddle seats which may be inappropriate and is risking injury.

Brian agreed that IFDS can provide the documentation on disability specific rules.

Paul Callahan believes it is impractical for the jury to police seating on the water. If people have the potential to take advantage of the rules, then they will. Need to solve this before people can leave the dock.

Tim noted that in an IFDS configuration that it would be okay to staple / fix seats.

Alexandra noted that the jury has been scrutinising them closely for 5 years, but none have ever protested them. Safety for people using saddle seats will vary for people with different disabilities with different seats – and this is where the problems will come in. Strapping people in more strongly may actually be in more danger. Important that competitors know what are the interpretations of the rules. No problem with stapling but IFDS would need to be vividly clear about what the requirements are with plenty of notice.

How much slack/play should be allowed in a seat belt? Approx 10cm is the IFDS estimation as this would allow movement on the seat but prevent people slipping out of the belt. IFDS would be happy to implement this and would police this through measurement.

Chris noted that seat belts need to be adequate and will keep sailors in the seat.

Agreed that IFDS would develop specific seat belt rules and that the Class would aim to introduce the other improvements it has circulated in draft.

### **b) Rod Rigging:**

Steve Cranch noted that rod rigging can be brittle and is more difficult to coil and transport.

Riggers suggested that it is better not to go to rod although it can provide greater breaking strain. The recommendation is to stay with dyform / multi-strand rigging and set a minimum but no maximum. Agreed.

Brian suggested that it may be best to go by the manufacturers specification but Steve noted the variety of wire manufacturers and specifications in different parts of the world and, unless stipulated as supplier only parts, this would be impractical. The committee noted its satisfaction with the proposed changes to F1.1 and F1.2.

Steve noted that wording of C.9.7c measurement from aft face of the mast needs clarification – maybe use a diagram. Leo to advise. **LS**

### **c) Any other changes:**

A variety of minor amendments were included in the circulated draft amendments to Class Rules. The SKUD Class should aim to finalise amendments and pass to IFDS for approval by November 1 and then the IFDS approve by November 12 at its AGM. SKUD Class would then seek approval by owners in order to publish the amended Class Rules by January 1, 2014. This would meet the IFDS timetable.

Brian noted that IFDS will release its seating and seat belt definitions / rule changes as of the November meeting.

## **2. Additional Equipment Application Process**

Steve noted that a lot of unnecessary equipment has been applied for under this process but a lot of equipment is there that will improve performance. Much of this has provided worthwhile and useful improvements for the class. How do we clamp down on the vast bulk of applications and the unnecessary applications? Possibly a two-tier process?

Alexandra noted that there should be a time frame ahead of events that applications can be made. The applications that were put in on the eve of the Paralympic Games were rushed through and did not have any comments or reasons given from the Class Technical Officer.

A.16 doesn't say anything about the rationale - just the process. Is it to compensate for disability or not?

It was suggested that equipment improvements should be written into class rules – i.e. gennaker chute cover, rigging screws, gennaker tack line adjuster etc, but equipment that compensates for a disability can be made under application system and only applies to the boat / sailor combination. There is a need to tighten the mechanism. Documentation should be clear about what will and what will not be approved – guidelines for the Class Technical Officer to follow.

If people find new equipment improvements, this can only be trialled and tested in the 12 month window after games and then the class rules need to be locked down. Under Closed Class Rules – everything is forbidden unless the rules specifically say it is permitted.

It is important for the Committee to note what items in the approved applications list need to be permitted and written into the Class Rules. Committee needs to do this immediately. **ALL**  
There is also a need to establish a difference between Additional Equipment Applications for equipment that compensates for a disability, and Modifications to Equipment to meet class rules / effect repairs etc. DS to draft some guidelines for an improved process and circulate. **DS**

### **3. SKUD 18 Events**

At the previous meeting, it was agreed that the SKUD 18 Class would focus on:

- Hyeres, Garda and Medemblik in Europe
- Miami, Pre-World / NthAm Champs and IFDS Worlds Halifax in North America
- Sail Melbourne and Sail Auckland in Asia-Pacific

Brian will advise regarding Halifax pre-worlds / North American Champs that will hopefully be held the weekend before the IFDS Worlds. **BT**

### **4. Any Other Business**

None

### **Next Meeting**

This will be conducted using skype (voice only) on November 4 at the same time.

**Meeting Closed 1215hrs GMT**

# **SKUD 18 Committee Meeting**

**September 16, 2013 1000hrs UTC via teleconference**

**Attendance:** Tim Dempsey, Alexandra Rickham, Steve Cranch, Brian Todd, David Staley.

**Apologies:** Marta Zanetti, Paul Callahan, Rick Watters, Chris Mitchell, Leo Sanchez.

## **Confirmation of Committee & President**

It was noted that the committee was now listed on the website under the contacts menu. Tim Dempsey was the only nomination received for SKUD 18 Committee President – nominated by Chris Mitchell and seconded by Rick Watters. Tim was therefore elected unopposed as President of the SKUD 18 Class Committee.

## **Committee Documents and Governance Structure**

For the benefit of the new members of the Committee, it was agreed that David outline the relationship of the SKUD 18 Class within the IHCA and how the Committee operates. In summary:

- The International Hansa Class Association Inc (IHCA) manages 4 classes – the Hansa 2.3, Hansa 303, Liberty & SKUD 18 – the former three being ISAF Classes and the latter being an IFDS Recognised Class and the Paralympic Two-Person Keelboat Equipment.
- In both 2007 and 2012, the IHCA sought ISAF Class status. As the number of SKUD 18s so far sailing are insufficient to meet the ISAF requirements of Regulation 10.2.1(e), the IHCA requested dispensation under Regulation 10.2.1(f) as the SKUD 18 serves a unique aspect of sailing. In both cases, after much debate, the request was denied.
- The SKUD 18 Committee is the only IHCA Committee where the owners directly elect members of the Committee or vote on the Class Rules.
- The IHCA and the Rights Holder and Builder of the SKUD 18 have signed a Paralympic Classes Agreement with IFDS in 2008 and 2012.
- In 2012, the IHCA agreed to amend the SKUD 18 Committee Terms of Reference at the request of IFDS to include an IFDS representative and a Coach representative.
- The Terms of Reference are the principal guiding document for the Committee.
- The SKUD 18 Committee is convened by the IHCA and all of its Committees and Members operate under the IHCA Rules of Incorporation.
- IHCA is the Incorporated Association which is formally connected with ISAF and IFDS however, in practical terms, the SKUD 18 Committee is charged with the ongoing management of the SKUD 18 Class.
- The Committee President is automatically appointed as a member of the IHCA Committee of Management.
- The IHCA conducts its Annual General Meeting in October each year via email exchange over a two week period. The voting members of the IHCA are the (currently 13) National Hansa Class Associations.
- The SKUD 18 Committee can hold teleconference (or skype conferences) to discuss any issues and convene SKUD 18 Forums at major events to seek feedback and comment from owners, sailors, coaches and officials.

## **Class Rules / Feedback from Kinsale**

Alexandra noted that Kinsale was a successful event but it was disappointing the numbers were not better, especially considering the good attendance at the European Championships in Switzerland.

Measurement was something of an issue:

- The class should be clear about what items are measured or checked at different events – purchase etc. **LS**
- There are many additional approved equipment applications where it is not clear what work or modifications have been done (recent keel mods for instance). It was suggested that Leo update the form to provide more information, and require more photographs / plans. There should also be a rationale for why an application is approved or rejected. **LS**
- Suggested that applications that significantly change the way the boat is sailed (ie. gennaker tack line adjuster) should be reviewed by the SKUD 18 Committee before approval. To avoid multiple applications for the same equipment, these items should be permitted within the class rules when amended.
- It was noted that an amendment to the Sailing Instructions affecting the seating rules was withdrawn by the Jury. There were no protests or penalties imposed for infringements of SKUD 18 class rules.
- It was suggested that Juries tend to focus on the RRS and are not inclined to enforce class rules unless this is brought to them via protest.
- It was also noted that teams are seeking some assurance from IFDS that the seating rules will not be in constant flux and they would need to regularly be modifying seats. **BT**
- Brian suggested that IFDS may consider tagging / stapling seat belts after seating for each boat is reviewed by the IFDS adaptations committee. It was commented that this should not be in the class rules, and that any IFDS rules or procedures should also be finalised as soon as possible to give teams surety about their preparation for the Games.
- It would be helpful for the SKUD 18 Committee to have feedback from the Jury and IFDS Technical Delegate about the amended seating rule. These are expected soon. **BT**
- Rod rigging was used by the Italian team in Kinsale but teams did not seem to have an issue with it. It was suggested that it may be best to close that loophole as it could potentially fuel the arms race, adding cost and rod rigging fails without the warning usually provided by stranded wire. It was suggested that the opinion of the remainder of the committee was needed, along with feedback from the sailors, before proceeding with any changes (although this should happen before the end of October). **CTEE**
- There was also discussion about other classes having a Paralympic appendix. David explained that The SKUD 18 Class Rules were originally framed in 2006 by the SKUD Class Management Committee under the direction of IFDS President Serge Jorgensen as Chairman and ISAF Technical Representative Dina Kowalyshyn to be Universal Class Rules. The rules apply to whoever sails the boat, whether they have a disability or not and whether or not they use seats or footrests or trapeze. So the SKUD Class Rules were intended never to be the place to put any disability specific rules – that is the role of IFDS which has the documentary basis for disability specific rules.
- Even though the timetable had been communicated and there was ample consultation with the owners and sailors, it seems that most were unaware that the Class Rules were to be “locked down” by the end of 2013 for the period through to the 2016 Games. Now is the time for owners & sailors, along with IFDS RNAs, to provide feedback. This should be encouraged through SKUD 18 email / google group and also via IFDS. **DS/BT**

### **Any other issues from SKUD 18 sailors in Kinsale**

Alexandra noted there was a meeting of SKUD sailors in Kinsale that discussed a range of issues:

- The availability of charter boats has a major impact on the success of events. This is okay in central Europe but an issue elsewhere. Events should be focused where boats are available. The EUROSAF event in Garda is likely to attract good entries.

- The idea of a pre-Worlds regatta in Halifax was discussed and generally supported. This could be a North American Championship for the SKUD 18 if sailed as J3.

### **Sails / Comments on Hyde sails**

- There was much discussion in Kinsale about the progress of the Hyde sails and also if North were to be involved.
- Alexandra reported that the Hyde and Horizon sails were tested with two boats at Weymouth shortly after the Kinsale regatta with Mike Lennon from Hyde UK and Akko van der Veen from Hansa Sailing Europe in attendance. The Hyde sails did not perform as well as the Horizon in lighter wind but there was less difference as the wind strength increased. It was hoped that the Hyde sails would offer better performance and be easier to use. Hyde and Hansa Sailing will be reviewing the sails and will update the class.
- There was discussion about the potential to taper off the use of Horizon sails in major regattas, possibly over a 2 year period.
- It was suggested that both Hyde and Horizon should provide a suit of sails along with their price point to enable a choice to be made.

### **Future Events Schedule**

International Level Regattas that include the SKUD 18s were noted:

- ISAF SWC Sail Melbourne AUS in December
- ISAF SWC Miami OCR USA in January
- Sail Auckland NZL in February
- ISAF SWC Hyeres FRA in April
- EUROSAF Riva del Garda ITA in May
- EUROSAF Medemblik NED in May
- EUROSAF Weymouth GBR in June
- Claggett Regatta Newport USA in June/July TBC
- Pre-Worlds / North American Champs Halifax CAN in August
- IFDS Worlds Halifax CAN in August
- IHCA Combined Worlds San Francisco USA September
- EUROSAF La Rochelle FRA in September

It was suggested that a North American SKUD 18 Championships sailed as J3 could be held in conjunction with a Pre-Worlds regatta. Following advice from Brian, David could write to RNSYS. **BT/DS**

It was recommended that the class promote as many J3 events as possible. David contact Hyeres to ensure they would accept entries from non-Paralympic eligible teams (ie. J3). **DS**  
It was noted that the class should focus on promoting maximum attendance at a focused series of events. These were identified as:

- Hyeres, Garda and Medemblik in Europe
- Miami, Pre-World / NthAm Champs and IFDS Worlds Halifax in North America
- Sail Melbourne and Sail Auckland in Asia-Pacific

Efforts should be made to identify charter boats that can be made available for these events.

### **Next Meeting**

This will be conducted using skype (voice only) on October 21 at the same time.

**Meeting Closed 1245hrs GMT**

## **SKUD 18 Committee Meeting**

### **November 14, 2012 2200hrs UTC via teleconference**

New Zealand Thursday, 15 November 2012 at 11:00:00 AM NZDT

United Kingdom - England Wednesday, 14 November 2012 at 10:00:00 PM GMT

Spain - Wednesday, 14 November 2012 at 11:00:00 PM CET

U.S.A. – East Coast Wednesday, 14 November 2012 at 5:00:00 PM EST

Italy Wednesday, 14 November 2012 at 11:00:00 PM CET

Australia – East Coast Thursday, 15 November 2012 at 9:00:00 AM EDT

Canada - Ontario Wednesday, 14 November 2012 at 5:00:00 PM EST

**Attendance:** Tim Dempsey, David Durston, Marta Zanetti, Gene Hinkel, Leo Sanchez, David Staley. **Apologies:** Rick Watters, Chris Mitchell

### **SKUD 18 Submission for ISAF Class**

David outlined efforts to have the IACA submission supported at the ISAF Conference in Dublin and discussions with the Class Rules Sub-Committee and Equipment Committee. While the SKUD 18 was not recommended for ISAF Class and will not have rights to hold a World Championship, the ISAF Equipment Committee recognised the need for ISAF assistance in the technical aspects of the class and recommend that the ISAF, IFDS and the Class enter into an appropriate Paralympic Class Agreement with ISAF control of the Class Rules and Building Specification. While not providing the ISAF imprimatur to the SKUD 18 class, it does provide an enhanced level of technical support. Further discussions will be held with ISAF and IFDS regarding a possible three-way agreement. **DS/TD**

### **IFDS selection of SKUD 18 as Paralympic Equipment for 2016 & 2020**

The 2012 Annual General Meeting of IFDS resolved to accept the IFDS Equipment Evaluation Commission and Executive Committee recommendation that the Equipment to be used for 2016 and 2020 be the SKUD 18. It was further recommended and agreed by the AGM that the IFDS Executive Committee review the current seating rules on the SKUD18 so that the crew may sit out to the edge of the gunnels. The new rules regarding crew seating would be framed in consultation with the IFDS Technical Committee and the IFDS Medical Committee.

This second decision generated significant discussion in the meeting and it was noted that a range of views have already been expressed by a number of sailors. While allowing crews to hike would increase performance, could make the class more attractive and may attract new competitors, there was concern that it had already taken some years to get the seating rules right for centreline seating, it could reduce the competitiveness of sailors with more severe disabilities, create a narrow optimum crew weight combination, increase the difficulty of team selection, render existing teams less competitive and create safety / stability issues.

The importance of consulting with sailors and coaches was highlighted, however this should be managed by IFDS with cooperation from the SKUD Class. It was recommended that the target date for winding up the consultation process should be the end of March. Agreed that David would enquire with IFDS President John Twomey about their plans for the review process and provide initial feedback. **DS**

Any committee members, sailors, coaches or interested individuals should be invited to email their comments so these can be forwarded to IFDS as soon as possible. **ALL**

Chairman of the IFDS Equipment Evaluation Committee, John Twomey, had met with David in October to discuss the Paralympic Classes Agreement to be signed by IFDS, Access Sailing and IACA. The first day focused on issues for Access Sailing as the manufacturer. Discussions included:

- Introduction of Class Compliance Certificates for hulls, foils & sails
- Licensing two new sail-makers for the SKUD 18. Hyde have prepared a sample suit for measurement and testing. North Sails will also be approached
- A number of manufacturing issues were identified, notably bulb & fin weight, positioning and consistency, that Access Sailing will address with the contract builder

On the second day, Class issues were discussed and a series of recommendations were prepared for the SKUD 18 Committee to consider. These were discussed as follows:

- *Amending the by-laws to enable IFDS to appoint one member of the committee* – This would certainly assist with communication between the class and IFDS. However it was understood that no other Paralympic classes have an IFDS representative appointed to their committees and the SKUD Committee and IACA are an association of owners. Suggested that an IFDS Observer without voting rights could be added to the Committee. This would require an amendment of the By-Laws. David to draft revised By-Laws for review by SKUD Committee and IFDS. **DS**
- *In addition to owners and sailors, permitting coaches to be nominated and elected to the committee* – It was noted that while coaches can bring a lot of experience, good technical knowledge and a different perspective to the Committee, that coaches are professionals mostly employed by MNAs and will change classes regularly. Suggested that a Coach Observer without voting rights could be added to the Committee. Nomination and election could be managed by the same process as owner / sailor representatives. This would require an amendment of the By-Laws. David to draft revised By-Laws for review by SKUD Committee and IFDS. **DS**
- *Ensuring that sailors involved in Paralympic campaigns continue to be represented on the committee* – Paralympic sailors are already well represented on the Committee and it is unlikely that this situation will change in the foreseeable future. No action necessary.
- *Application of the SKUD 18 sail royalties and sharing arrangements with national SKUD fleets* – David explained that the mainsail royalties for the other classes managed by the IACA are divided equally between the IACA and National Associations where the sail is sold. If there is no national association in that country, IACA retains the full amount. It was agreed that the existing SKUD 18 sail royalties of \$35AUD per sail (main, jib & gennaker) be divided on the same basis. Subject to approval by the IACA Executive, to come into effect as of January 1, 2013. **BT/DS**
- *Amending the by-laws to introduce a minimum number of meetings per annum and a schedule for elections* – It was agreed that there should be a minimum of two meetings each year and that elections should be held every two years commencing in early 2013 to maintain continuity. This would require an amendment of the By-Laws and approval of the IACA Executive. David to draft revised By-Laws for review by SKUD Committee. **DS**
- *Improving communication with SKUD 18 sailors through the [www.skud.org](http://www.skud.org) website, the SKUD 18 Google Group, emails etc, including event coordination:*
  - Website – David will post relevant stories to [www.skud.org](http://www.skud.org) as they come to hand. Any contributions of stories and photos are appreciated. **ALL**
  - Email – an email with the SKUD Committee minutes to be circulated to owners and sailors on the master list and this should include links to the website, relevant articles and the events calendar. **DS**

- Google Group – Scott Whitman is the administrator. This is a useful tool for owners and sailors. No change at this stage.
- Facebook – This may be a more accessible and interactive forum and enable more people to contribute to the online presence. It could also pull together who is attending which events. Brendan to setup as an open page and Tim to administer. Provide links between SKUD Facebook, IACA Facebook and SKUD website. **BT/TD/DS**
- *Recruiting active and interested people to nominate for membership of the SKUD 18 Committee* – There needs to be a good amount of lead time between the call for nominations and closing date. **DS**
- *Providing copies of all SKUD 18 Committee and IACA AGM Minutes and Financial Reports to IFDS* – There was no issue with this. David has already provided IFDS with copies of the IACA AGM Minutes and Financial Reports which are publicly available on the IACA website. Need to email these after meetings. **DS**

### **Class Technical Officer**

Leo Sanchez (ESP) was nominated by Gene Hinkel. The appointment was approved unanimously. Leo is an ISAF IM for the Tornado and Platu 25 and has been involved with measuring SKUD 18s since the IFDS Worlds in 2011.

A vote of sincere appreciation for Gene Hinkel's work with the class since 2007 was recorded. Gene has overseen the collection of data on almost every SKUD manufactured, contributed significantly to the development of the class rules and provided excellent technical support to the class. Gene will remain involved as a SKUD measurer and is assisting with refinement of measurement techniques and processes.

### **SKUD 18 Class Rules**

With notes developed over the past 12 months by various individuals and feedback from the ISAF Class Rules Sub Committee and ISAF Technical Staff, the Class Rules are being reviewed. This will include the extraction of the measurement form and preparation of a SKUD 18 Measurement Procedures document. Leo Sanchez will liaise with the ISAF Equipment Committee during this process. The target is to have the revision finalised for review by the owners and IFDS at the end of February. **LS/DS**

### **SKUD 18 Events**

The events for the SKUD 18 listed on the IACA Future Events Calendar provide a growing number of competition opportunities for SKUD teams. It was noted there is a clash of dates between the Italian Championships at Gargnano on Lake Garda with the recently announced inclusion of the SKUD at the Delta Lloyd Regatta in Medemblik. There is interest in developing a good SKUD fleet for the European Championships being held in Switzerland.

It was suggested that the Facebook page should be used to encourage teams to participate in the various events. The page address should be circulated to sailors along with the meeting minutes. **TD/DS**

**Meeting Closed 2400hrs**

## **SKUD 18 Committee Meeting**

**November 29, 2011 2100hrs UTC via teleconference**

London Tuesday Nov 29 2100hrs, European Central Tuesday Nov 29 2200hrs, USA/Canada East Coast Tuesday Nov 29 1600hrs, New Zealand Wednesday Nov 30 1000hrs, Australian East Coast Wednesday Nov 30 0800hrs

**Attendance:** Tim Dempsey, David Durston, Marta Zanetti, Rick Watters, Gene Hinkel, Chris Mitchell, David Staley

**Apologies:** Terry Peek

Tim Dempsey opened the first meeting of the new SKUD 18 Committee and invited each of the participants to introduce themselves and outline their involvement with the SKUD 18.

### **Class Rules & Measurement**

Gene noted that rules and measurement issues are progressively falling into shape and the current boats are all coming in very close. Class Rules are a work ongoing.

An error on the leech measurement has been picked up and new tolerances have been advised for the spreader angle. These need to be updated and IFDS advised. **DS**  
IFDS are happy with the class rules review conducted between June and October. Many thanks to all of the individuals who contributed their time to achieve this review.

### **Application for ISAF Class Status**

The original application was denied at the ISAF meetings in 2007. David to draft a new application and forward this to the Committee for comment. **DS**

### **Paralympic Classes in the ISAF Sailing World Cup**

David reported on the progress of Submission 109-11 from 10 ISAF MNA's and the IACA through the 2011 ISAF Conference seeking formal inclusion of the Paralympic Classes in the ISAF Sailing World Cup program. This submission was deferred by ISAF Council to be re-presented in May 2012 following a review of the wording by the Constitution Committee.

It was noted that the Princes Sofia Regatta (Palma di Majorca, ESP) and Semaine Olympique Francaise (Hyeres, FRA) were announced as the two European events for the 2013 ISAF Sailing World Cup. It would be good to have information about the suitability of the Palma venue for SKUD 18s. David to contact the organisers regarding harbour and onshore facilities and investigating inclusion as an invited class. **DS**

### **Events program leading up to Paralympic Sailing Competition**

Dec 2011 - Americas Regatta – St Petersburg FL, USA

Jan 2012 - IFDS Combined Worlds - Port Charlotte FL, USA

Jan 2012 - Miami OCR (ISAF SWC) - Miami FL, USA

Feb 2012 - Charlotte Harbour Regatta - Port Charlotte FL, USA

Feb 2012 - Sail Auckland & NZL Access Class Champs – Auckland, NZL

Apr 2012 - Access Class Worlds - Sydney NSW, AUS

Apr 2012 TBC - Princes Sofia Regatta (ISAF SWC) – Palma di Majorca, ESP

Apr 2012 - SOF (ISAF SWC) - Hyeres, FRA

Jun 2012 - Sail For Gold (ISAF SWC) - Weymouth, GBR

July 2012 – Italian Access Class Championships – Gargnano, Lake Garda, ITA

July 2012 – Clagett Regatta – Newport RI, USA

Aug 2012 – Paralympic Sailing Competition – Weymouth, GBR

Future Events Calendar is progressively updated on the website under the events menu.

### **Issues raised at the 2011 SKUD Forum held in Weymouth**

Sails – Access Sailing spoke with Horizon and agreed a new system of quality checks to ensure manufacture standards and consistency are improved. Sails produced under this system have the new silver & black makers mark. Tim noted their team visited the Horizon loft while in Melbourne and found the new sails appear to be of higher quality and more consistent. David to forward the checklist to the committee with minutes. **DS**

Masts – Gene visited Selden in July and Access Sailing have discussed a number of issues including the position of the spreader adjuster terminal. There are still a number of masts in stock with the old settings but all new masts will have mid adjustments settings that match the measurement specifications. The spreader height has also been corrected.

Tuning Guide – David to prepare and circulate a rough draft of a SKUD 18 tuning guide for the SKUD Committee to contribute to. **DS**

Paralympic National Flag Gennakers – Horizon have produced two sample gennakers and Access Sailing have been in discussion with IFDS regarding these. IFDS is expected to make an announcement about these shortly.

### **Future Meetings**

It was noted that none of the SKUD 18 Committee other than Gene would be in Florida for the IFDS Worlds. Gene to advise if he is happy to convene a SKUD 18 Forum. **GH**

Next teleconference to be scheduled subject to any issues raised in Port Charlotte. Possibly March but to be confirmed. **TD**

## SKUD Class Forum

July 5, 2011 at the Weymouth & Portland National Sailing Academy, Portland, UK

**Attendance:** Graham Hall (GBR), Akko van der Veen (NED), Jo Frith (GBR), Alex Hovden (GBR), Roger Smedley (GBR), Judi Figgures (GBR), Kate Mannerings (GBR), Al Mustakim (MAS), Marta Zanetti (ITA), Alon Dagan (ISR), George Barker (GBR), Bernard Destrube (FRA), Vanessa Almeida (ESP), Marcus Lynch (GBR), Peter B (GBR), Niki Birrell (GBR), Stephen Park (GBR), Adrian Finglas (AUS), Linda Merkle (USA), Gene Hinkel (USA), Leo Sanchez (ESP), John Figgures (GBR), Ralph Roberts (NZL), Tim Dempsey (NZL), Rob Hielkema (NZL), David Staley (AUS – Secretary), Scott Whitman (USA - Chairman)

**Opening** – SKUD 18 Committee Chairman Scott Whitman welcomed all attending.

**IFDS Equipment Evaluation** – David Staley advised that a SKUD 18 was being presented during the IFDS Worlds along with the Artemis 20 and Neo495 as part of the IFDS Equipment Evaluation of two-person keelboat equipment for the 2016 & 2020 Paralympic Sailing Competition. Sailors, coaches and other interested people were encouraged to sail the boats and complete a questionnaire for return to the IFDS Equipment Evaluation Commission (EEC) chaired by John Twomey (IRL). It is anticipated that the EEC will present a recommendation to the IFDS Executive late in 2012 and that the Executive will in turn put its recommendation to the IFDS Annual general Meeting in Dublin during November 2012. The announcement about the successful equipment will be made shortly thereafter. Sailors and coaches are asked to encourage their IFDS RNAs to support the selection of the SKUD 18.

**Class Rule Amendments & Update** – David Staley noted the two sets of amendments that had been made in May and June to rectify a number of issues in advance of Sail For Gold and the IFDS Worlds. Following a meeting with representatives of IFDS and LOCOG, the following timeline has been proposed for a further review of the SKUD 18 Class Rules:

- July & August – Rules reviewed by SKUD 18 Committee with assistance from RYA Technical Manager Bas Edmonds.
- September – Updated draft circulated to SKUD 18 owners & sailors for comment.
- October – Approval of final draft by IFDS (including a review by ISAF). Owners vote to adopt updated rules.
- November – Publish and circulate updated rules ahead of IFDS AGM.

**Batten Popping & RRS 42** – Gene Hinkel noted that following yellow flag penalties on two boats during the first day, discussions with the International Jury had clarified confusion in this area and some recommendations were offered regarding the class rule wording.

**Battens** – It was noted that the meeting recommended that battens should all be the same as supplied by the manufacturer and thickness should not be varied.

**Future Events** – The following SKUD 18 events and anticipated entries were noted:

<i>Date</i>	<i>Event</i>	<i>Venue</i>	<i>Attending</i>
Aug 2011	Thomas C Clagett Regatta	Newport RI, USA	USA
Sep 2011	US Disabled Sailing Champs	NY, USA	USA
Nov 2011	Sydney International Regatta	NSW, AUS	3 AUS

Nov 2011	Sail Melbourne (ISAF SWC)	VIC, AUS	3 AUS, 2 NZL
Dec 2011	Americas Regatta	FL, USA	4 USA, 1 CAN
Jan 2012	IFDS Combined Worlds	Port Charlotte FL	3 USA, 2 GBR, 3 AUS, ISR, ESP, (maybe ITA, NZL, CAN, BRA, SIN, MAS)
Jan 2012	Miami OCR (ISAF SWC)	Miami FL, USA	As for IFDS Worlds
Feb 2012	Charlotte Harbour Regatta	Port Charlotte FL	???
Feb 2012	NZL Access Class Champs	Auckland NZL	3 NZL
Feb 2012	Sail Auckland	Auckland NZL	3 NZL
Apr 2012	Access Class Worlds	Sydney NSW, AUS	3 AUS, 3 NZL
Apr 2012	SOF Hyeres (ISAF SWC)	Hyeres, FRA	2 AUS, 3 GBR, 2 ESP, ISR
Jun 2012	Sail For Gold (ISAF SWC)	Weymouth, GBR	5 GBR, 2 AUS, 2 USA, NZL, BRA, CAN, ESP, MAS (maybe SIN)

It was noted that free boat storage is available in Port Charlotte, FL from December through January.

Also noted was that information about the availability of charter boats in each nation for each event would be helpful.

Rob Hielkema (NZL) enquired about interest in a proposed SKUD 18 Match Racing event in Auckland with supplied boats. ITA and CAN interested.

**Measurement for 2012 Paralympic Sailing Competition** – Gene Hinkel noted that himself, Stefan Ryott and Leo Sanchez would be measurers at the 2012 Paralympic Sailing Competition. Gene introduced Leo - a Platu 25 and Tornado measurer who has been working with the SKUD 18 for the first time at the 2011 IFDS Worlds.

**Equipment for 2012 Paralympic Sailing Competition** – It was noted that all teams expecting to compete at the 2012 Paralympic Sailing Competition anticipate sailing in MkII boats.

**Sails** – It was highlighted that the construction of Horizon sails are currently not of adequate quality and are not consistent. This has not improved over the past 12 months. The MkI McDiarmid/Pryde sails were better and other sailmakers are interested in producing sails for the class. Access Sailing need to talk with Horizon to ensure manufacture standards and consistency are improved. Issue to be addressed include:

- Stitching coming undone
- Variance in luff curves
- Variance in size of gennaker retrieval patches
- Bumpy sails caused by poor taping
- Mainsail horizontal joining seam varies
- Move jib hank above batten pocket (rather than below)
- Eye on mainsail headboard too close to bolt rope and has pulled out
- Angle of batten pockets varies – especially top of mainsails

Horizon need to have this sorted out and consistent by the end of the year or an alternative sailmaker should be approached.

**Masts** – The position of the spreader adjuster terminal are incorrect and need to be fixed immediately. Access Sailing has communicated this with Selden and Gene Hinkel will be visiting Selden to discuss this and other issues.

**Tuning Guide** – It would be helpful for new teams if an informative tuning guide were available. SKUD Committee to address.

**Preferred SKUD 18 Courses** – It was noted that the class prefers a trapezoid with the reach angle at 50 degrees. SKUDs should start first to ensure separation from other classes using the same course. Preferred race duration should be approximately 60 minutes for IFDS events but can be shorter for other events.

**Class Dues** – David Staley explained that at least one member of a SKUD 18 crew needs to be a current member of their National Access Class Association (NACA) or, where there is no NACA in the teams' country, a current member of the International Access Class Association. NACAs set their own membership fees. The current fee for individual membership of the IACA is €8 or equivalent.

**Meeting Closed**

## 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](http://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](mailto: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](http://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.