



SKUD18 Sailor Forum
Royal Yacht Club of Victoria
Tuesday 24th November 2015

Chair – Russell Phillips - President International Hansa Class Association

Tim Dempsey – President, SKUD18 Committee

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 23rd – 30th

Hyerres – April 25th – May 1st

Melbourne – December 5th – 11th

EUROSAF Champions Cup

Delta Lloyd – Medemblik – May 24th – 28th

Sail for Gold – Weymouth & Portland – June 6th – 12th

Lake Garda – No dates currently available

2016 Para World Championships

Delta Lloyd Regatta – Medemblik – May 24th – 28th

2016 SKUD 18 International Championships (Hansa Worlds)

Medemblik – June 3rd – 9th

Rio2016 Paralympic Sailing Competition

Rio – August 5th – 21st

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 1st 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 1st. 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 30th 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 30th. 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