

SKUD 18 Class Management Committee Teleconference

Monday December 29 at 1500hrs USA PST, 1800hrs USA EST, Tuesday December 30 at 0900hrs AUS EDST

Attendance: David Cook, Scott Whitman (guest), Chris Mitchell, David Staley

Apologies: Serge Jorgensen, Gene Hinkel

It was noted that Gene Hinkel may be on the road and Serge Jorgensen had forwarded email comments regarding the agenda items.

Proposed SKUD 18 Modifications

- The Committee discussed responses received following circulation of a communiqué to owners, sailors and IFDS Recognised National Authorities on November 20. Whilst a number of concerns were raised, the overall response was significantly in favour of adopting the changes. It was noted that existing boats do not require any modification to remain class legal.
- Moved Chris Mitchell that the proposed modifications be approved. Seconded David Cook. Carried.

October Email to Owners & Sailors

- Classification of TPA Helms for IFDS Events:
 - It was agreed that no further action need be taken on this item as this matter has been managed via a US Sailing submission to the IFDS Annual General Meeting. Requested that the revised submission wording be circulated to owners & sailors. **DS**
- TPB Crew Movement in IFDS Events:
 - IFDS manages the Paralympic & qualification events and it is anticipated that centreline seating will continue to be specified for these.
 - The Class Association and Access Sailing should encourage owners to sail in 'open' mode. Short events without classification or centreline seating requirements could be 'piggy-backed' with disabled sailing events in order to grow participation in this format.
 - The Class should enquire whether sailors wish to sail in open or Paralympic mode for ISAF World Cup events.
- Election of SKUD 18 Committee:
 - There was discussion about a simple method of establishing a democratically elected committee of a manageable size, while ensuring good regional representation.
 - It was agreed that the committee should have no more than 5 elected representatives in addition to an IACA representative and the Class Technical Officer.
 - A minimum of 1 representative from each of Europe, The Americas & Asia Pacific would be required.
 - David to draft the Committee Terms of Reference. **DS**
 - Aim to call for nominations on January 1 or ASAP thereafter with a closing date 1 month later. Depending upon nominations received, David to request additional nominations or conduct an election. **DS**

Other Business

- Weight Equalization:
 - There was discussion about the logistics and difficulty of establishing an effective weight equalization system for the SKUD 18.
 - David Cook to draft a paper for the new committee. **DC**
- Thankyou:
 - On behalf of the IACA, David thanked all members of the SCMC for their contributions in guiding the class through its formative stage

Meeting Closed - Monday December 29 at 1635hrs USA PST, 1735hrs USA EST, Tuesday December 30 at 1035hrs AUS EDST

SKUD 18 Class Management Committee Teleconference

Thursday October 23 at 1500hrs USA PST, 1800hrs USA EST, Friday October 24 at 0900hrs AUS EDST

Attendance: Gene Hinkel, Chris Mitchell, David Staley, David Cook, Scott Whitman (guest)

Apologies: Serge Jorgensen

The meeting commenced with extensive discussion regarding the possibility of opening the helming role to sailors with a Functional Classification of 2 and of allowing the crew to hike in IFDS/Paralympic sailing competitions.

Classification of Helmsperson

- Comments regarding opening the helming role to FCS2 sailors included
 - Many countries do not have an FCS1 sailor
 - Would probably grow the number of teams but could fragment existing teams
 - FCS1 sailors can be competitive against FCS2 or even AB helms, but FCS1 are probably disadvantaged in stronger wind conditions
 - FCS1 have restricted visibility compared to less disabled athletes
 - FCS1 are competitive against FCS2 in Sonar
 - Could introduce a points scheme to equalize the disadvantage for FCS1 helms
 - How would including FCS2 helms fit with the IPC objectives of including more Very Severely Disabled Sailors?
 - There is an opportunity for experimentation over the coming 10 months before the details need to be locked down in preparation for the 2012 Paralympics
 - US Sailing have lodged a submission to the IFDS AGM
- Whilst David Cook abstained from voting, it was generally agreed that it would be preferable to include FCS2 helms and that:
 - If helm was FCS1, then crew could be FCS1-7
 - If helm was FCS2, then crew could be FCS 1-5
 - It is important to get feedback from the owners and crews
 - Serge Jorgensen advise regarding the IPC objectives

SJ

Crews Hiking

- Comments regarding the possibility of allowing crews to hike included:
 - Sailing the boat flatter will significantly enhance performance
 - Most controls are run to the centreline but can be put on a swivel or run differently. Teams will figure out the best options for them
 - Need to ensure crews do not fall overboard. Allow / require handrail?
 - Crews are already very busy and this may make FCS2 less competitive, but if FCS2 can helm, this offsets the problem
 - Need to protect the interests of existing teams while aiming to increase the total number of teams participating
 - Swing seats or transfer benches could be developed to assist with crew transferring from side to side
 - Limit hiking position – either buttocks in cockpit, legs in cockpit, buttocks not outside line fore & aft of shroud base or knees in cockpit, fore & aft movement should be unrestricted
 - Should be comfortable and safe for existing crews
 - US Sailing have lodged a submission to the IFDS AGM
- It was generally agreed that it would be preferable to allow hiking and that:
 - Crews should be seated when on the side deck and that their knees should remain within the cockpit
 - As many events as possible through to August 2009 should be used to trial crew hiking – ie. Americas Regatta (Nov 08), Sail Melbourne (Dec 08), Miami OCR (Jan 09), Disabled Midwinters (Feb 09), SOF Hyeres (April 09)
 - It is important to get feedback from the owners and crews

Equipment Modifications

- Now that Access Sailing have taken over responsibility for building, Chris Mitchell has proposed modifications to the SKUD 18 including:
 - Changed gunwhale shape, join and reduced beam
 - Changed keel lock-down mechanism
 - Changed bulb fixing
 - Optional new rig (Super Spar mast is two-piece and fits in a 20' container)
 - Optional new gennaker pole

These are proposed for introduction in 2009 and no significant performance variation is expected. As such, existing boats would remain competitive and both old and new would meet measurement and class rules requirements.

It is expected that sails will continue to be supplied by Neil Pryde through McDiarmid and distribute by Access Sailing and Bethwaite Design

- Gene Hinkel noted he had discussed the proposed modifications in detail with Chris in Qingdao and believes that all are good progress
- Will still be able to get Bethwaite rigs and poles but the new equipment increases product choice and availability
- New mast comes with adjustable spreaders. Suggested that adjustment be allowed for trial period to determine the optimum, but eventually the spreader angle be fixed
- Chris to forward information as circulated to SCMC to all owners **CM**

SKUD 18 Committee

- David Cook recommended that each nation nominate a delegate to the SKUD 18 Class Committee
- Scott Whitman has nominated for the position as SKUD 18 Delegate to the IACA Committee. Others may also wish to nominate
- David Staley to circulate proposed composition of SKUD 18 Class Committee, proposed election process, and seek nominations **DS**
- Election of SKUD 18 Class Committee to be conducted before the end of year **DS**

SKUD 18 Events

- David Cook recommended that a regular calendar of Continental SKUD 18 Championships should be established. Teams should be encouraged to attend these events as a priority. Proposed that these could include:
 - Sail Melbourne (Asia-Pacific)
 - Miami OCR (North America)
 - FOS Hyeres (Europe)
- The venue for the 2009 IFDS Worlds will be advised at the IFDS AGM in Madrid this November
- The SKUD 18 will be included in the 2009 Access Class Combined European Championships (SNGRPC, Port Camargue, FRA, September 9-13, 2009) and the 2010 Access Class Combined World Championships (Rutland Sailing Club, GBR, June 6-11, 2010). It is expected these events will be sailed in open configuration.

Communication with Owners

- A proposal regarding helm classification, crew movement, the experimental period, events and establishment of the SKUD 18 Class Committee be circulated to the owners & sailors for comment ASAP **DS**
- A communication regarding helm classification, crew movement and the proposed experimental period be forwarded to IFDS ahead of the AGM in November **DS**
- David Staley to circulate drafts of the above communications to the SCMC for comment before distribution **DS**

Meeting Closed - Thursday October 23 at 1615hrs USA PST, 1915hrs USA EST, Friday October 24 at 1015hrs AUS EDST

SKUD 18 Class Management Committee Teleconference

Monday June 2 at 1600hrs USA PDT, 1900hrs USA EDT, Tuesday 0900hrs AUS EST

Attendance: Serge Jorgensen, Gene Hinkel, Chris Mitchell, David Staley, David Cook

Number of Sails - C.10.2

- Agreed that the number of sails used each year should not be limited.
- Agreed that no more than two suits of sails (2 mains, 2 jibs & 2 spinnakers) can be used in any single regatta or championship.

Sheet-keeper / Spin Pole Extension - C.9.6

- Agreed that sheet keepers be permitted. DS to draft amendment based upon Melges 24 wording. SJ to discuss draft with ISAF. **DS/SJ**

Popping of Battens

- Agreed that no change be made to the rules. Juries will decide if competitors are adjusting sails or pumping to propel the boat. IACA / IFDS Technical Delegate at major events to brief Juries about the need to pop battens.

Definition of MDP - F.1

- Definition has been decided mid 2007. Gene to forward definition to DS for inclusion in class rules. **GH/DS**

Change of Ownership

- Sonar class has requirement for owners to advise of disposal of boat. GH to forward wording to DS for inclusion in Section A of class rules. **GH/DS**

Hull Numbers – A.9

- Boats are not currently supplied with a Hull Identification Number (HIN) that meets European or North American regulatory authorities' specifications. To be addressed by Access Sailing from October 2008. **CM**
- The hull number decal on CHN 017 is missing. Bethwaite Design cannot supply a replacement decal with the same number. Agreed that DS obtain a new decal of a later number from Bethwaite Design and that 017 be engraved into the hull. To be actioned while GH is in Qingdao for the Paralympic Sailing Competition. **DS/GH**

Shroud & Forestay Diameter – F.1.2

- Agreed minimum 3.0mm and maximum 3.2mm. DS to amend class rules. **DS**

Tapered Sheets & Conflicts between Part II & Part III – F.2.1

- If necessary, Part II should take precedence over Part III. DS to amend the Parts List in Section H of the class rules to remove all items beyond the control points, the boom vang strut, and check all part numbers are current. Options to be indicated against rudder pins and spinnaker socks. **DS**

Rudder Tie-Rod – C.8.4.3

- It was noted that boats should be supplied with adjustable tie-rods. To be addressed by Access Sailing from October 2008. **CM**

Leaving Seat C.2.1

- Agreed that there be no change to the rules in respect of raising & lowering sails.
- Agreed that the original provisions prohibiting leaving the seat while racing be reinstated. **DS**

Non Canting Seats C.3.2.d

- It was agreed that the seating rules should be reviewed to a) restrict hiking, b) restrict movement fore & aft, c) prevent crews standing on the side bulkheads, and d) to encourage both sailors to be involved in actively sailing the boat.

- A minimum seat back height should be specified for canting and non-canting seats.
- DC to draft wording and provide to DS for pasting into revised draft. **DC/DS**
- Agreed that SCMC should forward recommendations regarding Appendix K of the Functional Classification System to IFDS following 2008 Paralympic Sailing Competition. **SCMC**

Publication of Additional Equipment Applications

- GH & DS to update existing applications with rationale for approval / denial. **GH/DS**
- DS to circulate drafts for publication to SCMC before posting to website. **DS**

Use of Compasses that display lifts and headers – C.5.1.a.2

- DC to draft wording based upon Sonar rules. GPS not permitted. **DC**

Requirement for Single Quick Release Harness – C.3.2.d.2

- Agreed in principle that a single point release mechanism was best from a safety perspective. Decided that existing provisions be maintained for the time being and reviewed following the 2008 Paralympic Sailing Competition.

Notification

- It was agreed that changes should be advised to sailors as soon as possible.

Meeting Closed - Monday June 2 at 1725hrs USA PDT, 2025hrs USA EDT, Tuesday 1025hrs AUS EST

Minutes of SKUD 18 Sailors Meeting

1815hrs on May 14, 2008 at the Olympic Sailing Centre, Qingdao, China

Attendance: Scott Whitman - USA (Chair), David Staley - AUS (Secretary), Bento Amaral - POR, Luisa Silvano - POR, Amy Kelehan - IRL, Carl Gustaf Fresk - SWE, Birgitta Jacobsen - SWE, Frankie Thanapal Sinniah - SIN, Jovin Tan - SIN, Desiree Lim - SIN, Hailang Jia - CHN, Stacie Louttit - CAN, Julia Dorsett - USA, John McRoberts - CAN, Foo Say Juan - SIN, Betsy Allison – USA.

Introduction

- The Chairman noted that there had been several revisions to the SKUD 18 Class Rules and there were some conflicts arising from the most recent issue that should be cleaned up before the Paralympic Sailing Competition.
- Those present were invited to use the meeting as a forum to raise any issues relevant to the SKUD 18 Class and Class Rules.

Additional Equipment Applications

- There is a need to publish the details of additional equipment that has been approved. Using the application form as a basis and stating the rationale for approval and providing photographs would be helpful.
- David to implement system ASAP. **DS**

Appendix – Section H

- There is no taper allowed for sheets or halyards within the Appendix, whereas taper is allowed within the body of the rules. Perhaps state within the rules that, in the case of a conflict, that the provisions of Part II take precedence over those in Part III.
- Suggested that the parts list include mandatory parts (ie. within control points) and optional parts (ie. outside control points, such as halyard hook).

Seat Rules – Sections C.2.1 & C.3.2

There was significant amount of discussion about the seating rules and changes that had been made in March. Comments included:

- More able sailors are exploiting the seating rules and this is not the spirit or intent of the class and its rules
- If you are in a canting seat, you are limited to tilt 25° from vertical, whereas if you are not there is little restriction on your movement
- Saddle style seats allow significant weight shifting fore & aft and provide more righting moment
- Saddle seats allow the more able-bodied to be able-bodied
- Conventional style centreline seats help to equalize physical ability and shift the focus to sailing technique and tactics

Approximately 80% of the meeting would like to have the issue addressed before the 2008 Paralympic Sailing Competition.

Suggestions for amending the rules affecting fixed seating included:

- All seats should have sides of a minimum height and a maximum angle equal to the angle determined for canting seats (25°)
- All seats should have a back rest to limit the capacity for and aft trimming
- All seats should have a maximum height for the cushion or seating surface

Sheet-Keepers – Section C.9.6

There have been incidences of damage arising from the spinnaker poles being extended 100mm as per the amended class rules. It was recommended that sheet-keepers be allowed and that they:

- Should be flexible
- Should not form part of the overall length of the boat
- Be of a restricted length

Leaving Seats – Section C.2.1.c

- It was noted that allowing sailors to leave their seats during racing was inequitable as this was only something that ambulatory crews could do. There may be no ‘advantage’ (as specified in the revised rule) for ambulatory crews, but it was still a disadvantage for non-ambulatory crews.
- It is also important to better define ‘emergency’ and ‘repairs’ as this is open to wide interpretation.

Tie-Rods

- It was recommended that the tie-rods supplied with the boats as original equipment be adjustable as allowed by the rules

SCMC

- David noted that the recommendations of the meeting would be brought before the SKUD Class Management Committee (SCMC) as soon as possible. **DS**

Meeting Closed 1910hrs.

SKUD 18 Class Management Committee Teleconference

Friday February 8 at 2200hrs UTC (1400hrs USA PDT, 1700hrs USA EDT, Saturday 0900hrs AUS EST)

Attendance: Serge Jorgensen, Gene Hinkel, Chris Mitchell, David Staley, David Cook

Crew Roles

Following the conclusion of the Miami OCR, concerns had been brought to members of the SCMC regarding GBR 035 competing with the forward hand helming and controlling all sheets. A number of issues were highlighted and discussed:

- The SKUD was designed with the intent of empowering very severely disabled sailors
- The addition of the two-person Paralympic discipline was intended by IFDS & IPC to increase opportunities for very severely disabled sailors and female sailors with a disability to actively participate in Paralympic competition
- Whilst the crew roles on GBR 035 as witnessed in Miami appear to be within class rules and IFDS regulations, it was agreed that such a configuration does not fulfill the intent of the designer, the Class or the IFDS in respect of the SKUD 18 as the two-person Paralympic equipment
- It is unlikely that this configuration will in the longer term be competitive, but nevertheless it should not be encouraged
- The second crew undertakes the role of tactician and it is understood that a dual helming system is planned in the future for this team
- The potential for a Class Rules Paralympic Appendix was again raised, however it was agreed that the inclusive approach taken with the SKUD 18 is preferable

Regarding possible actions to be taken, the following was noted:

- That wherever possible, the inclusive class rules should avoid limiting or prescribing the roles of crew members
- Any limitations for Paralympic /IFDS events should be prescribed within the IFDS Functional Classification System (Appendix K) or Race Management Manual
- Significant changes to the class rules should not be implemented prior to the 2008 Paralympic Sailing Competition
- That these issues would be further discussed by the IFDS Executive next week **SJ**
- That Chris Mitchell, as designer, could contact the RYA / Coach to encourage a more active role for the second crew and to offer technical assistance or advice **CM**
-

Keel Fin

- David Cook's keel fin de-laminated whilst under high speed tow in Miami and concern was raised that this may happen whilst under sail at speed
- It was noted that the vertical spar was galvanized steel, not stainless steel as thought by many sailors. It was advised there is an identical section available in stainless
- Recommended that more filler be added inside the trailing edge and that a recess be built into the leading edge of the moulds so layers of cloth can be wrapped around after joining
- Serge to communicate with Bethwaite Design regarding possible changes **SJ**

Class Rules Update

- A revised draft version of the class rules has been circulated in January incorporating a number of minor amendments. SCMC members to review and comment with the aim of publishing the final revision by February 22 **All**

ISAF Recognized Class Application

- The ISAF Equipment Committee has deferred the application and will review at its next meeting. Serge & Dina to communicate with Equipment Committee **SJ/DK**

Meeting Closed - Friday February 8 at 2310hrs UTC

SKUD 18 Class Management Committee Teleconference

Monday October 15, 2007 1600hrs USA PDT & 1900hrs USA EDT / Tuesday October 16, 2007 0900hrs AUS EST

Attendance: Serge Jorgensen, Gene Hinkel, Chris Mitchell, David Staley

Apologies: David Cook

US Trials

- Noted that a couple of rigs were losing tension on the uppers. Information is being passed to builders and is being addressed.
- Mast posts are being forced down onto centre fibreglass beam with extreme rig loads. Recommended that future boats be manufactured with a larger base plate to distribute the load. To be included within building manual and allowance made for retrofitting existing boats. **SJ**
- Sailor feedback is that seat width should be reduced.

Seating

- Agreed that seat width could be reduced but noted that bucket seat style will keep sailors on the centreline. Need to clarify the intent of the rule to keep sailors facing forward on the centreline and prohibiting hiking to windward. Gene to approach Bob Jones about developing the appropriate wording for review by the SCMC. **GH/RJ**
- Current rule requires retirement if a sailor leaves their seat to effect repairs or for an emergency. Recommended that the wording be reviewed to enable crews to continue sailing provided there was no advantage gained by movement within the boat. Gene to approach Bob Jones about developing the appropriate wording for review by the SCMC. **GH/RJ**

Seat Tracks

- Noted that there was very little movement of seats at the US Trials
- Noted that the existing rule does not prohibit the use of supplementary tracks, provided the seats are fixed (via whatever mechanism) to the supplied tracks. After the 2008 Paralympics, the builder may offer alternative tracks.
- Recommended that no change be made to the rule but that supplementary tracks be approved additional equipment in-principle, subject to inspection by the technical officer. Gene to advise David re approvals of existing applications by Mark Lewis, Bob Jones & Allan Smith. **GH/DS**

Measurement Data

- Measurement data obtained at Rochester will not be made available for distribution. SCMC to analyse and forward recommendations to the builder. **GH/SJ**
- Discuss spinnaker measurement data obtained at Rochester with McDiarmid Sails. **SJ**

AUS Team Enquiry

- David to forward an response to the Australian Coach with updates as follows: **DS**
- Item 5 related to tie rods being of a "permanently fixed length". Class rules wording to amended to allow adjustable length but not while racing.
- Item 10 related to the use of spinnaker pole extensions (sheet keepers). These will not be permitted.
- Item 13 related to fairing of rudders. SCMC to review wording to permit fairing of urethane plugs only.
- Item 14 related to rudder pin bushes. These will be permitted.
- Item 15 related to use of GPS. These will not be permitted.
- Serge to review class rules wording of above. **SJ**

Spinnaker Chute Covers

- David to request an additional equipment application from Simon Harle. To be approved subject to application in accordance with the equipment inspected at Rochester.

DS**Shroud Wire Specification**

- Remove strand specification and leave diameter specification.

DS**Parts List**

- Remove 29er descriptions and replace with SKUD descriptions.

DS**Minutes and Builders Memo from Rochester**

- Serge to review and forward to David by Thursday.

SJ**Visit to XSP Factory**

- Serge able to visit around 9 or 10 November. Chris to arrange visit to coincide. **SJ/CM**

Meeting Closed 1710hrs USA PDT & 2010hrs USA EDT / 1010hrs AUS EST

Minutes of SKUD 18 Owners Meeting at Rochester Yacht Club Monday September 10, 2007 at 8pm

Attendance

SCMC members present: Serge Jorgensen, Gene Hinkel, Chris Mitchell, David Cook, David Staley.

Boats represented: 001, 003, 005, 006, 008, 009, 011, 012, 013, 015, 017, 018, 019, 020, 022, 027, 028, 029, 030, 031, 033.

Welcome

SCMC Chairman, Serge Jorgensen, welcomed the owners and sailors and advised that the election of the SKUD 18 Owners Representative would be followed by an open discussion.

Noted that the elected Owners Representative would be a member of both the SKUD 18 Class Management Committee (SCMC) and International Access Class Association (IACA) Executive Committee.

Election

The following nominations were received:

Bob Jones – USA001

David Cook – CAN015

Dan Fitzgibbon – AUS 026

Bob and David briefly outlined what they could bring to the role. Adrian Finglas (AUS) spoke briefly on behalf of Dan.

David Cook was announced as the 2007-08 SKUD 18 Owners Representative, following a secret ballot conducted by David Staley and George Barker.

The SCMC Chairman recommended that the nominees all form a working committee to support the Owners Representative. Agreed.

Second Nations Qualifier

David Staley announced that the second national qualifier for the Two-Person Keelboat Paralympic Sailing Competition in Qingdao would be conducted in Singapore from March 20-28 next year. The venue is yet to be confirmed, although it is the intent of IFDS to have Preliminary Notices of Race for the Singapore (March) and Qingdao (May) events available for circulation shortly.

The IACA is aiming to establish a three event series including Sail Melbourne, Singapore and Qingdao, with a first prize of a complete suit of sails. Scoring would be structured in order that boats which competed in two of the three events would not be excluded.

Open Discussion

Discussion was wide ranging and included the following:

- Comments on the SKUD 18 Class Rules and potential improvements to be implemented after the 2008 Paralympics were requested

- Problems with spec of some equipment not available in some countries – eg. forestay should be 3mm and 1x19 s/s wire
- The boats need to be the same design for the 2012 Paralympics
- Parts list in class rules stipulating SKUD and 29er parts creates difficulty in sourcing replacements. Suggested that these be deleted where possible and generic replacements be specified
- It was noted that the SCMC completes its current role at the end of 2008 and from January 1, 2009 the SKUD owners will assume the decision making role at the class committee level. The SCMC may be retained as an advisory body.
- A number of significant problems regarding build quality and inconsistencies have been documented and there is concern about how warranty issues have been dealt with. The identified issues that should be addressed as possible warranty claims include:
 - Mast step settling
 - Rudder length outside of a +- 25mm tolerance
 - Mast luff-track separation
 - < any other items here that should be considered true warranty claims instead of 'initial build issues/ considerations>
 - Possible solutions include equipment replacement, financial compensation or repair arrangements
- The lack of an effective distribution network and the difficulty in obtaining parts is a significant issue.
 - Manufacturer needs to ensure parts are available for rapid and reliable procurement when necessary. Alternative is to license another builder who can establish such a supply chain
 - Methods for warranty claims to be determined and addressed in-country or nearby <this may not be feasible, desirable or possible>
 - Builder needs to establish and publish policies for managing warranty claims and timely replacement of faulty parts along with information about the costs and timelines for shipping
 - Need to establish an online ordering system that is trackable
- Some materials arriving with boats are not complete. Need to use jigs for all parts to assure repeatability and interchangeability. Boats should be completely assembled and tested before leaving the factory / distribution point.
 - Bowsprit arrived in UK needed drilling
 - Rudder tube sizes and pins do not match
 - Tie rods are non-standard lengths
 - Noted that Bethwaite Design is the licensed builder manufacturing rigs and rudders in Sydney and XSP are their contract builder for hulls etc in Batam, Indonesia. Chris Mitchell has been discussing QA with XSP.
- Communication is an important issue. Some owners experiencing difficulty getting responses from all parties especially about replacement of faulty parts and some confusion about whether orders have been placed, shipped or otherwise scheduled.
- Noted that David Cook, Bob Jones & Dan Fitzgibbon would define owners expectations and pass on to Serge Jorgensen ASAP
- Important that any warranty claims and issues with parts are well documented with photos where appropriate and an email trail to provide some communication path and allow for appropriate followup if necessary.
- Boats are not being built to an Olympic/Paralympic standard

- discussion about sourcing an alternative builder or builders and establishing a new supply chain
- Noted that the startup time for a new builder is much longer than most people anticipate and to change builders at this time could place the owners and class in jeopardy
- Noted that the key measurements were getting tighter on the more recent boats and more consistently within tolerances. Progress is being made
- It was argued that building and related problems are hurting the class
 - It was noted that these are business problems, not class problems
 - Some owners have spent \$5-10,000USD to get boats in proper condition and compliant with class rules
 - Important to keep the owners informed
- There was some concern that Julian was no longer interested in the class and that the build process and any issues could suffer because of this.
 - It was suggested that the Owners Committee (DC, BJ & DF) could draft a letter although it was strongly recommended that this be approached as a step toward a positive solution
 - Measurement information gathered in Rochester could be included with the letter to the builder and ISAF about these issues.
 - The SCMC needs to take any documented issues to the builder to make them aware of the urgent need to make necessary changes to the manufacturing process
- Timely responses were sought for all Additional Equipment Applications. It was noted that earlier delays with this process had been overcome with the assistance of Gene Hinkel but in many cases the equipment needed to be physically inspected before approval
- Consider allowing alternative sail-makers for competition or training sails. Owners requested SCMC to evaluate tolerances of spinnakers and production costs for complete suit.
- There was discussion about the potential to publish photographs and details of approved additional equipment applications. The owners agreed that there would be no problem with details of their innovations being publicized.
- IFDS Medical Committee member, Dr Bernard Destroube, recommended that no sailors should wear an inflatable PFD under a tight jacket or seat harness in case of accidental inflation. It was also noted that PFDs should be serviced regularly to avoid failure
- The key issues identified were:
 - Hull manufacturing problems, particularly with the early boats
 - Ongoing problems and inconsistencies with rudders – length, pivot tubes
 - Difficulty and delays in obtaining parts and spares – distribution chain inadequate
 - Poor communication with builder regarding supply of boats and parts, warranty claims
 - Inability to settle warranty claims using local repair facilities

Meeting closed at 9.45pm

SKUD 18 Class Management Committee Teleconference

Wednesday July 11 2007 1500hrs USA PDT & 1800hrs USA EDT / Thursday July 12 0800hrs AUS EST

Attendance: Serge Jorgensen, David Staley

The purpose of the meeting was to finalise items from the previous teleconference and progress the application for recognized class due by August 1.

NOR Specification of Paralympic Configuration

- Serge noted concern about the NOR / SIs being unable to alter the class rules and the potential for the use of trapeze
- Suggested that recommended wording for organising authorities to use in their NORs be developed along the lines of..."For the SKUD 18, two centreline seats shall be fitted". Serge to seek advice regarding wording and confirm.

SJ

Measurement Procedure

- Gene to develop a procedure and list of measurement data to be included within the application for recognized class – by Friday July 20

GH

Centreboard & Bulb Angle

- Gene & Chris to circulate measurement procedure to teams

CM/GH

Mainsheet Bridle

Agreed that the revised wording of C.9.8(b)(1) included the internal 2:1 mainsheet system with twin spectra tails

Seat Tracks

- Agreed that owners be advised that the SCMC would not consider any applications for additional tracks until its meeting during the IFDS Worlds in Rochester. Owners should be encouraged to submit any applications by the end of August.
- David to draft memo to accompany distribution of class rules and measurement information to owners

DS

Measurement & Modifications at IFDS Worlds

- Chris to develop a schedule for dates when boats can be measured and modified as necessary
- Gene to get measurement stickers for Worlds

CM

GH

C.3.2(d)3 Seat Length

- Seat length shall not exceed 600mm longitudinally. Review early 2008

C.3.2(d)5 Seat Pivot

- Gene Hinkel to confirm new class rules wording with David Staley

GH

ISAF Application Document

- David Staley has circulated a draft. Comments required by July 16
- Builders Manual is an outstanding issue. Serge to follow up with Dina
- IFDS letter of support. Serge to draft and have approved

All

SJ

SJ

Next Meeting

- Aim is to finalise class rules and application documents via email ASAP
- If a teleconference is required, it will be held at the usual time on July 25 (USA/CAN) and July 26 (AUS)
- Face to face meeting in Rochester. Serge to propose venue, date and time

SJ

Meeting Closed 1535hrs USA PDT / 1835hrs USA EDT / 0835hrs AUS EST

SKUD 18 Class Management Committee Teleconference

Thurs July 5 2007 1500hrs USA PDT & 1800hrs USA EDT / Friday July 6 0800hrs AUS EST

Attendance: Serge Jorgensen, David Cook, Gene Hinkel, Chris Mitchell, David Staley

The purpose of the meeting was to finalise measurement and class rules issues and discuss progress on the application for recognized class due by August 1.

MEASUREMENT

Measurement Procedure

- Gene will develop a procedure and list of measurement data to be included within the application for recognized class – by Friday July 20 **GH**

Forestay Length

- David Cook forwarded measurement data on 6 boats from the Mast Datum Point (MDP) at the end of the aluminium extrusion to centre pin fitting. Average is 672mm. Agreed that the class measurement be 675mm +/- 3mm

Centreboard Angle

- Chris recommended that the centreboard leading edge be square to the hull with a tolerance of +/- 10mm at the top of the bulb
- Noted that measurement from transom may not be reliable
- Chris has built a jig for the hull/centreboard square. Gene requested a bow fitting jig also be created to provide a reliable point. Both needed for Rochester **CM**
- David Cook to provide centreboard measurements ASAP enabling Gene & Chris to finalise measurement procedure that can be advised to teams **DC/CM/GH**

Bulb Angle

- All recent boats have been manufactured with bulbs at 90 degrees to leading edge
- Agreed that line through tip and tail of bulb should be +/- 10mm of a line at 90 degrees to leading edge with the opportunity to tighten up tolerances later
- Chris & Gene to develop procedure that can be advised to teams **CM/GH**

Keel Bolt Plugs

- David Cook noted that some of the plastic plugs supplied with boats have been removed or faired. Agreed that there was no problem fairing these to minimise drag. Wording to be inserted into class rules (8.4?) along the lines of "fairing of keel bolt plugs is optional". Plugs may be removed for measurement purposes". David Cook to forward recommended wording to David Staley **DC**
- Additional plugs to be on hand in Rochester **CM**

Mainsheet Bridle

- Fixed length and not adjustable whilst racing but length not to be specified in class rules. David Cook to forward recommended wording to David Staley **DC**

Boom / Mainsheet Purchase

- Delete 'with a 2:1 purchase' from its current position in C9.8b1 but require a minimum 2:1 purchase
- David Cook to forward recommended wording to David Staley **DC**

Seat Tracks

- Suggested that supply of high quality track as original equipment with boats would be best for the future
- Agreed to introduce interim measures to prevent the fixing of additional tracks on top of provided tracks until after the 2007 IFDS World Championships in Rochester
- Serge Jorgensen to forward recommended wording to David Staley **SJ**

Use of GPS

- A request to allow the use of GPS devices during championships was declined. Current wording in the class rules to stand

Deck Reinforcement

- No action required

Battery Weight

- David Cook noted the potential to exchange batteries of varying weights. Spot measurement checks should cover this

Sail Measurement

- Gene has discussed with Ian McDiarmid (sailmaker) & Barry Johnson (49er IM) regarding sail measurement procedures
- SKUD 18s will be as per the 49er system with 5 sails checked at every event
- David Cook to provide comparison of existing sails

DC

Measurement & Modifications at IFDS Worlds

- Chris to develop a schedule for dates when boats can be measured and modified as necessary
- Gene to get measurement stickers for Worlds

CM

GH

CLASS RULES

C.3.2(d)3 Seat Length

- ...length shall not exceed 600mm longitudinally

C.3.2(d)5 Seat Pivot

- David Cook & Gene Hinkel to advise wording to David Staley

DC/GH

C.5.1(a)2 Compasses

- Compasses with brackets are permitted, and shall be ~~removable for weighing and not~~ part of the hull weight.

C.9.8(b)1 Boom – 2:1 Purchase

- Require minimum 2:1 but either in boom or outside. David Cook to advise recommended wording to David Staley

DC

C.9.8(c)? Replacement Fittings

- Enable the replacement of specified fittings with alternatives of equivalent function
- David Cook to advise recommended wording to David Staley

DC

F.7.4 Rigging Dimensions

- New forestay length to be inserted 675mm +/- 3mm
- Forestay & shroud diameters to be min and max 3.2mm
- Shroud length to remain in table but without measurement

DS

DS

DS

G.3 Mainsail Identification

- David Staley to tidy up the wording

DS

Class Rules Update

- After receipt of advice from other SCMC members, David Staley to update the wording of the class rules and complete the index ASAP

DS

ISAF APPLICATION

Application Document

- David Staley has circulated a draft. Comments required by July 11
- Builders Manual is an outstanding issue. Serge to follow up
- IFDS letter of support. Serge to follow up

**All
SJ
SJ**

NEXT MEETING

Wednesday July 11 2007 1500hrs USA PDT & 1800hrs USA EDT / Thursday July 12
0800hrs AUS EST

Meeting Closed 1645hrs USA PDT / 1945hrs USA EDT / 1045hrs AUS EST

SKUD 18 Class Management Committee Teleconference

Tues June 12 1500hrs USA PDT & 1800hrs USA EDT / Wed June 13 0900hrs AUS EST

Attendance: Serge Jorgensen, David Cook, Gene Hinkel, Chris Mitchell, David Staley

The purpose of the meeting was to finalise outstanding class rules issues and deal with additional equipment applications.

Weight Equalisation

- It was agreed that sailor weight was not to be included. This may be revisited after 2008.
- The potential benefits of having different minimum boat weights for Paralympic and Open configuration were discussed. Decided that a common minimum weight was preferable.
- Boat weighing to be carried out "as sailed" including sails.
- The existing minimum weight of 380kg is seen as fairly generous, allowing approximately 35kg for adaptive equipment. This may be revisited after Rochester.

Seat Height

- Maximum of 50mm to be retained, but measured from seat base (underside of cushion) rather than intersect of seat plane and seat back.
- Boom head clearance should not be specified.
- Maximum cushion height of 120mm to be specified.
- David Cook to update wording in rules and circulate. **DC**

Forestay Length

- Measurement to be made from the Mast Datum Point (MDP) at the end of the aluminium extrusion to centre pin fitting. Gene to provide a drawing to enable measurements to be sought from all owners. David Cook to seek responses from owners before July 1. **GH**
- Depending upon data from owners, expect to set at about maximum measurement and allow shackles or strops to lengthen. **DC**

Mainsheet Bridle

- Fixed length and not adjustable whilst racing but length not to be specified in class rules.

Mainsheet Purchase

- Delete 'with a 2:1 purchase' from its current position in C9.8b1 but require a minimum 2:1 purchase.
- David Cook to update wording in rules and circulate. **DC**

Class Rules Update

- David Cook to circulate updated wording within 1 week. **DC**

Sail Measurements

- David Staley to follow up Bethwaite Design for sail diagrams. **DS**
- David Cook to compare U-CAN-2 sails and note any variation. **DC**

Additional Equipment Applications

- Gene had not received all copies of applications. David Staley to re-send and copy to Serge. **DS**
- Gene will make recommendations and Serge will confirm. **GH/SJ**
- Following confirmation, David Staley will email advice to owners by July 1. **DS**
- Application 07 for communications headset was discussed. Noted that hard-wired version would be okay, but wireless radio receiver would not be approved. **GH/SJ**

Meeting Closed 1650hrs USA PDT / 1950hrs USA EDT / 1050hrs AUS EST

SKUD 18 Class Management Committee Teleconference

Thursday May 24 1600hrs USA PDT / Friday May 25 0900hrs AUS EST

Attendance: David Cook, Gene Hinkel, David Staley (Sec.), Chris Mitchell (joined later)

Apologies: Serge Jorgensen

As per the circulated agenda, the focus of the meeting was upon measurement issues and class rules.

1. Business Arising from previous minutes

The appreciation of the SCMC was noted for Gene Hinkel's offer to assist the committee with important technical issues. Gene requested that his role not be one of decision making, but to provide the committee with advice and recommendations on technical matters.

It was noted that the email circulated to owners by Serge Jorgensen was positive and reassured those with concerns about the lack of progress on class rules.

2. Class Rules

It was recommended that the class rules be finalized at least 6 weeks ahead of the IFDS Worlds. This would also enable application for ISAF Recognized Class. David C suggested a target for the rules to be completed within 3 weeks, providing plenty of time for owners to make any required corrections.

3. Measurement Issues

David C noted the revised measurement spreadsheet that he had circulated (not at that stage reviewed by SCMC). Based on input from Gene it was agreed the class use a measurement tolerance of 5mm for hull and rig. Gene noted that the rig was the most significant issue.

- List of Current Boats

An up to date list of boats sailing or sold is needed ASAP. David has already sought this information but will follow up with Bethwaite Design. **DS**

- Centreboard & Bulb

Chris Mitchell has offered to standardize the centreboard rake and bulb angle by correcting the affected boats immediately prior to the IFDS Worlds in Rochester. Earlier boats have significant forward rake whilst later boats are vertical. It was agreed that centreboards should be vertical. This would involve grinding out centreboard cases, re-glassing and gelcoat, re-positioning centreboard locating pins and a new urethane gasket on affected boats. Expected to be 10–12 boats maximum. Chris also recommended that the bulb be angled upward slightly. Existing bulbs can be adjusted with shims. Gene recommended that Chris determine the measurement on this. Gene agreed with this approach and advised that he could possibly arrange a work space and equipment. Gene would provide the measurement method and Chris could prepare the jigs. Whilst busy with Worlds, Gene is happy to work with Chris to ensure this goes smoothly. Chris to advise anticipated schedule. **GH/CM**

- Weight

David C expressed his opinion that the 380kg complete boat minimum weight was too light considering the weight of tilting seats, batteries, servo steering etc. Gene recommended that all boats be weighed "as sailed" including all adaptations, sails, spin sock etc in order to make weighing simpler for sailors. Include a paddle (with weight restriction) and compass. David C to draft an amendment to the class rules for circulation to the SCMC. **DC**

- Seat Measurement

David C noted the difficulty of measuring moulded seat bases. Gene suggested measurements for pivot point, pivot point to seat base and total seat height. David C cautioned regarding the amount of work already done in terms of seat development. Gene to review class rules wording. **GH**

- Sails

Gene noted the need to measure sails and requested the sail plan and measurements and tolerances be forwarded ASAP. David to follow up with Bethwaite Design. **DS**

- Mast Rake / Forestay Measurement

David C noted that additional mast rake seemed faster and recommended unlimited measurement but not adjustable on the water. It was suggested that this needed to have a set limit. Gene to advise a recommended measurement and procedure. **GH**

- Various Issues

Gene noted a number of issues raised by owners recently:

- Shroud base gudgeon fittings are distorting making measurement difficult – not major
- Spinnaker poles need measurement criteria. Gene to develop procedure **GH**
- Fore & aft sliding seats. The view of the SCMC was reiterated that seat position should not be adjustable on the water

- Main Bridle

David C suggested that varying lengths be allowed. Noted that this should not be an on-water adjustment. David C to advise suggested wording. **DC**

4. Additional Actions

Gene to review measurement list and draft procedures **GH**

Gene to contact John Doerr regarding involvement of ISAF Class Rules Committee **GH**

Serge to contact Dina regarding progress of Building Manual and advise status **SJ**

5. Future Meetings

The next teleconference to address Additional Equipment Applications will be held on Thursday May 31st 1900hrs USA EDT / Thursday May 31 1600hrs USA PDT / Friday June 1st 0900hrs AUS EST

Gene to review outstanding applications in the interim with a view to developing recommendations for the SCMC meeting **GH**

Meeting Closed Thursday May 24 1730hrs USA PDT / Friday May 25 1030hrs AUS EST

SKUD 18 Class Management Committee Teleconference

Friday May 18 2000hrs USA EDT / Saturday May 19 1000hrs AUS EST

Attendance: Serge Jorgensen (Chair), Chris Mitchell, David Staley (Sec.)

Apologies: David Cook

Agreed that the agenda be followed as per David Cook's email of May 17

1. Replacement of Class Technical Officer

a) Communication with Owners

The high volume of responses following David Cook's email "SKUD 18 Class Moving Forward" was noted. Concern was raised that the call for nominations for a replacement for Dina Kowalyszyn included in the email is not in accordance with the IFDS-IACA MOU regarding the SCMC as this is an ISAF appointment.

It is important to clarify the process for appointment of the TO for the owners. In addition, to clarify the role, authority and composition of the SCMC and the timeline and process for electing a SKUD 18 Class sub-committee of IACA that will operate from January 1, 2009. In addition, to recognise the owners frustrations with the delays in finalizing the class rules and the tardy processing of applications for additional equipment, and to indicate what steps the SCMC is taking to address these issues.

Serge agreed to develop a response from the SCMC that could be emailed to the owner group within a few days.

SJ

b) Interim Technical Officer

It was suggested initially that until a new TO has been confirmed that the SCMC progress decision making as a whole group. Due to the strong indication of support from the owners, it was recommended that Gene Hinkel be asked if would be able to take on the role of Acting Technical Officer for the time being. It was agreed that Serge will contact Gene in this regard. If Gene is unwilling to take on the role, Serge will contact ISAF Technical Manager Simon Forbes to request that either he or another ISAF delegate take on the interim role in order to progress the class rules and additional equipment applications ASAP.

SJ

c) Measurement Issues

Serge has asked Gene to review the data already collected and identify which measurements affect performance.

It is expected that the key issues to be addressed include:

- Shroud base position
- Mast base position
- Forestay fitting on mast
- Centreboard fore & aft position
- Rudder blade length (in water)

It was noted that the centreboard rake and bulb angle is also an emerging issue due to the variation between boats. Many of the early boats had significant forward rake on the centreboards whereas others have a relatively vertical leading edge. This will affect helm balance and boat trim. Bulb angle is also crucial to performance and needs to be standardized within agreed tolerances. In order to minimise the financial impact of correcting these variations upon Bethwaite Design and XSP, and to ensure the owners are placated, Chris offered to undertake the necessary work on the affected boats at Rochester ahead of the IFDS Worlds. It is expected that this could be achieved over about three days assuming cooperation and assistance from the teams. Serge suggested that any costs associated with this operation could potentially come from the building plaque fees.

Next Telecon

It was agreed that in conjunction with the Interim TO in future teleconferences, the SCMC should determine the respective measurements and maximum acceptable range. This will identify any corrective work that needs to be taken on particular boats and enable the SCMC to advise Bethwaite Design of these measurements in order that all future boats are manufactured within agreed tolerances. **Next Telecon**

2. Perceived Conflict of Interest

It was noted that the primary objective of establishing the SCMC is to provide a steady guiding hand on the development of the SKUD 18 class through its early stages until a broad representation of owners has been established. The owners are currently a small group focused upon Paralympic competition whereas the SCMC must be mindful of the broader popularity of the class. The SCMC comprises representatives of IFDS, ISAF, IACA, the Designer, the Builder and the Owners - all who have the best interests of the class and its future at heart. From January 1, 2009, the SCMC may remain in place as an advisory body, but the owners will themselves be able to elect a SKUD 18 Sub-Committee to take over the SCMC's role. Serge to address in his email to Owners. **SJ**

3. Chairmanship of the SCMC

In order to provide continuity through this important early stage of the class, Serge advised that he intended to remain as Chairperson until the end of 2008. This is supported by Chris & David.

4. Class Measurers

It was noted that IFDS have nominated Gene as Measurer for the Paralympic Sailing Competition in Qingdao, with responsibility for the Sonar, SKUD 18 & 2.4mR. It was recommended that the IACA appoint Gene as an International Measurer for the SKUD 18 and that this be noted in the application for ISAF Recognised Class. Serge to confirm that Gene is happy to take on this role. **SJ**

David noted that the IACA is developing a draft measurement strategy for all its classes based upon advice from Gene in Miami. This includes seeking International Measurers in North America, Europe and Asia-Pacific.

5. Application for ISAF Recognised Class

It was noted that the deadline for submissions to the 2007 Annual ISAF Conference is August 1. In order to achieve ISAF recognition ahead of the Paralympic Sailing Competition, it is essential that the IACA lodges the SKUD 18 application before this time including finalised copies of:

- Class Rules **SCMC**
 - Measurement Specifications & Procedures **SCMC**
 - Builders Manual **Bethwaite Design/TO**
- Serge will follow up the status of the Building Manual with Dina K. **SJ**

6. Future Meetings

It was agreed that two teleconferences be held over the coming fortnight to focus on:

- Measurement
- Class Rules
- Additional Equipment Applications

David will circulate draft agendas and schedule for these teleconferences with the final day/time of each to be arranged by email. Distribution is SCMC members plus Gene Hinkel. Agendas will be accompanied by copies of the measurement data, latest class rules and outstanding applications for additional equipment. **DS**

Meeting closed Friday May 18 2050hrs USA EDT / Saturday May 19 1050hrs AUS EST

SCMC Teleconference Minutes Tuesday, 19 December 2006, 02:00 UTC

Participants: Serge Jorgensen, Dina Kowalshyn, David Cook, Chris Mitchell, David Staley

Class Rules

Clarification of A.6.1 – Regulations are available via ISAF website

Clarification of C.3.2.a – Confirmed that equipment can be changed but not functionality

Seat Width C.3.2.d.3 – Need to restrict width to prevent crews shifting weight to windward. DK will check USCG standard seat widths to suit 95% of population and will advise. If a sailor cannot meet requirements, then they can seek dispensation from technical committee.

Seat Restraints C.3.2.d.2 – There have been issues raised about very loose restraints. This is covered under C.2.1.c.

Seating C.3.2.d.1 – Agreed that seats must remain in position whilst racing. Can change position between races. Potential for additional tracks, cars etc fixed to supplied tracks.

Trapeze C.3.2.e – Addition of trapeze okay. Need to delete from C.2.1.d "~~attached at the hounds~~".

Seat Length – DK will insert appropriate statement into C.3.2.d.3.

Weight C.6.2 – Clarified that weight specification to be maintained as is to encourage development of useful adaptations without fear of exceeding weight limit. To be reviewed after several more events. Plan to weigh boats in Miami.

Tie Rod C.8.5.a.3 – Wording to be left as is except to specify 150mm fore or aft of rudder pins. DK

Bowsprit C.9.6.2 – Sailors prefer to keep the bowsprit slight extended to prevent spinnaker sheets going under the boat. Expect that there is sufficient flexibility in the wording to meet the intent of the rule.

Purchase C.9.8.b.1 – block in aft end of boom must be active but mainsheet can be dead-ended at the bridle. Must have a minimum purchase of 2:1.

Kicking Strap / Boom Vang C.9.8.b.6 – Kicking Strap is an ERS expression.

Sail Numbers C.10.6.a – Spinnakers do NOT require sail numbers. DK to insert appropriate wording.

Limit Marks C.9.5 and C.10.3.b.2 – Potential to eliminate requirement altogether. DK to review.

Alternative Penalties – Agreed on 360 degree alternative penalty for infringement of Part 2 of the RRS. DK to amend A.6.2.

Leaving seat – Agreed that if crew leaving seat for any reason, then boat shall retire promptly or receive an automatic DND. DK to insert appropriate wording in A.6.3.

DK will work toward making the above changes within 24hrs and re-circulate to the SCMC. DS to post revised class rules to website. Sailors to be advised that the revised rules are available for review.

Other Items

Approval for additional equipment:

- Concerns that too many applications are still pending.
- Most applicants still need to provide DK with additional information before approval can be given.
- Someone needs to physically inspect installed adaptations.
- Recommended that three step approval processes be adopted: 1) Optional submission of written proposal, 2) Optional provision of drawings and specifications, 3) Mandatory submission with

photos of installed equipment accompanied by detailed description, specifications and safety features – Agreed.

- DS to update application form available from website
- Where DK unable to attend event / regatta, can delegate inspection role to IACA/IFDS official

Equipment warranties and replacements:

- Need to post information to forum as part of FAQs
- SJ to develop draft list of FAQs and responses for circulation to SCMC

Jib Tracks Sticking:

- Gene Hinkel will assess the problems
- Sailors would like the issue resolved before Miami
- SJ will address in FAQs

Quality Control:

- Rudder length and position of cut-outs is variable between foils
- Agreed to paid GH up to \$300USD to measure boats in Miami
- Endeavour to get GH to measure before event in order for DK to attend

Events in Asia:

- Canada Coaches prefer idea of provided boats due to shipping costs, and loss of sailing time
- Access Sailing working on providing charter boats for the 3 events. Estimated charter fee per event is \$2350USD / \$1790EUR for hull, foils & cradle (sailors bring own rig, sails & seats) or \$3500USD / \$2700EUR for complete boat
- Possibility still exists for roll out of new style hulls with provided boats for Paralympic competition

After Quingdao:

- Need to gather information from sailors about how the class should progress after the Paralympics in 2008
- With participation being good for the recent survey posted on the SKUD/IFDS micro-website, it was agreed to post another survey collecting guidance in class decisions after Beijing. SJ to review questions and circulate to SCMC for input before posting.

Number of Boats:

- There are conflicting records of the number of boats manufactured and sold
- SJ to take up with Bethwaite Design and ask them to keep SCMC and IACA up to date of orders received and sold.

Meeting closed 04:00 UTC

Minutes of SCMC Teleconference 0000UTC Tuesday September 26, 2006 to Discuss Proposed Boat Modifications & Rule Changes

Participants: Serge Jorgensen, Dina Kowalyshyn, David Cook, Chris Mitchell, David Staley

1. Limiting helmsperson to steering only

It was noted that some sailors are disadvantaged by not being able to trim lines and pop the battens. This was especially a problem in light airs as the forward crew cannot achieve the leverage hauling on the boom with either a line, the vang or strut compared to a helm pulling down on the boom further aft. The feedback to David Cook from owners was that a 69% were in favour that the "helm should only be able to helm".

Discussion included:

- this is limiting sailors ability to control the boat
- safety issue if helmsperson cannot release main or other lines
- reduces the boat's ability to be of universal design
- the purpose of the SCMC is to be thinking long-term and making the class inclusive
- discussing the batten issue with the designers about methods of overcoming the batten popping problem.
- Is it a batten tension issue?
- To be addressed at Thursday meeting in Sydney between Serge, Chris & Julian
- considering the short period of time the SKUDs have been sailing, correct batten tensions has not yet been ruled out, and the class sailmaker has not yet been given an opportunity to correct the problem, the SCMC felt this rule change would be inappropriate at this time.
- if the batten popping problem continues after the above variables have been ruled out, it was agreed this is an IFDS matter and any rule to reflect restricting the helmsperson to helming only should be in the event Notice of Race

Decision: Voted 4:1 against, with the thought that from the perspective of Paralympic sailing, it is too early in the development of the boat to make such a change to the class rules at this point.

2. To change the mainsheet control point

Proposed that the mainsheet control point be moved to the underside of the boom.

Decision: Agreed.

3. To change the position of the bridle saddles

Saddles need to be about 15mm outboard to enable passage of steering lines and tillers. The position will be changed on new boats and owners of existing boats will be informed. It is optional for the position to be changed on existing boats.

Bridle is not of a fixed length but cannot be adjusted whilst racing.

Decision: Agreed as above.

4. To permit additional inspection ports

Inspection ports are allowed anywhere on the deck or cockpit provided that the boat's structural and watertight integrity is maintained. The builder may add or remove ports as per their determination.

Decision: Agreed.

5. Reinforcement of side-decks and gunwale

Whilst it was noted that the flex on the side decks is presently acceptable, the addition of a system of beams and gussets to future boats was recommended. Details of reinforcement to be resolved at Thursday meeting in Sydney between Serge, Chris, Paul & Julian.

Decision: Agreed.

6. Height of rudder above water

There being no change to the underwater aspects of the rudder, an increase in rudder height above water would not affect performance. Additional height would enable fixing of tillers to the rudder head. There were concerns raised about cost but there is potential to maximize the use of existing size material. Taller rudders may provide more flexible steering options, and may be added or made available by the builder at their determination.

Decision: Agreed.

7. Centreboard trunk laminated in place / provision for wedge

An additional rectangular polyethylene wedge within the trailing edge of the centerboard trunk would reduce fore & aft and lateral movement of the board and provide additional protection in case of

grounding while not precluding the optional use of a urethane gasket. Existing boats have a conical wedge cavity that is skinned over. Methods of retrofitting to be discussed at Thursday meeting in Sydney between Serge, Chris, Paul & Julian and put forward for owners to implement if desired.
Decision: Agreed.

8. Centreboard angle of attack

It was noted that the centerboards may be angled slightly forward on some boats and the boats potentially have a bow-down attitude augmented partially by the resulting bulb position. A polyethylene wedge may resolve this in future SKUDs, however existing boats should install the urethane gasket with the board vertical in the boat.

To be discussed at Thursday meeting in Sydney between Serge, Chris, Paul & Julian

Decision: Agreed.

9. Centreboard locking mechanism

It was noted that the existing mechanism is adequate, however Chris has proposed a through-pin method. During construction of the fiberglass board, the existing spar can have a large saddle attached through which the locking pin is passed. No retrofit is required and this change may be introduced as a model-year modification upon builder's determination.

Decision: Agreed.

10. Gunwale modification

Chris described modifying the gunwale profile for waterflow, impact resistance and strengthening of side decks. This involves changes to hull and deck molds. A retrofit for existing boats would be via the provision of a foam, glass & gelcoat insert that was glued under the existing gunwale. Chris is prepared to provide and fit the inserts at the Rochester Worlds although some owners may want them earlier. This would add more weight at the outboard extremes of the boat. It is unknown what this weight is and further research is necessary. The modified boats side decks would undoubtedly weigh more than the boats built with the modification at the factory. Decision: To be discussed further.

11. Diameter of halyards and control lines

It was noted there was difficulty sourcing the specified diameter lines locally and David Cook proposed that a minimum diameter instead be specified. It was questioned whether this issue arose because of the chafe problem on spinnaker halyards and that it could be better to address that first. To be addressed at Thursday meeting in Sydney between Serge, Chris, Paul & Julian.

Decision: To be discussed further.

12. Line purchase

It was discussed specifying a minimum and maximum purchase before the control points. It was noted that the existing configuration was acceptable in most cases and that too much pre-control point purchase may promote gear breakage. Additional purchase can be added after the control point for those that require it.

Decision: No change.

13. Movement of seats

The possibility of moving seats fore & aft whilst racing and also allowing replacement of the existing aluminium cockpit floor tracks with rail & car systems was canvassed. It was noted that this would be contrary to the "Laser" model of universal one-design and potentially add significant expense. There are simpler solutions (perhaps using bearings or Teflon to prevent the binding of aluminium on aluminium). A comparison was made with adjusting shroud tension in terms of ease and requirements.

Decision: No change to tracks. No fore & aft position changes allowed whilst racing.

14. PFDs to be carried

It was requested that the rules specify that PFDs be worn. Noted that this is a legal issue and various national, provincial and local laws apply. Specific requirements are generally covered in the NOR & SIs.

Decision: No change.

15. Restraint of crew in seat

Noted that the use of a restraint belt aims to prevent the crew from hiking, however the tension of the restraint needs to be optional. Need to have the backside in contact with the seat base.

Decision: Wording to be discussed and circulated.

In closing, Serge suggested that it should be the objective to have a revised Part 2 of the Class Rules ready for circulation by Monday October 2.

Meeting Closed 0145UTC

POSTSCRIPT

Re Item 5: The method of reinforcement of the side decks was discussed in Sydney and this will be introduced as a model-year modification.

Re Item 8: All future boats will have an updated centerboard trunk laminated in place and alignment will be addressed through this process.

Re Item 11: It was noted that 4mm Spectra is commonly available.

Additional issues raised subsequent to the teleconference and dealt with via email

Boom Struts – It was noted that many teams are bending the boom strut as it is used by crews to pop the battens. Batten tension to be discussed with sailmaker.

Location of Class Insignia, Sail Numbers and National Letters – Positioning of Sail Numbers and National Letters must comply with Appendix G of the ISAF RRS.