

International Square Metre Skerry Cruiser Class Meeting

Date: 29th January 2005

Organiser: The Swedish Association of the Square Metre Skerry Cruiser Classes (SSKF)

Location:
Carat Hotel, Munich, Germany

Participants:
See Attachment 1 (abbreviations are used in text)

Introduction

The meeting was held on the initiative of the Swedish Square Metre Skerry Cruiser Association (hereafter referred to as "SSKF") in the framework of the decision reached with the German "International Association of the 30 m² Class (IV30SK e.V.)" at the last international meeting in Friedrichshafen to have international meetings for co-ordination and co-operation of class interests about every second year. The date and location for the meeting was set and invitations and an agenda were sent on 1st November 2004 to currently active national and international Square Metre Skerry Cruiser (hereafter referred to as "SC") Class Associations in Germany and Hungary, as well as to active enthusiasts. A reminder and "formal invitation" was sent on 10th January 2005 to all potential participants. Munich was chosen as the location as it was considered to be the most convenient to access for all intended participants.

The meeting had the form of a round table discussion, led mainly by OM or other SSKF members. The intention was to exchange ideas and information regarding activities and intentions in different countries and the various SC classes.

Agenda

- 1) The Rule
- 2) Measuring procedure
- 3) International connections and co-ordination
- 4) The 100 years anniversary
- 5) AOB

1) The Rule.

OM presented the history of the original class measurement rule from the point of view of the SSKF:

The Square Metre Skerry Cruiser Class Rule (hereafter: "The Rule") originated in 1908 and covers 9 classes (15, 22, 30, 40, 55, 75, 95, 120 and 150m² SCs). It was altered in 1925 and since then, The Rule has in its essence remained constant, with minor alterations primarily to accommodate changes in technology. It is highly regarded by the Swedish Sailing Association (SSF).

It is the task of the SSKF to classify all designs aspiring to be SCs, and to issue measurement certificates for those that meet the requirements of The Rule and qualify. In this sense it is the role of the SSKF to protect The Rule and what boats can be regarded as "Square Metre Skerry Cruisers". This has been historically and is now again of increasing importance as international exchange of activities (e.g. competition) and trade of boats increases. It was attempted to protect the name

“Square Metre” or “Skerry Cruiser” in Sweden as a trade mark, but without success. It was however stated that no boat could be marketed as a SC if it was not built and classified according to the rule. After this decision there have been no problems with the right to the name in Sweden.

All boats built up until 1925 are still recognised as SCs and can be re-measured and measurement certificates can be re-issued under the old rule, but since the old rule has been discontinued, no newly built boats can be classified under this old rule. Neither are replicas accepted or certified by the SSKF. All boats now built must meet the current version of The Rule in order to be certified as a SC.

In Sweden in 1930, the Mälars 30 class was established with restricted design and construction rules that fall within The Rule, and are therefore still certifiable as SCs. Similarly, in Germany in the 30m² class, the “Tabelle B” based on “Bijou” boats are within The Rule.

In Hungary, boats are largely within The Rule, but there are some differences which fall clearly outside of The Rule. Since there has been no formal measurement according to The Rule, it is currently impossible to define the exact differences. SCs according to The Rule are not recognised as an international class by the ISAF – criteria for this have not been met.

Each country is sovereign in how they deal with their own local situation.

It is the aim of the SSKF to have all boats that are known as SCs to fall under The Rule.

Discussion:

- Germany: The German Sailing Association (DSV) accepts The Rule in its form since 1935, when freeboard was increased, for the 22, 30, 40, 55 and 75m² classes.

- The 40m² class in Germany (about 25 boats currently, of which about 20 are German-built and 5 are ex-Swedish boats) has the problem that all boats in fleet were built before 1925 (at that time to old international rule). The change in rule at that time affected the 22s and 30s but not the 40m² class. Seen according to The Rule, any new build would need to be by new rule, and thereby not fit into the German fleet (and have little chance of racing success in inland conditions, where most of the fleet is now located). The German 40m² Association accepts new builds to old rule (currently one being built to 1923 design).

This is different in Sweden, as OM described. The 40m² class in Germany would like to have the possibility to build new boats according to the old rule, in order to help its fleet grow. It was questioned why this shouldn't be possible. It was agreed that the German Association should take points of old German rule and make a direct comparison with The Rule, to see if it fits.

- It was questioned why old boats need to have rig according to new rules. OM/PT explained that the old rule was too liberal, allowing too much interpretation. This requirement is to ensure comparable equipment with newer boats.

- It was questioned if the changes in 1925 may be considered similar to German introduction of “Tabelle B”: are there similarities? After discussion it was agreed there is no parallel. The changes in 1925 restricted tolerances but essence of The Rule, that the class is a construction class, remained unchanged. “Tabelle B” makes class effectively one-design.

- Hungary: First SCs in Hungary were 40m² in 1927. All boats were to new (post-1925) rule. First 30s in Hungary came from Sweden/Germany. Main differences to The Rule in Hungary: differences mainly in rig, limited size spinnaker attached at 9,50m, carbon spars (since 8 years), "J" maximum 2,20m, minimum hull weight 3 tons. All boats built before 1986 are considered SCs, but new builds must be measured. There are 4 classes represented: 22s, 30, 40s and 75m² SCs. Hungary has one 55 which is not measured. 75s: 3 boats, 22s and 40s: too few boats to race as class. The 30m² is considered "Königsklasse" and highly regarded. Approx 20 boats race actively. Since 1980s, an average of 1 new boat has been built per year, mostly in plastic. Carbon spars are popular. The class members have interest to race internationally and are therefore interested in becoming compliant with The Rule. This is considered important for the class to survive. As there are many considerations to address, this change needs to be gradual.

It was agreed it is natural to have local developments. Some differences can be overcome (e.g. mast can be ballasted). It may be worth considering as a starting point to build new boats to The Rule. This however was thought to be unlikely – people want new boats to be similar to existing fleet for fair sailing.

Hungarian carbon masts are all made from one mould taken off a wooden mast which was bent ("whip"). It was considered that being fixed to only 1 supplier has possible negative consequences. The carbon masts are "overbuilt", making entry into class easier as these rigs are considered stronger and safer. Since carbon masts are a "Hungarian speciality", consideration needs to be given on how to measure these rigs and enable them to race fairly internationally. The Hungarians feel we should aim for a "flexible" boat – suit all situations (local and international). Optically rigs are attractive: have wooden veneer (appear natural). Full set of spars costs approx €12'-15,000 in Hungary.

- SSKF also covers other countries with small fleets (UK, USA, Australia, NZ, France, NL). Most countries within The Rule, but tendency for countries outside framework to work back towards unification of The Rule and international integration.

2) Measuring and Classification of SCs

OM explained the classifying process:

A design is received by the Classifying Board (SSKF) for classification. If it meets the requirements of The Rule it is classified and then built. During and after the building process it is checked for meeting The Rule and if all requirements are met, the boat is certified as a SC and a measurement certificate (m/c) is issued. The m/c is issued with a validity of 5 years, at which time it should be re-measured to ensure continued compliance with The Rule. This is usually only done by people actively racing and having an interest in maintaining a valid m/c.

There are approximately 10 measurers in Sweden who are all volunteers. The SSKF offers an annual "refresher" course to keep people in practice and encourage similar approaches to measuring. It could be arranged, if interest is indicated internationally, that a full course on measurement procedures be given in English.

Discussion:

- In Hungary, there are currently no certified measurers. While 1 measurer may be adequate for 20 boats, it was suggested that a second would be useful to ensure unbiased measuring.

- In Germany there is only 1 measurer (MD) for 30m², who is recognised by the DSV. It is the requirement of the DSV that each class nominates its official measurers. A measurer may not measure their own boat. Although MD has many years of experience, and the DSV also holds an annual symposium on measuring, he has very little practice in recent times (very few boats needing measurement). Therefore attending a refresher course would be useful, but he would need to clarify whether the IV30SK e.V. would be prepared to finance it.

In Germany, it is generally not the case that boats are re-measured every 5 years, although this is needed for racing. Only boats having major alterations will be re-measured, but it depends on the honesty of the owner to declare this. Boats are weighed at championships. The German Association has a form covering the standard re-measurement requirements. All boats need to be weighed by the Association's standard scale. There are no boats in Germany with added weight. New boats to Germany (e.g. from Sweden) are re-measured, but this is difficult with little information from Sweden. MD requested more information from SSKF. PT agreed more exchange of information is needed.

- Hungary: The standard re-measurement form as used in Germany was requested (See Attachment 2).

The Hungarian boats are built mainly in plastic from a (thought to be) slightly modified Reimers design and should be compliant to The Rule. The first measuring since WW2 was done in 1994 – all local modifications were accepted. The problem in Hungary is that construction methods may differ from international procedures (e.g. no frames needed), and the construction process is not controlled by any guideline. The Hungarian boats are nevertheless very strong and new boats have great rigidity advantage over older boats, thereby having a performance advantage.

- In Germany, old boats are comparable to new built boats: requirements are according to The Rule for frames and bulkheads are the same. For plastic boats, there is an additional rule covering the floors. This has proven to be a good regulation, ensuring the strength and longevity of boats.

- Hungarians would like to be able to compare theirs with Swedish standards. There is discussion in the Hungarian sailors about introducing new regulations – some want to introduce new guidelines, some don't want change. It will be suggested at the next General Meeting that guidelines should be introduced and a measurer suggested for training. If agreed, contact will be made with OM to suggest a person.

It was pointed out that after each Olympics, the ISAF changes the sailing rules – this is considered positive and the intention is to achieve improvement.

The Hungarians feel more international exchange (e.g. boats travelling to Hungary to race, and vice versa) will help them orientate where they fit in internationally. They are concerned that their boats are overweight and may not be competitive. The

- Swedish boats tend to be heavier than the German boats, but show no clear tendency to be slower. Weight should be no concern (e.g. for Hungarian boats) as long as the boat floats on the marks – in this sense it is the nature of The Rule to be self-adjusting.

- Measuring boats every 5 years also identifies unintentional changes, such as the ends "hanging", as is sometimes seen in older boats. This is generally accepted for

older boats, but can be good for newer boats to identify such changes early and enable maintaining compliance to The Rule.

- Sails should all be made according to the new rules. This certification is done by the sail-makers themselves. This self-control was considered to be less than ideal by most at the meeting, and may be reconsidered.

- Most difficult to control are changes to underwater designs (e.g. keels) – here the 5-yearly measurement is advantageous.

- Hungarian and German attendees at the meeting are going to suggest at their AGMs (23 February and 16 April respectively) that measurers be elected to take part in the international measurer training. The SSKF could organise such training this autumn or next spring as required.

3) International connections and co-ordination

OM and various Swedish enthusiasts currently receive many enquiries and much information relating to SCs and suggest that it would benefit from some international co-ordination. Activities would include replying to mails, possibly producing a newsletter, and co-ordinating and filing correspondence and information. Perhaps the establishment of an international website should be considered. There were no immediate volunteers to fill this position.

PT presented the structure and functioning of the SSKF. It was founded in 1972 and covers the 9 SC classes (15, 22, 30, 40, 55, 75, 95, 120 and 150 SC). There are 5 divisions, forming clubs of their own, for the 22, 30, 40, 55 SCs, and one club collectively for the 75, 95, 120 and 150 SCs. There are approximately 500 members, and approximately 400 SCs represented. Approximately 40% of boats are 22m²s, and 30% are 30m² SCs.

The organisation includes:

- The Classification Board (of which OM is Chairman): to certify SCs as described
- Renovation Fund (led by PT) to offer professional advice and financial assistance to people renovating boats
- Publications: including a newsletter, magazines and books
- Education: including collaboration with the maritime museum, instructing measurers, competition rules, boat construction

The SSKF shares premises with the SSF, and is interested in establishing a platform for international communications.

The SSF provides advice on structure for new class associations, similar to above structure. This year (2005) the SSF celebrates 100 years, and the Royal Swedish Yacht Club (KSSS) celebrates 125 years of existence. To commemorate the occasion, they will hold a Classic Yachts Regatta this summer.

The SSKF has a working board with 1 delegate per class, who meet almost every month (approximately 10x per year). Each SC class is automatically a member of SSKF. At the classes' annual meetings the delegate, and thereby the majority of the SSKF board, are elected. Chairman and other officials, such as the CB members, are

elected at the SSKF annual meeting. This working board currently consists of Swedish members only.

Discussion:

- General interest was expressed in expanding the SSKF working board to become an international working board, covering not just SC classes but also national SC associations. The national “branches” of SSKF would be structured according to local needs, as each country has different fleets, thereby avoiding unnecessary burden from infrastructure. This would allow smaller fleets (e.g. 15m² in Germany, 22m² in Germany and Hungary) access to the support of a central organisation.

- The question is how to do this. The general feeling is it should be an initiative of the SSKF. The unifying language would most likely be English. While the SSKF need be the organising body, the person/people performing this task need not be in Sweden. The SSKF already has members in Germany and USA. The internet could be used as a collective forum where enthusiasts could leave and retrieve information. The current Swedish website has too few translations – there would need to be a new site purely in English. It was agreed that whatever format (if any) is adopted, it will need to be structured to be a “low-maintenance” facility, since most of the people involved in the class are intensely active professionally. Technology is such that this can be implemented at minimal cost, needing just an international coordinator.

- Topics on the web could include discussions about The Rule, 100 Years topics, regatta planning (and coordination) etc.

- It was generally felt that this would provide the platform for enthusiasts that may want to be involved in the class according to The Rule, without being limited by local class restrictions. It was expressly pointed out that this activity should if at all possible be performed with the involvement of the local SC class associations, so as not to be viewed as or represent a split in the local SCs. One opinion suggested that the local representative should preferably be an elected member from each local SC association, although this may be difficult as there may be more than one association (e.g. in Germany there are the 30m² and 40 m² SC associations).

The discussion went back to the differences in The Rule in different countries. In Germany there were problems that led to the establishment of “Tabelle B”. Concern was expressed that by returning to The Rule, the problems may again be faced. It was clarified that the establishment of “Tabelle B” was done at the same time as the production of a mould in Germany, and it was meant to stimulate the use of this mould and the development of the class. This proved to be short-lived. Similar problems have not been faced in other countries, and it is not anticipated that they will reappear if “Tabelle B” did not exist.

- Currently in Germany, all SCs may compete in Europa Cup in spite of “Tabelle B”. Local regattas have restricted participation (to old boats or, if more recent, to “Tabelle B” boats). If the German association wish to keep “Tabelle B”, it would be no problem for boats built to The Rule to race in normal regattas if the “Notice of Race” expressly allowed both “Tabelle B” and The Rule boats.

- The Hungarians initiated the idea, and most present felt that we should reach agreement that whoever wished to travel internationally should be allowed to race.

There may be differences between countries now, but the commitment to moving closer to The Rule means that this will disappear over time.

In conclusion it was agreed that the SSKF should lead the way to initiating international communications by means of a "low maintenance" website, and that such meetings (as this) should be continued every approximately 2 years. It was suggested that these meetings should take place in parallel to Europa Cups, but it was agreed that keeping it independent (as this meeting was) enables one to focus on general topics without being distracted by racing.

The Hungarians described the "Almadi Cup" and all agreed it sounded like a very attractive regatta (good racing, very good social events). The Notice of Race for this regatta (17-21 August 2005) was provided to all participants. There are a number of other interesting races on Lake Balaton, in which some present will participate (with or without own boat).

It was suggested that consideration be given to rotating the Europa Cup to Hungary, as well as Sweden and Germany, and possibly include 22m² at the same event. This would also benefit the 22 SC class in Hungary.

4) 100 Years Anniversary of The Rule

Two regattas are planned in Sweden to commemorate the 100 Years celebration of The Rule: one in Saltsjöbaden (mainland, near Stockholm, easily accessible) after the Sandhamn Week. A tour of the Stockholm Skerries is being considered.

- A suggestion was made that the SSKF should look into finding sponsorship e.g. from transport companies or ferries, to assist potential participants to reach Stockholm with their boats. All agreed this may overcome one of the biggest obstacles for most: making the long journey to Stockholm with a boat. (This is all that was mentioned on this topic – many felt after the meeting that more time could have been spent on ideas for this).

100 Years SC Book.

It was suggested (and unanimously agreed) that a high quality, high gloss, valuable hard-cover book should be published, covering the history of SCs all over the world. It was generally agreed that an international SC reference book would be the first choice, and as such should be in English. This would not exclude local enthusiasts producing books of their own in their own languages.

Such a book could include:

- register of all boats from all countries
- history
- The Rule
- some drawings and plans
- Nice pictures
- Articles on designers
- Etc.

It was agreed that a committee should be formed from the local associations to lead the development, and due to experience, PT was suggested (and agreed) to coordinate. Each national association should elect an "editor" who would be part of the committee, and bring ideas for consideration and inclusion in the book. It was suggested that sensitivity should be paid to naming authors, and that in order to make most people agreeable to contributing material, it may be best to list SSKF as the publisher, listing contributors.

It was asked if a structure be identified, and material sought to fill the topics. PT expressed that experience shows gathering material is the most difficult part. The approach would be to publicise the intention to bring out a book (e.g. on website), to collect material, and then to arrange the available material into a book.

5) All Other Business

The SSKF has a large space at the Stockholm Yacht Show, and apart from displaying SCs, will publicise ideas for the 100 Years celebrations. The German IV30SK e.V. had a stand at a recent exhibition and displayed 3 boats. Most interest was shown in the classic boat and many enquired about availability. As most affordable boats are in Sweden, it was requested that these boats be made public for potential buyers abroad. The suggested international website may be a suitable platform for this.

It was expressed that there is a need to provide a collection point for SC memorabilia such as old photos and artefacts from historical events, which may be lost to commercial interests or destroyed entirely as the older generation moves on. It was suggested that old trophies be brought back into circulation and add value to modern regattas. It was also identified that the Swedish maritime museum has a SC on display and may have interest in increasing their collection of SC articles. PT will approach the museum and let interested participants know of the availability of this facility.

OM presented SSKF flags to the national SC associations represented (German 40m² SC Association, Hungarian 30m² SC Association) as thanks for attending.

End.

After the meeting, all attendees met at a local brewery and enjoyed animated discussions on a topic clearly close to their hearts until a very late hour. All left feeling that the meeting had been extremely worthwhile and constructive. It now remains to convert the theories born at this meeting into practice.

Craig Dalgarno (Scribe)

Olle Madebrink (To check the minutes)

Attachment 1

Init	Surname	First Name	Participation	Country	Sail No.	Boat Name
OM	Madebrink	Olle	Chairman of the Classifying Board of the SSKF, Measurer	Sweden	30: SWE 210	Renaissance
PT	Thelander	Per	SSKF Renovation Fund, Measurer	Sweden	30: S 187	Taifun
BB	Bethge	Bosse	SSKF, Swedish 40m ² Association	Sweden	40: S 66	Eugenie
GD	Dulin	György	Enthusiast	Hungary	30: HUN 19	Magia
TD	Dulin	Tamás	Enthusiast	Hungary	30: HUN 19	Magia
LH	Hozmann	László	Hungarian 30 Squaremetre Class, Technical Committee	Hungary	30: HUN 11	Vészmadár
MK	Kroll	Miklós	Enthusiast	Hungary	30: HUN 11	Vészmadár
ST	Frauendorfer	Stefan	President of the German 40 Square Metre Association	Germany	40: G 46	Argo V
TGi	Giebelhausen	Thomas	Vice President of the German 40 Square Metre Association	Germany	40: S 1	Yrsa
TGu	Gunold	Tom	IV30SK e.V., Press	Germany		
MD	Dommermuth	Manfred	DSV 30m ² SC Measurer	Germany		
RK	Kohlbach	Rolf	Enthusiast	Germany	30: K 8	Tre Sang
LF	Frowein	Jo	Enthusiast	Germany	30: G 71	Hahti
MW	Wibbels	Martin	Enthusiast	Germany	30: G 21	Pan Mir
CD	Dalgarno	Craig	Enthusiast/Scribe	Germany	30: S 148	Lillie III

Key

SSKF Svenska Skärgårdskryssareförbundet

DSV Deutscher Segler Verband e. V.

IV30SK e.V. Internationale Vereinigung der 30-m²-Schärenkreuzer-Klasse e. V.

* Attending as enthusiast, not as official representative of the association

Attachment 2



Vermessungsformbla
tt.pdf