

Minutes of Meeting – 22 sqm Class Meeting

Date/Time: Sunday, January 19th, 2014, 8.00 to 9.30 CET

Location: Hotel vis á vis, Lindau, Germany

Attendees:

- Swedish Group (SSKF / KN)
 - Hans Samuelsson
 - Per Thelander
 - Torkel Sintorn
 - Joakim Rudebäck
- Working Group 22 sqm EuroCup 2014
 - Adrian Schmidlin
 - Zora Sorman
- Owner S-348 Ingalill
 - Klaus Steinlein

Approval and distribution of the minutes of the *22 sqm Class Meeting* were approved as printed and distributed to the attendees.

Introduction

Due to increased and new activities in the 22 class in Europe, there has been an upcoming need to exchange and discuss ideas regarding activities and intentions about 22 sqm class issues between official representatives as well as individual 22 sqm sailors.

Representatives from SSKF and KN were present in Germany at a meeting about the 30 sqm Europa Cup. The meeting was held in Lindau 18th – 19th January.

In connection to the 30 sqm meeting, the Swedish group with representatives from SSKF and KN arranged an appointment time for a 22 sqm class meeting. The meeting had the form of a round table discussion, which was held in the frame of a prepared agenda. The meeting started at 8.00 CET in the lobby of the hotel vis á vis.

Agenda Item: Rigging of S-348 Inga-Lill

S-348 Inga-Lill is a yacht built 1925 and as late as 1980 classified by the SSKF Classification Board (KN) as a 1920-Rule 22 sqm yacht. Inga-Lill got the sail number (permanentnummer) S-348 which explains the high sail number for an old yacht.

Klaus Steinlein restores Inga-Lill in compliance to the original drawing and the Swedish 1920-Rule. Klaus Steinlein has in accordance to the present valid SSKF Skerry Cruiser Rule, for unusual sail shapes, requested approval of a gaff rig for Inga-Lill.

Issues regarding measuring and measurement certificates were handled under a separate agenda item.

Decision by the Classification Board (KN):

Torkel Sintorn, informed that at time being there are no active rule to apply unusual sail shapes and that a permission or rejection can't be made according to the rule before 1925. The rigging idea that Klaus has presented could have been permitted if the yacht was classified within the 1925 year rule. KN and Klaus also have the same idea about how sail area can be measured on a high peaked gaff rig if the rig is classified within 1925 year rule.

Note the documents that have been sent has only been for discussion matters, not completely finished design and dimensions.

Agenda Item: Formation of 22 sqm core activities in 2014

Adrian Schmidlin informed about a vision of building up core regatta activities to promote 22 sqm class and its sailors to be able to race in different regions in Europe, from the south (so far, Lake of Constance, Germany) to north (archipelago of Stockholm, Sweden). Three major regatta events are already scheduled, whereby two are completely new events.

For the activity schedule, wind conditions in the different regions has been taken into consideration, since the 22 sqm yachts perform best in winds from 5m/s (3 bft) and upwards. Dates are evenly spread over the 2014 sailing season.

South:

The 22 sqm yachts are located on several lakes in the southern sailing area of Europe and there is no natural grouping of a larger amount of 22 sqm yachts on a specific lake. Nevertheless, these yachts should have a core regatta activity and as a suitable event, the Internationale Bodenseewoche in Konstanz, Germany, was chosen.

The Internationale Bodenseewoche is an annual event which is scheduled for end of May. Between the arranger of the Internationale Bodenseewoche and SESCA/NSK, it has been settled to introduce a new class on the starting line. In line with a SSKF tradition, the "Open Square Metre class" will be sailed according to the SSKF Skerry Cruiser Rule, where different Skerry Cruiser classes starts together and race under its own rating system. A Skerry Cruiser social event and a Cup will be organized by SESCA.

This activity will take place 22nd - 25th May 2014 in Konstanz, Lake of Constance, Germany.

Mid:

Lot of Swedish 22 sqm yachts has been exported to the north of Germany. On behalf of sailors wish for a class event outside of Sweden, the natural race area for a 22 sqm class are the lakes around Berlin and the German Baltic coastline where a larger amount of 22 yachts are based.

The 1st EuroCup 2014 for 22 sqm yachts has been set up and will be arranged on Lake Wannsee by Berliner Yacht Club. Subsequently to the EuroCup, the sailors can also participate at the Kaiserpokal in a separate starting group for the 22 sqm class.

This activity will take place 17th – 21st September 2014 in Berlin, Lake Wannsee, Germany.

North:

The Swedish Championships for A22s together with the Skärgårdskryssarepokalen (the trophy is sailed since 1933 by the A22s) is under the custody of the Swedish 22-Klubben and annually scheduled between end of June and beginning of August. This event runs strictly under the SSF regulations and the SSKF 1925-rule.

The Swedish Championships / Skärgårdskryssarepokalen will take place 6th to 9th August in Sandhamn, Sweden. The arranging club is KSSS.

Agenda Item: Viewpoint and scope of 22 sqm responsibilities

The EuroCup Working Group put a question concerning SSKF Classification Board (KN) commitment to hold the technical head of the 22 class also for 22 sqm yachts abroad.

Viewpoint of the Classification Board (KN):

KN commits to hold the technical head of the 22 sqm yachts. For technical issues regarding the 22 sqm yachts, the international contact is administered by Torkel Sintorn, head of the SSKF Classification Board (KN).

Agenda Item: EuroCup 2014 in Berlin

Adrian Schmidlin briefed about that the event and the naming „EuroCup“ in Berlin does not need any approval of and does not stand under extended event prescriptions under the German national sailing authority, DSV.

At the EuroCup 2014 a 22 sqm sailors meeting will be held, where exchange and ideas about the future of the EuroCup and the class can be discussed.

So far only A22s has registered to participate in the EuroCup 2014. The EuroCup Working Group asked for recommendations if keeping the EuroCup closed only to the 1925-Rule (A22s and B22s) or let the event be open where as well 22 sqm yachts build to the older rules (1908, 1916, 1919 and 1920) can participate.

The EuroCup Working Group informed about the approach for the 22 sqm yachts which are lacking a measurement certificate. For the 1st EuroCup 2014 in Berlin, a measurement certificate will not be needed. However as a replacement for the 22 sqm yachts lacking measurement certificates, adherence to the sail area is chosen as single measurement criteria, which is in line with the basic idea of the Square Metre rule. This approach was gratified by the Classification Board (KN).

It was also briefed from the KN about how to measure the sail area when e.g. no mast crane is available.

Recommendations from the Classification Board (KN):

For the EuroCup 2014, KN recommends to keep the event open for all 22 sqm yachts, regardless if they are built to the 1925-Rule or the older rules from 1908, 1916, 1919 and 1920.

For the sail area measuring, it was agreed with KN that the rig measurements for yachts without a valid measurement letter should be measured. KN advised that the yacht owners, since the owner/participant is responsible of the yacht's compliance to the class rule, should apply the mast with measuring marks, which could for this event be done with ordinary black tape.

The following shall be measured to calculate the sail area:

- The mainsail hoist M
- The mainsail foot B
- The foretriangle base J
- Height of the foretriangle I
- Spinnaker pole length (needed if the spinnaker pole exceeds the foretriangle base J)

Note from the Working Group: a description in German about sail area measurements is available on the SK22.info homepage.

Agenda Item: *Rating system for the Open Square Metre Class at the Int. Bodenseewoche*

For the Open Skerry Cruiser class it is searched for a suitable rating system for different wind conditions. On Lake of Constance an average wind speed is set to 2 Bft. (1,6-3,4 m/s) for the local rating system.

The working Group asked KN for advice and it was discussed about this over 100 year's old matter of justice. SSKF has an own gentleman rating system „SSKF Handikapptal“, which has evolved over the time in respect of yacht conditions and helmsman skills.

Recommendations from SSKF and the Classification Board (KN):

For the Open Skerry Cruiser Class, KN and SSKF recommends to try the „SSKF Handikapptal“, although it is developed for winds of 4-7 m/s (3-4 Bft). Hans Samuelsson pointed out that using the SSKF rating system, the participants should be aware that such races should be considered as social events to gather the Skerry Cruiser classes rather than quest for justness.

Agenda Item: *Measuring and measurement certificates*

KN informed that SSF adapts the ISAF regulations to become a measurer and all training of national measurers will only be made by SSF. The responsibility that Skerry Cruiser measurers will be trained is a SSKF concern which KN at the moment revises.

KN informed that the German sailing authority, DSV has authorized the German measurer Pascal Kuhn to handle measurements for all Skerry Cruiser classes. He is also allowed to measure all classes for SSKF in Germany. Swedish registered / classified yachts can be measured by Pascal Kuhn and KN can then issue a Swedish measurement certificate.

KN also depicted the situation about yachts build prior to the 1925-Rule which are not entitled to a measurement certificate, but rather a „verification document“, that they are Skerry Cruisers. The older rules did not have hull adjustments for increased length as the valid rule from 1925. Skerry Cruiser build to one of the older rules, when they were built long, narrow and had less weight, and today updating with modern materials which are allowed in the 1925-Rule, makes the yachts faster than the present 1925-Rule allows. To resolve this question, SSKF has to submit an application to KN which then has the task to solve this problem.

The Working Group asked KN about technical assistance regarding the sail area measuring at the EuroCup 2014.

Recommendations from the Classification Board (KN):

For the sail area measuring at the EuroCup 2014, KN briefed that for instance Per Thelander, that has a keen interest to visit the EuroCup, can assist the race officials concerning measurement.

KN also informed that Pascal Kuhn now as official DSV measurer for all Skerry Cruiser classes can stand by with measuring issues at the 22 sqm EuroCup 2014.

Meeting adjourned at 9:30 due to return journey of the Swedish Group.

Zora Sorman (Scribe)

Torkel Sintorn (Minutes checked)