



Minutes of a Meeting of the Access Class Association (UK) Committee
9th November 2011

A meeting of the ACA(UK) committee was held at 11.00am on 9th November 2011 at Hillingdon Outdoor Education Centre, Harefield, Middlesex, UB9 6JN.

Present

Richard Smallwood	Frensham (Chairman)
Andy Sheath	Frensham (Vice-Chairman)
Dave Durston	Whitefriars (Vice Chairman – SKUD18 Representative)
Tom Harper	New Forest (Treasurer)
Lindsay Burns	Frensham (Access Class Coach and Race Training Manager)
John Figgures	ACA (UK) Access Class Measurer
John Coombs	Rutland
Melvin Kinnear	Tideway
Ron Sawford	Steve Sawford Marine Ltd (Secretary)

Co-opted Members:

Gordon Harle	Rutland
Steve Sawford	Steve Sawford Marine Ltd

By Invitation:

Marcus Frith	Independent
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Apologies

John Aldridge	Woolverstone
Martin Hadley	New Forest

1. Chairman's Welcome

Richard welcomed Lindsay (and later John C) to their first full committee meeting. As there had not previously been full committee involvement in inviting Marcus to the meeting Richard asked Marcus to introduce himself and briefly outline his interest and experience concerning disabled sailing. Marcus said that he is from New Zealand and has experience as a National Judge and National Race Officer. He is currently living in the UK and, having been involved at one of our TT events, felt he may have a contribution to make to Access sailing in the UK. Richard asked for any objections to Marcus sitting in on the meeting. One member objected, all others agreed. The Chairman therefore invited Marcus to remain and asked that he contribute when invited. Marcus was happy to do this.

2. Minutes of the previous meetings

The minutes of the meeting held on 12th June 2011 were approved.
The minutes of the meeting held on 10th November 2010 were approved.

Matters Arising from the minutes of 10th November 2010.

Item 3.6. These figures are still outstanding and Steve will provide them.

Action: Steve

Item 8. It is disappointing that no person could be found willing to co-ordinate a race training programme for the northern region. As a result, Lindsay Burns is managing a programme for the whole country from the south of England. There will be more information under item 7 of today's meeting.

Item 14. Access Class windscreen stickers. This has not yet been followed up and Steve will take it forward.

Action: Steve

3. Racing Programme for 2012

3.1. Progress with, and approval of, overall ACA (UK) programme; arrangements for Northern and Southern Championships

Andy outlined the progress that has been made to date. The current firm dates are 4th April Notts County, 18th April Frensham, National Championships New Forest 28th and 29th April, 30th May Burghfield, 13th June Woolverstone, 23rd June Northampton. Andy is hoping to have the full programme completed by late December.

Richard said in view of current travel costs, there has been some discussion about increasing the Northern and Southern Area Championships to six events each with four to count. It is hoped that clubs will encourage racing members to at least take part in four area events. It was suggested that we already have six events in one of the regional championships and that, for this, we should have four events to count. This was agreed. Ron said that Andy and himself would put together the programme as last year (eleven TTs) and when this was in place look for a host club to run a 12th TT to give us six Northern and six Southern. The committee agreed this.

Action: Andy and Ron

3.2 UK National Championships arrangements.

To be hosted by New Forest & District Sailability at Spinnaker Sailing Club, Ringwood on 28th and 29th April 2012. Tom reported that New Forest are pleased to be staging the event and are actively preparing. There was a long discussion around this.

The following are the main points made:

1. That the date is too early in the season, making it dangerous due to low water temperatures that could lead to cold water shock.
2. That the date was too close to the Access World Championships.
3. That the early date does not allow enough sailing practice prior to the Nationals.

The following are the main observations and decisions made.

1. The Access sailing has taken place in April for many years.
2. It is the sailors' responsibility to take all necessary precautions against cold water shock.
3. The 2011 Nationals in early June and 2011 New Forest event in August were both seriously affected by weed. Many sailors had pointed out that this made the National Championships into a lottery. The early date for the 2012 Nationals was chosen to ensure minimum chance of weed problems.
4. It was decided to ensure that the Notice of Race emphasises as guidance the dangers of sailing in the early season's colder waters and the need for sailors/competitors to dress appropriately.

Action: Ron

5. It was decided that in subsequent years every effort be made to ensure the Nationals are staged from mid-June onwards.

Action: Andy and Ron

6. A vote was taken on keeping the 2012 Nationals dates as planned. 11 were in favour, 1 against so the Chairman said the date would stand.

3.3 International Events.

Two competitors are known to be entered in the World Championships in Sydney in April – Tessa Watkiss and Lindsay Burns. Does anyone know of others? There will be a French National Championships near Calais from 15-17 June. Those who have been to French events in the past will know that these are well funded and good fun. Please encourage your club mates to think about attending. We have also been told that the Dutch may invite international entries for a Liberty regatta but further details are unknown.

3.4 Quality of Race Management at TT Events.

Committee members felt this had improved considerably. Ron was asked when briefing host clubs to emphasise the need for efficient management of the hoisting operation and when setting courses that every effort is made to avoid having boats already started interfering with starting boats.

It was pointed out that boats were still sailing in events with illegal sized sail numbers. Steve said that he would have a supply of sail numbers available at TT events in 2012 so that numbers can be changed if needed. In the event of numbers not being available it is possible to enlarge existing numbers using a dark permanent marker.

Action: Steve

3.5 Class Sailing Instructions.

It was agreed that the suggestion made in the 2011 SI 6.2. Start and Finish Lines, that a separate Finish Line be provided on the opposite side of the Committee Boat to the start line, did not work well. It was agreed that this phrase would be removed from the Sailing Instructions for 2012.

It was also agreed that SI 10.4 needed to be amended to make it clear that both parties must agree to the penalty recommended and, in event of disagreement, would retain the right for a full protest committee hearing.

Action: Richard

Marcus explained the format and use of a “regatta specific schedule”. Marcus said he had a template, Lindsay said she had one, Ron asked that he might have a copy.

3.6 Any Other Racing Programme Business. Lindsay tabled a paper with a suggestion for a new scoring method for the Ben Ainslie Team Trophy. There was a long discussion around this with many different suggestions. It was therefore decided that a sub committee should discuss this matter by email and put their suggestion to the committee by 9th January 2012. The group that agreed to look at this are Lindsay, Dave, John F, Gordon, Ron.

Action: Lindsay, Dave, John F, Gordon and Ron

4. Access Class Sails – Report on trial racing sails made by Hyde Sails and consideration of sails to be allowed in ACA(UK) events in 2012

(See also Lindsay's report at Appendix 1 to these minutes) and John F's report at Appendix 2)

The following points were made.

- The quality of construction of the Hyde sails was excellent as would be expected from a sailmaker for a significant range of one-design dinghies worldwide.
- Gordon said that the reinforcement for jib boom slider on the Liberty jib was a good addition and the window is well placed.
- It was stressed that these Hyde sails cannot currently be used for international events.
- For contractual reasons, all new boats will be sold with a suit of Horizon sails.
- Sails have been widely tested for the 2.3 and 303 classes with no obvious difference in performance when sailing against Horizon sails. Liberty sails will now be tested by Rutland, Tideway and New Forest Sailability clubs. The results of this will be fed back by email to Ron who will put them to the full committee for a decision, hopefully in the middle of the 2012 season.
- At the current exchange rate Hyde sails, even after application of a levy, were likely to be significantly cheaper than Horizon sails.

The committee gave a vote of thanks to Lindsay for all the work she has put into leading these trials. Lindsay thanked all those who have helped her with the testing and feedback.

A vote was taken as to whether to approve Hyde racing sails for use for Access racing in the UK and was carried unanimously. It was also agreed that Hyde sails would only be supplied from one source and a levy would be raised equivalent to the levy raised on Horizon sails and split equally between ACA(UK) and IACA.

5. Any matters arising from AGM of the International Access Class Association (IACA)

Richard reported that John Figgures and he were re-elected onto the IACA committee. They both serve as well on the IACA Technical Committee which considers changes to the Class Rules and requests for "Replacement or Additional Equipment (RAE)".

All the other existing committee members were re-elected and there were no major issues for IACA to consider this year.

Terry Peek's report, which you are asked to keep confidential, was circulated with the agenda. There is much interesting information there but the most worrying is the threat to withdraw "International" status from the Access 2.3 Class due to the number competing at World Championships. David Staley will be attending a major meeting this month where he hopes to persuade the authorities to be more accommodating.

There is also a reference on page 3 of Terry's report to the problems with Horizon sails. Richard said that it is most disappointing that the optimism we had this time last year concerning an alternative sailmaker did not come to fruition.

6. Consideration of PY Numbers of the Access 2.3, 303-Solo, 303-Double and Liberty

Taking into account some correspondence with Ralph Tingle, the Race Officer for the RYA Sailability Multi Class Regatta, and the experience of the clubs represented round the table, it was decided to modify the PY numbers as follows:

- 2.3 – to 1875
- 303-2 person – to 1610
- 303-1 person – to 1580
- Liberty – to 1550

These figures will be recommended for use throughout 2012 and will be reviewed at the end of the season.

7. Report of Access Class Racing Coach and Training Manager – Lindsay Burns

Lindsay reported the Following:

7.1. The Scheme was not confirmed and published until late summer, which probably explains the very limited response so far. An enquiry from Scotland was passed to new head of RYA Sailability Scotland as it did not involve Access boats. I understand he visited them mid September for a training session.

7.2. Some interest shown by Clubs already on the TT circuit. Hopefully some TT host Clubs will take up the training offer and get some boats out on the circuit, especially clubs that have a good past TT record. Northampton Sailability comments re 2.3 exclusion from their afternoon Sailability racing were regrettable.

7.3. Total update in hand regarding clubs with Access boats and ‘traffic light’ contact list being prepared to identify potential Clubs to target .

7.4. Networking at Multiclass Regatta raised an issue that will need to be addressed and for which I will invite comments after I finish i.e. insularity and closed shop attitude towards sailors with learning difficulties. French approach is more inclusive. Would it be possible to have a race series, maybe 2 races over a short triangular course, on the Friday afternoon of the Multiclass? I would be happy to run it with the aid of on water rescue cover. Alternatively, can we perhaps get one or two learning difficulties people to the French Nationals near Calais next year? Maybe a bit ambitious logistically, but I think is worth considering.

7.5. Of the new clubs approached so far, one of the main issues is boat transport. I have suggested that people, including those from existing TT clubs contact host clubs to borrow boats if transport is an issue. I would also ask that host clubs continue lending boats where possible to visitors. It clearly enhanced attendance at events this year.

7.6. Insularity is clearly a real obstacle... ‘we’ve done it this way for n years’... and the problem is that it is usually with the same personnel who are not receptive towards change. All volunteers are much appreciated, but it does present a big problem when trying to introduce something different.

7.7. There are 3 clubs I will be contacting in the near future in the north of England to see if I can set up a group training session for them. If successful then they may form the foundation of a new Area TT series, but this is obviously a long-term project.

This is a new scheme, barely started as yet, but the groundwork is well underway, and hopefully, winter contacts will progress the scheme during next season.

The committee gave a vote of thanks to Lindsay for the excellent progress she has made with this project in so short a time.

8. Progress on the project “Involving more Severely Disabled People”

Steve reported that the Bruce Wake 2.3 with sip and puff controls is currently being used on the Isle of Wight. The Bruce Wake 303 2-person is currently being used by a Sailability representative in the north and being taken to various clubs.

Dave said that Whitefriars Sailability was reviving and may wish to use these boats to demonstrate to them the various seating and control options.

The Chairman suggested that this project was now well established and could be removed from the agenda of future meetings unless a member wished to raise it.

9. Treasurer's Report - Tom Harper

Accounts attached at Appendix 3.

Tom talked us through the accounts.

Steven confirmed that the boat levies will go to Tom by end of December.

Richard questioned the use of BACS payments but, as this is only readily run on a single authorisation, it was decided to keep to payment by cheque with the twodouble signature system.

Steve said we seem to have enough money to be able to fund some extra items. Richard suggested that any ideas for suitable purchases be sent to him.

The committee gave a vote of thanks to Tom for all the work he has put into the accounts.

10. Report on Measurement Issues – John Figgures

See Appendix 4 attached to these minutes.

John presented his report.

As SSM Ltd now has a calibrated weighing device, John asked Steve to engrave weights on the keels and mark weights on the hulls on manufacture and he agreed. The committee gave John a vote of thanks for all the work he had put into this, particularly at the National and European Championships.

Action: Steve

11. RYA Dinghy Show 3/4 March 2012

11.1 Access Class boats to be displayed – Chairman/Steve Sawford

In March this year we again had a 303W and a 2.3 at the show thanks to Steve who provided transport and set them up with a pontoon and hoist. Many committee members and other supporters got free show tickets in return for helping to man the stand over the two days. There is no cost to ACA(UK) as RYA Sailability and SSM Ltd subsidise the RYA show fees.

We plan to have two boats again at this event. Steve will liaise with the RYA on this. The two display banners provided jointly by the RYA and the ACA(UK) will be used again in 2012.

Action: Steve and Ron

11.2 Involvement by Committee Members – Chairman

Andy Sheath is managing our participation at the show and will be asking for volunteers to spend an hour or two on Saturday or Sunday on the stand. That leaves plenty of time to explore the show yourselves. Andy will have 20 tickets and should be able to provide two tickets to any volunteers who wish to bring a carer or partner. Please try to help if you can.

Action: Andy and Volunteers

12. Website: any Comments or Proposals

It was suggested it would be good to get some up to date photos on the website.

Action: Ron

13. Publicity

Richard reported he had recently talked the a representative of the charity "Toe in the Water" which is involved with introducing injured servicemen and women to yacht racing. He had had a fruitful discussion with him concerning Sailability and the opportunities for such people to also get into small boat sailing and racing.

Gordon told us there was an article in a national Model Yachting magazine about the multi class event at Rutland.

14. Any Other Business

14.1 All committee members should be aware that there are limits to what is allowed by the strict Class Rules and any different equipment has to be approved before being used for racing in International or ACA(UK) events. At the last TT meeting of the year at Swarkestone Richard observed that the Access 303W 2-person helmed by Chris Molesworth had been modified with foot steering as Chris cannot readily steer by hand. This needs to be put forward to IACA as an application for additional equipment if we think it is a reasonable idea. The Technical Committee of ACA(UK) are in favour. The full committee ratified this. Richard and John to take this forward.

Action: Richard and John F

14.2 Steve raised the subject of on-water-safety referring particularly to the Keith Harris incident at Bristol when Keith was thrown out of his boat following a squall and was saved by his auto-inflating life-jacket. He invited Marcus who was an eye witness and took part in the rescue to comment. Marcus said there were two incidents involving a 2.3 and a 303 and there are important lessons to learn from them. He felt these were the need to be able to easily identify sailors that need a higher level of rescue input and/or a more immediate prioritised response, in particular those people wearing auto inflate life jackets and people not able to turn themselves in the water. He believed that this information needs to be stressed to the rescue crews prior to an event and is also indicated by some means (possibly an insignia on the boat) continuously throughout the day. There was a full discussion around this. It was considered an extremely important aspect of our responsibilities and therefore the following action will be taken.

- Marcus will write a letter to the committee laying out his observations and suggestions.
- A sub-committee to discuss and improve safety of Access sailing will have a comprehensive email discussion on this subject and report back to Richard by the end of February 2012. The sub committee is Andy (Chairman), Dave, Melvin, Tom, Lindsay, Steve and Ron.

Action: Andy, Dave, Melvin, Tom, Lindsay, Steve, Ron.

15. Plans for future meetings

It was agreed that there was no need for another meeting before the AGM 2012 which will be planned during the weekend of the National Championships. A further meeting will only be called if the need arises.

The meeting closed at 3.15pm

Appendix 1

Hyde 2.3 and 303 Sail Trial 2011

ACA(UK) in conjunction with Hyde Sails have produced a set of racing sails for the Access 2.3 and 303W to be considered as an alternative UK option to the Horizon racing sails that are currently used. The sails have been trialled throughout the 2011 Season by a range of experienced sailors from different clubs and in a wide range of conditions.

The following highlights the key findings of the sailors, derived from their feedback submitted to me. Having also used the 2.3 sail myself, some of the comments are mine and are indicated accordingly.

All matters concerning the sails and the trial will be discussed under Agenda item 4 at the ACA(UK) Meeting on 9th November 2011.

1. Everyone commented on the good quality of the cloth
2. 2.3 and 303 sails have excellent shape and feel responsive, especially going upwind
3. Sails fill consistently at all wind strengths, without excessive adjustment required to shape
4. Jib window (303) excellently positioned to give good visibility, especially for doubles racing, and noticeably enhanced vision on approach to marks
5. Sailed against a matched boat using Horizon sails (303) showed no advantage or disadvantage
6. Similar finding to point 5 with regards to 2.3 sail at Multiclass regatta, when Horizon was used on Saturday and Hyde on Sunday in similar weather conditions, and sailing against same helms
7. Top of mast sleeve on both 2.3 and 303 sails seem a little stiff and loose, causing a small amount of twisting at the top during reefing
8. One 303 sailor suggested that the Hyde main was cut fuller than Horizon

Having considered the outcome of the trial, and mindful of the cost advantage as indicated in Appendix 3 of the ACA(UK) Meeting Agenda, I would recommend to the Committee the option to use Hyde racing sails in the UK from 2012 onwards in addition to Horizon sails be adopted, subject to the Hyde sails measuring satisfactorily.

LB, 1.11.11

Notes:

1. *Liberty sails have now been produced and are being trialled separately.*
2. *(7 above) This comment was pointed out to Paul Austin of Hyde at a mid Season meeting with RS and LB. Production sails would be adjusted to correct this*
3. *(8 above) – By LB – New 2.3 Horizon sail appears to be cut fuller than previous Horizon sail, which may suggest inconsistent or changed Horizon cut and will be checked prior to ACA(UK) Meeting. Hyde sails (2.3 and 303 main) have tighter foot, which gives the impression of greater fullness.*

To: Chairman, ACA(UK)
Cc: ACA(UK) Committee

REPORT ON HYDE SAILS – 10 Nov 2011

I have now inspected and measured one sample of Hyde sails for each of the 2.3, 303, and Liberty.

All sails are well made: stitching is regular and is properly on the fabric joints. Where sail panels are joined, there is no puckering. All sails were within the class rules.

Compared with Horizon sails, there is a difference in panel shapes: this arises as the Hyde sails are cut from a wider cloth than Horizon sails.

I can make no comment on the shape and performance of the Hyde sails compared with Horizon sails. However, the sails appear to have a smooth shape when held by the corners. The report from sailors suggests that there is no difference in performance between the Hyde and Horizon sails.

John Figgures
RYA Sail measurer
ACA(UK) Class measurer

**ACCESS CLASS ASSOCIATION ACCOUNT STATEMENT 01/01/2011
– 31/12/2011**

CURRENT A/C LLOYDS TSB		IN	OUT
OPENING BALANCE AS AT 01/01/2011		£953.29	
04/01/11	Teamwork Kettering		£97.80
04/01/11	RYA affiliation fee		£100.00
28/02/11	RYA race training contribution	£1,200.00	
01/02/11	SSM levies (£300 skud)	£1,400.00	
07/02/11	ACA shirt sales	£40.00	
09/03/11	Purchase of scales		£233.34
25/03/11	Transfer of funds to savings account		£1,500.00
27/04/11	Notts County TT entry fees	£37.50	
05/05/11	Oxford TT entry fees	£40.00	
31/05/11	Carsington TT entry fees	£25.00	
17/06/11	Contribution for European safety boat		£50.00
27/06/11	Frensham & Burghfield TT entry fees	£117.50	
29/06/11	Nationals prizes		£160.00
11/07/11	Northampton & Woolverstone TT entry fees	£67.50	
03/08/11	Tideway TT entry fees	£50.00	
24/08/11	Skud nationals prizes		£27.30
07/09/11	New Forest TT entry fees	£50.00	
22/09/11	Trophies & engraving for nationals		£270.78
22/09/11	Bristol TT entry fees	£42.50	
04/10/11	Trophy engraving for Europeans		£38.00
11/10/11	RYAS training expenses (Lindsay)		£26.99
Total		£3,070.00	£2,504.21
AVAILABLE BALANCE		£1,519.08	
BALANCE WITH SUB ACCOUNT FUNDS SUBTRACTED		£73.37	

SAVINGS ACCOUNT / STANDARD LIFE		IN	OUT
OPENING BALANCE AS AT 01/01/2011		£6,633.89	
N/A 25/03/11	Interest Transfer from savings account	£69.92 £1,500.00	
Total		£1,569.92	£0.00
AVAILABLE BALANCE		£8,203.81	

IACA AGM 2011 - Access Classes: Equipment Inspection Report

Since the last AGM, I have acted as Equipment Inspector as follows:

Access Europeans - Lake Garda, It.	All Access Classes
Sail for Gold, Weymouth	SKUD18
IFDS Worlds	SKUD18
UK Access Nationals	Access 2.3, 303, Liberty

For the events that included Access 2.3, 303, and Liberty, boats that had not previously been inspected were weighed and mast lengths checked. Some keels were found to be below minimum weight by 2-3kgs, however in all cases they were in hulls that were above minimum weight. Given the racing conditions, the risk to sailors was seen as small. The UK builder of Access dinghies now has a suitable crane scale, so underweight keels should no longer be supplied. Some new sails for Access dinghies were also checked and were found to be within class rules. It was disappointing to see that some of the sail manufacturing was not of the highest quality, mainly from poor stitching.

At the Access Europeans, all participating SKUDs were weighed and owners advised of the weights of boat so that necessary adjustments could be made for Sail for Gold and IFDS Worlds.

At Sail for Gold, the participating SKUDs were weighed again and the fin and bulbs were also weighed. Some keels were removed from the boats and weighed separately. The keels from Mk1 boats sometimes exceeded the maximum weight, however as many of the Mk1 hulls are lightly built, the overall weight of boat and keel was within class rules.

At the IFDS Worlds, Gene Hinkle (IM for Sonar and SKUD) carried out full measurement to the Class rules with assistance from Leo Sanchez (ESP IM for Platu and Tornado) and myself. Again, some fins and bulbs were weighed separately. Subsequently, all SKUDs participating were deemed to be in class, even where keels were heavier than the class rules.

During both Sail for Gold and the IFDS worlds, a number of SKUD sails manufactured by Horizon were examined by 2 professional UK sailmakers: they commented on the inconsistent quality of the seam stitching, with many seams sewn outside the glued area, which weakens the sail. There was considerable comment at the SKUD forum (held during IFDS) concerning the variability of Horizon sail manufacture and quality.

The SKUD class rules have been amended for submission to IFDS and ISAF.

John Figgures
IM - Access 2.3
IACA SKUD Measurer

25 September 2011