

# International Square Metre Skerry Cruiser Class Meeting

**Date:**

9<sup>th</sup> December 2006

**Organised by:**

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

**Location:**

SSKF Clubhouse, Bromma, Stockholm, Sweden

**Participants:**

See Attachment 1 (abbreviations are used in text)

## 1 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 m<sup>2</sup> Class (IV30SK e.V.)" to hold an international meeting biannually, alternatively in Sweden and in Germany. The last meeting took place in Munich on 29.1.2005). The date and location for the meeting was set and invitations and an agenda were sent on 17<sup>th</sup> October 2006 to currently active national and international Square Metre Skerry Cruiser (hereafter referred to as "SC") Class Associations in Finland, Germany and Hungary, as well as to active enthusiasts around the world. Stockholm, where the SSKF has clubhouse facilities, was chosen as the location as most involved SSKF members are located in the region, and 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 Olle Madebrink (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. Presentation of participants.
2. The 100 years anniversary activities. Reports from the planning.
3. Questions about the Rule. (If there are any.)
4. AOB

## 2 Presentation of Participants

OM introduced the meeting and initiated a round of introductions of participants. Twenty-three participants from five countries and eight Square Metre Associations were present. Associations represented were: the SSKF, the Swedish 30m<sup>2</sup>, 40m<sup>2</sup> and 95m<sup>2</sup> Associations, the Finnish Square Metre Association, the German 40m<sup>2</sup> Association and NSV (SESCA representative arrived after the meeting), the Hungarian 30m<sup>2</sup> Association and the USA 22m<sup>2</sup> Association. The USA 30m<sup>2</sup> sailors were also represented by enthusiast George Fisher and his wife Hansine. A detailed list of participants is attached to these minutes.

### **3 The 100 Years Anniversary of The Rule**

OM gave a brief introduction to the history and resulting current day status of The Rule, similar to that given at the last meeting (for the benefit of new attendees). The Square Metre Skerry Cruiser Class Rule (hereafter: "The Rule") originated in 1908 and covers 9 classes (15m<sup>2</sup>, 22 m<sup>2</sup>, 30 m<sup>2</sup>, 40 m<sup>2</sup>, 55 m<sup>2</sup>, 75 m<sup>2</sup>, 95 m<sup>2</sup>, 120 m<sup>2</sup> and 150m<sup>2</sup> 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. 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 new designs can be classified under the old rule. It is in discussion to accept replicas, in particular of 40m<sup>2</sup> boats, as this directly affects the continuing success of the class in Germany. Otherwise all boats now built must meet the current version of The Rule in order to be certified as a SC. In Sweden in 1933, 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 30m<sup>2</sup> class, the "Tabelle B" based on "Bijou" boats are within The Rule. Similarly in USA, the Udell 22, now experiencing a revival, is a one-design class falling within The Rule. The "B" boats in Sweden were mentioned. This is also a class that falls within the Rule.

In Hungary, boats are largely within The Rule, but there are some differences which fall clearly outside of The Rule. Representatives of SSKF will travel to Hungary in March 2007 to perform a formal measurement according to The Rule, thereby defining the exact differences, and identifying solutions.

SCs according to The Rule are not recognised as an international class by the ISAF as criteria for this have not been met.

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

### **4 Events for the 100 Years Jubilee**

#### ***4.1 100 Years Jubilee Brochure***

OM handed out a brochure (see attached) containing the key events planned for the 100 Years Jubilee in 2008. This is the first brochure for the event and is what is being used to present the events to potential participants, organisers and sponsors. Included in the brochure were dates of planned dinners, tours to the regattas, and regattas including Europa-Cup for 30m<sup>2</sup> and Swedish Championships for 22m<sup>2</sup> themselves.

#### ***4.2 Cruises to the Regattas / Sailing Events***

OM explained that two tours to the main events are planned: one from the south of Sweden, and one from Finland.

##### **4.2.1 The Cruise to Stockholm from southern Sweden**

OM is planning to lead, on a semi-informal basis, a cruise for a group of boats that will be travelling to the events from the south. This will include participants from Germany, Denmark and the southern part of Sweden. Participants can join the cruise at any point convenient for them, depending on access and time available, but OM's

intention is to start the cruise in Karlskrona as it is conveniently accessible by ferry from northern Germany, and a suitable gathering point for southern Swedes. The cruise will take place from the **20<sup>th</sup> to 30<sup>th</sup> July 2008** and will stop at eight further ports and natural harbours on the way to Sandhamn, each daily run covering approximately 40-50 nm. Each participating boat should be self-sufficient and will participate independently, but a daily meeting is planned to instruct participants on navigational aspects, and events are planned, depending on finances available, for each day. OM suggested that approximately € 30.000 would be required to arrange a full programme and cover practical costs such as craning. Currently there is no sponsorship.

The points to be visited along the coast are:

Karlskrona (modern marina, full facilities)

Kristianopel (ordinary guest harbour)

Revsudden (small, former fishing harbour, no facilities, OM's summer house)

Figeholm (scenic, good facilities)

Västervik (city with tourist attractions, possibly event to be planned)

Harstena (small, pretty village in skerries)

Arkösund (shops and showers)

Broken (local club island)

Nynäshamn (city, facilities)

Sandhamn (scenic sailing haven in skerries)

There has been much interest shown for this tour, particularly by the German sailors that participated in 2004. It is expected that numerous (approximately 10) boats from Germany will be interested, including 30m<sup>2</sup>s, 40m<sup>2</sup>s and a 95m<sup>2</sup>.

#### **4.2.2 The cruise to Stockholm from Finland**

Five to seven boats are expected: mainly 55m<sup>2</sup>s, a 75m<sup>2</sup> and a 30m<sup>2</sup>. As with the southern tour, people will join as they please (no formal itinerary). Potential restrictions for participants will be time, and possibly shortage of crew, and it is expected most participants will head for the main event (Saltsjöbaden) only. There may also be some Nordic 22m<sup>2</sup>s coming from the north of Finland.

#### **4.2.3 Cruise from Sandhamn to Saltsjöbaden (3<sup>rd</sup> August – 5<sup>th</sup> August)**

A short cruise is to be organised after the racing in Sandhamn, to Saltsjöbaden (approximately 20 nm) for those interested in participating. Due to the short distance, an alternative route will be sailed, including an interesting overnight location.

#### **4.2.4 General matters regarding the cruises**

- It would be useful for the planning to have more definite feedback from potential participants.
- It was pointed out that while the Germans' expectations are quite high, the events that were most appreciated in 2004 were those where Swedish culture and nature could be enjoyed, such as the invitation to Henrik Morberg's summer house, and the grill party with music on the rocks at Onion island.
- It was asked if there would be any tour from the north of Sweden. This hadn't been considered as it was unclear if there were very many active SCs in the north. YR and CD will coordinate to bring the known 30m<sup>2</sup> in north Sweden together with the 22m<sup>2</sup>s

to see if a tour can be organised. This may also be a good opportunity to revive some of the interest in SCs along the north coast.

- financing (sponsorship) needs to be organised for the tours.

### **4.3 Main Regattas / Sailing Events**

Patrik Stenberg (PS) presented the two regattas planned as the main SC sailing events in 2008.

#### **4.3.1 Sandhamn Regatta 30<sup>th</sup> July – 2<sup>nd</sup> August 2008**

This is a mixed classes event (approximately eight classes expected), in which approximately 120 boats are expected to participate (including 40 J80s, which will sail their Swedish national championships). The conditions are less protected and can be quite rough.

More than 5 boats in a class qualifies it for its own start, the remaining boats may enter a mixed (handicap) class.

#### **Sandhamn Regatta schedule:**

30.7: Registration, tune-up race, opening ceremony

31.7: 3 races planned

1.8: 3 races planned

2.8: 3 races planned, prize-giving party

#### **4.3.2 Saltsjöbaden Regatta 5<sup>th</sup> – 9<sup>th</sup> August 2008**

This will be a purely SC regatta, with hopefully all SC classes represented. This will be particularly good for spectators as the sailing courses lie directly in the vicinity of the clubhouse, near to the shore. Conditions are as protected as an inland lake. As the clubhouse is only 20 minutes from Stockholm by train, a good range of hotel accommodation is available.

Currently the expected participation is:

15m <sup>2</sup> :	5
22m <sup>2</sup> :	35-40 ("more than 30m <sup>2</sup> s")
30m <sup>2</sup> :	35-40 ("more than 22m <sup>2</sup> s")
40m <sup>2</sup> :	10
55m <sup>2</sup> :	10
75m <sup>2</sup> :	10
95m <sup>2</sup> :	8
120 m <sup>2</sup> :	?
150 m <sup>2</sup> :	2

#### **Saltsjöbaden Regatta schedule:**

5.8: Registration

6.8: Tune-up race, opening party

7.8: 3 races planned

8.8: 3 races planned

9.8: reserve day, prize-giving party

The SSKF has no concerns about finding adequate sponsors for the Saltsjöbaden event.

#### **4.4 The new international website (<http://www.smry.org>)**

Dennis Wetterberg (DW) handed out a sheet detailing the new intended website, and presented the concept in detail.

The website is intended long-term to be a single access point to all SC activities around the world. In the short term, it should also be used as a communication point for the Jubilee planning and events in 2008. Independent national and class associations with local websites may be reached via this site by links, but the intention is also to establish a national "area" for each country and class, and for this a representative will need to be nominated by the local groups and notified to the central webmaster responsible for the site as a whole (this will be DW). Local communities are requested to send in proposed representatives (Finland will provide a name, South Africa will be represented by CD, further names from local groups to follow).

There are no technical skills needed to perform this task, but an amount of time will be required to suitably "manage" the site. Mainly "pdf" files required for publishing. The technology implemented is mainly shareware and therefore low cost, the fees for site itself will be carried by the SSKF.

There are numerous levels that can be allocated to individuals according to their involvement:

- Publisher (has responsibility for section; can edit, submit, etc. full rights on section)
- Editor (can edit, submit etc. but not responsible for section)
- Author (can only submit and edit own articles)
- Etc.

The layout of the website will include sections on:

- The Rule
- Yacht register
- History
- Countries (per requirement)
- Calendar (of events, etc.)
- Public site
- Site for registered users
- Forum
- Links (only sailing-related links/reciprocal)

It is anticipated that the structure will develop with time according to needs.

#### **4.5 The 100 Years Jubilee Book**

Lars Nordlund (LN) presented the plans and the status of the book planned to be published to celebrate the 100 Years Jubilee.

Timelines: all articles need to be submitted by end of May 2007. The final content will go to print in October 2007, and be available by Christmas 2007. The first copies on the public market are to be presented at the Swedish Boat Show in February 2008.

Style: the book "Svenska Träbotar" was shown as the proposed format. This book is in A4 format and is printed on high quality paper with text and a mix of b/w and colour high-gloss photos. No style has been prescribed by SSKF intentionally to allow each country to have their own "signature". There will however be a central editor to ensure the publication has congruity of layout. Since Hungary has already submitted their article, DW suggested a "test layout" be done with this article as a guide.

#### 4.5.1 Current status:

- Hungary: has made the submission for their country (congratulations!)
- Finland: will notify LN about who will write their section
- USA 22m<sup>2</sup>: John O'donnel (JO) to provide for Udell 22
- USA 30m<sup>2</sup>: George Fisher (GF) to provide
- German 30m<sup>2</sup>: Jo Frowein (JF) to provide
- German 40m<sup>2</sup>: Stefan Frauendorfer (SF) to provide
- South Africa: CD to provide
- Australia / UK / Other?

#### 4.5.2 Financing of the publication

There are two alternatives: either self-financing – SSKF pays for entire print run, aims to recover outlay by sales of book (orientation: € 35 000 capital), or book is given to publishers (no investment, but no control).

As the former approach is currently preferred, the SSKF requested an indication from each country about how many books would “be taken”. It was generally agreed this would be very hard to accurately estimate, but a broad indication could be given. For the initial print, enough copies will be made to cover this amount, plus expected needs for x (to be decided) years.

It was clarified that it is not the intention to make profit with this book, and that any profit that may result be for the benefit of the SSKF and therefore the class. This point was considered important in order to clarify the status for any potential donators of material.

GF suggested having a cover ready in advance to e.g. display on his/the SSKF website to generate interest and possibly get some indication of demand in advance.

#### 4.6 100 Years Jubilee activities in other countries

**Finland:** SSKF is to be contacted for co-ordination of a regatta in Oland

**Germany (40m<sup>2</sup>):** Event to be combined with “Munich Week” (Lake Starnberg), separate starts for SCs.

Germany (30m<sup>2</sup>): Consideration to have a regatta plus dinner party at Mainau Island (Lake Constance). Mainau has historical connection with Sweden. There will also possibly be another event for SC classes on Lake Constance.

**USA (22m<sup>2</sup>):** the problem is there are not enough crews for all boats. Chicago – invite crews to activate boats; in California there are not enough boats to stage an event.

**USA (30m<sup>2</sup>):** Active group of sailors in Huron. Seattle: one boat (“Bijou”) interested in racing in Sweden in 2008).

**Hungary:** is considering staging a special regatta in 2008.

#### 4.7 100 Years Jubilee Finances

Bengt Parnell (BP) will be SSKF treasurer for the 2008 events. The main question now is how sponsorship will be raised. A sponsorship committee has been formed which will address this question.

Needed:

Cruises:	€30.000
Sandhamn:	?
Saltsjöbaden:	Covered
Book:	€35.000
Other events:	?

#### 4.7.1 Suggestions for Fund-Raising

JO: sponsors like to send their staff/customers on events such as this as incentives. This is particularly successful with powerboats. Maybe something along these lines could be considered.

SFr: Has much experience in raising sponsorship from organising the "Munich Week"; suggested increasing contacts with the media, producing a booklet showing event and also media coverage to show to sponsors what they get for their money.

GF: suggested arranging a high class 1-2 day event for which paying crew could be recruited (cited a 1,5 day event on 12mR yachts he participated in, costing US\$750, including high-class party, meet owner, boat guide, intro into crew, small race). The concept could be expanded to include merchandising extras such as T-shirts, caps, photos, etc. This could take place in the time between Sandhamn and Saltsjöbaden regattas. It however requires high input from organisers.

TL suggested this may also benefit some bigger boats, currently short of crew.

GF suggested it may be possible to sell articles in advance to magazines such as "Wooden Boat", where GF knows editor.

### 5 All other Business

**USA:** 22m<sup>2</sup> Udell boats. JO has just bought the boatyard building Udell 22s. There are so far 11 Udells, the first 7 were wooden; No. 7 served as mould for the plug of the first glass boat, of which 4 were built; No. 11 will now serve as mould for plug of the next boats to be produced. He expects to have 3 new boats on the water by this summer, of which 1 will be in Sweden in 2008.

**Germany:** SESCA. JF explained the foundation of SESCA in Germany is to provide all SCs in Germany an organisation in which their interests are represented, similar to the SSKF structure. The 30m<sup>2</sup>s and 40m<sup>2</sup>s in Germany are well organised under their own class associations, but there are approximately seven 22m<sup>2</sup>s and an unknown number of 15m<sup>2</sup>s, as well as a 75m<sup>2</sup> that has been renovated so that it no longer measures, and a 95m<sup>2</sup> that could benefit from this association. Further, the SESCA wishes to cover other countries such as Italy and France where there are no associations, and organise them in "fleets" such as in the Dragon and Star classes. It is SESCA's aim to have one SC organisation for Europe, and "the sooner the better". The SESCA adopts The Rule according to SSKF.

**Germany:** New boats: In Germany, only "Bijou" boats are allowed, fitting into restricted rules (Table B). JF is designing a new boat with the help of Bo Bethge (BB) that fits into Table B, but is different to the Bijou design. He hopes to have this ready for the events in 2008.

**Sweden:** New boat. LN is adapting the Reimers S30 design to fit into The Rule for A30. He aims to have this sailing in 2008.

**Sweden:** OM knows of 1-2 SCs being built somewhere in the world every year. Two models were presented at the meeting of new designs: one 22m<sup>2</sup> by Carl Svedberg (CS) and one 30m<sup>2</sup> by BB. CS has been doing tank tests with his over the last years, and is still trying to make it faster. OM mentioned a computer-designed 22m<sup>2</sup> that was built in recent years that was promised to be 20 minutes faster over a course, but finishes mid-fleet. Boats from the 1940s have won the Swedish 22m<sup>2</sup> championships frequently over the last years, including the current championship. This indicates that while The Rule is liberal, it appears to be robust, making it difficult for new designs to make old boats obsolete.

# LUNCH

## 6 The Rule (Part 2)

Following the earlier explanation of The Rule, this topic was discussed further after lunch, with consideration of the different classes and countries.

**The 22m<sup>2</sup> Class** currently has no issues with The Rule anywhere in the world. The 22m<sup>2</sup> attendees clarified that there will be “Up-and-Down” racing for this class in 2008. Also included will be B22s (from 1929, with stricter class rules, iron keels, wooden straight masts, but also within The Rule) and Nordic 22s (stricter class rules but also within The Rule).

**The 30m<sup>2</sup> Class** faces numerous issues around the world:

- **Pre 1925 Rule:** It was put to vote whether the pre-1925 boats should be allowed to race in Europa Cup. By unanimous vote it was agreed that this should be allowed, on the basis of “Once a Skerry Cruiser, always a Skerry Cruiser”. The changes to The Rule in 1925 do not disqualify boats built to the pre-1925 Rule.

- **The Hungarians** have drifted from The Rule due to historical developments. Now the opportunity is at hand to rejoin The Rule as it is recognised internationally, and the Hungarian Association is taking steps to see if this is feasible, with the aim of being internationally compatible and therefore ending international isolation and being able to compete at foreign regattas (and being able to welcome international boats) without restriction. The idea enjoys popularity in Hungary, but there are opinions against this as well, which have to be considered. JS stated that a committee is being established to address this, and that a timeline needs to be set to reach a decision in order to prevent the discussion continuing ad infinitum and possibly damaging the class. Of the approximately 20 boats in Hungary, approximately 5-6 boats (all built before 1986) would be affected by a return to The Rule. New boats are being built with consideration of The Rule.

It was noted that “Sailing Instructions” for regattas (responsibility of the host sailing club) define the participants, and that if these state that Hungarian boats may participate, then this takes precedence. However, few hosting clubs would take the responsibility for this, particularly on the level of the Europa-Cup, not knowing what the differences the Hungarian boats have.

A Swedish delegation will travel to Hungary in spring 2007 to measure boats and clarify differences, with the aim of finding solutions for them. It was suggested that the official German measurer, Manfred Dommermuth, who is familiar with and in favour of The Rule, would therefore be of benefit to this discussion and should be involved as he is also geographically closer. MD will be approached for this.

- **Square Metre classes with too few boats to form an own class** will compete in 2008 events in handicap classes. The handicap to be used is based on the “LYS” system, which is worked out on historical statistics for each boat. The result is that each boat fits into a category with a handicap factor. The list of boats/factors can be seen at the back of the SSKF “Matrikel”. German or other foreign boats for which historical data is not available will be allocated the LYS factor of an equivalent boat in the Matrikel, with consideration given to modernised rigging etc.

At Saltsjöbaden in 2008, it is likely that the bigger boats will sail on larger courses outside of the area allocated for the regattas, as they will need more space for their races. It is expected that 22m<sup>2</sup>, 30m<sup>2</sup> and 40m<sup>2</sup> will have their own starts, and that other classes will be divided into handicap groups.

**- Other activities in the Square Metre classes:**

- **22m<sup>2</sup>** are numerically the biggest class in Sweden, with about 30 boats competing regularly. There is no 22m<sup>2</sup> class association in Germany, but a few exist, mainly built 1925-1935, of which 2 may participate in 2008. None have valid measurement certificates, an issue which would need to be addressed by 2008. The class is regrouping in USA and will experience a revival with the Udell 22s. However the USA 22m<sup>2</sup>s are currently scattered over a wide area. In Hungary there are about eleven 22m<sup>2</sup>s, all pre-war (>50 years) except for 1 glass boat (about 20 years old).
- **30m<sup>2</sup>** are the biggest class in Sweden every 4 years when the Europa-Cup takes place in Sweden (approximately 25-35 participants). In the years between, about 10-15 Swedish 30m<sup>2</sup> are active. There are about 20-30 boats regularly active in Germany, where there have been approximately 40 "Bijou"-type boats built (fibreglass and cold-moulded). The rule has been restricted by "Table B" since 1986. There have been no new boats built in Germany for about 15 years. In Sweden, there are currently 2 moulds (also two 22m<sup>2</sup> moulds) and approximately 1 boat per year is built. Most boats in Sweden are amateur-built and many active boats do not participate in races. In the USA, of the 45 boats that once existed there, only about 18 can still be located. Of these, there are about 5 older boats needing restoration. Port Huron has the most active fleet with 5 boats racing regularly. Michigan boats appear to be sharing the same decline as the economy there. There are two boats being renovated in Seattle, and two Bijou-type boats regularly race the 6mRs. The remainder are scattered with no formal organisation. GF has established a website which provides the best hope of encouraging the class in USA. Currently the website attracts a lot of attention (4000 hits since its establishment this year) so interest appears to be high. There are about 20 Hungarian 30m<sup>2</sup>s sailed by long-established sailors, so the class enjoys good stability and also good growth with an average of 1 new build every 2 years.
- **40m<sup>2</sup>**: Most are being sold abroad at the moment (mainly to Germany). The Swedish boats are competitive, and it is likely that some will come back to Sweden to participate in 2008. There are currently 3-4 active 40m<sup>2</sup> in Sweden. In Germany, there are currently approximately 25, of which about 19 are sailing, mainly on Lake Starnberg. There are about six 40m<sup>2</sup>s in Hungary, all pre-war.
- **55m<sup>2</sup> and up**: no new boats are being built and very few have been built according to The post-1925 Rule. Of the five 55m<sup>2</sup> built, 2 are currently measured with a valid sail number, 2 have been modernised (separate rudder) and are not longer Square Metre boats according to The Rule. One 75m<sup>2</sup> was built in 1936 (currently for sale in USA). In Finland, there is little left (approximately 20 boats) of the hundreds of Square Metre boats that once graced the Finnish shores. However, a recent revival of wooden boats, as seen in the 6mR and 8mR classes, may change this situation for the Square Metres as well. The Finnish boats are mainly bigger and older: 2 x 75m<sup>2</sup>s, 3 x 55m<sup>2</sup> and 3 x 40m<sup>2</sup>s are active, and about a total of 13 active in racing

- programs around the Baltic coast, which is encouraging for the class. There is one 55m<sup>2</sup> in Hungary (originally a 30m<sup>2</sup>, “made bigger”).
- **75m<sup>2</sup>**: There are two 75m<sup>2</sup>s at Lake Constance that do no longer measure according to The Rule. Hungary has two 75m<sup>2</sup>s.
  - **95m<sup>2</sup>**: One 95m<sup>2</sup> (“Girl”) has been renovated this year and currently has plans to participate in 2008. Numerous classic 95m<sup>2</sup>s are active in Sweden.

## **7 Modifications to The Rule for bigger boats**

OM presented for discussion the situation with the bigger Square Metre classes, and some ideas to solve the issues.

The problem is that there are no new boats being built to The post-1925 Rule, however other boats, based on the Square Metre boats but with modern alterations, were enjoying good success, even currently. The suggestion has been made that there is a need to modernise The Rule to increase the attractiveness of the bigger boats (55m<sup>2</sup> and up; the smaller boats, 40m<sup>2</sup> and smaller, do not have this problem), but at the same time keep the character of the Square Metre boats. Suggestions to achieve this are:

- reduce permitted weight of hull material, and compensate by enforcing minimum equipment (“correction factor”), to enable equivalent boat with better equipment, to make it more attractive to potential buyers
- allow modern materials at “reasonable weights” for masts (e.g. currently an aluminium mast must be equivalent weight to wooden, which is inefficient at these dimensions)
- Allow free-standing (separate) rudder to enable better handling in conditions where these boats tend to sail (offshore; safety factor in heavy conditions) and in harbours (convenience). This could be done while keeping The Rule dimensions for the keel

BB showed proposed lines for such a construction as described above. DW explained that the problem arises as the measurement requirements in the classes are linear, whereas the real life requirements aren't. OM emphasised that the original character of the boats would be maintained. Although there has been no definite request to build such a boat, there has been interest shown, and the market situation demonstrates that there is real interest.

This proposal gave rise to animated discussions. Points raised were as follows:

- if rule changes made, they should be in a format suitable to address all new materials, also ones not yet developed.
- If changes suitable for bigger classes, why not for smaller classes too?
- Concern that there is a danger that such a move would “dilute” The Rule and the class”
- Such a change would effectively give rise to a new class, rather “split off” bigger bots, or start new class altogether?
- If this change is adopted in Sweden, will it be valid for the world?

No consensus was achieved in the discussion on this topic.

**End.**

After the meeting, all attendees met at a very nice Swedish restaurant in the city of Stockholm, and were treated to an excellent Swedish Christmas buffet by the SSKF. The discussions were lively and positive, the understanding of the different nationalities and cultures attending was enhanced, and the common factors bringing these people together, The Square Metre Rule and the boats arising from it, were taken another step forward in their long and illustrious history.

Craig Dalgarno (Scribe)

Olle Madebrink (Organiser)

**Attachment 1**

## List of Participants

Init	Surname	First Name	Participation	Country	Sail No.	Boat Name
BB	Bethge	Bo	SSKF Classifying Board, Swedish 40m <sup>2</sup> Association	Sweden	40: S 66	Eugenie
RB	Böckman	Robin	Enthusiast	Sweden	22: U 7	Skipjak
CD	Dalgarno	Craig	Enthusiast/Scribe	Germany	30: S 148	Lillie III
GF	Fisher	George and Hansine	Enthusiasts	USA	30: USA	Hansina
GFr	Frauendorfer	Gerda	Enthusiast	Germany	40: G33	Hagen
SF	Frauendorfer	Stefan	German 40 Square Metre Association, President	Germany	40: G 46	Argo V
LF	Frowein	Jo	NSV, Square Metres in Germany, President	Germany	30: G 71	Hahti
AF	Förberg	Allan	Swedish 22m <sup>2</sup> Association, President	Sweden		
KJ	Jacoby	Klaus	Finnish Square Metre Association Board member	Finland	55: FIN 1	Ursula
TJ	Jacoby	Tom	Finnish Square Metre Association Board member	Finland	75: FIN 1	Gun
TL	Larsson	Thomas	SSKF, Classifying Board, Boat builder	Sweden		
OM	Madebrink	Olle	SSKF, President of the Classifying Board, Measurer	Sweden	30: SWE 210	Renaissance
LN	Nordlund	Lars	SSKF, Secretary	Sweden	22: SWE 374	Lyst
JO	O'Donnell	John	Boat builder	USA	22: U-1 22: U-11	Windjak/Auf Wiedersehen
BP	Parnell	Bengt	SSKF, Treasurer for the 2008 event	Sweden		Corall
BR	Rosenkranz	Björn	Enthusiast	Sweden	M30	Greta
YR	Rossi	Ynjo	Enthusiast	Finland	55: S 2	Mayflower
HS	Samuelsson	Hans	SSKF, President	Sweden	30: SWE 223	
TS	Schindler *	Thomas	SESCA, Square Metres in Southern Europe, President	Germany	30: GER 149	Spirit
PS	Stenberg	Patrik	Swedish 30m <sup>2</sup> Association, President	Sweden	30: S 86	Ellen III
CS	Svedberg	Carl	Enthusiast	Sweden		
JS	Szilbereky	József	Hungarian 30 Square Metre Class, President	Hungary	30: HUN	lòmadàr
PT	Thelander	Per	SSKF Renovation Fund, Measurer	Sweden	30: S 187	Taifun
DW	Wetterberg	Dennis	SSKF, Press, Webmaster	Sweden	95: S 1 30: SWE 232	

**Attachment 2**  
Photo of Participants



Number	Surname	First Name	Number	Surname	First Name
1	Svedberg	Carl	13	Rossi	Yriö
2	Dalgarno	Craig	14	Wetterberg	Dennis
3	Böckman	Robin	15	Madebrink	Olle
4	O'Donnell	John	16	Thelander	Per
5	Fisher	George	17	Jacoby	Tom
6	Parmell	Bengt	18	Stenberg	Patrik
7	Bethge	Bo	19	Samuelsson	Hans
8	Szilbereky	József	20	Fisher	Hansine
9	Frauendorfer	Stefan	21	Nordlund	Lars
10	Frowein	Jo	22	Jacoby	Klaus
11	Frauendorfer	Gerda	23	Rosenkranz	Björn
12	Larsson	Thomas			