

The SSKF view on the development in Central Europe.

It has come to our knowledge that a new organisation for Square Metre boats will be started in Germany. This means that there will now be two organisations in Germany that organise Square Meter Boats. The new organisation will keep strictly to the original Rule, and thus allow the construction of new boats. The Internationalen Vereinigung der 30qm Schärenkreuzer e.V (IATSMC) on the other hand will only allow one-design boats to the “Bijou” design, within the Square Metre rule. We would like to declare our position about this matter.

1. The organisation of Square Metre boats in Germany, and other countries outside Sweden, is entirely a matter for each country. Each country is sovereign about the way to organise its sailors and yachts. The Rule is not international, but it has been handled by the national organisations with the intention of keeping the national rules as similar as possible. This has also been the aim at the international meetings in Stockholm 1982, Copenhagen in 1987, Friedrichshafen 2001 and Munich in 2005. Small changes have been made over the years both by the IATSMC and the SSKF to even out differences.

2. The SSKF wants to keep the contacts with all organisations that are organising Square Metre boats. This means that we will try to keep the contacts with both the new organisation, and the IATSMC as long as they keep all the new designs and new boats within the Swedish Rule. It is also our opinion that the use of the name Square Metre Boats (Skerry Cruisers, Schärenkreutzer, Skärgårdskryssare,) and the logotype “30” (or other size of Square Metre Boat) as a class mark in the sail, is only to be allowed for boats that are built within the Rule.

3. We also, for historical and practical reasons, require that sail numbers shall be continued in the same series. All new boats built to the Rule shall continue to number the boats consecutively from where the present series are.

4. We have been asked to handle the classification of new drawings. The Swedish Classification Board has a long experience and a continuous tradition since 1908, when the Rule was first established, to do this, and we can undertake the responsibility to classify the boats in the future as well. It is our opinion that the classification of new boats, at least from the start, shall be handled by the SSKF Classifying Board.

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