

Agenda and Points of Note for Meeting Thursday 9 October 2014

From Brett Young (Updated version)

- 1. Brett very keen to listen to SSAA progression to date.**
- 2. Templates shape control**

- New templates Mylar and Jpeg to autocad possibilities
- So all Sabres Internationally from same templates via e-programming
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What is the status of the templates being made by SSAA?

3. Importance of a universally tight set of rules –

- Mistakes learnt from similar classes – Mirror, 125, Sharpie, Heron NS14 v's Tasar (originally same design)
- To measure via panel templates v's measurement system....

Produced a split in the classes due to faster boats

Decimated 2nd hand values

Mirror – Measurement system made it too hard for amateur builders to adhere to (too tight)

Heron – Multiple divisions needed to handle different hull shapes – fleets within the fleet.

125 National fleet decimated by a re-interpretation of measurement rules. Went from 6 FRP builders to only one now.

Sharpie “Comfort” hull scenario split Sharpie fleet, friendships and fleet numbers ever since.

Lack of tight rules has allowed RS to come into global marketplaces and decimate local design, fleets, boating manufacture, sail makers, and other associated industries.

People like tight control – this is what currently sells boats – in addition, it ensures the end users investment is safe. E.g. early/old boats are still competitive

An example that we should consider following is the Fireball.

Panels have less than 3mm curvature allowed in one plane, which has forced panels to remain the same curvature as achieved by plywood and therefore needs minimal measurements to control its curve fore and aft.

It is an ISAF class which does not need expensive ISAF templates to measure it.

Boats can be built by amateurs and professionals and have successfully been done internationally for over 50 years.

4. International Control

- Hull shapes
- Construction
- Class Rules
- Building licences – Internationally controllable
- Copyright protection internationally
- Class rule protection internationally

1st growth bubble of Sabres after one set of templates from 1 boat, owned by 1 man = consistency.

2nd local growth bubble due to quality and consistency of designs in FRP matching Plywood

Australian numbers can be seen as minimal – far greater growth bubbles could occur anywhere in the world at any time.

If these numbers did happen overseas – how can we control these designs?.....

And how can we prevent local Sabres being controlled or overrun by international players.

The Sabre is one of very few popular home built boats that could suit the international market.....(as the Mirror filled a place in its time)

This makes it popular, but also a hindrance or threat for new designs trying to enter the Australian market.

By strictly controlling the design, class rules relating to it and the builders, you control and protect the class outright – internationally and locally.

5. New A-Class plaque lifetime sticker

A way of controlling amateur and professionally built boats via supply and licensing.

A vinyl sticker is only issued to the boats and builders that comply.

New design, A class-certified sticker will be both tamper proof and last the lifetime of the boat.



Samples provided.....

6. Regional Commodores – Internationally and Australia

This has been a highly successful process in other classes by having a longer term position e.g 3-5 years in a neutral position separate from the position of National President.

This allows for greater consistency of thoughts and direction while allowing the local president the honor of being National president for the National Championship in their own state.

E.g so we have more long term, neutral thinking members around the country involved around the country to give a wider perspective/balance along the lines of Barry Eastgate and Andrew Graham, that act to give consistency and continuity to ongoing committees and decision making.

Also, with our minor international fleets, by bestowing a local commodore-ship for that region, it should ignite growth by doing so.

7. Additional new rules for inclusion in class rules

- Use of transom flaps and drain plugs while racing, plus dimensions of transom flaps (We have currently limited that to 80 x 40 mm)
- Minimum length and size of centerboard handles
- Distance of rudder leading edge from transom
- Minimum weight of rudder assemblies for FRP to prevent light 'one offs'.
- Reduction of 3kg of lead back to original amount of 2Kg
- 12 mm anti tamper tape for black bands for cost saving.
- Better worded construction notes for FRP and Plywood.
- Better worded pre-face and 'Spirit of Class' rule to give correct intent of Class and designer's original concept of plywood shaped boats.

8. New format for class rules and separation from construction notes

Referring back and forth from outdated construction notes to latest rules has been universally agreed to cause most confusion.

All rules and measurements MUST be self inclusive – (in their own rules and measurement section)

A new up-to-date and simple to read measurement form – with a separate measurers notes handbook on how to correctly interpret them.

9. Risk - should the current proposals by SSAA be implemented

- a. The class will fracture
- b. New numbers will decline/growth will suffer
- c. Control lost to other bodies e.g RS or Overseas operations could register to join ISAF and take control away from SSAA
- d. Existing sailors will leave the fleet due to frustration
- e. Resale values dropping
- f. The RS Aero is about to be launched in Australia Oct/Nov. This boat is the nearest competitor to the Sabre concept, but STRICTLY one design.

They have sold 300 boats since launching it.