

STANDART' NEWS

Nr 169 Fall 2020

New!

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ISSA

International Standart Sandymatching Association
Association des Propriétaires de Char Standart





Photo : Dennis Bassano

>> Dear Standart sailor,

We are glad to announce the celebration of the 30th anniversary of the "Standart" yacht and the foundation of the ISSA pilots association.

The FISLY went along with the idea to introduce a monotype yacht in the late eighties. Several manufacturers presented their model and testing was held during the European Champions in 1989 (Oostduinkerke).

The monotype yacht of Seagull was evaluated as the most suitable yacht, but slightly above the initial sale price which was stipulated in the tender. The year 1990 was crucial for the manufacturer Seagull with the commercialization of the Standart yacht. The ISSA was established on the 1st January 1990 to promote the Standart yacht and to defend the interests of each individual pilot. The ISSA functioned as an autonomous organisation and organised races outside the official FISLY circuit.

The ISSA managed to attract new sailors from outside the existing landsailing communities around the world and created a friendly environment with fair-play and mutual sharing of interests. This approach led to an explosive demand for "Standart" yachts at the Seagull Company.

The success was followed with interest by FISLY and the first promotional race of "Standart" was held at the FISLY Europeans at the Panne in 1994. The "Standart" yacht and the ISSA was fully integrated into the FISLY in 1995 and the first "Standart" inclusive Europeans at Terschelling (Netherlands) saw Frenchman Paul Gagner on the top step of the podium. American Nord Embroden obtained silver and Reinhard Kauffmann from Germany finished as third.

The experiences of ISSA-pilots of various teething problems with the yacht were resolved because the former ISSA-president Pierre Nyssens built up a solid and close relationship with the yachts designer Jean-Philippe Krischer. The ISSA was and is still the intermediary between the constructor and the FISLY. The ISSA has received appreciation and recognition from many individual pilots, local clubs and federations for the constructive work done over the past 3 decades. The resilient spirit to move forward and deal with challenges led to innovative and creative approaches by the ISSA board and its members.

This unfortunate covid year 2020 has given us new insights and we see the need to pass on our general information to all in a clear and appropriate way. Beside "Facebook" and the "Standart News" we have decided to launch a website which contains the basic information of our lovely class. We invite you to visit our site by clicking on following link www.standart-class.com and please feel free to share the details with your friends.

International sailing has not been easy or even possible for many pilots during this year and we fully support the French Federation who made the decision to postpone their hosting of the FISLY European Championships until (we hope) next year. We were used to having our annual ISSA assembly during such championships. We are now forced to postpone our general assembly until the next big international event.

We are fully confident that 2021 will give us more opportunities to sail in a more relaxed way in the changed environment. We saw some interesting initiatives at local clubs and we are quite sure they will find the same enthusiasm to provide you a successful sailing year.

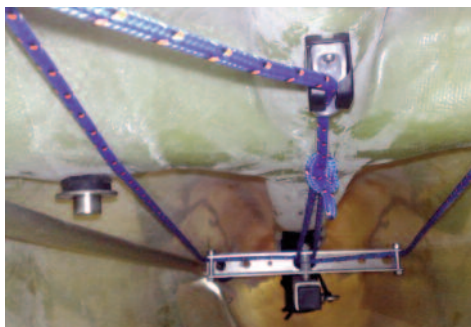
Wish you all a safe journey on the venues and feel free to get in touch with us.

With kind regards.



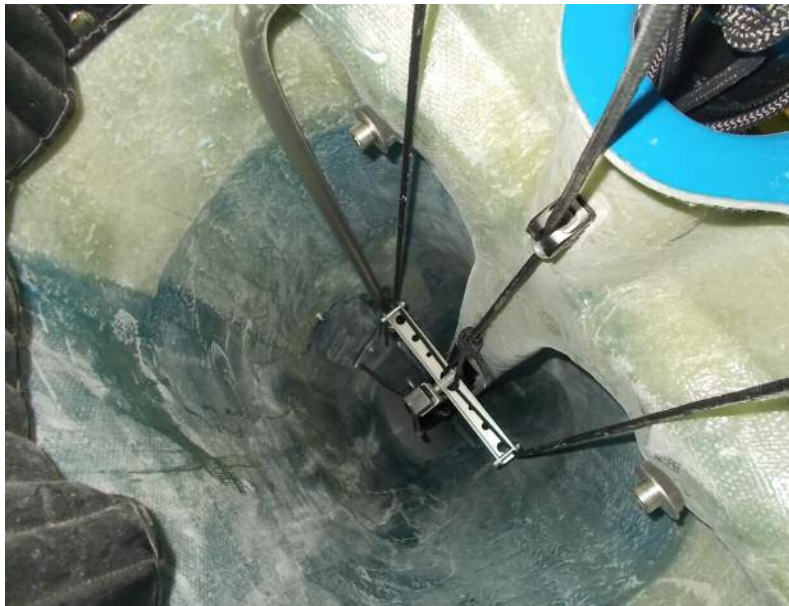


Photo : Julie Bossée



>> How to fix your inside ropes

Prenez un cordage diam 6mm avec âme Kévlar de 4M de long, (3,8 M minimum). Passez le cordage dans le demi-volant, ensuite passez une extrémité du cordage dans le palonnier, par exemple en commençant par le côté G : passez derrière la vis lisse diam 8 côté extérieure G du palonnier, ensuite passez au centre autour de l'axe de rotation du palonnier et tirez environ 70 cm hors du centre du palonnier. Ensuite prenez l'autre extrémité du cordage sortant du demi-volant côté D pour passer *idem* autour de la vis diam 8 côté D du palonnier, puis passez cette extrémité *idem* autour du centre (axe de rotation du palonnier), donc les 2 extrémités du cordage se croisent derrière l'axe de rotation du palonnier n'est-ce pas !. Bien!, Maintenant tirez sur cette extrémité droite toute la longueur disponible en maintenant toutefois les 70 cm de cordage provenant du côté G. Donc vous allez avoir : provenant du côté G 70 cm et provenant du côté D environ 2 Mètres. Maintenant faites un noeud de chaise entre les "2 cordages" c'est à dire entre l'extrémité des 70 cm et le "milieu" des 2M. (*enfin.. pas tout à fait le milieu* puisqu'on est à environ 70 cm du palonnier, ce, moins la longueur nécessaire pour faire le noeud, donc le noeud va se faire à environ 50 ou 60 cm du palonnier. Parfait. Vous aurez donc dès lors +/- 1,4M de cordage simple brin après le noeud (provenant de l'extrémité D) qui est disponible pour aller vers le tacket coinçeur "Clam Cleat". Passez ce cordage simple brin dans le tacket.



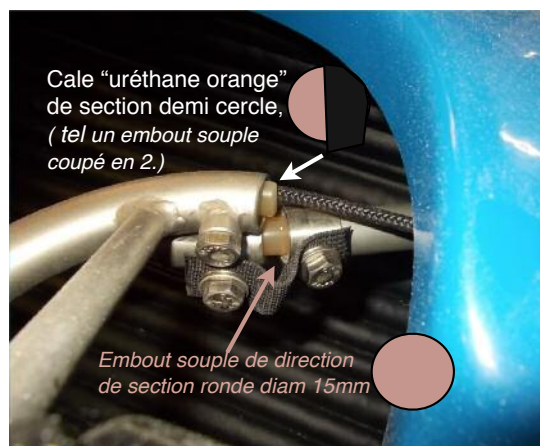
Ensuite asseyez vous dans le char pour bien aligner 3 éléments :

- votre roue AV,
- le palonnier bien perpendiculaire, de manière à ce que vos pieds soient à équidistance,
- et le demi volant, (ne vous inquiétez pas, le demi-volant est toujours un tout petit peu tourné à D lorsque votre roue AV est bien en ligne, ce à cause de la longueur du tube alu de direction, c'est normal.).

Ensuite enflez les demis cales "uréthane orange" en sortie du demi-volant pour coincer le cordage dans cette position (ces cales évitent également que les vis 8x20 ne blessent le cordage), serrez les 2 vis 8x20 et les cales uréthanes viennent coincer les cordages à G et à D du demi-volant.

Il ne vous reste plus qu'à vérifier la tension du sandow par la trappe de visite entre le coulisseau de palonnier et le pontet situé dans la coque +/- 20 cm en avant de la base de mât. (*Si vous n'avez pas de pontet, vous pouvez aussi mettre le sandow autour de la base de mât.*) Le sandow est là pour tirer le palonnier vers l'AV et garder ainsi les 2 côtés du cordage kévlar entre le demi-volant et le palonnier en tension.

Pour toute question info@seagull.fr ou +33 (0)2 97 400 600.





English Version

Minutes of ISSA Annual General Assembly 2019

Date: Thursday, 14.11.2019, 19:30
Location : Strandzeilvereniging Terschelling, Aan de Badweg 5a, West aan Zee,
Terschelling, Netherlands
Chairman : Yann Demuysere

Members present:

Waldemar Konopka (G), Manfred Nielsen (G) , Yann Demuysere (B) , Nathalie Devigne (F) , Kay-Enno Brink (G) , Frederic Brillaud (F) , Jeroen van Abswoude (NI) , Dominique Pageot (F), Alfred Valkering (NI) ,François Garnavault (F) , Chris Miedema (NI) , Bartjan Rietdijk (NI)

1/Yann opens the General Assembly and welcomes the ISSA members attending the meeting.

2/The current ISSA board has a mandate until 31st of December 2020. A new ISSA board needs to be elected at the EC 2020 in Camiers, France.

ISSA received following temporary applications with validity till 31 December 2020:

Morgane Floch, applying as women interest representative at ISSA

Bartjan Rietdijk, applying as pilots representative for the Netherlands

Kay-Enno Brink, applying as ISSA board member, replacing Thomas Leonard

The General Assembly unanimously voted positive for all 3 above mentioned candidates.

Those 3 new functions are in accordance with the actual ISSA constitution. Actual constitution is in French. We are working to have an English version of the constitution.

3/The General Assembly supports the request by a majority of the attending members that minutes of all General Assemblies need to be recorded and mailed to all ISSA members.

4/Yann provided information about the Asnelles Project which is promoted by François Garnavault and his local club. One of the aims is to boost participation of the STANDART Class in the Euro Cup Event 2021 at Asnelles and to attract more BLOKART pilots to the Asnelles event. Long term goals remain the years of the Olympic Games 2024 (France) and 2028(USA).

5/The actual situation of the 10-spoke back rims is discussed (type KITE). SEAGULL actually has a current stock of 65 rims with a bearing diameter of 42 mm (those are the actual authorised rims). French pilots tested the new rims with a bearing diameter of 47 mm which are considerably lighter than the current rims. The new 47 mm rims are advantageous when accelerating, but less good when inertia is needed to overcome temporary additional drag.

German pilots are requesting the possibility to test the new rims, as promised by ISSA.

It is assumed that the 47 mm new rims need to be approved and introduced in the STANDART specification.

The actual (42 mm) and the new rim design (47 mm) will comply with the STANDART specification and both accepted in the future. The date of the introduction of the 47 mm bearing rim is not specified.

The "old" back rims type "Grimeca" 3-spoke and the 5-spoke rims will be suspended from international racing on the same date of the introduction of the new rim (47 mm). The official request of ISSA to FISLY needs to be made in order to get the changes ratified into the ISSR of FISLY.

6/The technical specification of back wheel covers is discussed and will be introduced into the STANDART specifications after further investigation/discussion. It is agreed that a back wheel cover rule needs to be worked out in a way that rims can be scrutinized easily (for example by using transparent covers or by inspection holes in the covers so that bearing and spokes can be checked in a proper way).

7/For safety reasons, mandatory feet pedals could be prescribed in the STANDART specification. Kay-Enno Brink will contact Kevin Mingot to discuss further on the technical requirements. The date of such an introduction needs to be planned. Actual proto-type of Kevin Mingot looks good and needs to be tested outside the French circuit. The current rules tell us that feet pedals are allowed but no detail on the design or application of a foot pedal is in the rules.

8/Yann proposes that ISSA can have various measurement tools so that scrutineering of the actual STANDART spare parts can be done in a more appropriate way. The assembly gave their approval for the purchase of the needed equipment.

There is no need to create a small ISSA spare part kit (with e.g. inner tubes, bolts, nuts...) to help the pilots on the field when they have no specific spare parts available.

9/ It is anticipated that BLOKART-pilots may wish to set up an official pilots association within the FISLY.

Yann described two possible options to include the BLOKART within the FISLY.

- Full integration of BLOKART into the existing ISSA (new constitution needed).
- Introduction of a new MONOTYPE pilots association supporting separate ISSA-STANDART and BLOKART entities. Thus, allowing parity (50 %) for both Classes under the new Monotype pilots association (no new constitution need for ISSA).

The majority of the assembly voted against the full integration of Blokart into ISSA and has no support of the assembly for the implementation of a new MONOTYPE pilots association.

There is a general understanding that ISSA should remain individual and not associated with other possible classes.
Yann is allowed by the general assembly to give this personal expertise to other pilots associations in order to get them better organized.

Notes done by: Kay-Enno Brink, 29.11.2019



Carels photography



Registration fee 2020



15€

>> Account number ING Bank Belgium :
BE 47 3100 7578 5580 - BIC BBRUBEBB

>> www.paypal.me/ISSASTANDART



>> You get in return :

- Invitation for the ISSA reception drink (Camiers, EC 2020)
- Standart News Journal + up to date info on Facebook
- Voting right at the General Assembly
- 10% Reduction on purchase of spareparts at Seagull
- Advise for scrutineering of your yacht

Confirm your sail number + club + picture of your yacht to issa.standart@gmail.com

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