

International Standart Sandyacht Association



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Minutes of ISSA General Assembly 2023

The Wednesday 4th of October 2023 in De Panne, members of ISSA convened to hold their 2023 general assembly.

Attendees / 31 members:

Evert van Abswoude – Jeroen van Abswoude – Morgan Barroux – Kay-Enno Brink – Fabrice Chagnon – Adrien Delayen – Jean Deleporte – Yann Demuysere – Nathalie Devigne – Koen Dieleman – Hadrien Dumont – Laura Garcia – François Garnavault – Justine Gilliot – Graeme Grant – Sven Harder – Roland Hess – Thierry Kaisin – Waldemar Konopka – Anne Lefebvre – Anke Münch – Manon Murrone – Manfred Nielsen – Dominique Pageot – Bertrand Pouwels – Hubert Quéval – Bartjan Rietdijk – Matthia Saubain – Rémy Vardon – Alan Watson – Chris Wiedema

Attendees by proxy / 3 members:

Eric Charuel (Y. Demuysere) – Véronique Ribaud de Gineste (Y. Demuysere) – Thomas Roel (M. Saubain)

Seagull / 2 representatives present at meeting: Jean-Nicolas Coquant and Jean-Philippe Krischer

Yann Demuysere, President of ISSA, opens the meeting at 15h. He points out that Alan Watson will preside the assembly while different topics will be handled by the following members: Yann Demuysere, Kay-Enno Brink, Bartjan Rietdijk, Graeme Grant, Alan Watson and François Garnavault.

1. Approval of minutes of 2022 General Assembly (A. Watson)

The minutes of the 2022 general assembly, recorded by Bartjan Rietdijk are unanimously approved.

2. ISSA financial status (Y. Demuysere)

We have today 54 members, which makes 2023 one of the most successful years in ISSA existence.

Cost for buying ty-raps (24 sep): 23.00 eur

Paypal savings (4 oct): 624.44 eur

Bank account savings (4 oct): 2,881.26 eur

Costs of present GA at De Panne (4 oct): 160.00 eur

Expected bank charges till 31 dec 2023: 9.00 eur

Total estimate savings on 31 dec 2023 after deducting expenses: 3,336.70 eur

$624.44 + 2,881.26 - 160.90 = 3,336.70$ eur

3. ISSA membership for attendance EC or WC (Y. Demuysere)

We had informal contacts with the FISLY board and some other FISLY council members. The question remains open, we didn't receive a clear answer until now. We need to justify why we are requesting mandatory ISSA membership for attendance at an EC or WC.

We continue to work on this topic.

ISSA is the sole international class association which asks a yearly contribution from each individual class member. No other class association applied for mandatory class membership until now.

4. Authorised options (B. Rietdijk)

ISSA technical committee recommends to extend the list of authorized options in order to adapt to common practice.

*Timing device is presently not stipulated in our class rules.

The matter is put to the vote and the decision is adopted by a large majority.

Timing device will be introduced into our class rules.

*Tracker and transponder cannot be consulted by pilot during racing

The matter is put to the vote.

24 members + 3 members by proxy: yes

5 members: no

2 members: abstention

The decision is adopted.

"Tracker and transponder not consultable by pilot during racing" will be introduced into our class rules.

*Audio/Video equipment not consultable by pilot during racing

The matter is put to the vote and the decision is adopted by a large majority (about 90% of attendees).

"Audio/Video equipment not consultable by pilot during racing" will be introduced into our class rules.

Dominique Pageot asks for tubeless allowance as a proposal (will be postponed to next year GA and discussed by the technical board in the first part of 2024).

5. Frame (B. Rietdijk)

There is still a lack of precise info about the exact measurements of the frame. The present drawings allow us to see the regulations in different ways.

Jean-Nicolas Coquant, Seagull's CEO, is aware of this problem and announces that Seagull will provide a well working jig to ISSA by mid 2024 so that frame scrutineering of frames can be correctly organised.

The provided jig will be a mirror copy of the jig which is now at Seagull (it will be a kind of spider which can be placed on the upper side of the frame).

Jean-Nicolas also provided some extra info about the back rims. There is a solidity issue on the presently provided 47 mm bearing rims. The 47 mm bearings rims will be reinforced and slightly heavier. Total weight of the rim will be between the weight of the 42 mm rims and the present total weight we have for the 47 mm bearing rims.

6. Sail prototype (G. Grant)

ISSA is pleased to inform all pilots that all panels of the present Standart sails are nowadays CNC cut. The sewing of the sails is still done at Seagull.

Graeme gives a brief explanation of the shared document which has been transmitted by WhatsApp a couple of days before the GA. An extra-explanation of the shared document was needed because a majority of the attendees at this meeting did not read the text in advance.

The intention is to continue the investigation for a new sail (which will take 2-3 years to be developed).

It is a slow continued process for which various parameters have to be taken into consideration.

Some examples: other cloth needed (new, cheaper and better ones than those used for present sail), better and cheaper sewing method, surface of the sail, without zipper, arranging a sail pocket without cambers, thinking about the sail center of effort. The intention is to create a sail which goes faster with low winds, but not necessarily faster in strong winds.

Final new sail will be cheaper, more reliable and easier to be provided by Seagull.

Seagull supports the "new sail" project and asks to define a wish list, provided by ISSA for the sail designer. There are plenty of things which can be explored. Jean-Philippe Krischer tells us to sail with present sail without cambers to analyse the effects on present sail.

There is opposition among quite a few members when Graeme Grant and Kay-Enno Brink are asking to re-explore and move on to investigate the possibilities.

Some remarks of GA members at the meeting: Why? We are happy with present sail. We don't want to invest in new sails. What will we do with present sails if we change for the new ones?

Alan Watson asks to close the topic and implements a raising hand vote for those which do not support the project.

5 disapprovals are counted, so the investigations regarding a new sail will be continued.

7. Batten tensioners clarification (K.E. Brink)

A new batten tensioner is presently available. It is manufactured using 3D printing method. The body of the batten tensioner sits inside the sail batten pocket.

The technical committee will release a clarification of the class rules such as the new batten tensioners comply with said class rules. The approval is based on the fact that batten tensioners (among other equipment like pulleys, ropes or screws) are mentioned in the class rules as supplies which can be manufactured/distributed by other companies than Seagull.

Sail battens may need to be shortened to fit the new tensioners. A shortening of battens is allowed, as sandpapering of battens is an authorized option of the class rules.

Thierry Kaisin is not happy with this new evolution.

8. Rear tyres update (K.E. Brink)

The ISSA technical committee recommends to reduce the range of rear tyres sizes and brands.

Presently, the class rule allows 17 inches tyres with diameters **between** 2.25" and 3.00", slick or pattern design, from each recognized brand. Unfortunately, the unavailability of 3.00" slick tyres has led to the situation that pilots use tyres of various dimensions, designs and brands, which in some cases may have performance advantages and may be very expensive.

Therefore, the technical committee proposes to restrict the class rules to the 17 inches slick tyres with diameters of 2.25" **or** 3.00" provided by Seagull.

The following proposal for Standart class rules is put to vote:

"Freedom of choice for slick rear tyres of dimension 2¼ x 17" or 3 x 17", as sold by Seagull."

22 members + 3 members by proxy: yes

6 members: no

No abstentions

The decision is adopted and the text will be introduced into the class rules as follows.

The present first paragraph of article 1/3 of SPECIFICATIONS "STANDART" CLASS such as:

"Freedom of choice of rear tyres (slick or with tread pattern) and inner tubes from recognized trademarks and of dimension 2 ¼x 17"to 3 x 17"."

Will become:

"Freedom of choice for slick rear tyres of dimension 2¼ x 17" or 3 x 17", as sold by Seagull, and inner tubes from recognized trademarks."

Dominique Pageot and François Garnavault would like to move to the 2.25" tyres provided by Seagull.

Bartjan Rietdijk and American pilots must sail with the 3 " tyres on beaches in the US and on several northern European beaches. 2.25" tyres are not suitable for these beaches. Other advantages: it makes the class more accessible to heavier pilots and gives the possibility of sailing on soft beaches.

Jean-Nicolas Coquant explains why it took so long to inform ISSA about the non-availability of 3'' Snakeskin tyres. Seagull will continue to look for a good working 3'' tyre at an affordable price.

9. Ballast (G. Grant)

The question arose during scrutineering if we should allow to fix ballast into the yacht or not.

Technical committee will present a proposal for a rule about how to attach weight in a safe way. An electronic voting for all ISSA members will be arranged.

The committee will propose where holes will be allowed to be drilled and which parts will be allowed to be mounted into fixed ballast. Other ballast i.e. sand will be investigated as well.

It will not be mandatory to attach weight, but it will be an additional option to attach weight.

There will be no limit on the ballast weight which can be added.

Jean-Philippe Krischer informs us that the front wheel grip on the surface depends on where you add weight into the body.

The intention is to arrange the electronic voting before the next FISLY council meeting which is scheduled approx. on Jan 20th 2024.

10. Asnelles 2024 (F. Garnavault)

There is an outstanding demand at the Asnelles site which asks to confirm your interest in which class you would like to sail (link: [Inscription pilotes - Char à Voile - Asnelles 2024](#)). We need to have at least 2 continents and 5 different countries to be accepted as an official class. Please confirm your entry before November 30th 2023. The pilots will be reimbursed if we cannot fulfil the requirements of 16 pilots, 2 continents and 5 countries.

Mail to asnelles2024@orange.fr if you have questions about accommodations, camping cars and any other business.

Stickers of the event are distributed among the members of the GA.

11. Any other business (A. Watson)

Koen Dieleman informs that the RSYC of De Panne will organize a Grand Prix ISSA-Standard on 12th-13th October 2024. More info will follow later on.

Matthia Saubain: there are problems with the dimensions of pieces. The technical board informs that this question has already been raised to Seagull. This is an ongoing process. Seagull improved a lot in sustainability and accuracy in producing parts by using e.g. more moulds and more detailed plans.

The session is closed at 17h10.

Minutes written by Yann Demuysere