

International Access Class Association Inc

2012 Annual General Meeting

Conducted via email exchange commencing October 5 and concluding on October 23

Minutes

Participation: AUS, CAN, FRA, GBR, HUN, ITA, JPN, NZL, POR, SUI & USA (11)
Not participating: IND (1)

1. Previous Minutes

The IACA 2011 Annual General Meeting Minutes were circulated prior to the meeting and are posted to the website

Moved HUN that the Minutes of the 2011 Annual General Meeting be approved.

Seconded GBR.

IN FAVOUR – 11 AGAINST – 0 ABSTAIN – 0 CARRIED

2. Election of Committee of Management

The following Committee Nominations for 2012-13 were received:

President	Brendan Touelle	NZL
Vice President Championships	Zoltan Pegan	HUN
Vice President Rules & Measurement	Bob Schahinger	AUS
Vice President Development	David Staley	AUS
Access 2.3 Representative	Lindsay Burns	GBR
Access 303 Representative	Richard Smallwood	GBR
Access Liberty Representative	Vera Voorbach	NED
SKUD 18 Representative (ratification)	Tim Dempsey	NZL
General Committee	Kazuaki Kaido	JPN
	John Figgures	GBR
	Herb Meyer	USA
	Bernard Porte	FRA
Secretary / Treasurer (non-voting)	David Staley	AUS
Executive Officer (non-voting)	David Staley	AUS
Public Officer (non-voting)	David Staley	AUS

Moved NZL, HUN & GBR that the Committee Nominations for 2012-13 be confirmed.

Seconded AUS. IN FAVOUR – 11 AGAINST – 0 ABSTAIN – 0 CARRIED

Action: Updated contacts to be posted to website (DS)

3. Rules of Incorporation

To discuss any changes to the IACA Rules of Incorporation.

A letter was circulated on October 5 to all National Access Class Associations from Chris Mitchell regarding the proposed re-branding of Access Sailing Systems to Hansa Sailing Systems.

Moved NZL that the International Access Class Association changes its name to International Hansa Class Association. Seconded AUS.

IN FAVOUR – 6 AGAINST – 1 ABSTAIN – 4 CARRIED Discussion Noted

Action: Draft of revised Rules of Incorporation to be presented to IACA Committee

ASAP for checking. Schedule of changes to website and media releases to be

prepared. (DS)

4. Rules & Measurement:

The Rules & Measurement Report was circulated.

a) Access 2.3, 303 & Liberty Class Rules

Revised drafts of these class rules are currently being considered by ISAF as part of the IACA application to have the 2.3 Breeze, 2.3 Single and 303 Breeze included within the existing ISAF Classes. Copies of the draft rules are available at

<http://www.accessclass.org/default.asp?ID=30969>

Action: Subject to approval by ISAF, updated rules to be posted to website and circulated to NACAs (DS)

b) SKUD 18 Class Rules

It is expected that a meeting of the SKUD 18 Committee will be held soon and will consider future amendments to the Class Rules based on feedback from the Paralympic Sailing Competition and the series of lead-up regattas. A copy of the current class rules is available on the website.

Action: Convene SKUD 18 Committee Meeting (TD)

c) Development of International and National Measurers

Refer to the Rules & Measurement Report

Moved HUN that the Rules & Measurement Report be accepted. Seconded CAN.

IN FAVOUR – 11 AGAINST – 0 ABSTAIN – 0 CARRIED

5. Championships & Events:

a) Reports on 2012 National Championships

These were circulated by NACAs

b) Report on 2012 World & International Championships

Reports on the 2012 Access Worlds are available at

<http://www.accessclass.org/default.asp?ID=30968>

c) Dates for 2013 National Championships

January 24-27 – NZL

March 29-April 1 – AUS

May 23-26 (TBC) – ITA

June 21-23 - FRA

June 28-30 (TBC) – POR

August 23-25 - SUI

Still to be confirmed – GBR

Other NACAs are asked to advise the dates and venues for their 2013 National Championships to david@accessclass.org ASAP.

Action: Update and post Future Events Calendar to website (DS)

d) Dates for 2013 Regional Championships

Proposed dates are.....

Asia-Pacific Championships, Canberra Sailing Club, AUS, March 29 – April 1, 2013

European Championships, Yacht Club Arbon, SUI, May 7-12

North American Championships, South Beach Yacht Club (San Francisco), USA, Late August 2013 TBC

Action: Update information via website (DS)

e) Report on 2014 Combined Access Class World Championships

World Championships, South Beach Yacht Club (San Francisco), USA, September 15-19, 2014. The organising committee is being constituted under the leadership of SBYC Rear Commodore Lisa Gidley and Bay Area Association of Disabled Sailors (BAADS) Commodore Cristina Rubke. There is strong support from the Port of San Francisco.
Action: Update information via website (DS)

f) SKUD 18 / International / Regional Championships

Subject to confirmation as an ISAF Class at the 2012 ISAF Conference, the SKUD 18 may be entitled to hold one World Championship each year from 2013.
The SKUD 18 is expected to be represented in most of the ISAF Sailing World Cup events during 2013.
Action: Forward information about ISAF Conference outcomes to NACAs (DS)

g) Future program of World, Continental & International Championships

Please advise any changes or additional events for the future events calendar.
Action: Advise information to IACA (NACAs)

h) IACA Championships Guidelines

A copy of the revised version of the Championships Guide was circulated. This document will be progressively updated and improved, with each version authorised by the IACA Committee before circulation. Aim to publish update before the end of 2012.
Moved HUN that the Championships & Events Reports be accepted. Seconded FRA.
IN FAVOUR – 11 AGAINST – 0 ABSTAIN – 0 CARRIED
Action: Finalise Championships Guide by December (ZP/DS)

6. Class Reports:

a) Access 2.3 Representative Report

Circulated

b) Access 303 Representative Report

Circulated

c) Access Liberty Representative Report

Circulated

Moved NZL that the IACA not move to develop the Liberty X or XS for the time being, but focus on consolidating and further developing the existing Liberty S. Seconded AUS.
IN FAVOUR – 4 AGAINST – 1 ABSTAIN – 6 CARRIED Discussion Noted

d) SKUD 18 Committee Report

Circulated

Moved HUN that the Class Reports be accepted. Seconded NZL.
IN FAVOUR – 11 AGAINST – 0 ABSTAIN – 0 CARRIED

7. National Access Class Association Reports

a) NACA reports were circulated by the NACAs

Moved HUN that the National Association Reports be accepted. Seconded FRA.
IN FAVOUR – 10 AGAINST – 0 ABSTAIN – 0 CARRIED

8. Finance Report:

a) Financial Reports

Report circulated

The Treasurer moved that the 2011-12 Financial Report be accepted. Seconded HUN.
IN FAVOUR – 11 AGAINST – 0 ABSTAIN – 0 CARRIED

b) Royalties & Distribution

Report circulated

c) Fees for 2013-14

The Treasurer moved that the 2013-14 Membership Fees remain unchanged.
Seconded HUN.

IN FAVOUR – 11 AGAINST – 0 ABSTAIN – 0 CARRIED

The Treasurer moved that the payment of two invoices from Access Sailing totalling \$5,715 be approved. Seconded HUN.

IN FAVOUR – 11 AGAINST – 0 ABSTAIN – 0 CARRIED

Action: Payment of royalties to NACAs and Access Sailing invoices (DS)

9. Development & Communications

The report was circulated.

Moved HUN that the Development & Communications Report be accepted. Seconded CAN.
IN FAVOUR – 11 AGAINST – 0 ABSTAIN – 0 CARRIED

10. General Business

No other business was raised.

Meeting closed October 23, 2012.

Action: Circulate minutes and post to website (DS)

To National Access Class Associations

September 27, 2012



Hello all

Proposed rebranding of Access Sailing

The word “Access” has over the past decade become almost synonymous with disabled access. Through the widespread adoption of Access Sailing’s products by Sailability and other disabled sailing organisations internationally, the Access brand has become closely associated with disability, and the boats have been largely seen as “boats for the disabled” within the mainstream sailing community.

The boats never were designed specifically for people with a disability; they were conceived as an entry level craft for Asia where participation was low, and to provide a confidence-building feeling of safety and ease of use. Even back then I was conscious of the boats’ inclusive “sailing for everyone” potential, and chose the name “Access” because it had a broader meaning.

Not only does the current branding restrict the market sectors that the boats can be successfully promoted to, and limit the potential growth of the class, but this outcome may also be contributing to the perpetuation of segregated sport. This is in stark contrast to the aims of Access Sailing which is to grow inclusive participation in sailing as a recreation and sport, enabling people with a disability to share in mainstream sporting and social activities.

Company Identity

We now propose that Access Sailing Systems Pty Ltd changes its trading name to Hansa Sailing Systems Pty Ltd. The “Hansa” is the well recognised swan motif that has served as the class insignia since 1994 and which would continue to be a key part of the company’s corporate and brand identity.

Boat Identity

It is also proposed that the company’s existing boats continue to be referred to as the Access 2.3, Access 303, Liberty and SKUD 18.

The company aims to introduce two new products in 2013 – the Breeze 2.3 and Breeze 303 – which are simplified versions of the Access 2.3 and 303. Additional boat types are also proposed for development over the coming years using the principles of Universal Design and aimed at growing inclusive participation in the sport and recreation of sailing.

With the authority of the IACA Committee, we have approached ISAF and they have indicated there is no problem from their perspective about changing the name of the builder or the class names. Subject to the approval of the IACA Annual General Meeting, it is proposed that from late 2012, the existing Access Classes be referred to as:

- Hansa 2.3 (including the Access 2.3 and Breeze 2.3)
- Hansa 303 (including the Access 303 and Breeze 303)
- Hansa Liberty
- SKUD 18

Class Identity

It is further proposed that the International Access Class Association changes its name to the International Hansa Class Association. This would also flow on to the National Access Class Associations that would become National Hansa Class Associations. The majority of these would also need to change their name.

Access Sailing understands this is a significant change that impacts on a number of volunteer run organisations around the globe and the large group of sailors they represent. It will involve time, effort, some cost and inconvenience. Nevertheless, it is anticipated that an increased use of the boats for inclusive mainstream programs and enhancing their popularity with the 'non-disabled' market will provide longer term benefits for the company, the Class Associations, their members and the sport.

In places where equipment "specifically for disabled people" has its advantages from a fundraising perspective, this change of name and the conversation to explain it can have a very positive outcome as it highlights the inequity of segregation, the benefits of inclusion, and provides a means to achieve this within the sport and recreation of sailing.

Equipment of universal design used in the mainstream can overcome a major inequality in our community. The best thing we can do for sailing is encourage the use of inclusive entry level craft, as that will bring many new people into the sport and allow people with a disability to simply join in mainstream programs.

The proposed re-branding is designed to enable the boats to be vigorously promoted to the mainstream market. In particular, the suitability of the Breeze models for inclusive introductory participation and community recreation programs will be highlighted through an ISAF Connect to Sailing partnership.

Increased numbers of Hansa / Access boats globally will hopefully:

- increase the capacity of clubs to attract new participants using more suitable equipment
- contribute to the growth of participation world-wide, including new nations
- increasing the number of people in the class and competing in Association run events
- reduce the per unit cost of production with higher production volumes

The International Access Class Association and many of its eleven affiliated National Class Associations would be required to register a change of their business names, replace some stationery and in some cases update websites. The overall outgoing costs associated with this (not including volunteer administration time) are estimated at \$2,000 - \$4,000 AUD overall. The company would anticipate reimbursing these expenses.

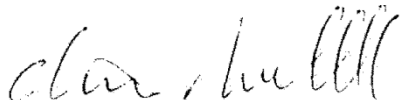
Steps toward Change

It is important that communication with the various groups and organisations be managed in an orderly fashion, so the following timetable is proposed:

- IACA General MeetingOctober 2012
- Rebranding process (company, distributors, associations)..... November-December 2012
- Announcement of new corporate & association namesJanuary 2013
- Launch of Hansa Sailing ISAF Connect to Sailing Partnership in conjunction with launch of the Hansa Breeze modelsMarch 2013

I trust that the IACA General Meeting will look favourably upon this proposal.

Yours Sincerely



Chris Mitchell
Managing Director
Access Sailing Systems Pty Ltd

IACA Rules and Measurement Annual Report 2012

Another year has passed with several national and international Access Class events being conducted, including the Access Class 2012 Combined World and International Championships (incorporating the 2012 Australian Access Class Championships) and the Paralympics. At most of these events all boats are measured to ensure they comply with the Access Class Rules and are inspected to ensure they have the necessary safety equipment.

As with most class rules, the Access Class rules are scrutinised and revised periodically to ensure that the class remains competitive and equitable. Now that the Paralympics are completed the SKUD 18 rules will once again be revised to reduce ambiguity and make all boats equal within the class rules.

During the Access Class 2012 Combined World and International Championships, held in Sydney, all boats were weighed and measured. With only a couple of exceptions all 2.3 and 303 boats met the class rule requirements. However, more than half the Libertys did not meet the measurement requirements either in hull or keel weight. Since Crew Weight Equalisation was in force for the event and with consultation with most of the technical committee it was decided that the boat weight discrepancies would be made up by way of the Crew Weight Equalisation. All Liberty sailors were informed that at future events all Liberty Class requirements will be enforced. Much discussion was held during the Technical Committee meeting during the Worlds to address this issue in conjunction with the manufacturer. I am glad to say that all sails were within the maximum measurement. Thanks to the measurement team for a great effort to measure nearly 80 boats over two days.

Reports from the UK and Europe show that the class rules are being adhered to and met.

Now that the Paralympics are over the SKUD rules will now be assessed and revised with plenty of input from the SKUD technical committee along with some input from the sailors. A rush of Additional Equipment Applications were received in the final lead-up to the Games. For the Access 2.3, 303 and Liberty classes, only a handful of RAEs were received and mostly approved during the year.

With respect to the Access Class rules, I believe the system in place for modifications is sound; it provides for proper overview and agreement by a number of people before approval is given.

At the time of writing this report the IACA is awaiting a response from ISAF about the 2.3 and 303 submissions regarding the inclusion of the Breeze models, which are being handled by the ISAF Committees. It is hopeful of a positive response. Similarly, the same route through ISAF has been taken with the SKUD 18 submission for recognition as an ISAF class, and we have been advised that it has been accepted as an ISAF class subject to signing of the agreement.

Over the past years the competitiveness of the sailors at major Access Class events has become more intense and the sailors are gaining better performance from the boats, consequently some measurements/rules are being infringed. These infringements can be to the detriment to the class so it is strongly urged that all measurers apply the appropriate action to keep all boats complying within the class rules.

On the subject of Access Class measurers, there are only three qualified measurers for the 2.3, 303 and Liberty classes (2 AUS, 1 GBR) and five SKUD measurers (2 AUS, 1 USA, 1 GBR, 1 ESP). During the past year I have been approached by one person indicating their interest in becoming a class measurer but as yet have not been assessed. The IACA is very interested in obtaining more qualified measurers especially in the USA, Europe and Asia.

Bob Schahinger

IACA Vice President (Rules & Measurement)



International Access Class Association Inc

**WORLD, INTERNATIONAL & REGIONAL
CHAMPIONSHIPS
GUIDE**

International Access Class Association CHAMPIONSHIPS GUIDE

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GLOSSARY

Organising Committee:

The organising committee is the committee that is in charge of the complete organisation of the event in accordance with the ISAF rules & regulations, the IACA Championship Guidelines, the Access Class Rules and the rules and laws that apply in the host country. The committee includes representatives of the organising club, which shall be affiliated to ISAF through its National Authority, representatives of the National Access Class Association, and the Technical Delegate of the IACA.

Race Committee:

The race committee shall conduct races as directed by the organizing authority and as required by the ISAF Racing Rules of Sailing.

Technical Delegate:

The Technical Delegate is appointed by the Executive Committee of the International Access Class Association. Their role is:

- to be the official link between the IACA and the organising committee
- to monitor that the Championship Guidelines are applied by the organising committee
- to monitor that the event is organised in accordance with the ISAF rules
- to monitor that the event is organised in accordance with the requirements of any additional organisation sanctioning the event
- to assist the organising committee in the organisation of the event
- to approve all official documents such as Notice of Race, Sailing Instructions etc
- to provide technical advice to the race committee
- to provide a link between the competitors and the organising committee

INTRODUCTION

Access Class World Championships, International Championships and Regional Championships are organised to promote Access Class sailing all over the world.

The Committee of the International Access Class Association will agree which National Access Class Association and Organising Authority will act as host to events. The Vice-President Championships will make recommendations after ensuring that Associations/Organising Authorities that apply are able to fulfil the requirements laid down by the International Class to host an event.

An Organising Authority must have read and agreed to be bound by the guidelines, and undertake that they can fulfil the requirements, before being accepted.

An Organising Authority must have the agreement of their ISAF member National Authority before applying for an international event.

The National Access Class Association must be satisfied that the host club can abide by the International Access Class Championship Guidelines and be able to fulfil their requirements.

Application to host an event should preferably be made at least two years before the event, to the IACA Executive Committee, in writing. An Expression of Interest form is available from the IACA website (www.accessclass.org)

The organising committee shall ensure the championships have the highest quality racing and the best conditions for developing friendship and goodwill among competitors and all participating people.

Process:

A club that wishes to host an International Access Class Championship shall inform the International Access Class Association through its National Access Class Association. The club should then contact the Vice President Championships of the International Class Association, who is responsible for the organisation of the international events, to discuss opportunities to organise class championships that are not yet granted.

Official request:

After discussion with the International Class, the club will send to the International Access Class Association a completed Expression of Interest form, which should include the following information:

- Proposed dates
- Venue information including accessibility
- Weather and tide details
- Travel and accommodation information
- Social and official program
- Fees and costs
- Particulars of the club or the area
- Experience in such championship organisation

Visit of the site

At the organising committee or club's official invitation and cost, a member or representative of the Executive Committee may inspect the organising club, together with the National Class Association or National Authority, preferably during a major national or international event.

EXPRESSION OF INTEREST

Access Class World & Regional Championships

Evaluation Criteria and Application for future World or Regional Championships

The Organising Authority should apply for the event by April 30 each year, preferably a minimum of 18 months prior to the proposed event. Please address the criteria below and include additional information where appropriate.

Proposed Event Dates
Host Club / Event Venue
Organising Authority
Primary Contact Person
Telephone
Email
Fax

Event Organisation & Management

Organising Authority is an ISAF MNA affiliated Club or Class Association **Yes/No**
Organising Committee - Identify Chairperson, Secretary, Host Club/Venue representative, Race Management representative where possible:
.....
.....

The event will comply with the provisions of the IACA Championship Guidelines **Yes/No**
If no, state variations:
.....
.....

Host Club / Venue

Has race office, official noticeboard & protest committee facilities **Yes/No**
Provides sufficient and accessible competitor facilities (toilets, showers, change) **Yes/No**
Sufficient vehicle & trailer parking **Yes/No**
Onsite container storage **Yes/No**
Sufficient launch ramps and hard stand storage area for rigged boats **Yes/No**
Crane/s for launching SKUD 18s **Yes/No**
Sufficient water depth at docks and sailing area for SKUD 18s **Yes/No**
Sufficient personal hoisting equipment for transferring sailors with a disability **Yes/No**
Marina, yard, clubhouse & social facilities are wheelchair accessible **Yes/No**
Launching and retrieval areas are protected from the effects of strong winds **Yes/No**
Typical wind conditions and wave heights in proposed sailing area
Maximum tidal flows in proposed sailing area
Other shipping and boating traffic in proposed sailing area
Sufficient supply of nearby accessible accommodation **Yes/No**
Wireless Internet available for officials & competitors **Yes/No**

Community Consultation

Community spectator viewing of event is available **Yes/No**
Local Government Authority is consulted **Yes/No**
Required event permits are obtained **Yes/No**

Race Management

Accredited National or International Race Officer appointed as Principal Race Officer **Yes/No**
International Jury approved by Technical Delegate and MNA (Worlds Only) **Yes/No**
Sufficient Race Management Resources (officials, boats, buoys & tackle) **Yes/No**
Effective rescue capability – number of rescue craft equals or exceeds recommended minimum of one rescue vessel for each 10 competing craft **Yes/No**
Notice of Race available 6 months before event **Yes/No**
Sailing Instruction available 2 weeks before event **Yes/No**
Competitors’ eligibility confirmed at or before registration **Yes/No**

Risk Management

Current Public Liability Insurance minimum €5 Million or equivalent **Yes/No**
All competing boats insured for public liability **Yes/No**
Club / venue has implemented a risk management plan **Yes/No**
Event emergency plan in place **Yes/No**

Media & Promotion

ISAF Standard Notice of Race, Entry Form and Sailing Instructions proforma used **Yes/No**
NoR & Sailing Instructions – approved by IACA Technical Delegate & Jury Chairperson **Yes/No**
Distribution of NOR or promotional material to all National clubs and IACA **Yes/No**
Event information provided to IACA for website **Yes/No**
Media releases distributed (minimum pre & post-event) **Yes/No**
Provision of unencumbered photographic images for IACA promotional purposes **Yes/No**
Media access to on-water **Yes/No**

Commercial

Please name sponsors and identify their principal business (in confidence):
.....
.....

Draft event budget provided **Yes/No**
Estimated number of national entries
Estimated number of international entries
Estimated number of total entries

Application Process

The Organising Authority should submit its expression of interest by addressing the criteria above and returning completed form with any supporting material by mail, fax or email to:

David Staley
Executive Officer
International Access Class Association Inc
2 Noyes Street
SANDRINGHAM VIC 3191
AUSTRALIA
Email: david@accessclass.org
Fax: +61 3 9012 2612

Please note: Expressions of Interest close on April 30 each year

IACA REQUIREMENTS FOR EVENTS

LANGUAGE

The official language of the events is English. In case of different interpretations about a translated text, the English version shall prevail.

INTERNATIONAL EVENTS

The events

Each year, the International Access Class Association may authorise Access Class WORLD, INTERNATIONAL or REGIONAL CHAMPIONSHIPS including:

- The Access 2.3 Single Person Championship
- The Access 2.3 Servo Championship (International or Regional Championships Only)
- The Access 303 Single Person Championship
- The Access 303 Two Person Championship
- The Access Liberty Championship
- The Access Liberty Servo Championship (International or Regional Championships Only)
- The SKUD 18 Championship (International or Regional Championships Only)

These events are generally held concurrently at a single venue but in certain circumstances individual championships may be authorised.

Dates of the events

Combined World Championships are currently awarded for Europe, North America and Asia-Pacific (including the sub-continent) bi-annually on a rotational basis (North America 2014, Europe 2016, Asia-Pacific 2018 and so on).

Combined Regional Championships are currently awarded for Europe, North America and Asia-Pacific (including the sub-continent) each intervening year (2013, 2015, 2017 etc).

Individual Class Regional, International or World Championships may be awarded in addition to the above at the discretion of the International Access Class Association. The dates of World, International and Regional Championships will, wherever practicable, avoid conflict with the dates of ISAF Youth Championships, ISAF Sailing World Cup, IFDS Championships, Olympic and Paralympic sailing events and other major sailing competitions.

Application of rules

The current ISAF Racing Rules of Sailing, the ISAF regulations, the Access Class Rules and the IACA Championship Guidelines will govern each event.

Eligibility

Participation in Access Class Championships is only open to financial members of a National Access Class Association affiliated with the International Access Class Association or individual members of the International Access Class Association.

Minimum Fleet Sizes

The minimum number of entries required for an open division to be valid at Access Class Regional Championships is four (4) boats, and the minimum number of entries required for a division to be valid at World or International Championships is six (6) boats.

For servo classes, the minimum number of entries required for a division to be valid at Access Regional Championships is three (3) boats, and the minimum number of entries required for a division to be valid at International Championships is four (4) boats.

This requirement shall be clearly indicated in the Notice of Race (NOR).

Where the number of entries for any one division does not meet the minimum number by the entry closing date, that division will not be sailed in the Championship UNLESS the division can be combined with another compatible division. For example, Liberty Servo-Assist can be sailed with Liberty Open Division, or 2.3 Servo-Assist can be sailed with 2.3 Single Person Division. Where the number of Liberty or 2.3 Servo-Assist entries reaches the minimum number as per the Notice of Race by the entry closing date, medals and/or prizes will be awarded in the Servo-Assist Championship. The Servo-Assist boats will also be eligible for medals and prizes in their respective Open classes. Should either Servo-Assist division not reach the required minimum number, boats of that class would only be eligible for prizes in the Open class.

Advertising

Each event shall be conducted in accordance with the ISAF Advertising code.

Format of the event

The Access Class Championships shall be of conventional fleet racing format.

The schedule, including registration, practice race/s, reserve day and championship races for all Access Classes, shall not exceed 7 days.

Individual classes shall preferably sail 9 races.

A minimum of 4 races is required to complete a Championship.

Where more than 5 races have been sailed, a competitor's worst score may be discarded.

Where more than 7 races have been sailed, a competitor's two worst scores may be discarded.

Divisions may be grouped into two fleets – Fleet A for single-person divisions and Fleet B for two-person divisions as follows:

- Division 1 Access 2.3 Single Person Fleet A
- Division 2 Access 2.3 Single Person Servo Fleet A
- Division 3 Access 303 Single Person Fleet A
- Division 4 Access 303 Two Person Fleet B
- Division 5 Access Liberty Single Person Fleet A
- Division 6 Access Liberty Single Person Servo Fleet A
- Division 7 SKUD 18 Two Person Fleet B

Fleets A&B shall alternate morning and afternoon sessions.

It is recommended that two races are scheduled for each class in each session with the second race starting as soon as possible after the end of the first race. At the discretion of the Race Committee, a maximum of three races may be sailed on the same day for any division.

Sample Timetable

- Day 1 Registration & measurement
- Day 2 Registration, measurement, practice race & opening ceremony
- Day 3 Fleet A Races 1 & 2 (AM), Fleet B Races 1 & 2 (PM)
- Day 4 Fleet B Races 3 & 4 (AM), Fleet A Races 3 & 4 (PM)
- Day 5 Fleet A Races 5 & 6 (AM), Fleet B Races 5 & 6 (PM)
- Day 6 Fleet B Races 7 & 8 (AM), Fleet A Races 7 & 8 (PM)
- Day 7 Fleet A Race 9 (AM), Fleet B Race 9 (PM) Presentation & Closing Ceremony

Courses and duration

When divisions are grouped as above, they can be sailed on the same course area in the following format:

- The Access 2.3 course will be an outer trapezoid.
- The Access 303 Single Person course will be an inner trapezoid.
- The Access 303 Two Person course will be an outer trapezoid.
- The Access Liberty and SKUD 18 course will be windward / leeward or inner trapezoid.

The target time of each division race will be approximately 40 minutes for the leading boat. The dimension of the course will be calculated according to the wind speed and sea state.

Every effort shall be made to separate the faster classes from the slower classes on the race course.

Trophies

The following perpetual trophies will be provided by the International Access Class Association:

- The Access 2.3 Single Person World / International / Regional Champion's Trophy Plaque
- The Access 2.3 Servo-Assist International / Regional Champion's Trophy Plaque
- The Access 303 Single Person World / International / Regional Champion's Trophy Plaque
- The Access 303 Two Person World / International / Regional Champion's Trophy Plaque
- The Access Liberty World / International / Regional Champion's Trophy Plaque
- The Access Liberty Servo-Assist International / Regional Champion's Trophy Plaque
- The SKUD 18 International / Regional Champion's Trophy Plaque

The following trophies, medals or prizes are to be provided by the organising authority:

- The Access 2.3 Single Person World / International / Regional Champion
- The Access 2.3 Single Person World / International / Regional Championship 2nd Place
- The Access 2.3 Single Person World / International / Regional Championship 3rd Place
- The Access 2.3 Servo-Assist International / Regional Champion
- The Access 2.3 Servo-Assist International / Regional Championship 2nd Place
- The Access 2.3 Servo-Assist International / Regional Championship 3rd Place
- The Access 303 Single Person World / International / Regional Champion
- The Access 303 Single Person World / International / Regional Championship 2nd Place
- The Access 303 Single Person World / International / Regional Championship 3rd Place
- The Access 303 Two Person World / International / Regional Champions
- The Access 303 Two Person World / International / Regional Championship 2nd Place
- The Access 303 Two Person World / International / Regional Championship 3rd Place
- The Access Liberty World / International / Regional Champion
- The Access Liberty World / International / Regional Championship 2nd Place
- The Access Liberty World / International / Regional Championship 3rd Place
- The Access Liberty Servo-Assist International / Regional Champion
- The Access Liberty Servo-Assist International / Regional Championship 2nd Place
- The Access Liberty Servo-Assist International / Regional Championship 3rd Place
- The SKUD 18 International / Regional Champions
- The SKUD 18 International / Regional Championship 2nd Place
- The SKUD 18 International / Regional Championship 3rd Place

Further trophies, medals or prizes may be awarded with the approval of the IACA Technical Delegate.

Charter boats

The host nation and club must be able to supply good racing-quality boats for charter for championships available at the event venue. Charterers may be required to provide their own sails with a sail number valid in their country. Charter fees should not exceed 5% of the local retail price of a new boat. Coach and support IRBs should also be available for charter at a reasonable cost. Full details of charter boats should be available with the Notice of Race.

TRAVEL AND ACCOMMODATION

As with any quality international sailing event, full details of accommodation, travel, visa requirements etc. must be available. A range of accommodation close to the venue, including fully wheelchair accessible options, must be provided.

A high proportion of competitors in Access Class events will be sailors with a disability. The quality, proximity and physical accessibility of accommodation and accessible transport will have a significant impact on their enjoyment of the event.

A member of the organising committee shall be responsible for inspecting and verifying the physical access claims of local accommodations, confirming the availability of wheelchair accessible transport, and distributing detailed information to the national associations and entered competitors.

RACE MANAGEMENT

Notice of Race

The Notice of Race (NOR), developed from ISAF Appendix K and approved by the Technical Delegate, shall be circulated to National Access Class Associations no later than 6 months before the event. The NOR shall indicate the minimum number of boats to constitute a valid division. The NOR shall also specify the configuration in which the SKUD 18 shall be sailed as per Section J of the SKUD 18 Class Rules.

Sailing Instructions

The Sailing Instructions (SIs), developed from ISAF Appendix L and approved by the Technical Delegate, shall be posted to the event website no later than 1 week before the event. The SIs shall include the following:

For all classes, rule 44.1 is changed so that only one turn, including one tack and one gybe, is required.

Race Committee

The Race Committee members shall be designated in accordance with the ISAF rules and regulations. The Technical Delegate shall be consulted about the composition of the Race Committee.

Technical Delegate

The International Access Class Association shall appoint the Class Technical Delegate.

Jury

An International Jury is required for Access Class World Championships. A National Jury is required for Access Class International or Regional Championships. The Jury shall be comprised in accordance with the ISAF rules and regulations. The Technical Delegate shall approve the members of the Jury before the Organising Authority seeks MNA or ISAF approval.

Equipment Inspection

The International Access Class Association Executive Committee shall appoint the Chief Equipment Inspector of the event. The Technical Delegate shall be consulted about the composition of the equipment inspection team and measurement / weighing facilities. The Organising Committee shall provide a minimum of two Assistant Equipment Inspectors and areas for measurement of spars and foils, weighing of hulls and measurement of sails.

ON-SHORE ORGANISATION

Official Functions

Each World Championship shall include at a minimum:

- Competitors' Briefing
- Opening Ceremony
- Closing and Prize-giving Ceremony
- International Access Class Association Forum

These functions will be provided at no cost to the IACA, officials or competitors. Any additional social or recreational activities should be optional and provided at reasonable cost.

LOGISTICS

Onshore amenities shall include:

Competitors

- Club and marina facilities to be wheelchair accessible
- Secure and sufficient area for storage and rigging
- Secure car and trailer parking close-by with areas for trailers and containers
- Adequate and safe launch and recovery ramps accessible whatever the height of the tide
- Several personnel hoists suited to transferring persons from wheelchairs to boats
- Clean, spacious, changing rooms preferably with accessible showers
- Clean, inexpensive and accessible accommodation nearby
- Fresh water tap in the rigging area
- Accessible toilets in sufficient number
- Accessible catering and social facilities
- Suitable food for all competitors and supporters, including vegetarian, gluten free and other special dietary requirements
- Spectators and supporters needs must be provided for by the host club. This should include food and drink being available. The availability of accessible spectator craft is recommended if the sailing area is not visible from the venue

Registration

Adequate space for Registration

Equipment Inspection

Facilities shall be provided for equipment inspection including weighing and sail checking and measurement. The list of full details for equipment inspection may be provided by the Technical Delegate or Chief Equipment Inspector.

Jury

A room of suitable size for the Jury to use for hearings shall be provided with access to office support (internet, photocopier etc). A jury secretary shall also be provided by the Organising Committee.

International Access Class Association

During any Championships, an International Access Class Forum or Meeting will be held. The organising committee shall supply a room with a capacity of not less than 50 persons to host the meeting.

ON-WATER ORGANISATION

The Organising Committee shall ensure that:

- The event is reserved solely for the Access Classes
- Well laid, clearly marked courses are provided and clear signals are made from the Committee boat
- Sufficient number of experienced and appropriately trained personnel provide safety coverage using IRBs in good reliable condition

Safety

The Organising Committee shall take all reasonable steps to ensure the safety of participants in the event and shall appoint a Safety Officer to coordinate appropriate actions and responses.

The number of safety boats will be at least 1 for every 10 competing boats. Those boats shall be inflatable boats and will have at least two suitably experienced and qualified persons onboard with appropriate equipment.

First aid assistance shall be available at the venue at all times throughout the event.

Jury

A suitable IRB shall be available for the Jury Members in order for them to observe racing throughout the event.

Coaches

Coach and support boats must remain outside the course area unless assisting with rescue / safety at the request of the PRO.

Coach and support boats shall be identified with the national letters or national flag of their respective country while afloat.

EXPENSES

The Organising Authority will meet the following expenses:

- Trophies & Prizes
- Travelling and accommodation expenses to the championship for the Technical Delegate
- Travelling and accommodation expenses for Jury members
- Travelling and accommodation expenses for the Chief Equipment Inspector and permanent members of the equipment inspection team.
- Travelling and accommodation expenses for the Race Officer and Race Committee.
- A minimum of two meals per day shall be provided for the above personnel.

FUNDING AND SPONSORSHIP

It is the responsibility of the Organising Authority to cover all funding for the event.

Entry fees will support the event but these should not exceed 120 EURO (or equivalent) for each boat and include the welcome function, presentation ceremony and event polo / t-shirt for each competitor.

Sponsorship is the responsibility of the organising committee and shall be used for the benefit of competitors to reduce the entry fee and improve the overall quality of the event.

DISCLAIMER

The organising committee is responsible for the correct application of all the laws and rules applied in the hosting country, regarding the organisation of sport and/or sailing events. The International Access Class Association shall not be responsible of any infringement regarding the laws and rules applied in the hosting country regarding sport and/or sailing events.

ADVICE FOR RACE COMMITTEES

The following information is provided for the assistance of Race Committees responsible for conducting Access Class events.

Course configuration

Courses are generally windward/leeward for individual classes or trapezoid when conducting races of several classes concurrently.

Wherever possible, slower classes (2.3 / 303 two person) should be separated from the faster classes (303 single person / Liberty) and all of the smaller "dinghy" classes should be separated from the SKUD 18.

Target race times are 40 minutes for the first boat.

Relative speeds are indicated by the boats' Yachting Victoria or Portsmouth Yardstick:

Access Class Recommended Yardsticks for Mixed Class Racing

Access Class	ACA(UK) Recommended Portsmouth Yardstick (PY) 2010	2009-10 Yachting Victoria Yardstick (YV)	AACA Recommended YV Yardstick	Sportsboat Measurement System (SMS) Rating
Access 2.3 Single Person	1810	175	180	-
Access 2.3 Single Person Full Servo	-	-	187	-
Access 303 Single Person	1580	166	170	-
Access 303 Two Person	1610	-	175	-
Access Liberty	1550	132	150	-
Access Liberty Full Servo	-	-	156	-
SKUD 18 (two person, two centreline seats)	1060	-	113	0.685
SKUD 18 (two person, open)	-	-	110	0.704
SKUD 18 (three person, open)	-	-	108	0.715
Comparative Class				
29er	924	96.5	-	-
International 2.4mR	1260	137	-	-
International Cadet	1432	153	-	-
Laser	1078	113	-	-
Laser 4.7	1175	122	-	-
Mirror	1365	143	-	-
Optimist	1646	166.5	-	-

Minimum Wind Speed

The minimum wind speed for starting will be that in which the race committee considers the boats have sufficient capability for pre-start manoeuvres.

Maximum Wind Speed

Class	Average Wind Strength Waves more than 1m	Average Wind Strength Waves less than 1m	Maximum Gust
Access 2.3	15kts	18kts	22kts
Access 303	18kts	22kts	28kts
Liberty	25kts	28kts	32kts
SKUD 18	22kts	25kts	30kts

Note: The above are guidelines only. Decisions about when to commence, continue or abandon racing are the responsibility of the race officials and should take in to consideration local conditions, the ability of the sailors, fatigue levels and the capability of safety coverage.

It is recommended that races should not start, or races in progress should be abandoned, when average wind strength or gusts exceed the speeds indicated in the table above, or the race committee considers conditions unsafe for sailing.

Safety

The most suitable safety and rescue boats are mid-sized inflatables. Rigid hull boats should be padded to prevent damage when working alongside Access class boats on the water. The Access Class boats have positive buoyancy and are adequately ballasted with lead in the centreboard, and will not capsize except in a violent knock-down. A daily check of all boats to ensure they have their keel locking pins fitted is recommended.

Bailing

Access class boats are not fitted with pumps or self-bailers although the SKUD 18 has two large diameter drain tubes at the rear of the cockpit. The Access 2.3S and the Liberty rarely ship water. The Access 2.3W and the Access 303W will ship water if heeled over in gusty conditions and can become swamped. It is helpful if rescue boats carry a small bucket or similar to assist in bailing.

Reefing

If the sailor requests assistance with reefing, proceed as follows:

1. Turn the Access and safety boats head to wind.
2. Release mainsheet from the cleat on the centreboard case and outhaul from the cleat on the boom. On the Liberty, also release the kicker.
3. Release the mainsheet reefing line (inboard line on 303 and Liberty) from the cleat on the port side of the centreboard case.
4. Haul aft on reefing line on the port side of the centreboard case, or rotate mast by hand. Note that boom will rise as sail is reefed.
5. Re-cleat the reefing line on the port side of the centreboard case. This will prevent the mast from turning and the sail from coming un-reefed.
6. Adjust the outhaul and cleat on the boom.

Note: For the reefing system to operate correctly, the reefing clamp through which the mast tube passes under the centerboard housing must be tight (but do not over-tighten).

Towing

A painter should be passed through the towing ring on the bow, and a bowline tied around the mast. Boats can be towed in single file by tying the tow rope of the following boat to the traveler rope at the stern of the boat ahead. Boats can also be towed alongside by kedging, with the painter secured to the bow area of the tow vessel and the seat rail or traveller line secured aft. Always tow at a slow or moderate speed.

Loss of steering - Servo-Assist

Should a servo-assisted boat suffer loss of steering the most likely cause will be a discharged battery. Another possible cause may be a short-circuit in the servo-control (joystick). It is recommended that safety crews remove rudder blade/s and tow alongside (kedging).

Loss of steering - Manual steering

If a manually sailed boat suffers a loss of steering the likely cause is a steering line coming off the base of the joystick holder, under the seat. Pushing the manual joystick fully to port or starboard will allow the steering line to be slipped back into the slot in the base. Alternatively, if the tiller connector has become dislodged, insert the clevis pin into the tiller end fitting and secure with spring clip.

Boom unclipped from mast

Should the boom come off the mast, proceed as follows:

1. Turn boat head to wind.
2. Release mainsheet and outhaul (and kicker on Liberty).
3. Push rowlock at forward end of boom onto bobbin just below the mainsail tack ensuring lines are not twisted.
4. Adjust outhaul.

Sailors with disabilities

Many of the sailors in Access fleets have a physical disability, but it is important to be aware this has no bearing on their sailing ability. Sailing ability varies quite widely, from the very capable and experienced to the novice.

Physical disabilities include paraplegia and quadriplegia, leg or arm amputation, cerebral palsy and stroke. Some may have difficulty with verbal communication. Sailors with an intellectual disability or multiple disabilities may also be competing in these classes. Once again, ability may vary significantly.

As the Access classes are ballasted keelboats, sailors with a disability do not have different limitations in terms of coping with wind and water conditions in comparison with able-bodied sailors of similar sailing ability.

Due to the potential for injury of the sailor and the safety crews if transferring afloat, it is recommended that sailors with a physical disability who are injured or unwell should remain in the boat and be transferred ashore using a crane or hoist.

The Race Committee should note that special consideration to the needs of sailors with physical, intellectual or sensory disabilities in regard to conveying information (ashore and afloat), and signalling afloat.

It may assist during the competitors briefing to note that sailors with right of way may need to take into account the possibility of delayed reaction times and limited maneuverability of some sailors. Also, that while the audible call of "PROTEST" is required in accordance with RRS 61, a competitor may be unable to make such a call because of disability or similar reason.

ACCESS 2.3 ANNUAL REPORT

The 2.3 in all its configurations 2.3S, 2.3W and servo-assist continues to be the largest group in the Access Class.

As stated on the Access Sailing Systems website "the Access 2.3 is the ideal boat for anyone who is looking for safe simple fun on the water – regardless of ability. Accessible sailing programs, yacht clubs and sailing schools have all found the 2.3 is a perfect boat to introduce new participants to the fun of sailing."

The seaworthiness of the 2.3 certainly proved its worth during the World Championships in Sydney earlier this year. The conditions for two of the days were windy with rough seas and reefing was appropriate and sailing skills were tested to the limit.

While Lindsay Burns was in Sydney I asked her to test sail the 2.3 Breeze and here are her comments:-

Having sailed the 2.3 version of the Breeze, overall it seems to perform similarly to the standard 2.3W in the wind conditions (5-7 knots) during my test sail, but there are a few problems that need to be resolved:

- a) The moulded seat puts too much weight aft and creates rudder drag. In later discussions with Chris Mitchell he said he would bring the seat 2" further forward in the next trial version.*
- b) Also with regards to the seat, the angle of slope backwards exacerbates point a) as it forces you aft when your proper sailing position would be further forward. It would be better flat. I got Angus McGregor to sit in the boat and he endorsed my comments.*
- c) The seat is excruciatingly hard after about 5 minutes and is likely to create pressure sores for some sailors, especially those less mobile.*
- d) With the heel of the joystick unprotected in front of the seat, it will get jammed by people with legs of larger sizes. I'm fairly average size and got a lot of bruises from it hitting my calves.*
- e) The spring button for reefing is very difficult to operate without some kind of prodder to push it in with. Not a problem for able-bodied people, but something that would limit many disabled sailors from adjusting the boat independently.*
- f) With the keel out the casing seemed somewhat flexible, but once the keel was down it was very solid and stable.*

This email was sent on the Chris Mitchell of Access Sailing Systems and the next model will be more comfortable.

This is my last report as the Access 2.3 Representative; I have enjoyed being involved but am handing over to Lindsay Burns from UK who is a dedicated, competitive 2.3 sailor who raced in Sydney.

Deirdre Schahinger
Access 2.3 Representative
October 2012

ACCESS 303 ANNUAL REPORT

Being from the Northern hemisphere, my season started with the 2012 World Championships in Sydney where the 303Ws provided large fleets. There were 25 competing in the two-person class and 24 in the one-person class with some very keen and fit sailors competing in both classes. Others sailed a 2.3 or Liberty as well as competing in the 303 double class. As undoubtedly reported elsewhere, conditions were tough with reefing being appropriate for most sailors on at least two days.

The results have been fully reported elsewhere. Let's just say that the strong Australian contingent took most of the top places with former 303 double world champions Zoltan Pegan and Eva Mircsev from Hungary getting second place this time. The Japanese team of Fujio Onuki and Naoki Maruyama made their mark in 5th place and Gerard Eychenne and Andrew Jager from France were 6th.

Elsewhere Access 303s were seen competing at many championships in Europe in both one- and two-person configuration. In many cases the two classes were afloat simultaneously so it was not possible for sailors to compete in both.

Whilst in Sydney I took the opportunity for a trial sail in the prototype Breeze 303. The photos below (note – photos removed to reduce file size) show the solid seat and revised keel box arrangement with no bridge to the mast step. The boat seemed to perform well and a report was sent to Chris Mitchell of Access Sailing Systems.

This revised internal layout should reduce manufacturing costs and increase the potential for the class to spread into more countries.

With the same outer hull moulding and rig as the standard 303W, there seemed to be no obvious performance difference and it is likely that Breeze models will be appearing in fleets before long. The revision to the Access 303 Class Rules recently circulated will allow them to compete on equal terms with Access 303W boats.

I look forward to seeing Breeze 303 models joining the world-wide fleets, hopefully in 2013.

Richard Smallwood
IACA Access 303 Class Representative
12 October 2012

ACCESS LIBERTY ANNUAL REPORT

Another great year for the Liberty fleet and the highlight would have to be the 2012 Access Class Combined World & International Championships hosted by Middle Harbour Yacht Club in Sydney, Australia.

The whole event was an outstanding success, perhaps more so because the regatta was such a draw card to so many Liberty sailors with 25 highly competitive sailors entering. Our hosts at Middle Harbour Yacht Club set the standard on how to run a successful regatta, how to make people feel welcome, how to support sailors, and how to entertain everyone.

Our new Access Liberty World Champion Greg Hyde sailed a near perfect regatta and truly deserved to be crowned Champion. He showed great ability in the wide-ranging conditions we sailed in. Helena Horswell was also clearly the best Servo sailor to take the Liberty Servo Class championship. As a Kiwi, I was very proud of her efforts, as she was the only Servo sailor to complete races 3 and 4 - on this day the winds were blowing in the high 20's (knots) with a choppy sea state which saw many sailors heading for the dock. Helena showed great determination and should have a big future in this robust Liberty Class.

Attached is my personal debrief from the worlds.....

I went into the Regatta feeling a little under-prepared, as having to send the boats to Sydney meant having no Liberty's in Auckland to sail. This gave us no sailing practice 3-4 weeks before leaving for Sydney. Once we unpacked the shipping container and got the boats ready to sail we had one day to have training, before the official practice race day. Unfortunately it turned out to be too windy to sail, putting the boats at risk one day before the regatta starts.

So once racing started I wasn't very well rested and was a bit rusty sailing wise. The goods starts I did manage to pull off reflects in my better race results, and vice versa, the bad starts which there were too many of, show my weaker placing's. It's so IMPORTANT to start well, especially in big fleets as it gives you so much more options; sailing in clear air, smoother seas with less wake, and to be able to choose the windier side on the course, whereas poor starts leave you playing catch up to whole race. Being in the middle of all the traffic means having to tack more often to avoid contact, and it's also very hard to catch the leading boats when you're sailing in dirty air and choppier waters.

The Middle Harbour area has very shifty winds and the tides aren't strong but create strange currents in the bays, so if the budget and spare time allowed us to come a week early to practice sailing in the local conditions, it would have been a big advantage. This shows with the local sailors doing so well in the regatta.

All in all, hosting a regatta at your local club has big advantages, although it is more work organising the regatta. I feel this is out-weighed by sailing in your home waters, training right up to the last day, sleeping in your own bed, being well rested, and above all feeling confident about what you are about to achieve. I feel I could have done better, would I do it again, Hell yeah!

A link to the 2012 Access Class Combined World & International Championships Video
<https://vimeo.com/41123312>

Earlier this year we asked all Liberty sailors and interested parties to answer a Survey, about the Class's future. We hoped the Survey would give some direction after the introduction of the Liberty X and XS versions, which were initially developed to be selected for the Single Person Paralympic competition. Needless to say the 2.4mR kept its spot. When this Paralympic initiative didn't work, it left the Liberty X and XS in limbo. This was a chance to have your say. See attach the survey results. I'm not sure what happened with Question #3, possibly the question was answered multiple times.

My personal thoughts on the survey.....

To start I was a little disappointed we didn't get more people to complete the survey, I thought 32 was poor from the world wide liberty fleet interested parties. Nevertheless, that's what we have to work with. I was hoping it might give some clearer direction from the sailors. To me the voting was too inconclusive to warrant any change to the Liberty S. The class should be left as it is and allowed to grow without any more confusion. If Hyde Sails can improve the sail design/performance without hindering the reefing, then that's a bonus. Just one man's opinion. I guess the IACA will take it from here.

Regards

Brendan Touelle
2012 Access Liberty Representative

SKUD 18 COMMITTEE ANNUAL REPORT

The most recent news is that by the end of the month the SKUD 18 should be the last Access Class to become an ISAF Recognised Class which can only be beneficial for the class.

I was in the fortunate position of being able to compete in the SKUD at the 2012 Paralympics. Britain certainly went all out for the Games and has significantly raised the bar. Congratulations to the medal winners AUS, USA, GBR and congratulations to the 8 other nations that competed. The competition was intense and at times little separated the fleet.

This is the second Games that the SKUD has competed in and we hope that it will be selected as the two-person Paralympic Equipment for 2016 & 2020 (decision due on November 6). The SKUD is arguably the most exciting and colourful of the 3 classes at the Games, and many nations have made significant investments in SKUD sailing programmes so it would be extremely disappointing and surprising if it were not to be selected.

With the SKUD being such a new class it is important the class becomes more established and is sailed by more nations. We need to work hard to ensure all 12 Nation places are filled for the 2016 Games. The SKUD committee are intending to review the class rules and open up discussion around the crew seating options. We will also be seeking ideas/suggestions of how we can increase the numbers of people sailing SKUDs and how we can best support new countries wanting to set up SKUD sailing programmes. Wherever we end up we need to ensure it is user driven and good for the class.

Tim Dempsey
President SKUD 18 Committee



International Access Class Association

2011-2012 Financial Report

The IACA continues on a sound financial footing. At June 2012 IACA had shown an annual surplus of \$5,325 with equity of \$9,754.

Sail Levy payments to NACAs amounting to \$2,630 are yet to be made and those due to receive payments are asked to confirm their bank details as soon as possible to enable deposits via EFT.

Two invoices from Access Sailing are attached. \$560 is for an overpayment for SKUD 18 Sail Levies from 2009-2011 (miscalculated at \$40 per sail rather than \$35 per sail). The amount of \$5,155 has been calculated by Access Sailing as 20% of the actual annual costs of administering the Class Association, including a portion of salaries, travel (airfares & car hire), accommodation, fuel & vehicle expenses. Authorisation for payment of these accounts is sought from the AGM.

Since the attached reports were produced, \$10,310 has been received from Access Sailing - \$3,150 for SKUD 18 Sail Levies and \$7,160 for Access 2.3, 303 & Liberty Sail Levies.

David Staley, Treasurer

October 10, 2012

Attachments:

- June 2012 Balance Sheet
- 2011-12 Profit & Loss
- July 2012 Bank Statement
- June 2012 Levies & Fees Summary (NACA Breakdown)
- Access Sailing Invoices 2260 & 2261
- October 9, 2012 Balance Sheet
- October 9, 2012 Profit & Loss
- Creditors
- Debtors

International Access Class Association

C/- 2/7 Bungaleen Court
Dandenong South 3175

Balance Sheet

As of June 2012

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Assets		
NAB Chq Account # 9410	\$8,083.90	
Contra Account	\$0.00	
Undeposited Funds	\$0.00	
Electronic Clearing Account	\$0.00	
Payroll Cheque Account	\$0.00	
Trade Debtors	\$1,670.10	
Total Assets		\$9,754.00
Liabilities		
Loan - Access Sailing Systems	\$0.00	
Loan - AACA	\$0.00	
Trade Creditors	\$0.00	
GST Liabilities		
GST Control Account	\$0.00	
Total GST Liabilities	\$0.00	
Payroll Liabilities	\$0.00	
Total Liabilities		\$0.00
Net Assets		\$9,754.00
Equity		
Retained Earnings	\$4,428.14	
Current Earnings	\$5,325.86	
Historical Balancing Account	\$0.00	
Total Equity		\$9,754.00

International Access Class Association

C/- 2/7 Bungaleen Court
Dandenong South 3175

Profit & Loss Statement

July 2011 through June 2012

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Income		
Membership Fees Income		
Bank Interest	\$0.43	
Membership Fees - Organization	\$310.00	
Total Membership Fees Income		\$310.43
Re-imburement income		\$638.00
SKUD Sail levies		\$2,400.00
2.3 303 Liberty sail levies		\$6,080.00
Total Income		<u>\$9,428.43</u>
Expenses		
Bank fees	\$44.00	
Events Expenses	\$500.00	
Fees	\$116.10	
Flags	\$638.00	
IACA Polo Shirts	\$264.00	
Miscellaneous Expenses	\$18.78	
Plaques	\$69.95	
Teleconferencing	\$249.74	
Sail Levy Contribution	\$2,202.00	
Total Expenses		<u>\$4,102.57</u>
Operating Profit		<u>\$5,325.86</u>
Other Income		
Other Expenses		
Net Profit/(Loss)		<u>\$5,325.86</u>



NAB Community Fee Saver Account

For further information call 13 22 65 for Personal Accounts or 13 10 12 for Business Accounts.

Account Balance Summary

Opening balance	\$8,917.85	Cr
Total credits	\$0.00	
Total debits	\$1,596.05	
Closing balance	\$7,321.80	Cr

Statement starts 13 April 2012
Statement ends 12 July 2012



LACA INC
2 NOYES STREET
HIGHETT VIC 3190

U 3-221

Outlet Details

Dandenong South
Frankston - Dandenong Rd, Dandenong VIC 3175

Account Details

INTERNATIONAL ACCESS CLASS ASSOCIATION INC
GENERAL ACCOUNT
BSB number 083-221
Account number 79-197-9410

Transaction Details

Date	Particulars	Debits	Credits	Balance
13 Apr 2012	Brought forward			8,917.85 Cr
19 Apr 2012	Internet Transfer Reimburse			
	laca	69.95		8,847.90 Cr
23 Apr 2012	Internet Transfer	264.00 ✓		8,583.90 Cr
27 Apr 2012	Internet Transfer Sports Dinner Cont	500.00		8,083.90 Cr
2 Jul 2012	***** The following information concerning this account is provided to assist in preparing your 2011/12 tax return. Credit Interest Paid - 2011/12 Financial Year 0.43 Resident Withholding Tax - 2011/12 Financial Year 0.00 If you have any queries, please call the account enquiries number on the top of this statement. *****			8,083.90 Cr
5 Jul 2012	Internet Transfer Reimburse Postage laca Inc	14.10 ✓		8,069.80 Cr
6 Jul 2012	Internet Transfer Resident Withholding laca Inc DEFT INSURANCE LACA SMALL	748.00 ✓		7,321.80 Cr

Summary of Government Charges

Government	From 1 July to date	Last year to 30 June
Withholding tax	\$0.00	\$0.00
Bank Account Debit (BAD) tax	\$0.00	\$0.00

Bank Accounts Debits (BAD) Tax or State Debits Duty has been abolished for all states & territories effective 1/7/2005. Any amount shown on this statement applies to debits processed on or before 30/06/2005.
For further information on any applicable rebates, fees or government charges, please refer to the NAB's "A Guide to Fees & Charges" booklet.
Please retain this statement for taxation purposes.

Explanatory Notes

Please check all entries and report any apparent error or possible unauthorised transaction immediately.
We may subsequently adjust debits and credits, which may result in a change to your account balance to accurately reflect the obligations between us.
For information on resolving problems or disputes, contact us on 1800 152 015, or ask at any NAB branch.

1947547/01/036021/0009439

Statement of amounts owing to NACAs by IACA at 30 June 2012

NACA	AUS	CAN	FRA	GBR	HUN	IND	JPN	NZL	POR	USA	No NACA	TOTAL
New boats & mainsails	41	0	18	52	0	0	10	20	0	0	38	179
Sail levies payable by IACA	\$ 820.00	\$ -	\$ 360.00	\$ 1,040.00	\$ -	\$ -	\$ 200.00	\$ 400.00	\$ -	\$ -	\$ -	\$ 2,820.00
Outstanding balance brought forward	\$ -	-\$ 150.00	\$ -	\$ -	-\$ 80.00	-\$ 310.00	\$ -	-\$ 15.00	-\$ 90.00	-\$ 50.00	\$ -	-\$ 695.00
Fees paid by NACAs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Less IACA membership 2011-2012	\$ 35.00	\$ 35.00	\$ 35.00	\$ 35.00	\$ 35.00	\$ 35.00	\$ 35.00	\$ 35.00	\$ 35.00	\$ 35.00	\$ -	\$ 350.00
Balance payable by IACA	\$ 785.00	-\$ 185.00	\$ 325.00	\$ 1,005.00	-\$ 115.00	-\$ 345.00	\$ 165.00	\$ 350.00	-\$ 125.00	-\$ 85.00	\$ -	\$ 1,775.00
Payments Due	\$ 785.00		\$ 325.00	\$ 1,005.00			\$ 165.00	\$ 350.00			\$ -	\$ 2,630.00
Amounts to be held in debtors account		-\$ 185.00			-\$ 115.00	-\$ 345.00			-\$ 125.00	-\$ 85.00	\$ -	-\$ 855.00

All amounts are in Australian Dollars (\$AUD)

Access Sailing Systems Pty Ltd
 9/4 Cumberland Avenue
 South Nowra NSW 2541
 Australia

Tax Invoice

A.B.N. 56 079 318 031
 A.C.N.

Invoice #: 00002260
 Date: 9/10/2012
 Ship Via:
 Page: 1

Bill To:

Ship To:

International Access Class Ass
 2/7 Bungaleen Court
 Dandenong South VIC 3175
 Australia

International Access Class Ass
 2/7 Bungaleen Court
 Dandenong South VIC 3175
 Australia

Description	Amount	Code
Class administration support (20% of estimated annual expenses)	\$5,155.00	N-T

Your Order #:	Customer ABN:	Freight:	\$0.00	GST
Shipping Date:	Terms: Prepaid	GST:	\$0.00	
COMMENT	CODE	RATE	GST	SALE AMOUNT
	GST	10%	\$0.00	\$0.00
	N-T	0%	\$0.00	\$5,155.00
			Total Inc GST:	\$5,155.00
			Amount Applied:	\$0.00
			Balance Due:	\$5,155.00

Access Sailing Systems Pty Ltd
 9/4 Cumberland Avenue
 South Nowra NSW 2541
 Australia

Tax Invoice

A.B.N. 56 079 318 031
 A.C.N.

Invoice #: 00002261
 Date: 9/10/2012
 Ship Via:
 Page: 1

Bill To:

Ship To:

International Access Class Ass
 2/7 Bungaleen Court
 Dandenong South VIC 3175
 Australia

International Access Class Ass
 2/7 Bungaleen Court
 Dandenong South VIC 3175
 Australia

Description	Amount	Code
Overpayment of SKUD 18 sail levies Jan 2009 - June 2011	\$560.00	N-T

Your Order #:	Customer ABN:	Freight:	\$0.00 GST
Shipping Date:	Terms: Prepaid	GST:	\$0.00
COMMENT	CODE	RATE	GST SALE AMOUNT Total Inc GST:
	GST	10%	\$0.00 \$0.00 \$560.00
	N-T	0%	\$0.00 \$560.00
			Amount Applied: \$0.00
			Balance Due: \$560.00

International Access Class Association

C/- 2/7 Bungaleen Court
Dandenong South 3175

Balance Sheet

As of 9/10/2012

9/10/2012
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Assets		
NAB Chq Account # 9410	\$7,321.80	
Contra Account	\$0.00	
Undeposited Funds	\$0.00	
Electronic Clearing Account	\$0.00	
Payroll Cheque Account	\$0.00	
Trade Debtors	\$11,980.10	
Total Assets		\$19,301.90
Liabilities		
Loan - Access Sailing Systems	\$0.00	
Loan - AACA	\$0.00	
Trade Creditors	\$8,345.00	
GST Liabilities		
GST Control Account	\$0.00	
Total GST Liabilities	\$0.00	
Payroll Liabilities	\$0.00	
Total Liabilities		\$8,345.00
Net Assets		\$10,956.90
Equity		
Retained Earnings	\$9,754.00	
Current Earnings	\$1,202.90	
Historical Balancing Account	\$0.00	
Total Equity		\$10,956.90

International Access Class Association

C/- 2/7 Bungaleen Court
Dandenong South 3175

Profit & Loss Statement

1/07/2012 through 9/10/2012

9/10/2012
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Income

Membership Fees Income		
Bank Interest	\$0.00	
Membership Fees - Individual	\$0.00	
Re-imburement income	\$0.00	
Membership Fees - Organization	\$0.00	
Total Membership Fees Income		\$0.00
Royalties		\$0.00
Re-imburement income		\$0.00
Sponsorship		\$0.00
SKUD Sail levies	\$3,150.00	
2.3 303 Liberty sail levies	\$7,160.00	
New Account	\$0.00	
Total Income		<u>\$10,310.00</u>

Expenses

Bank fees	\$0.00	
Events Expenses	\$0.00	
Fees	\$0.00	
Flags	\$0.00	
IACA Polo Shirts	\$0.00	
Insurance	\$748.00	
Class Affiliation Fees		
2.3 Class Affiliation Fees	\$0.00	
303 Class Affiliation Fees	\$0.00	
Liberty Class Affiliation Fees	\$0.00	
Skud Class Affiliation Fees	\$0.00	
Total Class Affiliation Fees		\$0.00
Miscellaneous Expenses	\$560.00	
Plaques	\$0.00	
Postage	\$14.10	
Administration expenses	\$5,155.00	
Trophies	\$0.00	
Teleconferencing	\$0.00	
Sail Levy Contribution	\$2,630.00	
Wages & Salaries	\$0.00	
Employment Expenses	\$0.00	
Total Expenses		<u>\$9,107.10</u>

Operating Profit \$1,202.90

Other Income

Interest Income	\$0.00	
Total Other Income		<u>\$0.00</u>

Other Expenses

Queries List ????	\$0.00	
Total Other Expenses		<u>\$0.00</u>

Net Profit/(Loss) \$1,202.90

International Access Class Association

C/- 2/7 Bungaleen Court
Dandenong South 3175

Aged Receivables [Summary]

30/06/2012

9/10/2012
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Name	Total Due	Current	1 - 30	31 - 60	60+
Access Sailing Systems	\$10,310.00	\$10,310.00	\$0.00	\$0.00	\$0.00
NACA - CAN	\$185.00	\$30.00	\$0.00	\$0.00	\$155.00
NACA - HUN	\$115.00	\$35.00	\$0.00	\$0.00	\$80.00
NACA - IND	\$345.00	\$35.00	\$0.00	\$0.00	\$310.00
NACA - POR	\$125.00	\$70.00	\$0.00	\$0.00	\$55.00
NACA - USA	\$85.00	\$70.00	\$0.00	\$0.00	\$15.00
Total:	\$11,165.00	\$10,550.00	\$0.00	\$0.00	\$615.00
Ageing Percent:		94.5%	0.0%	0.0%	5.5%

International Access Class Association

C/- 2/7 Bungaleen Court
Dandenong South 3175

Aged Payables [Summary]

30/06/2012

9/10/2012
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Name	Total Due	Current	1 - 30	31 - 60	60+
Access Sailing Systems	\$5,715.00	\$5,715.00	\$0.00	\$0.00	\$0.00
NACA - AUS	\$785.00	\$785.00	\$0.00	\$0.00	\$0.00
NACA - FRA	\$325.00	\$325.00	\$0.00	\$0.00	\$0.00
NACA - GBR	\$1,005.00	\$1,005.00	\$0.00	\$0.00	\$0.00
NACA - JPN	\$165.00	\$165.00	\$0.00	\$0.00	\$0.00
NACA - NZL	\$350.00	\$350.00	\$0.00	\$0.00	\$0.00
Total:	\$8,345.00	\$8,345.00	\$0.00	\$0.00	\$0.00
Ageing Percent:		100.0%	0.0%	0.0%	0.0%



International Access Class Association

2011-2012 Development & Communications Report

The Access Class continues to maintain steady growth internationally and it has been pleasing to welcome Italy and Switzerland into the family of National Class Associations in 2012. I am hopeful that the Netherlands and Spain will also join within the next year and I am also progressing discussions with Singapore. The 2013 North American Championships and 2014 Combined World Championships in San Francisco will also hopefully provide a boost to the US Class Association.

The growing international program of class events and the inclusion of the SKUD 18 and now Access Liberty in a growing number of ISAF Sailing World Cup events is evidence of the increased awareness, acceptance and activity in the Access classes.

Access Sailing's proposed ISAF Connect To Sailing partnership, due to commence in 2013, should be of real benefit to the Class Association. This is aimed at increasing the use of Access Class boats in "grass roots" inclusive programs, especially in developing nations. It will certainly help to further strengthen the Association's relationship with ISAF.

The class website www.accessclass.org, incorporating www.skud.org is important for information and promotion. As I repeat each year, I would greatly appreciate contribution of news items, regatta results and photographs from individuals and NACAs to help keep the sites up to date and interesting.

I encourage all NACAs to circulate media releases, results and images from their national championships and other key events to the IACA and national sailing media. The 2012 Combined World Championships in Sydney provided another opportunity to publicise an important Class event and received excellent coverage on international sailing websites and a variety of media.

Should the decision be made to rename the Association, this will lead on to an updating of the website and a series of media releases announcing the changes. This should provide the opportunity to highlight internationally the inclusive nature of the classes and the events and activities of the National Associations.

I look forward to working with you all for the future growth and well-being of the National Associations. Please contact me if I can be of any assistance.

David Staley