



St Ayles Skiff International Limited SC690111

November 2022

Welcome to the first St. Ayles Skiff International Limited (SASI) newsletter intended to inform and notify the National Class Associations (SCRA, DARA, DCRA, SASCRAA) of any news or proposals which need to be addressed.

SASI was incorporated as a Private Company Limited by Guarantee on the 23rd of February 2021 – and as such we lodged our first set of accounts this month.

SASI is regarded as a Micro Entity for accounting purposes – the thresholds for these are as follows: -

An average of 10 employees or less

Less than £316,000 on the balance sheet

A turnover of £632,000 or less

We certainly qualify on all three thresholds and therefore our accounts run until the 22nd of February annually and we are not required to submit audited accounts.

We have published the Memorandum and Articles of Association on the SASI website, which show the structure, set-up and objectives of the organisation. Copies are available on request.

The Board consists of Max (Chair); Andy (Secretary); Babs (Treasurer), Topher (SCRA – NCA representative) Lorrie (Australia Rep); Robert (Down CRA Rep); Kees (DARA Rep)

It is intended to hold an Annual General Meeting of SASI Ltd during March 2023

Our most recent Board meeting covered the following topics: -

Finances and Membership Fees

SASI funds at present stand at £731.47p – details of the Bank Account will be forwarded in due course

Website – this is now wholly owned by SASI with thanks to Stuart Turner for doing all the clever bits

SASI Membership Fees – after much discussion and bearing in mind that SCRA provided significant seed funding for the setting up of SASI and SASI Ltd, the proposal for consideration by the NCAs is that a fee should be levied based on the number of clubs as members of that NCA. The Fee payable by SCRA shall be waived until contributions are equalised.

Therefore, where an NCA consists of fewer than 5 Clubs, then the Fee shall be £50 per annum – this will also be the Fee levied on Clubs from countries not represented by an NCA and which wish to be Affiliated to SASI

Where NCA consists of 5 – 10 Clubs – Fee = £100 per annum

Where NCA consist of 11-20 Clubs – Fee = £200 per annum

Where NCA consists of more than 21 Clubs – Fee = £300 per annum

On this basis, year 2022-2023 Income from fee will be approximately £400

SASI Proposals for revising the measurement rules November 2022

St Ayles Skiff clubs and National Associations have been asked for rule revision proposals following the World Championship at Kortgene.

From proposals received, the following are being submitted to National Associations for comment. The existing rule is set out first, and then the proposed amended rule.

7. OARS

7.1 Oars shall be made of timber. Plywood is a permitted material for the blade of the oar. The use of plastic or leather sleeving, facings or wear strips fastened to oars to protect wooden parts from wear is permitted.

Revise to:

7.1 Oars shall be made of timber and/or plywood. The use of unreinforced plastic or leather sleeving, facings or wear strips fastened to oars to protect wooden parts from wear is permitted.

Plastic is to be no more than 6.25mm thick and must not project in its width or length beyond the wooden part it is covering.

The oar should still function if the plastic were to be removed.

(This proposal is to limit the amount of plastic used in skiffs)

4. RUDDER

4.3 The submerged area of one side of the rudder must be not less than 850cm² calculated below the waterline defined at the end of the rules. Rudders with blades that can be lifted must have 850cm² painted in a contrasting colour so umpires can see if enough is immersed.

Method Statement

This method statement does not form part of the rules. However, it is added here to give an indication of how the measurement rules may be applied.

Rudder area

The rudder is hung on the boat and a line drawn on it projected from the keel rabbet line, which is where the keel meets the garboard strake.

The water line is drawn 390mm above this line, parallel. The area below this line can be calculated by overlaying a 10cm grid and counting whole and part squares. There should be at least 8.5 squares.

If the rudder has a lifting blade, it should be lifted till only 850cm² is below the line, and a contrasting colour painted on the underwater part. This is so that umpires can check that at least 850cm² is submerged.

Revise to: -

4.3 The submerged area of one side of the rudder must not be less than 850cm² calculated below the waterline defined as follows: The rudder is hung on the boat and a line is drawn parallel to the keel, aft from the aft end of the seam between the second and third planks counting up from the keel. This point is 280mm vertically above the keel rabbet line where the first plank meets the keel.

All rudders must have the lowest 850cm² painted in a contrasting colour to the upper part. This is so the umpires can check that at least 850cm² is submerged.

(This proposal is to make sure that rudders are adequately sized and can be checked by umpires.)

10. MEASUREMENT BY OFFICIALS

10.2 St Ayles Skiff International or the committee of the recognised national class association for the country in which the skiff being examined is based, is authorised to issue an exemption certificate to clubs, excusing a specified skiff from compliance with a specific rule for specified reasons, and for a specified period of time; and that the committee may delegate that power to any class measurer appointed by them. If the said skiff is to race out with its home country, the exemption certificate must be ratified by St Ayles Skiff International.

Revise to:

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No permanent exemptions can be given. Exemption certificates will be published in the public domain.

Rules of Racing – a review is currently being undertaken and a proposal will shortly be due to be presented to the Board prior to submitting to NCAs for approval.

Worlds 2022 Evaluation Report – This report has been completed and submitted to the Board for approval and will be published shortly

Worlds 2025 – Proposal Host Criteria

SASI – WORLDS 2025 PROPOSAL FOR TIMINGS AND HOST CRITERIA

SASI Consult and agree on the timetable and the Host Criteria – Before End November 2022

Publish the agreed Host Criteria - December 2022

Initial Submissions to be received - August 2023

SASI scrutiny of bids and formal selection process completed – January 2024

Note – the submission need not necessarily be from one club but may be a consortium of clubs with a stated location.

SASI will assist the successful bid with delivery of the event by offering their expertise to the local organisers

Proposal Host Criteria

The course shall be salt water (or brackish)- out and back to be 2,000 metres (+or- 10 metres;) there shall be 15 lanes spaced a minimum of 20 metres apart

The number of lanes may be reduced but must be sufficient to allow the full racing programme to be completed within the time scale

Start, finish and any intermediate line of buoys shall be parallel and on the same bearing and readily and easily maintained in position throughout the duration of the whole event (Tolerance allowed to be + or – 5metres from the inner to outer lanes)

Lanes shall be delineated by turn buoy markers, with intermediate (500metre) markers and any additional marks used to indicate skiff turn zones - where possible there shall be means of ensuring that skiffs finish in their assigned lanes

Consideration shall be given to laying the marks for turns, intermediate markers and finish line on long lines suitably anchored and tensioned

It may also be prudent for a SASI or NCA Board Member to attend a week in advance to supervise and ensure that the course marking is to specification and well secured

Lanes shall be deployed and orientated such that contestant skiffs in each lane have an equal opportunity i.e., equally sheltered and any tidal effects shall be the same across all lanes. There shall be a minimum depth of at least 1 metre and preferably 2 metres across all lanes at all stages of the tide.

Opportunity in advance of the event to test and verify all technology required, event infrastructure including reliability of buoy positioning

There shall be sufficiently sheltered water that we can be confident of running the entire event over the week

The host shall be able to work with local clubs and their national associations and may be a consortium of interested parties

The host shall be able to work with local clubs and their national associations to provide sufficient number of skiffs to lend to groups travelling from overseas

The hosts shall make provision for loaned fully race ready skiffs for attendees unable to transport their own, and in addition have a pool of equipment to loan e.g., VHF radios

There shall be safe secure and sufficient facilities and infrastructure to store skiffs out with the racing schedule and to launch, berth, change crews and recover between 50 and 100 skiffs

There shall be reasonable transport infrastructure to the site and where possible sufficient and secure storage areas for skiff trailers and ancillary equipment

A suitable location shall be identified for the safe and secure weighing, measurement and scrutiny of the entered skiffs.

There shall be sufficient local mix of accommodation for 1,500 people (catered, self-catering and camping etc)

The site shall be easily accessible for people to come from overseas, with connecting transport readily available

Access to a large, covered space for opening and closing sessions and suitable for prize-givings and parties

The host will be required to programme for a weeks racing and fit in all the race categories within that week (Race categories to be confirmed later by SASI)

The flagship event is the Mixed Open Category which should be held on the final day of competition

The schedule of events shall so far as is possible take into account the age categories of the participants

Lane draws shall be made in a timely manner and distributed to participating clubs in advance and where possible use shall be made of the pictorial register to ensure that officials and umpires are conversant with the skiffs colour schemes

Readily accessible spectator areas and welfare facilities for competitors- consideration might be given for the installation of a "grandstand" close to but not too adjacent to the finish line

Any grandstand or commentary shall not interfere with the process at the finish line.

Waiting club areas for secure storage of kit. Spare oars and other equipment. Facilities for recharging of VHF and WT Radios

Any finish box shall be of sufficient height to clearly see across all finishing lanes and be a substantial structure such as to protect the occupants and any technology and equipment from the elements whilst maintaining a clear line of sight

Results shall be posted in a timely manner and consideration be given for an ongoing record of any Points Competition as decided by SASI

Regatta infrastructure shall be provided - this to include start/finish line umpire locations and facilities for recording of finishing order, timing of skiffs and display of information to competitors

Utilising drone and drone camera footage should be in place particularly as an umpire resource to supervise turns as a priority function - a secondary function using large screens may enhance spectator experience.

Use shall be made of technology for supervision of turn marks, lane discipline and for identification of finishing order

The host must be able to provide sufficient facilities and boats for umpires, officials and safety officers for the supervision of races and to carry out safety duties

The Host shall be able to provide a suitable social programme throughout the event including daily catering and welfare facilities.

Sufficient first aid, health and welfare facilities and practitioners; including location of defibrillator equipment

Host to confirm any anticipated costs for participants e.g., ferry costs

Host to confirm reliability of funding and insurance for the event

Host to outline anticipated legacy for the local community and organising club

Host to outline any specific environmental innovations, challenges and solutions

Membership – Hout Bay, South Africa.

Hout Bay will be invited to join SASI as an affiliated member.

[ST AYLES SKIFF INTERNATIONAL LTD overview - Find and update company information - GOV.UK \(company-information.service.gov.uk\)](#)