

INTERNATIONAL MELGES 24 CLASS

MINUTES OF THE ANNUAL GENERAL MEETING

HELD ON 20 SEPTEMBER 2003

AT THE YACHT CLUB DE FRANCE, PARIS, FRANCE

In Attendance

Henri Samuel (IMCA Chairman)
Gunter Tzeschlock (IMCA Secretary & GER)
Quentin Struass (IMCA Treasurer)
Tomi Hakola (IMCA Exec Member)
Lasse Olsson (SWE)
Simon May (UK)

Juha-Pekka Toivanen (FIN)
Franco Maria Rao (ITA)
Denis Infant (FRA)
David Chivers (Technical Adviser)
Fiona Brown (IMCA Web/Magazine Editor & Minute Taker)

On behalf of the USMCA Jeff Jones requested Fiona Brown to act as proxy for the USMCA at the AGM.

Apologies

Nils Hauff (IMCA Vice Chairman)
Jeff Jones (IMCA Exec Member & USA)
Tom Knutsen (NOR)
Tim Tavinor & Luca Devoti (Devoti Sailing)
Andy Burdick & Harry Melges (Melges Performance Sailboats)
Chiaki Obata (JAP)
Sergey Chenery (UKR)
Wayne Pignolet (USA)

1. Introductions & Class Reports

Henri Samuel opened the meeting by welcoming everyone present. He then presented his Chairman's Report:

Overall the administration of the class is very good; however, he advised that the US Class continues to have ongoing communications and management problems which they need to address urgently.

The development of the class has slowed in the last year. Until three years ago 50 new boats were being built each year, but in the current year the figure is unlikely to exceed 25. Whilst the general economic down turn (particularly in the US) has played a part in this Henri emphasised how important it is to work on promoting the class as effectively as possible. As part of this he recommended that every effort be made to secure an overall sponsor, particularly as the class now has an excellent set of benefits to offer a commercial sponsor.

Henri then asked each class representative to give a brief report:

UK

Simon May, UK Class Secretary, reported that the UK now has 20-25 members actively racing. They have been working to track down non-active members to get them and/or their boats back into circulation but with little result. Their programme of regular weekend sailing in Torquay is proving successful and attracting good entries. The new UK Class web site has been launched and is both effective and popular. Looking ahead they are undertaking a series of joint advertisements with Devoti Sailing in the UK magazines.

France

Denis Infant, the new French Class President and head of the Hyères 2006 Worlds Committee, reported that the French fleet has decreased slightly since the La Rochelle Worlds. They are looking to increase the numbers again as they head towards the Hyères Worlds. The French Class are keen to work closely to improve the co-ordination of the European regatta programme both in relation to other Melges events and also in relation to other big regattas which Melges 24 crews are racing in other boats. The French class is also working hard to find a Class sponsor. They are looking to identify some clubs from which to base winter training. Like other countries they have a number of boats which do not race regularly (or at all) and are keen to encourage these boats back onto the circuit.

Italy

Franco Maria Rao, Italian Class President, reported that until last year only a very small group was responsible for running the Italian Class informally. With the class now increasing in size and with the additional support now being given by Luca Devoti the class is rapidly becoming more formalised. They are also working to secure a two year sponsorship deal for a 6 event programme with Volvo. They have 8 new professional crews moving into the class this year and one of these owners is helping to secure the Volvo sponsorship. Initially the events will be shared events with the B25 class but in 2005 they will be exclusively Melges events. They are also working on developing an expanded programme with Volvo to include some French events. He advised that Volvo's specific interest is in raising brand awareness through media coverage of the events and direct promotion to the Melges sailors. Franco will forward a copy of the contract and other relevant info to Henri Samuel. Franco agreed with Denis that it is important to harmonise the European programme and they are working together to improve the situation in southern Europe.

Finland

Tomi Hakola reported that with 14 boats now in the Finish fleet, the latest addition being the former Black Seal, the Finish fleet is growing steadily. The Europeans helped to create a lot of interest in the class and by 2004 they hope to be 16-17 boats. The boats are spread around the country. Pernod Riccard/Jacobs Creek, the Europeans sponsor, was very happy with the benefits they received from their sponsorship of the Helsinki championship and now plan to sponsor the Finish class for 2004. Tomi is also working on behalf of the Swedish Class in the hope that Pernod Riccard will expand their sponsorship to include next year's Worlds. He advised that for their sponsorship using Jacob's Creek their key interests had been in direct marketing to the sailors, raising brand awareness through press coverage and including a series of customer/staff sailing days in the Melges 24s as part of the package. Tomi has been negotiating with the company that did the TV news coverage of the regatta and a result they will also cover three Finish

events in 2004 for their national TV stations.

Sweden

Lasse Olssen reported that following the formation of the Swedish Class 3 years ago with just 2 boats there has been significant growth and the fleet is now 15 boats, although unfortunately half of that number are not actively fleet racing. Lasse hopes that the Marstrand Worlds will encourage greater participation by inactive boats. Sweden does not have a major domestic regatta circuit preferring to take part in the other Scandinavian and European regattas. To help promote the boat they are taking a stand at the Stockholm Boat Show. They have the potential for 20 active boats.

Germany/Austria/Switzerland/Netherlands

Gunter Tzeschlock reported that there are 25 boats in Germany, 1 in Austria, 1 in the Netherlands and 4 Swiss boats that sail under the German fleet flag but only a part of them are members of the national class organisation. 15 boats took part in the German ranking series, which included Torbole Melges Week, working in association with the Italian class. They have four new teams in the fleet. They were interested to hear of Volvo's involvement with the Italian fleet as they had had a good relationship with the company during their sponsorship of the Travemuende Worlds. Gunter will contact the German Volvo representatives to see if a future programme can be developed with them. One of the new teams is led by the MD of Amer Sports who have provisionally agreed to sponsor an event. The 2004 German Nationals are to be held 10 days before the worlds in Travemuende making it easy for teams to compete on their way to the ferry for Marstrand. Kiel Week 03 was a disaster and will be dropped from the circuit in future. They hope to have 25 active boats next year.

Japan

Although unable to attend personally Chiaki Obata of the Japanese class sent a written report (see attached).

E-mail, dated 15.09.2003: I would like to inform you such point:

1. No. of boats, - > 13 boats in Japan (7 active terms)
No. of races, planning -> We plan two races in Japan (regatta in May, Nationals in Oct)
After recognized by JSAF, We received increase asking from other terms this year.

I am asking about one question below:

Is this possible of member of Japan class?

Because only one boat in Taiwan and will get one boat in Shingapole.

Also one term from Taiwan (Already have Melges 24 since 1996). Only one boat in Taiwan.

I assist this term for get "CERTIFICATE By Taiwan. They will be getting CERTIFICATE next month.

One team from Shingapole. They have planned to buy Melges 24 future.

Günter Tzeschlock confirmed to Chiaki that it will be possible to manage the boats sailing in ASIA via the Japanese fleet.

Summary

In summary Henri concluded that there is a very good feeling coming from the meeting and from the class in general. He is very pleased to see the various national classes working together to ensure the future success of the class. He also reported that he had received a message from two sailors in Spain who have bought second hand boats and are interested in taking part in some European regattas.

2.	<p><u>Minutes Of Last Meeting</u></p> <p>The minutes of the last minute were unanimously accepted as correct.</p>
3.	<p><u>Election Of Officers</u></p> <p>IMCA Vice Chairman North America Hal Pickering has now reached the end of his term of office and a replacement Vice Chairman North America is sought. In a telephone call to the meeting IMCA Exec Committee Member for North America Jeff Jones confirmed that he would stand for the post of North American Vice Chairman and he was voted into post unanimously.</p> <p>As a result of Jeff's election as Vice Chairman a replacement IMCA Committee Member for North America is now sought. Jeff Jones was asked to request the USMCA to nominate a replacement member and the meeting unanimously agreed to accept the USMCA's nomination.</p>
4.	<p><u>Financial Report And Budget</u></p> <p>Quentin Strauss reported that he has revised the format of the Class Accounts in order to simplify them. The meeting unanimously accepted the new format. In the budget of August 02/July 03 a deficit of £12,000 was anticipated and in recognition of this the IMCA World Council agreed at the AGM 2003 to increase the full membership fee paid to the IMCA from £25 to £50 per full member. Quentin was pleased to report that the actual deficit for the year 02/03 was £9,000, £3,000 less than anticipated. He presented and explained the full accounts for the year. Henri Samuel proposed that the accounts be accepted, Gunter Tzeschlock seconded his proposal and the meeting accepted the accounts unanimously.</p> <p>Quentin advised the meeting that there is a need to carefully assess future expenditure. He presented the draft budgets for 2003/2004 for consideration. He felt that Fiona Brown and David Chivers provided good services to the class and expressed his opinion that they should be asked to continue in their existing roles. The meeting agreed that David and Fiona should continue their work for the coming year. The question of the budget for the magazine was discussed and it was agreed that the existing year book format provides the communication and marketing tool the class and builders require and that there should be no changes to the magazine for 2004. The budget for the web site and for event coverage was reviewed and it was agreed that minor changes should be made to it for 2004. A proposed redesign of the web site was agreed to be desirable in the long term but too expensive at the present time. In addition a proposal to produce down loadable screen savers for the class was rejected on the grounds of cost. It was also agreed that Quentin would review with Fiona which events she will attend in 2004 and which events photographer Pierrick Contin will attend. Subject to the minor changes above the budget for 2003/2004 was unanimously accepted by the meeting.</p> <p>Quentin proposed that all IMCA invoices must be paid net of transfer fees. This was unanimously agreed by the meeting.</p>

	<p>The question of transferring the IMCA accounts from sterling to Euros was discussed but it was agreed that at the present time the Euro clearing system was still not operating at a level to make this practical and that the accounts should remain based in the UK in Sterling for another two years until the clearing systems are improved.</p> <p>Henri thanked Quentin for all his work on behalf of the Class.</p>
5.	<p><u>Web Site, Marketing & Sponsorship Report</u></p> <p>Fiona Brown presented a brief written report to the meeting (see attached).</p> <p>The question of future promotion of the Melges 24 Class was discussed. Franco Maria Rao reported that he had spoken with Luca Devoti about a possible southern European Melges 24 test centre and this idea is being pursued.</p> <p>The question of official Photographer Pierrick Contin's contract was also discussed and Henri Samuel agreed to speak with Pierrick directly to formalise the Class's contract with him for 2004.</p> <p>The question of IMCA press team costs at events was discussed. Fiona and David confirmed that at all World and Continental events the standard format was that the host club/association with undertake to provide free accommodation for the IMCA team and would also assist with subsistence (providing packed lunches, free tickets to functions, etc, etc). Denis Infant suggested that a schedule of additional events at which we would like to have the press team present be drawn up so that the individual national classes can work to negotiate the necessary accommodation, etc, with the organisers. In addition all national classes will attempt to arrange for the event organisers to cover travel expenses where possible.</p> <p>The issue of how and where www.melges24.com is hosted was discussed. She explained that the site is a very complex one and is recognised as one of the best class web sites in the world. It is also extremely effective and reliable with only a minimal number of technical problems arising in the past year, all of which had been resolved rapidly. Fiona was asked to obtain alternative quotes for the hosting and maintenance of the web site, but it was agreed that unless very significant savings could be achieved no changes should be made at the present time.</p> <p>It was agreed that each National Class should nominate a press officer to handle local press communications and work with Fiona on international promotions, ensuring stories are forwarded for use on the IMCA web site (or linked from the national sites as appropriate), etc.</p>
6.	<p><u>Technical Report</u></p> <p>David Chivers presented the technical report and advised the meeting that the Technical Committee had been working very effectively in the last year. He had attended the measurement days of SNIM regatta in April in order to take check measurements on as many boats as possible. This had proved to be a very useful exercise and had revealed</p>

a number of minor technical and measurement issues that needed to be resolved. He has prepared a list of rule changes and revisions relating to this (see Rule Changes below).

David advised that the majority of queries raised with the Technical Committee were very minor and that many of them were in fact only brought up as a result of sailors failing to correctly read or follow the class rules. He noted that the majority of these queries arise in the US and that frequently small issues took a lot of time to resolve as a result of the extensive discussion that often takes place on the all@usmca.org e-mail list server. In comparison the majority of queries raised by the European classes are relatively straight forward and quick to resolve.

Mast Supply

David brought the meeting up to date on the work of the technical committee in relation to the problems of mast supply. He explained that the original builder Omohundra of the USA had now ceased trading and that the company has been bought out by Southern Spars of New Zealand. The tooling for the Melges 24 masts has now been transferred to their facility in Auckland from where all new Melges 24 masts will be supplied. Having been concerned about the lack of communication between the class and the existing supplier, Southern Spars, David made direct contact with them to clarify the current position. As a result a meeting with David, a representative of Southern Spar, Melges 24 construction expert Euan Seal and Tim Tavinor of Devoti Sailing took place when they were able to raise the class and builder's concerns. Following this meeting David received a letter from Southern Spars formally confirming their commitment to the class and their desire to work with the builders and class to resolve the existing problems. David advised that the problems with the current masts largely relate to quality control issues and production/assembly methods that make replacement spars more expensive than would be the case with alternative systems.

In the aftermath of the transfer from Omohundra to Southern Spars and in the light of the problems being experienced with the existing supply various other companies came forward offering to build masts for the class. To date Proctor Masts has been the only company to produce a prototype mast. The dimensions of the Proctor prototype do not meet existing rules and the construction system is very different to the existing. Lorima have put forward proposals to build a mast very similar to the existing but have not yet provided any prototype for testing. In addition various other companies have expressed interest.

David confirmed that any change of mast builder would need to be approved by both the Melges 24 copyright holder (Reichel/Pugh) and ISAF. Henri also confirmed that this subject is the responsibility of the builder to resolve although the class will obviously provide all assistance it can in terms of evaluating and assessing any options proposed.

Prior to the meeting the communications from Southern Spars and a report from Quentin Strauss on the test of the Proctor Mast during the Europeans in Helsinki had been circulated to the World Council for consideration. The meeting spent considerable time considering all aspects of the mast supply issue. It was agreed that the following items must be taken into consideration when considering the mast supply question:

- Protection of the class's one design status and retaining value of existing boats/masts
- Cost of masts for both new boats and replacements

- Availability of masts
- Commitment of supplier(s) to support and service the class effectively
- Quality of product

The question of the number of mast failures was discussed but it was agreed that at the present time no accurate information was available as to how many failures were the fault of crew error and how many were a result of product faults. It was agreed that every effort should be made to gain more information on this subject.

Quentin proposed that more detailed research of alternative mast supply options and further assessment of Southern Spar's commitment to the class and to resolving the existing problems was necessary before any further progress could be made on this subject. It was agreed that the IMCA should write to Proctor and Lorimar thanking them for their work to date and advising them of the ongoing assessment period.

David reported that a further meeting was planned with Southern Spars, Devoti Sailing and Melges Performance Sailboats during the San Francisco Worlds in October and it was agreed that Quentin and Henri also attend this meeting.

It was agreed that the Technical and Executive Committee's will remain in close contact with the builders and existing and potential mast suppliers and will report back to the World Council as necessary.

Other Technical Issues

Henri Samuel raised the question of how equipment trials should be proposed. David Chivers confirmed that there is a clearly defined procedure for submitting rule changes but that there is no formal procedure for permitting equipment trials, etc. He explained that anyone with an idea for a change or improvement should contact the Technical Committee with their ideas, the Committee can then advise on the best way in which it can be evaluated and if necessary can request permission for trials from the Executive or World Council as necessary.

7. Builders Report

No builder's report was received from Melges Performance Sailing. A written report was presented from Devoti Sailing who had apologised for being unable to send a representative to the meeting due to the requirement for both Tim and Luca to be present at the ISAF World Championships in Cadiz on the same date.

David noted that Devoti had been through quite a difficult handover from Rowen but despite those early problems they are now producing boats of excellent quality. Franco Maria Rao reported that he is extremely happy with his new Devoti boat. The only problem he experienced with his boat was a minor issue regarding bowsprit weight, which Devoti had rectified immediately it became apparent. David reported that Devoti in general and Tim Tavinor in particular have been very proactive in fostering good communications with the Technical Committee.

8. National Class Association Rule Change Submissions To AGM

Henri Samuel suggested that the submissions should be discussed and that Fiona Brown (as US Class Proxy) should then telephone US Class Vice Chairman Jeff Jones (who had previously arranged to make himself available to join the meeting by telephone at 2pm French time) to updated him on the discussions and confirm with him the US Class's voting requirements. Should any items prove controversial Jeff would then be able to join the discussions directly if required.

EXISTING RULE:

F.2.1.3 Each Spar shall have a unique serial number which shall be recorded on the measurement form.

NEW RULE:

F.2.1.3. DELETE.

REASON:

This has not been done in practice and does not serve any really useful purpose considering that masts are often broken and replaced.

DECISION:

Change unanimously agreed.

EXISTING RULE:

E.4.2.1 A tiller extension shall be optional. If fitted its overall length measured perpendicular to the tiller surface shall be not more than 1016mm.

NEW RULE:

E.4.2.1 A tiller extension shall be optional. If fitted its overall length measured perpendicular to the tiller surface shall be not more than 1100mm.

REASON:

Although some very early boats were fitted with tillers of the correct length, they were then not available. Tillers were then supplied at some 50mm over this length as standard. This change is to bring the rules into line with current practice.

DECISION:

Change unanimously agreed.

EXISTING RULE:

D.6.1.10. There shall be one hiking line only per side. The underside of the hole in the stanchion shall be: minimum 450mm, maximum 460mm above the deck. The line shall be either 7 x 19 coated stainless steel wire minimum 3.1mm or HMPE line of minimum 4.5mm, e.g. Spectra®

NEW RULE:

D.6.1.10. There shall be one hiking line only per side. The underside of the hole in the stanchion shall be: minimum 450mm, maximum 475mm above the deck. The line shall be either 7 x 19 coated stainless steel wire minimum 3.1mm or HMPE line of minimum

4.5mm, e.g. Spectra®

REASON:

A manufacturing discrepancy has crept in and a large number of boats have been supplied with stanchions higher than allowed by the rules. No boats have been found near the minimum and there is no performance advantage. This change brings the rule into line with current practice.

DECISION:

Change unanimously agreed.

EXISTING RULE:

C.3.10 The line used to attach the hiking line to the stern pulpit shall be pre-stretched and minimum 3mm diameter. It shall form a minimum of three full loops before making off.

C.3.11 A length of shockcord shall be looped to the rear of the hiking lines from the stern pulpits to reduce slack in the hiking lines.

NEW RULE:

C.3.10 The hiking line shall be attached at the deck fitting forward and to the designed eye on the pulpit aft. The method of attachment is optional.

C.3.11 DELETE.

DECISION:

Change unanimously agreed.

EXISTING RULE:

C.4.7 Shock cord may be used on shrouds, hiking lines and at deck level to help prevent the spinnaker becoming jammed.

NEW RULE:

C.4.7 Except as in C.6.3.4, the use of shock cord is un-restricted.

REASON:

The cost of shock cord is negligible and it cannot give a performance advantage, yet its use in many places including preventing the tiller lifting downwind should not be prevented.

DECISION:

Change unanimously agreed.

EXISTING RULE:

C.4.3. No lines shall lead below the deck other than the main halyard, jib halyard, jib furling line and the bow sprit launch and recovery line with tackle.

NEW RULE:

C.4.3. No lines shall lead below the deck other than the main halyard, jib halyard,

jib furling line, jib cunningham line and the bow sprit launch and recovery line with tackle.

REASON:

To allow a modified jib furler to be used allowing the jib cunningham to be adjusted from the cockpit instead of the sometimes insecure position on the foredeck.

DECISION:

Following discussion a vote was taken and the proposal was rejected by all representatives except Finland.

EXISTING RULE:

G.6.1. The **headsail** shall be capable of being furled around the forestay, from the cockpit, using the furling system supplied with the boat.

NEW RULE:

G.6.1. The **headsail** shall be capable of being furled around the forestay, from the cockpit, using the furling system supplied with the boat. This shall include a jib cunningham that either leads back to the cockpit or is adjustable at the drum.

REASON:

As before, to allow a remote jib cunningham adjustment.

DECISION:

This rule change proposal is directly linked to rejected rule change to rule C.4.3. and so was also rejected.

NEW RULES:

C.6.2.4. & F.3.3.2. A stop shall be fitted level with the forward side of the **boom band** to prevent the sail from passing this mark.

REASON:

To prevent rule abuse. See further associated changes below.

EXISTING RULE:

F.3.3.1. The following are permitted: Clew outhaul and fittings, sheaves and sheave boxes, blocks, cleats, hooks, spinnaker stowage fittings, reefing fittings, manufacturer label, **certification mark**.

NEW RULE:

F.3.3.1. The following are permitted: Clew outhaul and fittings, sheaves and sheave boxes, blocks, cleats, hooks, track stop, spinnaker stowage fittings, reefing fittings, manufacturer label, **certification mark**.

REASON:

As per new rule C.6.2.4. See further associated changes below.

NEW RULE:

C.6.1.3. & F.2.3.3. A stop shall be fitted level with the **upper mast point** to prevent the sail from passing this mark.

REASON:

To prevent rule abuse. See further associated changes below.

EXISTING RULE:

F.2.3.1. The following are permitted: mast head (crane) fitting, backstay batten, wind vane, sheaves and sheave boxes, tangs, spreaders, spreader attachments, gooseneck, boom vang fitting, compass and brackets, protective cloth sleeves, vinyl tapes for mast bands, manufacturer label, **certification mark**.

NEW RULE:

F.2.3.1. The following are permitted: mast head (crane) fitting, backstay batten, wind vane, sheaves and sheave boxes, tangs, spreaders, spreader attachments, gooseneck, boom vang fitting, compass and brackets, track stops, protective cloth sleeves, vinyl tapes for mast bands, manufacturer label, **certification mark**.

REASON:

As per new rule C.6.1.3

DECISION:

Following discussion it was felt that no satisfactory mechanical device was currently available that would ensure competitors could not extend their sails beyond the black band measurement points. This proposed rule change was therefore unanimously rejected.

David Chivers advised the meeting that the possibility of adding a halyard lock to the mast is currently being investigated and if successfully developed will be presented to a future meeting.

EXISTING RULE:

C.2.1.4 One Manual bilge pump.

NEW RULE:

C.2.1.4 DELETE.

REASON:

The pump is of no use in a safety situation and many are inspected still in their wrappers. They are carried to comply with the rule and are of no real use. By the time the pump is of

use a sponge will do nearly the same job. It does not prevent the boat carrying one if they wish.

DECISION:

It was pointed out that the bilge pump is carried partly to comply with various national authority requirements and that removal of the pumps would leave boats in these countries in contravention of their legal commitments. The proposal was therefore unanimously rejected.

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EXISTING RULE:

C.2.1.5 One bucket of not less than 9 litres capacity, with lanyard minimum 1 metre.

NEW RULE:

C.2.1.5 Two buckets of not less than 9 litres capacity, with lanyards minimum 1 metre.

REASON:

To increase the ability to shift water in case of an emergency which the pump will not do.

DECISION:

This proposed rule change is directly linked to rule C.2.1.4 above and so the proposal was also rejected.

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EXISTING RULE:

F.2.4. The **MHP** as used in the **ERS** is modified to be the top face of the mast foot casting, as per the drawing in these rules.

	Minimum	Maximum.
Mast spar section above mast foot:		
Fore & aft	115mm	118mm
Transverse	76mm	78mm
Mast spar section at upper mast point:		
Fore & aft	77mm	85mm
Transverse	62mm	70mm
Start of taper above MHP :		
constant section to this point	8150mm	
Spar band widths	15mm	
Lower mast point	710mm	
Upper mast point		9528mm
Main shroud height	8285mm	8295mm
Lower shroud height	4180mm	4190mm
Jib halyard height	8225mm	8235mm
Jib halyard sheave diameter	80mm	84mm
Spinnaker halyard height	9460mm	9470mm
Spinnaker halyard sheave diameter	36mm	40mm
Backstay crane: from aft face of mast		320mm
Backstay crane: top aft corner vertically above Upper mast point		230mm

Spreaders: number per side		one
Spreaders:		
Length	820mm	830mm
Height	4295mm	4305mm
Angle:		
aft side of mast to a taut line on aft side of shrouds	230mm	260mm

NEW RULE:

F.2.4. The **MHP** as used in the **ERS** is modified to be the top face of the mast foot casting, as per the drawing in these rules.

	Minimum	Maximum.
Mast spar section above mast foot:		
Fore & aft	115mm	120mm
Transverse	76mm	78mm
Mast spar section at upper mast point:		
Fore & aft	77mm	86mm
Transverse	62mm	70mm
Start of taper above MHP:		
constant section to this point	8000mm	
Spar band widths	15mm	
Lower mast point	710mm	
Upper mast point		9528mm
Main shroud height	8270mm	8290mm
Lower shroud height	4160mm	4180mm
Jib halyard height	8210mm	8230mm
Jib halyard sheave diameter	80mm	84mm
Spinnaker halyard height	9455mm	9475mm
Spinnaker halyard sheave diameter	36mm	40mm
Backstay crane: from aft face of mast		320mm
Backstay crane:		
top aft corner vertically above Upper mast point		230mm
Spreaders: number per side		one
Spreaders:		
Length	820mm	830mm
Height	4280mm	4305mm
Angle:		
aft side of mast to a taut line on aft side of shrouds	230mm	260mm

REASON:

The original measurements were taken off very early masts and it appears that although the masts are consistent there has been some confusion in the interpretation of the ERS in original data. It would appear that the production jigs have altered slightly leading to today's discrepancies. However., all the masts are the same and this is to bring the rules into line. The final figures for this proposal will need to be confirmed..

DECISION:

Subject to the figures being double-checked to ensure accuracy this rule change was unanimously agreed.

EXISTING RULE:

C.2.1.8. The two main companionway hatches to enable the cabin to be closed off.

NEW RULE:

Move to optional to become C.2.2.10.

REASON:

The hatches are never used and spend most of their life in the bottom of the boat, damaging both the boat and hatches. Most boats now carry a spinnaker bag system that fills totally the hatch area. (Proposed by Norway.)

DECISION:

Proposed rule change rejected on grounds of safety.

EXISTING RULE:

C.3.12 Padding may be fitted to the hiking lines to enhance crew comfort.

NEW RULE:

C.3.12 Padding may be fitted to the hiking lines to enhance crew comfort. The line may be either a continuous line with padding or two lines linked by a webbing section between the two stanchions used for hiking. The method of joining the hiking line and the webbing is optional. The webbing shall be a minimum of 50mm wide.

REASON:

The use of webbing makes a viable alternative to continuous lines. At present if webbing is used the line must still run the full length adding unnecessary expense. (Proposed by US).

DECISION:

Rule change unanimously agreed.

EXISTING RULE:

G.3.1.2 & G.4.1.2 The body of the sail shall consist only of woven or laminated ply, made from Polyester or Non-Aromatic Polyamides. N.B. Excluded fabrics include Carbon, Polyethylene and Aramids. Reinforcement shall be made from materials permitted in the body of the sail and glass fibre.

NEW RULE:

G.3.1.2 & G.4.1.2 The body of the sail shall consist only of woven or laminated ply, made from Polyester and/or Aramids. N.B. Excluded fabrics include Carbon, Polyethylene, "Cuban Fibre" and all associated types and trade names. Reinforcement shall be made from materials permitted in the body of the sail and glass fibre.

REASONS:

The life of sails and therefore the running costs of the boat are very important and materials are constantly monitored. We now believe that the cost of Kevlar is such that the very small increase in cost is more than offset by the much longer competitive life.

	<p><u>DECISION:</u> Following discussion the rule change was agreed by a majority vote.</p> <p>Gunter was asked to liaise with David Chivers regarding making the necessary submission amendments ISAF for approval.</p>
9.	<p><u>Proposed Constitution Changes</u></p> <p><u>EXISTING RULE:</u> 11 Election of Officers. At its AGM the world council shall elect an Executive Committee consisting of a chairman, 2 vice Chairman from two (2) different continents, a Secretary, and a Treasurer. They shall be elected for their skills to fulfil the requirements of the position. They need not be the representatives of their NMCA. All Executive Committee members shall be full members of their NMCA this would be acceptable.</p> <p><u>NEW RULE:</u> 11 Election of Officers. At its AGM the world council shall elect an Executive Committee consisting of a chairman, 2 vice Chairman from two (2) different continents, a Secretary, a Treasurer and 2 ordinary members from two (2) different continents. They shall be elected for their skills to fulfil the requirements of the position. They need not be the representatives of their NMCA. All Executive Committee members shall be full members of their NMCA.</p> <p><u>REASON:</u> Having tried this system the wording must be brought into line with practice. The system shares the work more fairly. The typo is also corrected.</p> <p><u>DECISION:</u> Constitution change unanimously agreed.</p> <p>Gunter was asked to liaise with David Chivers regarding making the necessary submission amendments ISAF for approval.</p>
	<p><u>SPECIAL NOTE</u></p> <p>During this section of the meeting Fiona Brown telephoned Jeff Jones, Vice Chairman of the US Class Association, in order to confirm the US Class's voting wishes for the rule and constitution changes. She summarised to him the discussions that had taken place and formally confirmed the US vote on each item. Jeff then gave an update on the situation with future US based championships and notes on this subject are included below.</p>
10.	<p><u>Future Events</u></p> <p>The overall question of event scheduling was discussed. It was agreed that in future every effort should be made to schedule the major Europe based championships so that no one geographic area is heavily favoured. It was felt that the Travemuende Worlds,</p>

Helsinki Europeans and Marstrand Worlds had placed too much emphasis on Northern Europe and Scandinavia to the detriment of the Southern European fleets.

Fiona and David advised that the St Francis YC and local Melges 24 fleet appear to have plans for the forthcoming San Francisco Worlds well in hand. Fi has been concerned about a lack of communication from her contact at the club regarding various press office issues but has been reassured by local fleet representatives that all is under good control. Of more concern has been the lack of communication from the USMCA who are responsible for overseeing the event's management. It was noted that the local San Francisco fleet is managed by some exceedingly experienced international sailors who are doing an excellent job of managing the event directly, however, the USMCA should take a more active role as this level of expertise cannot be expected from every local fleet.

Jeff Jones confirmed that the US Class plans to host the 2004 North American Championship in the Detroit area (Great Lakes) in September. He also advised that the US Class hopes to host the 2005 World Championship in the Miami area, probably from Coral Gables Yacht Club, in January or February. The meeting confirmed that both these proposals were acceptable and that the proposal for an early year 2005 Worlds in Miami was likely to be the best option for attracting a large overseas entry.

A formal proposal to host the 2005 Europeans in Torquay was presented by Simon May for the UK Class. Franco Maria Rao advised that the Italian Class also wished to put forward a proposal to host the event in Portisco, Sardinia and would be able to provide a written submission within a few days if required. Simon confirmed that the UK Class already had sponsors committed to support a Torquay event and it was agreed that the 1998 Worlds hosted by Torquay had been extremely well run. After considerable discussion it was unanimously agreed that as the 2006 Worlds will be in Hyeres in Southern Europe it would be preferable to select a central venue for 2005 and that the UK was therefore the preferred option. Simon May was asked to work with the Royal Torbay Yacht Club to provide a more detailed programme and budget and to put forward a selection of dates to the Executive Committee.

Henri Samuel reported on the success of the 2003 Coupe de France and advised that the 2004 event will be held from 19-21 March.

Simon May advised that the dates of the UK Nationals 2003 were now confirmed as 2-5 June in Torquay.

Franco Maria Rao presented the provisional Italian fleet programme including the new Volvo Cup series. He confirmed that he is working closely with Denis Infant to encourage maximum participation at both Italian and French events. Although provisional dates for the French Nationals had been put forward for 10-13 June it was agreed that Franco and Denis would work together to agree the best dates for both the Italian and French Championships – they will confirm their proposals to Fiona by end October latest.

On behalf of the German Class Gunter enquired whether the World Council would consider a World or Continental Championship proposal for a location on the Ijsselmeer in Holland (one of the German clubs has a base on the Ijsselmeer). It was confirmed that provided the venue was able to handle the number of boats expected to attend such a proposal would be considered.

Lasse Olsen updated the meeting on progress with the 2004 Marstrand Worlds. He confirmed that the event web site will go live in early October and that on line entries will be possible from January 2004 with the entry fee being set at Euro 450, which will cover all basic requirements. They are currently working to secure sponsorship to enable them to provide added benefits. He also confirmed that SWE508 will be sailing in both San Francisco and Key West to help promote the event to the US sailors. He reported that the host club has an excellent attitude and are employing professional assistance using the same team that worked on the Swedish stop over for the Volvo race. He will liaise with Fiona about IMCA web and magazine related sponsor benefits and opportunities.

Tomi Hakola informed the meeting that the template for the Helsinki Europeans web site was available to purchase. Although it was agreed that the site had been extremely effective it was agreed that the majority of organising clubs prefer to host the regatta information on their own web sites and that the IMCA was not therefore in a position to purchase the template.

Denis Infant asked whether it is possible to impose regatta regulations on local and regional events. David Chivers explained that it is only possible to advise at this level. Henri Samuel recommended that fleet representatives make early personal visits to all host clubs and maintain close regular communications with the organisers to ensure all requirements are clearly understood regardless of the level of the event.

David Chivers reported that he has received a considerable number of communications on the subject of start line communications. It was agreed that no change to the regatta regulations was required at the present time but that David and the Technical Committee would continue to monitor the situation.

The provisional major events programme for 2004-2008 is agreed as follows:

	Europeans	North Americans	Worlds
2004	N/A	Detroit area, Sept	Marstrand, July/Aug
2005	Torquay, TBA	N/A	Florida, USA (provisionally Coral Gables, Jan or Feb)
2006	N/A	TBA	Hyeres, France
2007	TBA	N/A	USA, TBA
2008	N/A	TBA	Finland & UK registered interest

11. Any Other Business

Class Coach

David Chivers recommended that national classes consider organising formal coaching sessions with the specific aim of encouraging less experienced crews. Denis reported that the French class is currently looking to establish winter training camps at certain clubs.

European Gold Cup Event

Quentin Strauss suggested that a European Gold Cup event be established as a "final

	<p>fling” at the end of the European season. It was agreed that such an event should incorporate an alternative format to the normal fleet racing, perhaps involving a long distance race and/or some form of team racing so ensure it’s status as a special event. It was also agreed that the event should be held in the south to give a final opportunity for some sailing in the sun before the long winter break. Franco suggested that Volvo might be interested to sponsor such an event and that Italy would still have excellent and warm sailing conditions in the late autumn. Quentin and Franco will pursue this idea.</p>
12.	<p><u>Date Of Next Meeting</u></p> <p>The date and venue for the next AGM will be finalised by the Executive Committee.</p>