

**INTERNATIONAL MELGES 24 CLASS**  
**MINUTES OF THE ANNUAL GENERAL MEETING**  
**HELD ON 27 SEPTEMBER 1998**  
**AT TORQUAY, ENGLAND**

In Attendance

Tom Knutsen (NOR)	Serge Moran (FRA)
Vitorio Strosek (GER)	Henri Samuel (FRA)
Ulrika Strosek (GER)	Steve Maseda (USA)
Jim Schwerdt (Melges Racing)	Ed O'Sullivan (USA)
Andy Burdick (Melges Boat Works)	Keith Musto (Acting Int Class Secretary)
Harry Melges (Melges Boat Works)	Tom Freytag (UK)
Buddy Melges (Melges Boat Works)	David Chivers (Technical Adviser)
Lars Celander (SWE)	Fiona Brown (Minute Taker)

Apologies For Absence

Giorgio Zuccoli (ITA)	Kenneth Thelan (FIN)
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1.	Keith Musto opened the meeting by welcoming everyone present to this first AGM of the Class. He then asked each person present to introduce themselves and give some information about their role within the Melges Class.
2.	<p>Tom Knutsen from Norway reported that they have 30 boats in Norway already and that they have a goal of 50 boats by 2000. Tom is the Norwegian agent for the boats as well as sailing in the class and acting as Secretary for the Norwegian Class.</p> <p>Ulrika Strosek from Germany reported that they had built a fleet of 20 boats since first introducing the class in 1994 and that although sales have been slow recently they hoped to add another 5 to 10 boats to the fleet over the next year.</p> <p>Henri Samuel of France explained that the first boats had come into France during 1997 and that the fleet currently stood at 27. Corum sponsor the French fleet who work hard to attend many of the big regattas such as Spi Ouest and La Rochelle to help promote the boats. With the ISAF International Status the class has excellent prospects in France.</p> <p>Serge Moran, the French agent and class secretary, confirmed Henri Samuel's report that the French market was vast and that the boat was selling very well with good fleets already established on the North and West coasts.</p> <p>Ed O'Sullivan from the USA stated that they currently have 142 registered members with approximately 60 further boats they are trying to trace. Originally the boats were sold in the US for sportsboat and handicap racing so many boats do not race in the one design fleets making them hard to track down, particularly once they change hands.</p>

Steve Maseda, the US Class Vice President, became involved with the class in 1996 and races on the West Coast. Following a drop in US sales over the last two years the fleet was now becoming much more boyant again. The current fleet strongholds were in California, the central East Coast and on the Lakes.

Tom Freytag for the UK reported that the British fleet, which started in 1994 is now over 50 strong with excellent growth potential. The UK Class is now working to establish regular “club” sailing with the boats to help build the class’s profile.

David Chivers, the Class Technical Adviser and Chief Measurer reported that he had been involved with the class since it’s arrival in the UK and had worked closely with Melges Racing on all technical aspects including preparation of the Melges Boat Works/LMB proposal to ISAF for international status.

Fiona Brown, the UK Class Secretary, explained that she had been sailing in the class since it arrived in Europe and had been UK Secretary for 3 years. She attended the meeting to take minutes only not as part of the UK delegation.

Jim Schwerdt, of Melges Racing the European distributor of the Melges 24, stated that his key roles were in promoting the class in close liaison with Melges Boat Works and providing support to all owners throughout Europe, including assisting with the management of events. Jim also works closely with the European production facility in the UK at White Formula.

Andy Burdick, joined Melges Performance Sailboats in 1990 and was closely involved in the development and production of the Melges 24. His current work involves the management of Melges 24 production in the USA and he continues to sail regularly in the class.

Harry Melges, of Melges Boat Works, took the opportunity to thank Keith Musto for his extensive work as Acting Class Secretary over the preceding 12 months which had enabled this first International Class Annual General Meeting to take place.

Buddy Melges, also of Melges Boat Works, outlined how the Melges 24 came into being during his involvement with the 1992 America’s Cup and how this enabled Melges Boat Works and the hull’s designers Reichle Pugh to incorporate much of the leading sailboat technology available. He particularly praised Andy Burdick and Harry Melges for their work and their support of the class.

Lars Celander , representing Sweden, purchased one of the first boats to come into Europe in 1994. He is the Swedish agent for the boat as well as being Class Secretary. Lars explained that the Swedish boating market is very large but very conservative. Whilst there is huge potential much work must be done to persuade Swedish sailors out of their existing old fashioned classes and into a new Melges 24 class.

3. Election Of Officers

Keith Musto explained to the meeting that at the October 1997 International Class Meeting no officers had been elected at the request of the USA Class who had significant disagreements with the Class Constitution and Rules. Rules and Constitution sub-committees had been set up following the October meeting and the main problems with

both the rules and constitution were now resolved.

Keith circulated a directive from ISAF informing the meeting that the 1998 International Class AGM must be held under the original Constitution. ISAF have allowed the Class a great deal of flexibility but have now insisted that we must work within the official rules, working to the existing constitution to vote in changes which can be put forward to the November ISAF meetings for ratification.

Whilst much work has been done in tidying up the fine details of the Constitution the only major proposed change is to the voting system which currently allows for 1 vote per country. The proposed new Constitution allows each National Class 1 vote plus one vote for every five boats registered to it with no one country having more than 42.5% of the total vote.

Ed O'Sullivan (USA) stated that the American representatives were attending on the understanding that the new Constitution would be in operation. Henri Samuel explained that changes to the Constitution must be submitted to ISAF for consideration at their November meetings and that, if ratified by the meeting, the changes would become effective from March 1999.

The USA representatives expressed concerns about the delay caused by requiring ISAF approval. It was pointed out that the reason for ISAF's choice of March as the official date for all constitutional and rules changes to come into force was that it sat between the Northern and Southern Hemisphere sailing seasons and therefore minimised the possible confusion caused during change overs.

The USA representatives reported that many US sailors were unable to understand what benefits ISAF International Status would bring to them. The European representatives, particularly those involved with the sale of the boats, explained that many European events gave preference to International Classes and that International Status considerably helped to enhance sales and maintain resale values. Henri Samuel gave France as an example of this as prior to the granting of ISAF International Status no sales had been made into France but in the 12 months since it was granted the fleet has already grown to almost 30 with enormous potential for the future.

Having taken all the information into consideration Ed O'Sullivan and Steve Maseda agreed that the USA Class would accept the meeting taking place under the existing Constitution.

Keith Musto advised that the Meeting was required to vote in a Chairman and 2 Vice Chairmen, plus a Secretary and Treasurer who could be the same person. Additionally they could vote in further executive committee members or co-opt members to advise on specific issues.

The nominations received for the official posts were:

Chairman - Neil Murphy (USA) & Tom Freytag (UK based USA national)

Vice Chairman - Ed O'Sullivan (USA) & Henri Samuel (FRA)

Secretary - Rick Rajewski (USA) & Keith Musto (UK)

Keith advised the meeting that he felt it important that the officers elected have good international experience to help them understand the finer nuances of communication

with the various nations involved. Henri Samuel requested that an even balance between representatives from the USA and Europe was maintained.

Keith explained that the work load, particularly for the Secretary, was significant. A large working committee would mean considerably more work in maintaining good communications. David Chivers recommended that the core Committee be kept tight to ensure good and rapid communication was possible, particularly during this first critical year.

Steve Maseda commented that Rick Rajewski had particular expertise in communications and would be a most valuable member of the team. Keith supported this view and felt that Rick's skills with the Internet would be invaluable to the class.

Keith circulated a set of profiles for each of the individuals nominated.

Tom Knutsen explained that within Europe each of the fleets is relatively small and that each Country runs just one centre of communication and administration. He asked Ed to outline the Class management system used in the USA. Ed explained that the US Class operates under a 3 tier management system with the US Class at it's head followed by regional management bodies and then individual fleets.

Following personal introductions of each of the candidates and the opportunity for question and answers a vote was taken. The results are as follows:

#### International Class Chairman

Votes For Neil Murphy - USA

Votes For Tom Freytag - GER, NOR, DEN, SWE, UK, FRA, ITA, FIN

#### International Class Vice Chairmen

As there were only two nominations for this post both were unanimously agreed. The Vice Chairmen are Ed O'Sullivan (USA) and Henri Samuel (FRA)

Following the election of the above officers there was further discussion about the Class Secretary position. Keith Musto stated that the work load of the Secretary over the past 12 months had been approximately 1 day per week, plus 1 day per week administrative support time from his personal secretary. Henri Samuel pointed out that this first 12 months had been particularly demanding but that should additional support be needed funds should be made available by the International Class.

Keith mentioned that he had had an approach from Mary Peara, whose work with the RYA and ISAF technical and rules committee is well known, who had made contact offering to work as Honorary Class Secretary for the class for a maximum 5 year period.

David Chivers pointed out that there was still much work to be done with ISAF over the coming months and that continuity would be essential in ensuring this went smoothly. He also stressed that one central address/contact person was important to ensure a unified approach.

International Class Secretary

Votes For Rick Rajewski - USA

Votes For Keith Musto - GER, NOR, DEN, SWE, UK, FRA, ITA, FIN

Following Keith's election the meeting agreed that a separate Media/PR Officer post needed to be created. One of the most important functions of the International Class was to set up a regular newsletter/web site and to establish good international communications both within the class and with the rest of the world.

Ed O'Sullivan proposed Rick Rajewski for the role of Media/PR Officer, this was seconded by Tom Freytag and the meeting unanimously agreed his election.

International Class Media/PR Officer - Rick Rajewski

4. Council Of Honour

Keith explained that the Class had an opportunity to appoint a non-voting Council of Honour. The meeting unanimously agreed that Buddy Melges be elected President of the Council of Honour.

5. Accounts

Keith Musto circulated a copy of the class accounts which had been audited by the Musto Ltd company accountant and his team. Full copies of the accounts and all related paperwork were made available to the meeting for inspection.

Keith also circulated a proposed budget for the coming year.

It was noted that thanks to the donation by Keith Musto of free administrative support there had been little expenditure for the class during the preceding 12 months.

Keith thanked everyone for their work in getting sail labels out to the sailmakers and making sure that labels and International Class stickers were policed at events.

Jim Schwerdt raised the possibility of each new boat being supplied with an International Class sticker. Following some discussion it was agreed that stickers would continue to be sold only through the National Class Associations. If sold direct with new boats the national class associations would have no leverage with which to ensure their class annual subscription was paid and this income is essential for their day to day running.

Henri Samuel raised the question of measurement forms and measurement certificates.

David Chivers explained that, since 1997, new boats were issued with an ISAF recognised measurement form completed by the builder/measurer prior to the boat's delivery. The owner is then required to convert this into a measurement/ownership certificate. The method for this varies from country to country, however. In the UK for

	<p>instance the Class had asked the RYA to administer their certificates for them. The owners sent their measurement form to the RYA who then issued an RYA measurement certificate. If the boat was sold the certificate was given to the new owner who sent it back to the RYA with his details requesting a new certificate be issued in his name. A copy of each certificate issued is sent by the RYA to the Class Secretary. In the USA the measurement forms are sent to the Class Association who take responsibility for issuing the certificates directly. Each National Class is responsible for setting up a suitable system, either through their national sailing authority or within the class itself.</p> <p>The discussion returned to the matter of the Accounts which were unanimously accepted by the meeting.</p>
6.	<p><u>Affiliation Sticker Fees</u></p> <p>Keith Musto suggested that the Affiliation Sticker Fee of £25 be left at the same level for the coming year. This was unanimously agreed.</p>
7.	<p><u>Sail Label Fees</u></p> <p>It was also agreed that the £15 fee for sail labels remain the same.</p>
8.	<p><u>Constitution</u></p> <p>Keith Musto circulated copies of the revised constitution with all proposed changes incorporated. The following items were particularly brought to the meetings attention:</p> <p>10.2 Now to read “1 Vote for every 5 boats per National Class Association, with no National Class Association permitted to control more than 42.5% of the total vote”.</p> <p>8.2 Now to read “30 days” not “60 days” as previously.</p> <p>The meeting agreed that whilst it would be preferable to circulate the revised Constitution to all members before finally ratifying the changes the time available before the ISAF November meetings did not permit this. As extensive consultation had taken place in both Europe and the USA during the redrafting of the Constitution the meeting felt that further consultation was not required.</p> <p>The meeting unanimously agreed to accept the new Constitution. Keith Musto will arrange for it to be retyped and submitted to ISAF. Provided it is accepted at the November meeting, and there is every indication that it will be accepted, it will come into force in March 1999.</p> <p>Ed O’Sullivan agreed to find out whether an earlier ratification and enforcement of the Constitution could be obtained from ISAF.</p>
9.	<p><u>Rules</u></p> <p>Copies of the revised rules were circulated. There were no material changes to the rules, the changes were largely to tidy up areas of possible confusion or items which could be open to misinterpretation.</p>

The meeting unanimously agreed the revisions to the rules.

There were 2 written proposals which had been submitted requesting additional changes:

1. A revised mainsheet traveller system proposed by Henri Samuel (FRA) which read: "Alternatively the mainsheet swivel cleat may be removed and the cleat mounted on the lower block. The upper blocks may be combined into a double block."
2. A request to rebalot owners on the subject of allowing 1 or 2 jibs to be measured in for events submitted by the USA Class.

Henri Samuel explained his suggestion for adjusting the mainsheet system to allow a cleat to be mounted on the lower mainsheet block attached to the traveller. This would allow the mainsheet to be cleated on the traveller offering a less restrictive system than that of the deck mounted cleat. He explained that the system did not alter the purchase on the mainsheet.

Following discussion the meeting agreed that this change would be allowed as an optional item but that the standard builder supplied fitting would continue to be the deck mounted cleat.

The request to rebalot the class regarding the issue of measuring in one or two headsails was discussed. Ed O'Sullivan pointed out that the ballot held on this issue in 1997 had been very close and that the USA fleet had not been correctly circulated. Several representatives expressed concern that the class did not wish to be seen to be rebaloting on the same issue repeatedly, however, it was agreed that this matter was of sufficient importance to warrant a rebalot to obtain a universally agreed decision.

It was agreed that if the ballot did take place there was to be no "narrative" or accompanying comments regarding the question. The owners were simply to be asked to vote for "1 jib" or "2 jibs".

The question of timing was discussed as there was insufficient time for a ballot to be taken and the results compiled prior to the ISAF meetings in November at which rule changes must be ratified. David Chivers and Henri Samuel advised that a submission could be made with the revised rules requesting that the final wording be dependent on the outcome of the ballot provided a specific date for the ballot and an explanation of the reason were given.

It was agreed that the ballot closing date would be 31 October 1998.

The meeting voted on this issue as follows:

For Reballoting - SWE, DEN, NOR, FIN, USA

Against Reballoting - ITA, GER, UK, FRA

It was agreed that Keith Musto will draw up the ballot papers which will be sent to each National Class Secretary for circulation to all paid up members. The completed ballot papers must be returned to the National Class Secretary by 31 October 1998 and the

Class Secretaries must post completed forms to Keith Musto on 31 October 1998.

### Other Technical Queries

Henri Samuel requested that the wording of rule C.6.2.4 be revised to include the words “block or hook”. This was agreed by the meeting.

Following the recently completed inaugural World Championships David Chivers raised the following points:

1. Colour of sail logo. As the Melges 24 logo is a registered trade mark it was agreed that suitable wording be included in the rules to restrict the colour of the logo to a “mid” blue for the word “Melges” and a suitable green for the “24”. This information to be incorporated into the drawing of the Melges logo in the back of the rule book.
2. Several boats had registered for the Worlds with additional foot chocks in the cockpit, specifically on the top of the engine compartment hatch. It was agreed that a suitable rule be devised to allow the fitting of extra foot chocks within the cockpit. These would be an optional item only not a builder supplied standard item.
3. David Chivers pointed out that the wording of the rule governing Hiking Lines being retained by shock cord to “eliminate slack” may cause problems as the elastic tended to stretch during use thus limiting it’s ability to take up the slack. It was agreed to change the wording to “reduce slack” .
4. Crew Weight Limit Spot Checks. David Chivers explained that the current wording of the rule did not preclude spot checks during a regatta. Some discussion took place regarding the question of whether a crew should be weighed only once prior to a regatta or should be open to possible checks throughout. Henri Samuel and David Chivers advised that ISAF were currently undertaking considerable research into the matter of crew weight restrictions and the possible effects on health and fitness. It was agreed that no change would be made to the rule until the result of the ISAF research was available.
5. Bowsprit Use Restrictions. David Chivers explained that the current wording of the bowsprit rules prevented boats from using their bowsprits to fly spinnakers in the event that they overstood the windward mark or if there was a major wind shift on a windward leg. Additionally the rule was very difficult to interpret in club racing situations where windward leeward courses were not in use and local conditions may change the nature of a leg (say there is a bank between two marks the boats may start beating on the leg but then be able to free off and fly spinnakers once round the obstruction). It was agreed that David Chivers would reword this rule to the effect that the bowsprit must be fully retracted whilst the boat is close hauled and that it may only be extended whilst flying a spinnaker.
6. It was agreed that rule G.3.2. governing the size of the bolt rope would be deleted.
7. The question of sailmakers supplying sails made out of illegal cloth was discussed. David Chivers advised that sailmakers must certify on the sail that it meets class requirements, thus placing the onus on them not to make sails from illegal materials.

10. World & Continental Championships

Keith Musto recommended that the Class should be planning at least 3 years ahead to allow sufficient time to plan major championships.

The following proposals had been received for future championships:

1999 Worlds            Long Beach , California, USA, August

2000 Worlds            La Rochelle, France, September  
Marstrand, Sweden, July/August  
Lake Garda, Italy, Date TBA

Regarding the 1999 Worlds, Ed O'Sullivan presented the proposal for Long Beach. The European fleet representatives expressed concern at the number of European boats which would attend an event in California, particularly as the cost of shipping to the West Coast was considerably higher and the August date would require that their boats were away from Europe for the majority of the sailing season.

All agreed that it was important to ensure that the first World Championships in North America attracted a big turnout for the event together with representation from as many nations as possible (90 boats from 13 nations had taken part in the just completed inaugural Worlds and the aim should be to equal or beat that record). Ed O'Sullivan and Steve Maseda took on board the comments of the meeting and suggested that a later date, in say November, could be considered.

Harry Melges enquired whether an East Coast US venue could not be found and this suggestion met with much approval from the European representatives. It was felt that if a southern east coast venue could be found to host the event in November or early December owners would be able to ship their boats to the States for the winter, taking part in the Worlds in December and then returning in January and February for Key West and SORC before shipping their boats home in time for the start of the European season in April.

Harry Melges agreed to investigate East Coast options including Biscayne Bay in Florida and Ed and Steve agreed to look into repackaging the California option to make it more appealing and accessible to European owners. Final proposals must be submitted to the International Class Committee by 31 October when a final decision will be made.

The question of whether the Worlds should be held annually was also discussed. It was agreed that whilst the fleet was growing rapidly the Worlds made an excellent shop window and that it should continue to be held annually until 2001 when it would become a biennial event being held in odd years, 2003, 2005, etc.

The meeting then heard proposals for the 2000 Worlds which were presented by Henri Samuel for La Rochelle, Lars Celander for Mastrand and Ulrika Strosek for Lake Garda. It was felt that whilst all venues were excellent consideration must be given to the ease with which US competitors could compete in the event. For this reason Lake Garda was eliminated from the list of options because of its inaccessibility from major container ports.

The meeting was asked to choose between La Rochelle and Marstrand for the 2000

Worlds and the results were as follows:

La Rochelle - FRA, UK, ITA, DEN, NOR, FIN, USA

Marstrand - SWE

It was agreed that the 2000 Worlds will take place in La Rochelle, France in September.

Following further discussion the following Championship schedule was agreed:

<b>Year</b>	<b>Worlds</b>	<b>Europeans</b>	<b>North Americans</b>
1999	USA - TBC Nov/Dec	Arndal , Norway 27-31 July	None
2000	La Rochelle, France, Sept	None	San Francisco TBC
2001	USA - TBC	Lake Garda, Italy TBC	None
2002	None	Marstrand, Sweden TBC	TBA
2003	Europe - TBC	None	TBA
2004	None	TBA	TBA
2005	USA - TBC	TBA	TBA

Having accepted the schedule all parties agreed that key to getting attendance at events was good publicity combined with making attendance at the event as easy and cheap as possible. Henri Samuel confirmed that the city council of La Rochelle were already fully behind the event and that a number of sponsors had already been outlined. Tom Knutsen also confirmed that deals were being put together for the Arndal Europeans including a 50% ferry discount for those travelling from England and that numerous other sponsorships were in the pipeline.

11. International Class Newsletter & Website

It was agreed that production of a printed newsletter was very expensive. It was suggested that the newsletter be produced as part of the Melges 24 web site. This could then be printed off by National Classes for circulation or by individual members who had access to the internet.

Keith Musto advised that ISAF require a minimum of 1 and ideally 2 editions per year.

It was agreed that Media & PR Officer Rick Rajewski would be in charge of setting up and maintaining the web site/newsletter. National Classes will be required to submit copy, regatta reports and other news items for inclusion.

12.	<p><u>Amateur/Corinthian Status</u></p> <p>Keith Musto explained that this issue had arisen as a result of the UK Class wishing to incorporate a “Corinthian Competition” for the non-professional crews at the 1998 Worlds. There is no standard definition for eligibility to enter such competitions and it was felt that, as all fleets are keen to encourage amateur or owner driver entrants, a standard definition for use at all events must be agreed.</p> <p>Keith advised that ISAF were currently researching systems for categorising sailors but that as yet no ruling has been made by them. Keith outlined the wording currently used in the USA which requires that the helmsman be the owner or part owner of the boat and that he is neither a professional sailor or employed in any area of the marine industry.</p> <p>It was pointed out that whilst the American ruling was an excellent way of qualifying the helmsmen it did not prevent owners from “buying in” a crew of professional sailors which it was agreed would enable the average owner driver helmsman to gain a very considerable performance increase.</p> <p>The meeting agreed that in the absence of any guidance from ISAF the class would adopt the American wording with the additional rule that no crew member may be a professional sailor or employed within the marine industry either. A watching brief would be kept on developments at ISAF on this subject with a view to reviewing this ruling in the future.</p> <p>To maintain flexibility with this issue it was agreed that this ruling should not be made part of the class rules but that it should be incorporated into the Regatta Management document for inclusion in future Notice of Race and Sailing Instructions.</p>
13.	<p><u>International Class Measurement Form Library</u></p> <p>Melges Boat Works and Melges Racing must issue a copy of each new measurement form to the International Class Secretary and to the relevant National Class Secretary as well as to the owner.</p>
14.	<p><u>International Class Library Of Owners</u></p> <p>Keith Musto advised that National Class Associations are responsible for maintaining current records of boats and owners. Each country must regularly update the International Class Secretary regarding lists of owners, lists of measurers and other relevant officials.</p>
15.	<p><u>Class Representative At ISAF Meetings</u></p> <p>It was agreed that Henri Samuel (FRA) would be the official class representative to ISAF. At the forthcoming meetings he will be supported by David Chivers, who has worked on much of the rules development and who can therefore offer continuity of approach and background information.</p>
16.	<p><u>Regatta Regulations</u></p> <p>Keith Musto advised the meeting that, following consultation with National Classes, an</p>

	<p>initial draft regatta regulations document had been drawn up by David Chivers. This document is intended as a guide for organising Melges events at all levels but particularly for major championships.</p> <p>David explained the basis on which the document was drawn up and that it is very much a “living” document to be used and added to regularly. As well as sections covering race management and organisation issues there is also additional useful information including a section on sponsorship prepared by Fiona Brown.</p> <p>Following the inaugural World Championships the following items were recommended for inclusion in the document:</p> <ol style="list-style-type: none"> <li>1. A recommendation to race officers to use the “Z” flag start option as a first method of start line control, only resorting to the “Black Flag” option in extreme circumstances.</li> <li>2. It was agreed that numbers for continental and world championships should not be restricted for the next few years, although it was recognised that this policy may need reviewing from time to time. In the event of very large fleets the decision to split the fleet should be made in consultation with the race officer and the organising National Class Association.</li> <li>3. Following discussion it was agreed that no prize money should be offered at Class events. The awarding of prize money could have repercussions on the status of “Amateur Owner Drivers” and it was felt that the simplest way to avoid any such problems was to not give prize money.</li> </ol>
17.	<p><u>Date &amp; Time Of Next Meeting</u></p> <p>The 1999 International Melges 24 Class Annual General Meeting will take place in Annapolis, Maryland, USA during October 1999, suggested dates are 8, 9 or 10 October, to coincide with the start of the Annapolis Boat Show. Neil Murphy will be approached to liaise with local yacht clubs regarding a venue and precise date and with local hotels regarding accommodation.</p>