

INTERNATIONAL MELGES 24 CLASS

MINUTES OF THE ANNUAL GENERAL MEETING

HELD ON 27 & 28 JULY 2002

AT TRAVEMUENDE, GERMANY

In Attendance

Gunter Tzeschlock (GER)	Tomi Hakola (FIN) – present 28 only
Ulrika Strosek (GER)	Egidio Babbi (ITA) – present 28 only
Nils Hauff (NOR)	David Chivers (Technical Adviser)
Henri Samuel (FRA)	Fiona Brown (IMCA Web/Magazine Editor & Minute Taker)
Hal Pickering (USA)	Jim Schwerdt (Melges Racing)
Keith Musto (Int Class Secretary)	Harry Melges (Melges Performance Sailboats)
Tom Freytag (Int Class Chairman)	Andy Burdick (Melges Performance Sailboats)
Lasse Olsson (SWE)	
Mattias Heiding (SWE) – present 28 only	
Simon May (UK) – present 28 only	

Apologies – It should be noted that a number of representatives had been caught in sever holiday traffic preventing them getting to the meeting on 27 July. Those who were forced to send their apologies for 27 July only are indicated.

Chiaki Obata (JPN)	Tomi Hakola (FIN) - 27 only
Simon May (GBR) - 27 only	Mattias Heiding (SWE) - 27 only
Egidio Babbi (ITA) - 27 only	Christen Iwe (NOR)

1.	<p><u>Introductions & Class Reports</u></p> <p>Tom Freytag opened the meeting by welcoming everyone present. He particularly welcomed the various new representatives and asked each class representative to give a brief outline of their current class status.</p> <p>Gunter Tzeschlock welcomed everyone to Germany. He reported that despite their best efforts it was proving difficult to get the existing German fleet out sailing. It was also proving difficult to get the M24 in the press which is dominated by the Beneteau 25. They hoped to be able to build on the momentum of the Travemuende Worlds to grow the class.</p> <p>Nils Hauff reported that they now have 30 boats in Norway and regularly see 15 – 20 boats racing together. They have good interaction with the Swedish and Finnish fleets thanks to the Scandinavian Ranking series. They are working hard to avoid regatta clashes in future to keep attendance up. The Norwegian class is working with Sweden on the Marstrand Worlds 2004 although progress to date has been a little slow.</p> <p>Hal Pickering reported that the US class has seen a slight downturn this year. Attendance at events is down as is membership. Hal has been working to encourage far</p>
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	<p>greater interactivity between the various US fleets although to date he feels they have not achieved the results he hoped for. New officers have been appointed including Jeff Jones as a Vice President and Wayne Pignolet as the new Technical Officer, replacing Steve Maseda. Tim Cellar has taken on the Regatta Liaison role. Hal's most urgent task is to locate a new secretary, but he has been having difficulty finding someone prepared to commit to the role and work countrywide. Hal still feels the class needs a big shake up and a great deal of work has to be done to get people travelling to events. Andy Burdick offered to assist the class with administrative support via Melges Performance Sailboats.</p> <p>Henri Samuel reported that the French class continues to have a very good image and excellent support from the FFV. There have been no new boats since January 01 but there is a good turnover of second hand boats. The class lost its sponsor in the wake of 11 September and is seeking a replacement although the current global financial difficulties are not making this easy. The class has employed an excellent new secretary, Magali Jousselin and Jean Sans, the first owner of a Melges 24 in France, has been elected Chairman. The class is focusing on promotion within France and Henri asked that a new European builder be found with all haste to ensure confidence in the class is not adversely affected. They have seen good turnouts at all events this year with over 80 boats in Marseilles and 40-50 boats at most major events. The lowest turnout at a ranking event has been 28 boats. They will continue to run their existing circuit and are introducing a special new event in St Tropez in the early spring, which should attract good entries.</p>
2.	<p><u>Minutes Of Last Meeting</u></p> <p>Hal Pickering proposed that the minutes of the last meeting are accepted as correct and Henri Samuel seconded. Agreed unanimously.</p>
3.	<p><u>Election Of Officers</u></p> <p>As many members of the Executive Committee had been unable to get to the meeting because of sever traffic hold ups it was agreed that the Election of Officers should be postponed until the following day when all representatives could be present.</p>
4.	<p><u>Financial Report And Budget</u></p> <p>Keith Musto presented the financial report and proposed budget. He particularly pointed out that income was down in the last year, this was partly because of a change in the system used to administer the membership payments but also because of a fall in membership and sail sticker sales. In addition the class had incurred around £8,000 cost as a result of the cancellation of the Ft Lauderdale Worlds and the work involved in moving the event to Key West.</p> <p>As a result of this the budget for 2002/3 will have to be trimmed and ways to increase income need to be sought. Keith suggested that the membership fee paid to the IMCA be reviewed. Following discussion it was proposed that the membership fee (currently £25 per boat) would be increased to £50 per boat with effect from 1 October 2003 (ie for the 2004 season). The proposal was accepted unanimously.</p>

The question of increasing membership take up, particularly in the US, was discussed. Hal confirmed that they have 123 full members of the US Class and Andy confirmed that there are approximately 250 boats in the US. Ways of increasing the number of paid members were discussed and the need to check membership at all class events was highlighted.

In order to simplify and speed up the member updating process Fiona Brown suggested that an online updating system, managed by the individual class secretaries, be investigated. The meeting asked her to investigate further and obtain precise quotes for consideration by the Executive.

Fi was asked to outline the additional costs involved in transferring the Worlds to Key West. The key costs were in providing the additional mooring and on the water judging facilities needed, social events and the additional cost of accommodation, etc, for the media team (normally paid by the organisers). Sponsorships had considerably helped to offset these costs and in addition Premiere Racing (KWRW organisers) had made a special payment to the class in recognition of the additional entries and coverage brought to their event by the Worlds.

The question of insurance for the class in the US was discussed and Hal advised that they are still having problems locating a company who can offer the necessary insurance.

Trophy insurance was also discussed. The cost of this via the class insurers is prohibitive and Keith suggested that the class effectively "self insure" by setting aside £500 per year in a trophy "insurance" fund to cover any losses/repairs that are needed. It was also agreed that any future trophy donors would be asked to ensure their trophy gifts were robust and suitably sized to enable easy transportation. Hal suggested that a "trophy acceptance" form be devised giving trophy winners details of their responsibility to engrave, secure and return the trophy, etc. David Chivers was asked to draft a suitable document.

Hal Pickering advised that he is following up the issue of Group Charter insurance for championship charters as one of the problems in getting people to offer their boats for charter is the difficulty in insuring the boats.

It was agreed that membership stickers will not be produced for 2003 as the stickers are no longer required by class rules and the cost of production and distribution is significant.

The cost of distributing the newsletter was discussed. Dropping from two issues a year to one has helped to reduce the costs and further efforts will be made to reduce costs further wherever possible.

The annual accounts and budget forecast were unanimously accepted.

5. Web Site, Marketing & Sponsorship Report

Fiona Brown presented the formal report on web site, magazine, marketing and sponsorship activities for the past year.

The new format of M24 magazine has proved extremely successful and will be continued for 2003. The web site is now running very effectively and is regarded as one of the best international class web sites.

One of the only things restricting the content of the magazine and web site is the lack of contributions from members, both written and photographic. All members of the World Council were asked to assist in this area.

Although attempts to locate a global sponsor have continued this year the class has not been successful to date. The class has been more successful in obtaining individual event sponsors and particular note was made of the sponsors who stepped up at the last minute to sponsor the Key West Worlds. Every effort will be made to bring new sponsors to the class in the coming year.

Although costly to the class Key West proved to be a marketing coup bringing a very high level of international coverage and awareness. Unfortunately efforts to generate a similar level of interest through Travemuende have not produced an equivalent result, particularly in Germany where coverage remains poor.

Looking to the future plans to promote both the Helsinki Europeans and the San Francisco Worlds are already well underway. Web pages for both will be going up by early September and advance marketing to the class has begun in Travemuende with info flyers, etc. Both Key West and SNIM will be directly covered by the web team in 2003 and obviously every effort will be made to obtain good reports and coverage from all other events.

Links with the European builder to help promote the class have continued to be poor during 2002 and it is hoped that the appointment of a new builder will bring a considerable improvement in this situation.

6. Technical Report

David Chivers presented the Technical Report. 2001/2 had been a relatively quiet year with few major queries arising. The only problem of note, which arose, was the question of hull fairing which had been addressed and appropriate guidance published on the web site.

Henri Samuel advised that Jean Sans is willing to stand as a member of the Technical Committee. Jean has extensive technical knowledge and experience and will be a welcome new addition. David Chivers was asked to make direct contact with Jean.

David advised that as yet no American representative for the Technical Committee had been put forward and Hal was asked to attempt yet again to find a US member willing to take on this task.

The question of IMCA representation at the forthcoming ISAF meetings was discussed. Henri Samuel will be attending the meetings anyway and it was agreed that he and David will discuss the outstanding issues and agree whether there is a requirement for David to attend as well.

<p>7.</p>	<p><u>Builders Report</u></p> <p>Harry Melges reported that new boat interest in the US is extremely high at the moment. They had originally anticipated building 15 boats this year but are looking to increase this. Because of the high number of orders anyone wishing to order a boat for delivery in time for the San Francisco Worlds needs to make contact with Melges Performance Sailboats urgently and it was agreed that a suitable advisory story will be posted on the site and circulated by Fi.</p> <p>Harry also confirmed that every effort is being made to appoint a new European builder as quickly as possible. They have received a number of proposals and have several meetings with possible builders scheduled while they are in Travemuende.</p> <p>The meeting proposed a special vote of thanks to Jim Schwerdt for his contribution to the marketing and support of the class in the face of a chronic lack of support from Rowen Composites. Despite the problems Jim has continued to work for and support the class in every way he can since Rowen pulled out as European builder.</p> <p>Jim confirmed that the European moulds have been moved to temporary storage and they have been inventoried. Rowen are currently paying for this storage and it was suggested that Melges Performance Sailboats look at moving the moulds to a location under their control asap.</p> <p>Harry confirmed that every effort is being made to have a new European builder in place in time to deliver boats for spring 2003.</p>
<p>8.</p>	<p><u>National Class Association Submissions To AGM</u></p> <p>The Swedish Class proposed a change to Constitution Rule 10.2 covering voting rights. They proposed that the voting be changed to 1 vote per association (currently 1 vote for every 5 boats). There being no seconder for this proposal it was defeated.</p> <p>The Norwegian Class proposed that the duration of Continental Championships (Europeans and North Americans) be reduced to three days racing. Following considerable discussion no seconder was found for this proposal and it was defeated.</p>
<p>9.</p>	<p><u>Proposed Rule Changes</u></p> <p><u>NEW RULE. C.3.17.</u></p> <p>A proprietary hatch not exceeding 220mm in internal diameter may be fitted to the cockpit floor to allow access to the rudder and backstay fastenings.</p> <p><u>REASON:</u> To allow easy access to check the security of the fastenings. At present this requires a crewman to crawl down the back of the boat in a very confined space. The cost is negligible. Many had already been fitted to boats in the US before the original rules were drafted. The rule would have been included if known. This rectifies the situation.</p>

This rule was voted in unanimously

NEW RULE. C.3.18.

A watertight drain bung may be fitted in the transom.

REASON:

To allow the boat to be washed through and drain more easily by raising the bow. The cost is negligible.

This rule was voted in unanimously

NEW RULE. C.3.19.

The shrouds, vang and recess for the furler drum may be covered by protective covers to prevent water ingress and abrasion.

REASON:

The spinnaker can easily snag and tear on the shrouds and vang and in rough water the furler drum recess allows water into the boat. It would be an improvement at negligible cost.

This rule was voted in unanimously.

EXISTING RULE. C.5.2.

Corrector weight.

Shall not exceed 20kg.

Shall be of lead.

Shall be equally divided fore and aft and fixed in the locations shown on the measurement diagram.

Shall be entered on the **certificate**.

May only be altered after the **boat** has been re-weighed by an **official measurer**.

Shall not be altered more than once every 12 months.

NEW RULE. C.5.2.

Corrector weight.

Shall not exceed 20kg.

Shall be of lead.

Shall be equally divided fore and aft and fixed in the locations shown on the measurement diagram. The aft corrector weight on the fore side of the bulkhead, may be split equally port and starboard to allow the placement of a cool box.

Shall be entered on the **certificate**.

May only be altered after the **boat** has been re-weighed by an **official measurer**.

Shall not be altered more than once every 12 months.

NOTE: the diagram will be altered to show the aft corrector weight on the fore side of the bulkhead.

REASON.

To allow a measurer at an event to easily check corrector weights without having to climb into the boat and look on the aft side of the bulkhead. This is very difficult and time consuming. Originally the weights were on the aft side to allow a cool box. However, splitting the weight port and starboard solves this problem.

This rule change was voted in unanimously.

TRIAL RULE.

ZIP LUFF JIB.

This rule was placed on the IMCA web site as a trial rule at last years AGM and it must now be discussed further. Some trials have taken place and it must be decided whether to continue with further trials or to formally submit the details as a rule change.

Concerns were raised that sailors could use the zip system to change the shape of the sail and enhance performance. Following discussion it was agreed that correct wording of the rule would prevent this and it was unanimously agreed that the Zip Luff Jib should become a permanent rule.

David Chivers was asked to draft the final rules and organise their submission to ISAF for approval.

10. Future Events

The forthcoming international programme was discussed. 2003 events are already well underway and promotion of these has begun.

The question of which club will host the Marstrand Worlds in 2004 was discussed and the Swedish class were asked to urgently establish which yacht club they felt it would be best to work with and to arrange for the club to put forward a final proposal.

On behalf of the French Class Henri Samuel presented a proposal to host the 2006 Worlds in Hyeres on the French Mediterranean coast. Hyeres is a highly regarded international regatta venue and with the added attraction of good conditions, readily available accommodation and plenty to entertain shore based supporters it was agreed that this proposal should be accepted.

As a matter of extreme urgency Hal Pickering was asked to obtain proposals for the 2004 North Americans, the 2005 Worlds and the 2006 North Americans. It was also recommended that the US Class begin looking at options for the 2007 Worlds. Various possible venues were discussed and Hal was asked to put forward the US Class proposals to the Executive Committee as soon as possible.

It was agreed that the 2005 Europeans should ideally be held in Southern Europe. An outline proposal to host the event has already been submitted by the UK Class but Jim Schwerdt confirmed that the UK Class would be happy to withdraw their proposal if a good southern Europe alternative could be found. Egidio Babbi was asked to look at possible venues on the Italian coast and report back to the Executive Committee.

The outline international events programme through to 2006 is as follows:

	Europeans	North Americans	Worlds
2003	Helsinki, August	N/A	San Francisco, Oct
2004	N/A	TBA	Marstrand, July/Aug
2005	Italy or UK, TBA	N/A	USA, TBA
2006	N/A	TBA	Hyeres, France
11.	<p><u>Any Other Business</u></p> <p><u>Trade Mark Issues</u></p> <p>Keith raised the question of trademark issues and the need to obtain approval from Melges Performance Sailing for any use of the Melges 24-trade mark. Harry confirmed that he had been contacted concerning the use of the trademark for a computer sailing game by Henri Samuel and that MPS had given their permission for it to be used.</p> <p>Henri outlined the nature of the game and confirmed that it will be available from September. Once details of how to obtain the game are known Henri will pass them to Fi so they can be published on the web site and in the magazine.</p> <p><u>New Events</u></p> <p>Henri advised the meeting that the French Melges 24 Class is involved with setting up a new event, the “Coupe De France, which will be a team event featuring Mumm 30s, Dragons and Melges 24s with racing organised by the Yacht Club de France in St Tropez in early April.</p> <p>Keith Musto also advised that they had received a proposal from Farr International who are looking to organise a “Nations Cup” which will also be a team event but featuring Farr 40s, Mumm 30s and Melges 24s. This event will take place in the fall.</p> <p>It was agreed that both events would provide excellent promotional opportunities for the class and the timing of both ensures that there will be no conflict of interest.</p>		
12.	<p><u>Temporary Adjournment Of Meeting</u></p> <p>It was agreed that the voting for new IMCA Officers should be postponed until the following day to allow those members of the World Council stuck in traffic to get to Travemuende so the AGM was adjourned until 0830 on Sunday 28 July.</p>		
13.	<p><u>Election Of Officers</u></p> <p>The AGM was reconvened on Sunday 28 July.</p> <p>Tomi Hakola proposed that the Executive Committee be expanded to make it easier for a quorum to be formed when face to face meetings were necessary. The Executive Committee is currently formed of a Chairman, a Secretary/Treasurer (these two posts</p>		

have both been held by Keith Musto since the classes inception), a Vice Chairman Europe and a Vice Chairman North America. In addition Fiona Brown acts as minute taker and administrator to the Executive Committee and David Chivers attends meetings at Technical Advisor.

It was proposed that the Executive Committee be expanded to include the following posts:

Chairman
Vice Chairman – Europe
Vice Chairman – North America
Secretary
Treasurer
3 x Members (to include representatives from both North American and Europe)

The proposal was seconded by the German Class and passed unanimously.

The following members had been proposed to the Executive Council of The IMCA.

Chairman of Vice Chairman - Europe	Henri Samuel & Nils Hauff
Vice Chairman – North America	Hal Pickering
Vice Chairman or Members – Europe	Tomi Hakola Gunter Tzeschlock

The result of the vote was as follows:

<u>Position</u>	<u>Name</u>	<u>No of Votes</u>
Chairman	Henri Samuel	56
Vice Chairman – Europe	Nils Hauff	40
Vice Chairman – USA	Hal Pickering	Unanimous
Member – Europe	Gunter Tzeschlock	25
Member – Europe	Tomi Hakola	6

In addition Hal Pickering was asked to obtain a proposal from the US Class for a Member - North America

Following the election Keith Musto advised the meeting that he would be resigning as Secretary/Treasurer of the Class. Keith has worked in this role since the inception of the class and a special vote of thanks was proposed to mark the enormous contribution Keith made in setting up the class administration and finances.

Henri Samuel asked Keith if he would be willing to continue as Secretary/Treasurer for a short period to allow suitable successors to be found and Keith agreed to continue until the beginning of September.

In addition Henri asked outgoing Chairman Tom Freytag if he would be willing to continue in his role as Chairman for the duration of the Worlds as Henri was unable to be in Travemuende for the event. Tom confirmed that he would be happy to do so.

A further vote of thanks was made to Tom Freytag, the inaugural Chairman of the IMCA

	for all his work in helping to set up the class.
14.	<u>Date Of Next Meeting</u> The date and venue for the next AGM will be reviewed by the Executive Committee.