

## INTERNATIONAL MELGES 24 CLASS

### MINUTES OF THE ANNUAL GENERAL MEETING

HELD ON 28 AUGUST 2000

AT LA ROCHELLE, FRANCE

#### In Attendance

Bror Berge (NOR)	Dean Argent (GBR)
Kristian Nergaard (NOR Observer)	John Porter (USA)
Ulrika Strosek (GER)	Keith Musto (Int Class Secretary)
Andy Burdick (Melges Boat Works)	Tom Freytag (Int Class Chairman)
Harry Melges (Melges Boat Works)	David Chivers (Technical Adviser)
David Rowen (Rowen Composites)	Fiona Brown (IMCA Web/Magazine Editor & Minute Taker)
Tomi Hakola (FIN)	Joy Dunigan (IMCA Web/Magazine Designer)
Ants Haavel (EST)	Jim Schwerdt (Melges Racing)
Christian Roman (FRA Observer)	
Henri Samuel (FRA & IMCA Exec Committee) – joined meeting late	

#### Apologies For Absence

Giorgio Zuccoli (ITA) – Italy to be represented by Tom Freytag	Rick Rajewski (USA & IMCA Tech Comm)
Steve Maseda (USA & IMCA Exec Comm)	Buddy Melges (Melges Boatworks & Class President)

1.	<p>Tom Freytag opened the meeting by welcoming everyone present. He thanked everyone for taking the time at the World Championships to attend the meeting and asked everyone to help in keeping the meeting tight and avoiding prolonged discussion. Observers were asked to speak only through their nominated representative. He then asked each person present to introduce themselves and give some information about their role within the Melges Class.</p>
2.	<p><u>Minutes Of The Last Meeting</u></p> <p>There being no questions about the minutes of the last meeting they were agreed as correct and signed by the Chairman.</p> <p>Tom Freytag reported that the Executive Committee had worked hard through the year and made good headway but that there is still a lot of work to be done.</p> <p>Tom reminded the meeting that the procedure for rule making/changes require that the Executive Committee must receive requests for rule changes from Licenced Builder, National Authority, National Melges Class or ISAF in good time to allow them to review the requests ready for presentation/recommendation to the Executive Committee. This</p>

	<p>procedure is not happening at present and since there are some rules still requiring attention all parties were asked to make sure the procedure was followed in future.</p>
3.	<p><u>Matters Arising</u></p> <p>There were no matters arising.</p>
4.	<p><u>Election of Officers</u></p> <p>Keith Musto explained that the Chairman and both Vice Chairmen posts were up for re-election. For the post of Chairman there was one nomination – existing Chairman Tom Freytag (UK &amp; USA) and for Vice Chairman there were four nominations for two posts – John Porter (USA), Christian Roman (FRA), Henry Samuel (FRA) and Quentin Strauss (UK).</p> <p>Tom Freytag was unanimously voted in for a further term in office and a secret ballot of National Class Representatives was undertaken for the Vice Chair posts. The results of the ballot were that John Porter and Christian Roman were voted into office.</p> <p>Tom Freytag proposed a special vote of thanks to Henri Samuel for the immense amount of work he had undertaken on behalf of the Class to help develop the French fleet, to organising this World Championship and on the development of the International Class.</p>
5.	<p><u>Financial Report</u></p> <p>Keith Musto outlined the financial report and presented the budget for 2001. He explained that the Executive Committee are now starting to identify areas where money needs to be spent. These included the web site and newsletter where work is already underway, and identifying other areas where members are unable to handle the workload on a voluntary basis and where professional help is needed.</p> <p>Tom Freytag explained that the Class is now at an important point for making investment decisions and that it will be important to work closely with the National Class Associations and the Builders to ensure best use of funds is made.</p> <p>Dean Argent asked if the Executive Committee is empowered to make all financial decisions or whether they were required to refer to the AGM over a certain level. Tom explained that the Executive Committee currently have authority to authorise all expenditure but that expenditure must be agreed by the majority of the Committee.</p> <p>(Henri Samuel joined the meeting at this point. Tom Freytag summarised business to date and repeated his thanks to Henri for the work he had undertaken).</p>
6.	<p><u>IMCA Web Site &amp; Magazine</u></p> <p>Fiona Brown &amp; Joy Dunigan made a brief presentation on the work undertaken to date on the new IMCA Web Site and Magazine M24. The site is now live and almost complete</p>

	<p>and the Worlds will provide the first real test of it as a reporting forum. The first edition of the magazine will be published in October.</p> <p>Tom Freytag asked how information and articles should be submitted and Fi explained that they could be submitted via the web site, direct by e-mail to Fi or by post. She stressed that the Site and Magazine were there to provide the Class with the information they want and need so all National Classes must help to provide articles, stories and pictures. Even if contributors don't have time to write a full article if they can supply the key bullet points Fi can produce an article from this for them. All feed back and suggestions for the site will be gratefully received.</p> <p>Keith thanked Joy and Fi for their work on this subject.</p> <p>Kristian Nergaard asked that some control be exercised over any e-mail or discussion forums to ensure that inappropriate or highly personal comments were not displayed. Fi confirmed that all items posted on the site would be subject to editorial control. Joy also explained that to use these sections of the site users will have to register so that we can identify who is sending inappropriate messages and handle them accordingly.</p> <p>Henri Samuel asked for a page in French in the magazine. Following discussion it was agreed that each National Secretary will receive an advance copy of the magazine text to allow them to translate it into their national language. These translations can then be photocopied and inserted into the magazines prior to dispatch. The magazine will be sent in bulk to each National Secretary for distribution to their members.</p>
7.	<p><u>Special Item – Sail Measurement Query</u></p> <p>Henri Samuel raised the issue of a sail measurement query which had arisen during the registration period for the regatta. Tom Freytag advised that the International Jury have made a ruling on this. David Chivers (Technical Adviser and member of the Jury) confirmed that a ruling had been made following technical discussion with ISAF.</p> <p>This lead on to discussion about the positioning of sail measurers stamp and signature. Kristian Nergaard asked that this subject be reviewed by the Technical Committee to ensure that the rules were written tightly and clearly to avoid future problems.</p> <p>David Chivers clarified the procedure to be followed if a sail is protested by a competitor during the regatta (this is a racing rules issue not a class rules issue).</p>
8.	<p><u>ISAF Stickers</u></p> <p>Bror Berge asked for clarification on the issue of ISAF stickers. It was confirmed that any boat built since the class became an ISAF International Class must have an ISAF sticker that is to be affixed by the builder prior to delivery. If this sticker is subsequently damaged or destroyed it is the owner's responsibility to replace it (spare stickers available via the builders).</p>
9.	<p><u>Measurement Templates</u></p>

It was confirmed that Euan Seal had now completed templates for the keel fin and bulb and for the rudder and that these are now with the builders. Keith asked the builders when they will commence officially building the boats to the templates as he urgently needs this information so he can advise ISAF from which hull numbers the boats are being built to template and which hull numbers are to be grandfathered.

David Rowen advised that Rowen Composites are now ready to produce boats to the templates. Harry Melges advised that Melges Boat Works still have one or two technical difficulties to resolve. Keith stressed the importance of this issue and asked Melges Boat Works to address the issue with the utmost urgency.

Keith also updated the meeting on ISAF progress with digitised measurement. ISAF are concentrating on perfecting the procedure with the 49er Class in Sydney. Once they are happy with the system it will be expanded to include other classes including Melges 24.

Keith also reported that Euan has made a new master plug for the rudder. The issue of who builds the rudders was discussed and the builders were asked to look into centralising rudder production with one supplier.

Tom Freytag reminded the builders that any proposed changes to construction techniques or equipment specifications must be approved by the Technical Committee prior to implementation. He stressed that this procedure is an integral part of the Class Rules and failure to comply could threaten our ISAF status.

10. World & Continental Championships

The UK, Norwegian and French Fleets proposed that the World Championships remain an annual event rather than becoming biennial as currently proposed. Following extensive discussion to establish whether the Class felt able to undertake the organisation of such a major event on an annual basis it was unanimously agreed that the World would remain an annual event alternating between North America and Europe.

Ulrika Strosek confirmed that Travemunda (the intended venue for the 2003 Worlds) would be able to bring their organisation forward to 2002. Christian Roman was asked oversee the organisation of the event on behalf of the Executive Committee.

The UK Fleet proposed that dates for Worlds and Continental Championships be set a minimum of 2 years in advance and this was agreed. Keith asked that the class work to a broad five year plan for events.

John Porter confirmed that planning is well underway for the 2001 Worlds in Ft Lauderdale and circulated an advanced info sheet which the Club has produced. Joy will produce a version of this to post on the web site. He also confirmed that the Club were arranging a package to assist competitors shipping their boats from Europe for the winter to include assistance with clearing, cheap boat storage, etc.

Jim Schwerdt was asked to look into shipping options from three key European ports.

John was asked to look into getting a good supply of charter boats in place. For the

Torquay Worlds the European builders had sold several boats to new owners on a special deal which made the boats available for charter at the worlds and Melges Boat Works were asked to look into making a similar arrangement.

John Porter confirmed that Ft Lauderdale is well able to handle 120 plus boats.

Henri Samuel was asked to supply details of the budget for the La Rochelle Worlds so that this can be used to help planning for future events.

The meeting was advised that Gregor Stimfl of the Italian class is organising the 2001 Europeans at Torbole, Lake Garda. Space will be tight but with careful organisation everyone will be accommodated. Christian Roman was asked to oversee the organisation of the event on behalf of the Executive Committee.

There will be no North American Championships in 2001 as they are hosting the Worlds.

Volunteers were sought to host the 2003 Europeans and the 2004 Worlds. The UK (Falmouth), Belgium (Newport) and Finland (Helsinki, Marstrand, etc) all requested permission to submit proposals and were asked to make their submissions by end October. All submissions to allow for entries of up to 150 boats and to be timed to allow boats to ship to US West Coast in time for proposed Worlds in late September.

John Porter advised that the US Class was hoping to host the 2003 Worlds in San Francisco. He was asked to look into dates in the late fall – ideally no earlier than late September, preferably October – and submit a formal proposal by end October.

As a guide it was agreed that when possible European based Worlds will be held in high summer and US based Worlds will be held during the late fall to early spring.

The draft International Regatta Programme for the next four years is currently as follows:

<b>Year</b>	<b>Worlds</b>	<b>Europeans</b>	<b>North Americans</b>
2001	Ft Lauderdale, USA November	Torbole, Italy September	None
2002	Travemunda, Germany, Date TBC	None	TBA
2003	San Francisco, USA Fall Date TBA	TBA ?Finland/UK/Belgium?	None
2004	TBA	None	TBA

11. Revision Of Regatta Regulations

The UK Fleet proposed that the Regatta Regulations be expanded to include more detailed information about logistics and shore side facilities.

Keith advised that this document is constantly evolving and will be significantly reviewed

	<p>following the 2000 Worlds. Amongst the items currently being considered, following a proposal from the French Fleet, was a contract or formal letter of intent between the Class and organising clubs for major events. This document would cover the key minimum requirements for race courses, notice of race, sailing instructions, jury, etc.</p> <p>The Executive Committee were asked to address this issue as a matter of urgency.</p>
12.	<p><u>Rule Re-Balloting</u></p> <p>The UK Fleet proposed that the rules be changed to restrict ballots of the Class on the same rule to once every two or three years, unless significant new evidence is submitted to justify an earlier re-ballot. The Executive Committee will be asked to formulate the necessary rule change to facilitate this.</p>
13.	<p><u>Communications/Events Officers</u></p> <p>The UK Fleet requested that the Class consider appointing an Events Co-ordinator/Communications Officer. Tom Freytag advised that the Executive Committee felt it was important to address the issue of event co-ordination. Following discussion it was agreed that the Executive Committee would research possible individuals to take on this responsibility on both sides of the Atlantic. It was also agreed that this position might be either subsidised or professional and the Executive Committee will look into ways of funding this if necessary.</p>
14.	<p><u>Proposed Change To Crew Weigh In Rules</u></p> <p>The UK Fleet proposed that a crew should only be weighed prior to the start of a Regatta. A reweigh would only take place if a valid protest were received accusing the crew of cheating at the initial weigh-in.</p> <p>This proposal was unanimously accepted and the Technical Committee will be asked to formulate an appropriate rule change.</p>
15.	<p><u>Proposed Change To Jib Number Rule</u></p> <p>The UK and French Fleets had proposed that the Class reconsider the number of jibs which could be measured in at a regatta, however, this proposal was withdrawn in light of item 12 above.</p>
16.	<p><u>Proposed Change To Spinnaker Pumping Rule</u></p> <p>The French and Norwegian Fleets proposed that the Class introduce a rule overriding the RRS governing the pumping of spinnakers on the grounds that this rule is impractical to police.</p>

	<p>Following extensive discussion it was agreed that such a rule should be introduced. The Technical Committee will be asked to draft a suitable rule.</p>
17.	<p><u>Proposal To Display Sail Number On Bow Of Each Boat</u></p> <p>The French Fleet proposed that each boat's sail number be permanently displayed on the bow in an agreed box position. The reason for this is that most major events now require bow numbers and to have the sail number permanently displayed will save considerable organisation time and expense and also avoid confusion between bow and sail numbers.</p> <p>The Technical Committee will be asked to look into this and make recommendations to the Executive Committee.</p>
18.	<p><u>Proposal To Issue Sail Measurers With Individual Stamps</u></p> <p>The French Fleet proposed that the IMCA issue each recognised measurer with a individually identified sail stamp to avoid the risk of unauthorised persons signing sails.</p> <p>Additionally it was suggested that the IMCA Sail Label be redesigned to allow measurement information to be entered on the label as it is difficult to write on modern sail materials.</p> <p>It was agreed that the Technical Committee will be asked to address both these proposals and put forward their recommendations to the Executive Committee.</p> <p>Keith Musto asked whether sail makers and boat builders should be allowed to measure their own products. It was agreed that all equipment should be measured by an independent measurer and the Technical Committee will be asked to include this item in their review of the issue.</p>
19.	<p><u>Proposal To Allow Jib Battens</u></p> <p>The USA Fleet proposed that battens be allowed to be placed in the leech of the jib. This proposal is made to improve the active life of a jib.</p> <p>Following discussion it was agreed that a test period of 12 months be allowed during which trial sails with battens will be allowed in local and national level events. The Technical Committee will be asked to formulate a broad rule under which the test can be run.</p> <p>ISAF will be informed of the proposed test and the rule and conditions for the test will be advertised on the IMCA web site.</p> <p>Keith Musto raised the issue of restricting the number of sails an owner could purchase each year. The idea of a sail card/sail button system was discussed but it was agreed that all known examples of this in other classes were considered ineffective. It was agreed that no further action would be taken on this matter at the present time but that the subject would be kept under review by the Technical Committee.</p>

20.	<p><u>Proposal That Spinnakers Must Be Made In Any Colour Except White</u></p> <p>Following concerns that the highly photogenic nature of the class was being diminished by the extensive use of all white spinnakers the possibility of introducing a class rule requiring spinnakers to be made in coloured cloth was considered. After discussion it was agreed that at this stage the Class did not wish to introduce such a restriction, but that the IMCA Web Site and Magazine would be used to point out to owners and sponsors that coloured spinnakers are more photogenic and will increase the likely hood of publicity and coverage for individual boats.</p>
21.	<p><u>Proposed Changes To Class Constitution</u></p> <p>The Executive Committee proposed a range of minor changes to the Class Constitution. Tom Freytag explained that the aim of the changes is to make the systems for processing the work of the Class more efficient and effective.</p> <p><u>Addition to 10.4.</u></p> <p>10.4.i. Motions, amendments and nominations for the AGM shall be proposed only by the Executive Committee, NCA's, the Technical Committee and ISAF. Class rule change submissions are covered under 16.1.</p> <p>10.4.ii Motions and nominations to be proposed at the AGM shall be submitted to the International Secretary not less than 60 days before the date of the said AGM. See also 12.2 for Constitution changes and 16.1 for Class rule changes. The Executive committee may submit motions up until the date specified in 10.4.iv.</p> <p>10.4.iii. The Secretary shall distribute an Agenda of all motions nominations and relevant paperwork for the AGM not later than six weeks before the date of the said AGM.</p> <p>10.4.iv. Amendments to the above motions shall be submitted no later than one month before the date of the said AGM.</p> <p>10.4.v. The Secretary shall distribute an attachment to the Agenda of any such amendments not later than three weeks before the date of the said AGM.</p> <p>10.4.vi. Only the motions, amendments and nominations on the Agenda and its attachment shall be voted upon.</p> <p>10.4.vii The Agenda shall contain all motions and amendments in their original form. However, the Executive committee shall have the discretion to produce composite motions for the agenda, drawing on any amendments submitted.</p>

	<p>10.4.viii The Chairman may, in exceptional circumstances, accept amendments from the floor of the AGM when, in his opinion, this will assist the resolution of issues on which the World Council have had an opportunity to express their views.</p> <p><u>Addition to 16.1.</u></p> <p>16.1.i. Class rule change submissions shall be submitted to the Secretary not later than 1<sup>st</sup> August in any year, to allow them to be submitted to ISAF by the closing date of the 1<sup>st</sup> September. This means that the submission if passed by the class can be ratified by the ISAF November Conference for implementation the following 1<sup>st</sup> March.</p> <p>The proposed changes were approved unanimously.</p>
22.	<p><u>Authority Of Regatta Regulations</u></p> <p>The Executive Committee requested the official approval of the Class for the Regatta Regulations, both advisory and compulsory elements. It was agreed that the Regulations need to specify what level of organisation is required for National, Continental and World Championships.</p> <p>The Norwegian Class advised that they have a local version of the regulations and will supply a copy to the Executive Committee.</p> <p>It was unanimously agreed that the Regatta Regulations have formal authority over World and Continental Championships.</p>
23.	<p><u>ISAF Position On Advertising Code</u></p> <p>Henri Samuel updated the class on the proposed changes to the ISAF advertising code the possible impact on the Class. Henri will report back following the forthcoming ISAF conference at the beginning of November on the Advertising ruling.</p> <p>David Chivers will be asked to review the rule relating to the Melges 24 insignias on the boats to make sure the coachroof logo is included in the rule prior to the introduction of the new advertising code.</p> <p>Tomi Hakola asked for clarification on the Class position re the level of advertising that we would allow under class rules once the new code is introduced.</p> <p>The class felt that there should be minimum restrictions on advertising, however, the issue of certain sensitive products should be considered. The Executive Committee will be asked to consider this issue and draft an appropriate new rule.</p>
24.	<p><u>ISAF Sailor Classification – Amateur/Professional</u></p>

	<p>Keith outlined the ISAF proposals for sailor classification and explained that this continues to be a confusing and difficult issue.</p> <p>Following discussion it was agreed that the present class ruling on this issue would stand pending introduction of the new ISAF rule.</p>
25.	<p><u>Melges 24 Trademark Registration</u></p> <p>Following the registration of the Melges 24 trademark by Henri Samuel on behalf of the French Class the issue of trade mark registration was discussed at length.</p> <p>Whilst ideally we would like to register the trademark in all countries in all relevant classes the cost of this is prohibitive.</p> <p>It was confirmed that Melges Boat Works hold the rights to the Melges 24 marque and that all trademark issue must be addressed in association with them.</p> <p>Harry Melges agreed to review the current trademark position and the subject will be kept under review with the IMCA.</p>
26.	<p><u>Any Other Business</u></p> <p>On behalf of the Executive Committee Tom Freytag confirmed the following items will be addressed urgently:</p> <ul style="list-style-type: none"> <li>a) Management of the race programme.</li> <li>b) Appointment of Technical Committee to handle outstanding business.</li> <li>c) Appointment of Rules Consultant to assist Technical Committee.</li> <li>d) Production of Marketing Policy for Class – to be produced in association with Fiona Brown.</li> </ul> <p>Kristian Nergaard made a brief presentation on the Norwegian Class Marketing Plan. The key aim was to increase income to the class and the activities they have been working on to facilitate this include:</p> <ul style="list-style-type: none"> <li>a) Charter of fleet for corporate activities.</li> <li>b) Production of promotional flyer and adverts</li> <li>c) Production of bumper sticker</li> <li>d) Aiming promotion at young people.</li> </ul> <p>Keith Musto suggested that the Class look into purchasing suitable prizes for major events. Norway has produced some attractive engraved wine glasses for use at their events.</p> <p>Henri Samuel outlined the benefits the Class would see from the La Rochelle Worlds:</p> <ul style="list-style-type: none"> <li>a) The Official Photographer is supplying the class with 30 images free of worldwide copyright charges for 6 years.</li> </ul>

	<p>b) A video of the event is being produced which will provide both an interesting record of the event for Melges sailors and a useful promotional tool for the future.</p> <p>c) Eurosport TV will be covering the event in 4 or 5 ten minute slots.</p>
27.	<p><u>Date &amp; Venue Of Next Meeting</u></p> <p>The next IMCA AGM will be held during the European Championships in Torbole, Italy in September 2001. The exact date and location will be confirmed nearer the time.</p>