

INTERNATIONAL MELGES 24 CLASS

MINUTES OF THE ANNUAL GENERAL MEETING

HELD ON 9 AUGUST 2004

IN MARSTRAND, SWEDEN

In Attendance

Henri Samuel (IMCA Chairman)	Maurizio Abba (ITA)
Nils Hauff (IMCA Vice Chair Europe & NOR)	Denis Infant (FRA)
Gunter Tzeschlock (IMCA Secretary & GER)	Sven Lindahl (SPA)
Quentin Struass (IMCA Treasurer & GBR)	Philippe Kahn (USA & Santa Cruz YC)
Tomi Hakola (IMCA Exec & FIN)	Jana Madrigali (USA Observer)
Karen Gottwald (IMCA Exec & USA)	David Chivers (Technical Adviser)
Lasse Olsson (SWE)	Paul Manning (Devoti Sailing)
Adrian Peach (GBR & Royal Torbay YC)	Fiona Brown (IMCA Admin & Minute Taker)

Apologies

Jeff Jones (IMCA Vice Chairman North America)
Andy Burdick & Harry Melges (Melges Performance Sailboats)
Chiaki Obata (JAP)

1. Introductions & Class Reports

Henri Samuel welcomed everyone to the meeting and asked delegates to introduce themselves in a round table introduction. Each national class present was then asked to make a report on its activities.

Italy

Maurizio Abba reported that 23 new boats have joined the Italian class in the last year. The 2003 Italian Volvo Cup Circuit was very successful with a number of French boats joining the fleet. 45 boats took part in the Italian Championship including 10 French boats. 10 new boats are expected to join the Italian fleet for 2005 and already the events for the 2005 Italian Volvo Cup have been confirmed. Maurizio explained that the collapse of the Beneteau 25 class has helped swell the Melges class considerably with 8 of the 25 new boats coming from the Beneteau 25.

Norway

Nils Hauff reported that the Norwegian class is going through a period of change. In the past they had 25-30 boats at the Norwegian nationals but he felt that for 2004 it was going to be hard to get 20 boats. There is a generation change going on in the Norwegian class at present with older people selling their boats. Nils feels that the class needs to work hard to encourage new younger people into the boat in Norway. Of the

boats that they have 13 were attending the worlds.

Germany

Gunter Tzeschlock reported that, including boats from the Netherlands, the German class is currently 34 boats, however, the largest number of boats gathered for one event in Germany was 13 with only 7 boats attending the German Nationals. 23 boats race regularly but the fleet is split between the North and South. The Volvo Cup is encouraging South German owners to travel, which is encouraging.

Sweden

Lasse Olsson reported that Sweden currently has 11 active boats and they hope to bring in 2 or 3 more next year. The fleet focus on travelling to events in Scandinavia and across Europe and the class is very happy to see such a good turn out for the Marstrand Worlds.

Finland

Tomi Hakola reported that one year on from the Helsinki Europeans the class now gets good coverage in the Finnish national press. They have 15 boats currently and hope to gain 3-5 more boats for 2005. The Finnish national ranking for the past 5 years shows a steady increase with an average of 8 boats per event in 2003 and 10 boats in 2004. There are 8 Finnish boats attending the 2004 Worlds.

Spain

Sven Lindahl reported that there are now 6 boats in Spain, 2 at Barcelona in the north and 4 in Malaga in the south. They are working to bring the boats together and interest new owners. Although the strength of the IMS is a problem, those owners are beginning to show interest. The Spanish class are keen to get boats to travel to Spain for one or two key events to show off the class and are working on possible venues/dates at the moment.

France

Denis Infant advised that there are 14 French boats competing at the Marstrand Worlds. The French class wants to concentrate its efforts on major regattas and to work with other European classes to maximise participation at events. They are also working on local training centres around the country and are very optimistic about the future, particularly with the interest that the 2006 Worlds in Hyeres will generate.

Great Britain

Quentin Strauss reported that the UK class had remained stable over the past year. The class is looking forward to the 2005 Europeans in Torquay and hopes to encourage new owners on the back of this. At the present time many of the UK boats are based in Torquay racing in club races whilst another group travel the circuit doing the international event. Whilst there are other UK sports boat classes that provide competition there are no direct competitors to the Melges 24.

	<p><u>USA</u></p> <p>Karen Gottwald reported that the US Class has been fairly static over the last year but they are fearful of losing members. Some amateur boats feel they are being ignored and the US Class is now working to promote Corinthian events to address this. The long distances and relative lack of available free time are a bigger problem than competition from other classes in the US. They have good local racing in a number of areas but poor interstate organisation and need to improve event coordination. After a period in the doldrums there is now some enthusiastic new blood coming into the West Coast fleet. The US Class is trying to encourage new people to join the fleet from bigger boats and to encourage people to take part in the NOOD events, etc, to show the class off to big boat sailors. They are also keen to increase the number of US boats that participate internationally, particularly the number of boats that attend the Europe based Worlds. Philippe Kahn commented that the assistance his team had received from Devoti in making good charter boats available had been key to their being able to take part in the Marstrand Worlds. Twelve new boats have joined the US fleet this year.</p>
2.	<p><u>Minutes Of Last Meeting</u></p> <p>The minutes of the last minute were unanimously accepted as correct and formally signed by Henri Samuel.</p>
3.	<p><u>Election Of Officers</u></p> <p>Henri Samuel was standing for re-election and IMCA Chairman and Nils Hauff was standing for re-election is IMCA Vice Chairman Europe. There being no other nominations both were elected unanimously.</p>
4.	<p><u>Financial Report And Budget</u></p> <p>Treasurer Quentin Strauss presented the IMCA Draft Accounts for the 2003/4 financial year and the budget for the 2004/5 financial year. He highlighted the increased member income and the need to reduce event related costs. He also pointed out the proposals to increase the budget allocated to the web site to enable a complete rebuild of the site. He also requested the national classes to pay their bills promptly to ensure a smooth cashflow.</p> <p>Philippe Kahn and Henri Samuel both thanked Quentin for his excellent work in preparing the accounts. Henri asked all national classes to work hard to increase the number of paid up members.</p> <p>Quentin explained that the 2003/4 accounts were currently in draft format as the financial year runs August to July and therefore final accounts couldn't be submitted until all July invoices had been received. These draft accounts included estimated values for all final bills and he did not anticipate any major changes for the final accounts. On that basis the meeting formally accepted the accounts and it was agreed that, unless there were unexpected major changes, Henri Samuel would sign off the final accounts on behalf of</p>

	<p>the meeting when they were available.</p>
5.	<p><u>Web Site, Marketing & Sponsorship Report</u></p> <p>Fiona presented a brief web site, marketing and sponsorship report advising that 2003/4 had been a year of consolidation and that no major developments had been undertaken in the past year.</p> <p>The format of M24 magazine was discussed and the question of how to promote club and non-racing sailing of the boat was also discussed.</p> <p>It was agreed that M24 should be made available on line for future issues.</p> <p>Nils Hauff requested that the web site should include more sailor profiles, tips from the top and video clips.</p> <p>Joy Dunigan's proposals for a major rebuild of www.melges24.com were agreed and Quentin and Fiona will follow-up with Joy regarding the details.</p>
6.	<p><u>Technical Report</u></p> <p>David Chivers presented the formal technical report. Henri thanked David for his good work in handling all the recent rule changes and other technical matters. David confirmed that although there had been a large number of rule changes for 2004 the majority of them were essentially "house keeping" changes to deal with new developments in materials, suppliers, etc.</p> <p>The question of a possible change to Rule 42 was discussed but David advised that so far no change has been made to the related ISAF rule and so our existing rule can stand.</p> <p>Denis Infant raised the issue of discards and whether we should introduce a second discard at major events. The feeling of the meeting was that a second discard was not appropriate.</p> <p>David advised that he will be undertaking a major review of the Regatta Regulations for 2005 and asked all class representatives to consider this and provide feed back.</p> <p>The question of allowing an adjustable tack cunningham was discussed but it was felt no action was required at present.</p>
7.	<p><u>Builders Report</u></p> <p>A brief written report was received from Melges Boat Works.</p> <p>Paul Manning of Devoti Sailing thanked the meeting for inviting a representative of Devoti to attend. He also thanked David Chivers for his assistance to get the building of the boats set up and for help with the transfer to new suppliers, etc. Devoti received two sets of moulds, one of which was heavily used and one of which was unused. They will be</p>

refurbishing both sets of moulds in the coming months.

Paul also drew the meeting's attention to the new online spares and accessories guide launched by Devoti which is largely photo based to assist in easy identification of parts and to help non-English speaking clients.

He confirmed that Devoti are currently working with Southern Spars investigating possible retro-fit halyard locks. There are some technical difficulties to overcome and they will keep David Chivers informed on their progress. They are also looking into redesigning the spreader ends so it is no longer necessary to replace the rigging and spreaders at the same time.

To date Devoti have built 19 boats (1 GER, 1 SUI, 2 GBR, 2 USA, 13 ITA). Luca Devoti is working closely with the Italian class to further expand the class and Devoti are keen to work with other national classes in a similar way.

Philippe Kahn commented on the high quality of the charter boats he was using for the Marstrand Worlds and thanked Paul for Devoti's excellent support and service.

Paul reported that they have been investigating solutions to the problem of how the rudder is supported on the back of the boat. They are considering the possibility of replacing the existing stainless steel pins with phosphor bronze and will be reporting to the Technical Committee in due course.

Foil, bulb and rig supply were discussed and Paul advised that they are extremely happy with the products received from Euan Seal. The transfer of mast production to New Zealand has gone very well and product consistency is improving. Devoti hold spare spars in stock in Burnham and Italy at all times and Southern Spars now hold tubes in stock at all times as well. Devoti currently have 14 masts in stock and 2 spares were available in Marstrand for the Worlds. Paul confirmed that Devoti will provide customer support at the key European events each year.

The cost of foil production was raised by Henri Samuel following an enquiry from Harry Melges. Paul advised that they are not currently able to build the keels at a lower price than Euan Seal. David pointed out that in real terms the price of the foils has in fact come down in recent years and that Euan has been producing the fin and rudder since approx 1998 and that he has supplied complete keels to Devoti for 2 years and to MPS for 18 months. Devoti have expressed concerns that Melges Performance Sailboats do not have a formal contract with Euan Seal. Harry had requested a further copy of the scantlings for the foils and David will ask Euan to resend Harry the information.

Devoti are now able to offer special coloured boats, the smooth deck areas will be available in a range of translucent colours whilst the non-slip areas continue to be white or grey. Paul showed some samples of the translucent finish and advised that they have so far built 1 blue boat using this system.

Devoti are very keen to support club level sailors as well as the grand-prix teams and already they have run several pre-championship coaching seminars. Typically these are run over 2 days using a well know coach of Olympic standard and are aimed at giving confidence and experience to the sailors.

8.	<p><u>National Class Association Rule Change Submissions To AGM</u></p> <p>There were no rule change submissions.</p>
9.	<p><u>Proposed Constitution Changes</u></p> <p>There were no constitution change submission.</p>
10.	<p><u>Future Events</u></p> <p>Karen Gottwald gave the meeting an update on progress for the 2005 Worlds at Ocean Reef. The dates are confirmed as 12-16 December and they are already well underway with planning, sponsors searches, etc. To enable crews to gain experience at the venue Karen confirmed she is opening up her annual invitation event at Ocean Reef to all competitors for 2004 (10-12 December). She was very pleased to be spending time in Marstrand to gain World Championship experience.</p> <p>Karen also confirmed that plans are well underway for the 2004 North American Championship in Detroit (24-26 September) and they are expecting and entry of around 40 boats.</p> <p>Karen enquired whether it is possible to schedule more than the 10 races currently suggested by the regatta regulations. After discussion it was agreed that a 12 race format with no more than three races a day except in exceptional circumstances was desirable. The length of the first beat was also discussed and David agreed to look at including an advisory on this for the new regatta regulations.</p> <p>Adrian Peach confirmed that plans for the 2005 Europeans, to be held from 19-23 September in Torquay, are already well underway and they are looking forward to welcoming a large fleet for the event.</p> <p>Denis Infant expressed the view that all championships should be held in August to fit in with the French holidays but the meeting agreed that this was impractical, as dates must be set to allow for local conditions, availability of accommodation, etc.</p> <p>Denis Enfant reported on progress for the 2006 Worlds in Hyeres where they hope to have a fleet of over 100 boats and have plans in place for two race courses. The proposed dates for the event are 31 August to 8 September and Denis is currently in the process of confirming dates with the club.</p> <p>Karen confirmed that the US Class is currently working on final proposals for the 2007 Worlds. Philippe Kahn advised that Santa Cruz in California is putting forward a proposal for the event and it was agreed that a final proposal would be submitted by the USMCA by the end of 2004. The US Class is also asked to submit proposals for the 2006 North American Championship as soon as possible.</p> <p>Proposals are requested for the 2007 European Championship.</p>

	<p>To date the following countries have submitted outline proposals to host the 2008 World Championship:</p> <p>Finland – Helsinki Italy – Porto Rotondo/Sardinia Great Britain – Torquay (it will be the 10th anniversary of the first Melges Worlds held at Torquay in 1998).</p> <p>Henri Samuel told the meeting that there is an opportunity for the prestigious Coupe de France regatta to be an exclusive Melges 24 event provided enough national teams can commit to attending the event in advance. Fiona agreed to mail the national classes following the Worlds to see who felt they could confirm teams.</p> <p>The provisional major events programme for 2005-2008 is agreed as follows:</p> <table border="1" data-bbox="243 651 1461 867"> <thead> <tr> <th></th> <th>Europeans</th> <th>North Americans</th> <th>Worlds</th> </tr> </thead> <tbody> <tr> <td>2005</td> <td>Torquay, UK, Sep</td> <td>N/A</td> <td>Ocean Reef, FL, Dec</td> </tr> <tr> <td>2006</td> <td>N/A</td> <td>TBA</td> <td>Hyeres, France, Early Sep</td> </tr> <tr> <td>2007</td> <td>TBA</td> <td>N/A</td> <td>USA, TBA Santa Cruz, CA</td> </tr> <tr> <td>2008</td> <td>N/A</td> <td>TBA</td> <td>Finland, Italy UK registered interest</td> </tr> </tbody> </table>		Europeans	North Americans	Worlds	2005	Torquay, UK, Sep	N/A	Ocean Reef, FL, Dec	2006	N/A	TBA	Hyeres, France, Early Sep	2007	TBA	N/A	USA, TBA Santa Cruz, CA	2008	N/A	TBA	Finland, Italy UK registered interest
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11.	<p><u>Any Other Business</u></p> <p>There was no other business.</p>																				
12.	<p><u>Date Of Next Meeting</u></p> <p>The date and venue for the next AGM will be set to meet ISAF submission dates and will be finalised by the Executive Committee.</p>																				