



WORLD COUNCIL ANNUAL GENERAL MEETING

20 NOVEMBER, BERLIN, GERMANY

MINUTES OF MEETING

Present

Günter Tzeschlock – Chairman & GER/AUT
Riccardo Simoneschi – IMCA Exec Vice Chair Europe
Tomi Hakola – IMCA Secretary & Treasurer & FIN/EST
Chris Farkas – USA
Paolo Testolin - ITA
Michael Schineis – AUT
Arne David Andersen – NOR/SWE
Vanessa Bohe – FRA
Branko Parunov – SLO
Fiona Brown – IMCA Admin & Press Officer
David Chivers – IMCA Technical Advisor
Quentin Strauss – IMCA Financial Officer
Harry Melges – Melges Performance Sailboats
Federico Micchetti – Melges Europe & Representing Melges Performance Sailboats
Luca Babini – ITA Observer
Jens Wathne – NOR Observer
Hein Ruyten – NED Observer
Peter Göckel – IMCA Technical Committee
Mattias Dahlstrom – representing Borstahusen Yacht Club, Sweden

Joining Meeting By Skype Call

Heath Walters – Northshore Yachts/Melges 24 builder Australia (left call after presenting Australian Worlds Bid Package)
Warwick Rooklyn – AUS (Left call at approx 12.15)
Simon Strauss – USA observer (joined call at approx 1.15pm German time for remainder of the meeting)
Steve Kopf – USA observer (joined call at approx 1.15pm German time for remainder of the meeting)
Hank Stuart – IMCA Championship Coordinator ((joined call at approx 1.15pm German time for remainder of meeting)

Apologies

Bill Carleton - IMCA Member North America
Travis Weisleder – IMCA Vice Chair North America
Martin Finell – IMCA Exec Comm Member Europe
Chiaki Obata – JAP
John Pollard - GBR

Michael Good – SUI
Tomas Musil – CZE
Marta Weores – HUN
Sergey Cherny - UKR

1. Chairman's Introduction

Günter Tzeschlock welcomed everyone to the meeting.

2. Motion Proposed by the IMCA Executive Committee

As the first item of business Günter asked the delegates to place their votes regarding the Executive Committee's special Proposal in regard to the delayed issuing of the AGM Agenda. With the exception of the Czech Class (2 votes) the AGM voted unanimously to accept option A) from this proposal to continue with the business of the IMCA World Council as normal in this meeting including all formal discussions and votes.

3. Open welcome, introduction of new representatives, Presidents Report

Günter Tzeschlock welcomed everyone to the meeting, and particularly welcomed those joining the AGM for the first time - Warwick Rooklyn of Australia, Branko Parunov of Slovenia, Chris Farkas of the USA, Vanessa Bohe of France and Hein Ruyten of the Netherlands. He also thanked Mattias Dahlstrom of Sweden who attended to present the Europeans 2013 proposal from Borstahusen in Sweden.

Günter noted that it has been a year of contrasts for the class with great success in some areas including the excellent turnout at the Worlds in Tallinn and the ongoing success of the Volvo Cup series. He particularly highlighted the growth in new areas of Europe noting that for 2011 both Sweden and the Netherlands will be creating their own stand alone national class associations. He also recognised that in North America the recession has created many problems for the class as seen in the low turnout in Rochester and at some other events this year.

Günter then told to the meeting that he would be standing down at this AGM, a year earlier than originally planned. He explained that his decision for this was partly personal and partly in recognition of the need to ensure good continuity for the class management. He pointed out that at this AGM Riccardo Simoneschi was due to stand down from his post as Vice Chairman having served the maximum of two terms in the post. Riccardo brings a wealth of experience and knowledge to the class having previously served as a Chairman of the Star Class and having also served on numerous ISAF Committees over many years. In order not to lose that experience Günter had chosen to stand down as Chairman early and propose Riccardo as the new Chairman of the Class. Günter has agreed to stand as Vice Chairman Europe to provide short term continuity.

Finally Günter thanked everyone on the Executive Committee, the World Council, at the National Classes and on the IMCA Staff for all their hard work during the past year.

4. National Class Reports

Tomi Hakola summarised the content of written National Class Reports received from the following countries:-

Czech Republic
Hungary
Ukraine
United Kingdom

Günter invited the National Classes represented around the table to introduce themselves and make a brief report on their class's activities.

Austria

Michael Schineis presented the report from Austria

Norway

Arne David Andersen presented the report from Norway

Italy

Secretary Luca Babini presented the report Italy on behalf of President Paolo Testolin.

USA

Chris Farkas presented the US report..

Germany – incorporating the Netherlands, Denmark & Belgium

Günter Tzeschlock presented the report from the German Class.

Finland & Estonia

Tomi Hakola presented the report from Finland & Estonia

France

Vanessa Bohe presented the report from France

5. Minutes Of the Last Meeting

The minutes of the last meeting were approved.

6. Financial Report & Budgets

Financial Officer Quentin Strauss presented the written Financial Report and associated budgets and statements covering the financial year for 1 August 2008 to 31 July 2009.

Treasurer Tomi Hakola advised that the budgets were prepared assuming a conservative level of income in recognition of the ongoing global financial difficulties. The focus for the forthcoming year is to keep close control on expenditure to ensure that it will not exceed income.

The budget presented for 2011 was approved.

As Quentin Strauss is standing down from his post as Financial Officer and this will be his final AGM, the Chairman took the opportunity to thank him for his excellent work for the class during his time as first Treasurer and then Financial Officer. The Treasurer advised that a replacement for Quentin was still to be identified but that in the meantime Vice Chairman Guenter Tzeschlock had agreed to Act as Financial Officer pending the appointment of a permanent replacement.

7. PR & Marketing Report

Fiona Brown presented the PR & Marketing Report and Tomi Hakola presented a supplemental report on the Website and Blog statistics.

8. Technical Report

David Chivers presented the Technical Report.

9. Builder Reports

Harry Melges presented the builders report for Melges Performance Sailboats noting that build numbers had been down this year in response to the severe economic downturn in the USA. He also noted that build numbers were down worldwide but acknowledged that in the current economic situation this was to be expected and the fact that the class was still delivering new boats and that the second hand market is alive and active should be regarded as positive.

He advised the meeting that work is currently underway on producing new keel moulds as the existing moulds are now very old and in need of replacement. This work is being done in close consultation with the IMCA Exec Comm and Tech Comm and with the designers Reichel Pugh.

Heath Walters presented the builders report for Melges Asia Pacific.

10. Election of Officers

As he had indicated in his opening remarks Günter Tzeschlock confirmed that he was standing down as Chairman of the Class. The only nomination for his replacement as Chairman, made by the IMCA Exec Comm, was Riccardo Simoneschi and the meeting unanimously elected him to office.

As he handed over the chair of the meeting to Riccardo, Günter thanked everyone for their support during his tenure as Chairman and gave Riccardo his best wishes and support as future Chairman.

For the post of Vice Chairman Europe there were two nominations – Günter Tzeschlock nominated by the IMCA Exec Comm and Alessandro Poggi nominated by the Italian Class. Günter needed no introduction to the meeting but Luca Babini spoke on behalf of the Italian Class to introduce Alessandro, a former Chairman of the Italian Class, a very experienced Melges 24 sailor and a former attendee at IMCA World Council Meetings to the group. The delegates were then asked to place their votes and Günter received 62 votes and Alessandro received 10 votes so Günter Tzeschlock was elected.

For the post of Exec Comm Member Europe there were two nominations – Jens Wathne nominated by the IMCA Exec Comm and Bernt Marstein nominated by the Norwegian Class. Jens Wathne has attended a number of World Council meetings so was well known to the delegates, Arne David Andersen spoke on behalf of the Norwegian Class to introduce Bernt. The delegates were then asked for their votes and Jens received 27 votes to Bernt's 21 votes so Jens Wathne was elected.

For the post of Vice Chairman North America the USMCA had nominated Simon Strauss who was unanimously elected by the World Council.

For the post of Exec Comm Member North America the USMCA had nominated Chris Farkas who was attending the meeting and current Member North American Bill Carleton had volunteered to stand for a second two year term of office. The meeting unanimously elected Chris Farkas to the post.

Riccardo thanked all the new committee members for volunteering and looked forward to working with them in the coming months.

11. National Class Submissions

There were no submissions from the National Classes.

12. Class Rule Changes (effective 1st January 2010 once approved by ISAF)

The following Class Rule Changes were agreed by the meeting:-

Rule C.5.2 (a)(1)

Amendment: Add "Electric outboard of minimum power 450W" so the rule now reads as follows:

- "(1) One functioning outboard engine and bracket:
2 stroke minimum nominal power – 2kw (3hp)
4 stroke minimum nominal power - 1.46kw (2hp)
Electric outboard of minimum power 450W
Minimum engine weight empty of fuel – 12.5kg"

Rule C.5.2 (a)(3)

Amendment: Add "or in the case of an electric outboard the battery power pack fully charged" to the end of the rule so it now reads as follows: "(3) The boat shall depart the dockside with the engine tank full and suitable separate container with a minimum 3lts of fuel or in the case of an electric outboard the battery power pack fully charged."

Rule C.7.2 (a)(2)

Amendment: Add "The backstay end block may be replaced with a ferrule. Diameter Optional" to the list of permitted fittings so it now reads as follows:

	Minimum	Maximum
Jib clew blocks. Diameter	26mm	30mm
Jib car blocks. Diameter	30mm	46mm
Jib ratchet blocks. Diameter:	54mm	78mm
Mainsheet track block. Diameter	48mm	58mm
Mainsheet boom blocks. Diameter	48mm	58mm
Mainsheet ratchet block. Diameter	54mm	78mm
Spinnaker turning blocks. Diameter	48mm	78mm
Spinnaker deck ratchet blocks. Diameter	54mm	78mm
Bowsprit end block. Diameter	Optional	
All control line blocks. Diameter	Optional	
Hiking line block. Diameter	Optional	
The spinnaker tack line cleat may be changed to a stopper.		
The backstay end block may be replaced with a ferrule. Diameter	Optional	

Rule C.9.5 (a) (5)

Amendment: Delete rule and renumber remaining rules accordingly.

Rule C.11.1

Amendment: Delete "two hull length circle" and replace with "zone" so the rule now reads as follows:

"C.11.1. Approaching a windward mark without the spinnaker set, the bowsprit shall not be extended until the bow of the boat has passed the mark. If for a wind shift or any other reason, the spinnaker is flown on a 'windward' leg, then the bowsprit shall be fully extended and the spinnaker set before the boat reaches the zone at a mark."

Rule C.11.3

Amendment: Delete rule and renumber remaining rules accordingly.

Rule C.11.8

Amendment: Add new rule to read as follows:

“While sailing with the spinnaker, crew may only stand forward of the mast when tacking or gybing, or in order to perform repairs.”

Future Events

Europeans 2011

Riccardo advised the meeting that a few days earlier the Exec Comm had received notification from the Haugesund Yacht Club that very sadly it found itself forced to withdraw from organising the 2011 Melges 24 European Championship. The club had worked extremely hard to find sponsorship and create a good technical regatta for the Class but the current economic situation and other issues beyond their control meant that they were struggling to present the event as they would like and as the class requires.

Riccardo thanked the Haugesund YC, the Norwegian Class and local coordinator Jens Wathne for all their hard work in attempting to host the event. He confirmed that the club had remained in regular contact with the IMCA team over recent weeks to keep them abreast of their growing concerns about the regatta and thanked the club for giving us notice at the first possible opportunity in order that the IMCA might have time to find an alternative venue.

With regard to possible alternative venues two potential hosts had been identified. Aarhus Sailing Centre in Denmark had stepped forward to make a provisional offer to host the event. Obviously in the time available they had not yet been able to put together a formal proposal or budget but the club confirmed it was keen to host the event, could offer us the same timeframe as had been agreed with Haugesund. A second proposal was received from the Italian Class who offered to host the event in conjunction with the already planned Volvo Cup event at Riva del Garda in early July.

Following discussion the meeting agreed that if at all possible it would like the event to remain in Scandinavia and therefore the Exec Comm was asked to urgently follow-up the outline offer from Aarhus in the hope that formal agreement can be reached with the club. Should it not be possible to reach agreement with Aarhus the meeting recommended that the offer from Italy be accepted. Riccardo set a timetable of two weeks to complete initial negotiations with Aarhus.

Riccardo thanked both Aarhus and the Italian Class/Riva del Garda for stepping forward at such short notice to assist the Class with this event.

Worlds 2011

Corpus Christi YC presented an update report on its planning for the 2011 Worlds. Chris Farkas confirmed that the US Class is working hard to achieve the best possible attendance although the large distance from Corpus to the majority of Melges 24 sailors is hampering their efforts. Also the length of the regatta with five days of racing plus registration is also making it difficult for the US sailors who have very limited holiday time.

The Italian Class then presented its final proposals for the 2012 Worlds to the meeting. At the AGM in 2009 it had presented the options of Alghero or Scarlino to the meeting. Following further discussions with both clubs the Italian Class recommended proceeding with the Scarlino option and the meeting accepted their proposal. The dates proposed by the Italian Class of mid

September were identified as a clash with the already confirmed Melges 32 Worlds which are 17-22 September in the US. The Italian Class was asked to come back to the Exec Comm with alternative dates in September that would allow the sailors to take part in both events if needed.

North Americans 2012

Chris Farkas and Hank Stuart updated the meeting on the plans for this event which are progressing well and Hank confirmed that he is in regular contact with the San Francisco YC team.

Worlds 2013 & 2014

For the Worlds 2013 bids had been received from San Francisco YC and from the Australian Class proposing either Middle Harbour YC, Sydney or Royal Queensland YC, Brisbane. Heath Walters presented the Australian bid and stressed to the meeting the importance of Australia hosting a major championship in helping them to grow the class in that region.

After discussion the meeting agreed that of the two Australian proposals it felt that although both clubs have excellent facilities and track records the Middle Harbour YC/Sydney was likely to appeal to a large percentage of the overseas visitors.

The logistics of travelling to Australia and the timings for the events were reviewed and after some discussion the meeting felt that the best option for the events would be to accept the San Francisco YC proposal for the Worlds 2013 to be hosted in October 2013 and the Middle Harbour YC proposal for the Worlds 2014 to be hosted in mid March 2014. Shipping from the US west coast to Australia is very straight forward and Chris Farkas confirmed that the US fleet would help negotiate free/cheap storage in the SF area for those boats that wished to store their boats there temporarily following the SF Worlds prior to shipment to Australia.

Australasian Championship 2012 and 2013

In preparation for hosting the Worlds in 2014 the Australian Class was asked to consider hosting an Australasian or Asia Pacific Championship in 2012 and 2013. In 2013 this event could be held at the Middle Harbour YC to act as a test event for the following year's Worlds. Australia was asked to bring proposals for these events to the next AGM.

European Championship 2013

Three bids for this event were received from Medemblik, Netherlands, Traunsee, Austria and Bortahusen, Sweden. Hein Reyten presented the Medemblik proposal, Michael Schineis the Traunsee proposal and Mattias Dahlstrom the Borstahusen proposal. Following discussion and review of the proposals the meeting agreed that in order to balance the programme over the coming years between north and south Europe that a northern venue would be preferable in 2013. The meeting was asked to vote on whether it preferred Medemblik or Borstahusen and 29 votes went to Medemblik with 24 to Borstahusen.

Taking the overall balance of the programme year on year into consideration it was agreed that the final decision on which venue is awarded the event should not be taken until the location for the 2011 Europeans has been confirmed. If the 2011 Europeans is located in Aarhus it was agreed that Medemblik should be asked to host the 2013 Europeans. Alternatively if the 2011 Europeans is hosted by Riva del Garda it was agreed that the 2013 Europeans should go to Borstahusen. The meeting delegated the final decision on this matter to the Executive Committee with the decision to be made at the earliest opportunity before the end of this year.

Europeans 2014

Hein asked if it would be acceptable for Medemblik to present a further bid for the 2014 Europeans if the event went to Borstahuse in 2013 and Riccardo confirmed that this was entirely acceptable and the class would welcome their bid. There are no other bids to consider for this event at this time. Final bids for the 2014 Worlds will be reviewed at the next AGM and the National Classes were asked to put in their submissions.

North Americans 2014

Chris Farkas advised that the USMCA did not yet have any formal bids for the 2014 North Americans but anticipated that this would be an East Coast based event. They will bring formal proposals to the next AGM.

The event schedule for the coming four years is therefore provisionally agreed as follows:

Event	Location	Dates
Worlds 2011	Corpus Cristi, Texas, USA	11-21 May 2011
Europeans 2011	Aarhus, Denmark or Riva del Garda, Italy, TBC	Late July or Early July TBC
Worlds 2012	Scarlino, Tuscany, Italy	TBC September 2012
North Americans 2012	San Francisco, USA	19-25 August 2012
TBC Australasians 2012	TBC, Australia	TBC
Worlds 2013	San Francisco, USA	TBC October 2010
Europeans 2013	Borstahusen, Sweden or Medemblik Netherlands	TBC
Australasians 2013	Middle Harbour YC, Sydney, Australia	TBC
Worlds 2014	Middle Harbour YC, Sydney, Australia	TBC March 2014
Europeans 2014	TBC, Europe South/Central	TBC
North Americans 2014	TBC, East Coast	TBC

During the discussions about event planning the overall issue of venue selection and the problems of increasing fleet sizes were discussed. Riccardo noted that ISAF is currently working to establish a ranking table of championship venues which will identify the top sailing venues around the world based on an assessment of sailing area, club facilities, club experience, quality of race management, logistical accessibility, etc. The meeting agreed that a close watch should be kept on the development of this list and that in future the class should be careful to select only venues with a proven track record and facilities for our international events.

The problem of finding venues large enough to accommodate the growing Melges 24 fleet was also discussed. The problem of finding venues that offer both a good racing area, large enough shoreside facilities to accommodate 100-130 boats and a top quality race management team is a major one. Riccardo advised that this was a crucial time for the class and that care must be taken to balance the requirement for racing at the very highest level with venues that would also appeal to the Corinthian and family teams that make up the largest proportion of the fleet. Addressing this issue will be a priority for the Exec Comm and World Council in the coming months and years.

Any Other Business

Format For The World & Continental Rankings

Riccardo noted that the current large number of ranking events made it somewhat confusing for sailors to decide which events to take part in. Also he noted that it is extremely difficult to obtain a sponsor for such a large series of events. It was also agreed that a review of the ranking system was needed but that this could not be accomplished within the timeframe of this meeting and so Guenter Tzeschlock was appointed to head a steering group to be made up of Class Officers and experienced sailors to review this subject and report back with its recommendations to the next AGM.

In the interim it was agreed that for the coming year the current format of using the National Championships plus other key regattas which attract significant international (for Europe) and Inter District (for North America) attendance would form the basis of the ranking.

Length Of The World & Continental Championships

In light of the increasing pressure on holiday time in the current economic climate and the need to keep regatta costs to a minimum to allow for reduced sponsor income the overall length of IMCA Championship events was discussed.

Chris Farkas followed up on his earlier comments about the lack of holiday time for most US sailors and suggested that for North American Championships the events should be run over a long weekend with an planned 8 race schedule over 3 or at most 4 days. For World Championships based in the USA the events should be scheduled with no more than 5 days racing and timed so that sailors need take no more than 1 working week out of the office to register and compete.

The European delegates acknowledged that they too would like to see the event schedules compressed to allow them to complete the European and World Championships taking only 1 working week of leave.

The Exec Comm was asked to review the Championship Rules and devise schedule proposals for the events in 2012 and beyond that would encompass this shorter format.

Updates From The ISAF Meetings

Riccardo had represented the IMCA at the recent ISAF meetings and reported on the following items of particular note to the class:-

Live Race Tracking – ISAF is proposing to introduce a standard format for live race tracking transponder systems for all yacht races. This would enable owners to purchase and fit a standard transponder unit which could then be linked to the tracking system of any event organiser. It was agreed that the class would keep this matter under close watch and will incorporate the ISAF system into the class rules at the earliest practical opportunity.

Advertising Code – Riccardo reported that ISAF has brought in a number of significant changes to the ISAF Advertising Code. These are designed to give the competitor more control and will require us to review our Class Rules and possibly make some minor adjustments to encompass the new wordings, etc. David Chivers was asked to review the new Code and report back to the Exec Comm on any changes that might be necessary.

Online Entry System – Tomi reported that the online entry system that had been used for the 2010

Next Meeting

On behalf of the Austrian Class Michael Schineis offered to host the 2011 IMCA World Council AGM in Satlzberg. The meeting will be held on 19 November 2011.

