



WORLD COUNCIL ANNUAL GENERAL MEETING

11 OCTOBER 2008 – MUNICH, GERMANY

MINUTES OF MEETING

Present

Günter Tzeschlock – Chairman & GER/AUT
Travis Weisleder – IMCA Exec Vice Chair North America & USA
Riccardo Simmoneschi – IMCA Exec Vice Chair Europe
Tomi Hakola – IMCA Secretary & FIN/EST
Denis Infante – FRA
Alessandro Poggi – ITA
Tomas Musil – CZE
Jens Wathne – NOR & SWE
Luca Balbini – ITA Observer
Peter Göckel – GER Observer & Technical Committee
Fiona Brown – IMCA Admin & Press Officer
David Chivers – IMCA Technical Advisor
Hank Stuart – IMCA Championship Coordinator
Harry Melges – Melges Performance Sailboats & USA
Peter Shaw – Southern Spars
Karel Samsula – Devoti Sailing
Luca Devoti – Devoti Sailing (for part of meeting)
Federico Micchetti – Melges Europe

Apologies

Bill Carleton - IMCA Member North America
Martin Finnell – IMCA Member Europe
Heath Walters – Northshore Yachts/Melges 24 builder Australia
Nils Hauff – NOR (Jens Wathne representing)
Simon Henning – UK
Heath Townsend – AUS

Chairman's Introduction

Günter Tzeschlock welcomed everyone to the meeting, and particularly welcomed Tomas Musil who was representing the Czech Republic at an AGM for the first time. Günter noted that there have been a significant number of new countries entering the class in recent months including Australia where there are now 13 Melges 24 actively racing. Growth has also been good in Eastern Europe including Bulgaria, Hungary and Slovenia all of whom are currently developing under the umbrella of the German Class Association, plus the Czech Republic, which has formed its own class association and Estonia and Latvia, which have joined forces with the Finnish Class.

The highlight of 2008 for the IMCA so far was the Volvo Melges 24 World Championship in Porto Cervo where the sailing was excellent and where we had outstanding support from sponsor Volvo.

Looking forward Günter noted each championship event is like a showcase providing a vital shop window to the rest of the sailing community and that one of the great strengths of the class is its ability to attract the top sailors back to our events again and again. He thanked David Chivers, Fiona Brown and Hank Stuart for their ongoing work in ensuring that the IMCA events were run to the highest standards.

In regard to class finances Günter noted that we are currently spending more than we earn each year. Fortunately we have a good reserve at the bank, but clearly we cannot continue like this for many years and so the Executive Committee has been discussing ways to increase revenue.

Günter noted that the Melges 24 has until now always been one of the most innovative classes in regard to marketing. In order to maintain this position in the future the Executive Committee has been discussing ideas to further develop our marketing activities to ensure we remain at the forefront as an international class.

Although the sailing side of our events has always been exemplary the social and shoreside package we offer at events has varied considerably in the past and for the future we will be looking to further develop this element of our events to ensure we have something to offer everyone who attends a championship.

Günter asked that the class representatives take the word from the AGM back to their members and also asked them to ensure they kept the IMCA team abreast of all their local activities both in terms of news for publication on the web site and issues that were arising within their classes on or off the water that the IMCA should be kept abreast of. Günter particularly noted that rule infringement issues are often talked of informally at regattas but rarely do competitors actually take action and protest if they feel a rule is being infringed. Günter asked that the national classes actively encourage their members to protest when they feel they have seen a rule infringement as the sport is self policing and it is only by lodging protests that issues can be properly resolved. The worst situation is one where a group of individuals gossip in the bar accusing others of breaking rules and starting lots of rumours but then fail to protest to obtain a proper ruling on the matter. Gossip and speculation can be extremely damaging to a class and it is much better to go to protest and achieve clarity.

Overall Günter reported that the IMCA is in excellent shape showing good growth and with great potential for the future.

National Class Reports

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

Czech Republic

Tomas Musil reported that the Czech Class is growing steadily starting the year with 12 boats and adding 4 more during the year. They now have 15 boats regularly racing, up from 9 last year. As the Czech Republic is landlocked they are sailing on small lakes only. They attracted an entry of 19 boats for their Nationals this year including several foreign visitors. The Czech boats regularly travel to international events with 6 boats attending the 08 Worlds. They look forward to further steady growth in 2009.

France

Denis Infant reported that he is now re-elected President of the French class after a very difficult period under disinterested management when the class numbers dropped drastically. Currently they have 20 active members. Next year they will be creating a new French Ranking with three

events – the French Nationals in Brest, the SNIM regatta and the Novembre a Hyeres regatta. Currently there are no big local French fleets and many sailors have moved to other classes. With the Europeans in Hyeres next year they will be using this as a promotional platform to draw members back and will be working to think carefully about how their event schedule works to encourage greater participation and get numbers back up to where they were before.

Italy

Alessandro Poggi reported that the Italian Class has 67 members with 160 boats competing in the Italian Volvo Cup series. The Porto Cervo Worlds were a huge success for the class attracting very significant coverage in the Italian media. The Italian class is very keen to build on its success and hopes to host another major championship in 2011 or 2012.

Norway & Sweden

Jens Wathne reported that 33 boats took part in the five event Norwegian ranking with 33 boats also racing at the Norwegian Nationals. For the Nordic Championship 36 boats competed including boats from Norway, Denmark, Sweden, Finland and Estonia. The Norwegian fleet are also enthusiastic travellers with 8 boats racing in the Worlds and 3 boats regularly taking part in the Italian Volvo Cup with more expected to race internationally next year. The majority of boats are based near Oslo on the east coast, but recently the fleet is also developing on the west coasts with 10 boats now racing there. Jens noted that the Norwegian website has played a vital role in encouraging greater participation and this is updated daily. They have also launched a programme to bring young sailors into the class by providing them with a boat for a year and as a result they have generated 3 new young teams. They are also attracting sailors from other classes very effectively.

Australia

Although it was not possible for the Australian Class to send a personal representative to the meeting Australian Class Chairman Heath Townsend did submit a written report attached as Appendix A.

Finland & Estonia

Tomi Hakola reported that the joint Finnish/Estonian Class now has 23 members regularly racing, 19 in Finland and 4 in Estonia. For the first time in 2008 the Finnish Class hosted an event in the far north of Finland just 200km from the Arctic Circle. The average turnout for events is 14/15 boats with 19 taking part in the ranking overall. With the 2010 Worlds and 2009 Nordic Championship in Tallinn they expect to see good growth over the next two years. Already five new teams will join the Estonian fleet this winter and overall the Finnish/Estonian fleet expects to grow from 23 to 35 boats by the 2010 Worlds. The class is also expanding to include new sailors from neighbouring Latvia and it is hoped that the Latvian National Sailing Authority will select the Melges 24 as one of their “focus” classes at their forthcoming annual meeting.

UK

Although it was not possible for the UK Class to send a personal representative to the meeting they did submit a written report attached as Appendix B.

Austrian Class

Günter Tzeschlock reported that there are now 11 boats in Austria and that for 2009 a new Austrian Class Association will be formed. There has been very little sports boat sailing in Austria

and so the emergence of the Melges 24 is an exciting new development and is attracting a lot of attention.

Swiss Class

Günter reported that the Swiss Class, which became an independent class in late 2007, has shown good growth in 2008 and continues to develop steadily.

Germany (also encompassing Slovenia, Bulgaria, Hungary and currently Austria – see above)

Günter reported that 51 boats competed in the German Ranking series of 10 regattas. They expect to see continued growth during 2009 and will be attending the Hamburg Boat Show in a few weeks time to promote the class. They hope to encourage greater links between the northern German sailors and the other Baltic fleets. Günter was pleased to report that for the first time ever he is now receiving approaches from German clubs keen to host Melges 24 major events (Worlds or Europeans).

USA

Travis Weisleder reported that the US Class remains very strong with 110 members and 180-190 boats regularly racing in ranking events. Their goal for the coming year is to increase membership take up. The US Class focuses heavily on the Corinthian competitors and approximately 50% of the US Nationals fleet were Corinthian sailors. Because of the vast size of the USA the National Class is broken down into 6 districts which manage their own regional ranking/racing programmes and encourage travel at a relatively local level.

For the North American Championship 08 and the Worlds 09 in Annapolis the US fleet is looking forward to welcoming overseas competitors and Travis extended an invitation to everyone to attend these events.

The US Class is looking to create its own National Ranking incorporating approximately 30 events to bring individual district groups together. New boat sales remain strong as does the second hand market at this time.

Günter Tzeschlock thanked all the National Class Representatives for their input and for taking the time to attend the meeting.

Minutes Of the Last Meeting

The minutes of the last meeting were approved.

Financial Reports

Günter Tzeschlock reported that, after the difficulties experienced last year when no formal accounts could be presented to the AGM, the Executive Committee has now employed Quentin Strauss (formerly an honorary IMCA Treasurer) to once again handle the class accounting functions and thanks to considerable work on his part the accounts are now back in order and can be formally presented to this AGM. Because of the past difficulties this year's report actually covers two financial years – August 2006-July 2007 and August 2007-July 2008.

Tomi Hakola presented the written report, accounts and budget from Quentin Strauss and highlighted key areas of interest. In particular he pointed out that we are spending more than we currently earn and, although we currently have sufficient reserves in the bank to cover this, the situation cannot be allowed to go on long term. The largest part of our expenses relate to event

support and without reducing the quality of the service we provide at events it will be very difficult to reduce these costs.

The question of how to increase income was discussed and the Executive Committee proposed that the price of sail stickers be increased from £20 each to £40 each. In real terms this would add approx 1% to the price of a suit of sails but would increase income sufficiently to cover the current deficit. The proposal was unanimously accepted by the meeting and it was agreed that the price of sail stickers will increase to £40 per sticker with effect from 1st January 2009.

The accounts submitted for the year 2007-2008 were unanimously accepted by the meeting. The budget proposals put forward for the year 2008/2009 were also accepted subject to the increase in sail stickers from £20 to £40 with effect 01 January 2009.

PR & Marketing Report

Fiona Brown presented the written PR & Marketing report (see Appendix C). For the most part the PR and Marketing activities of the class in the past year have continued as in previous years. The only area of concern raised by Fiona was the issue of her combined roles of Administrator and Press Officer at major events. The demands of these two roles have grown considerably in recent years and it is now almost impossible for her to combine the roles effectively. In addition Fiona pointed out that the media demands of modern events were increasing and with new technology enabling greater live coverage, etc, it was important to review our media plan to ensure we remain at the forefront internationally. For that reason Fiona had asked the Executive Committee to consider options to split her role into two allowing her to focus on the Admin and bringing in a new Press Officer.

On behalf of the Executive Committee Günter Tzeschlock presented a proposal to appoint Justin Chisholm as the new IMCA Press Officer. Justin is well known to the class as a sailor (aboard Stuart Simpson's Team Barbarians) and as a journalist (he edits the www.offshorerules.co.uk website and is a regular contributor to existing IMCA publications). The question of budget was discussed and Günter confirmed that the cost of employing Justin had been factored into the proposed 2008/2009 budget and that the previously agreed sail sticker price increase would cover these costs. In addition to picking up the existing media activities that Fiona has handled to date Justin's proposal also includes additional live from the race course coverage during events with video and photos being added to the site throughout each racing day. His long term proposal also allows to provide regular material for the IMCA web site and E-news and to provide regular press releases for the class in addition to the championship coverage. The principle of employing Justin was agreed by the meeting and it was agreed that prior to signing a long term contract Justin should be asked to cover the forthcoming North American Championship on an introductory trial basis. If that initial trial goes well a long term contract will be agreed with Justin.

Günter reminded the meeting that we have now produced an IMCA/Melges 24 promotional folder/flyer which is available to the national classes for use at boat shows, marketing events, etc. Fiona Brown (Europe) and Joy Dunigan (North America) both hold stocks of these brochures which are available on request.

Technical Report

David Chivers presented the technical report. He advised that 2008 had been a busy year on the technical front. The IMCA Technical Committee is becoming stronger and more proactive which is also bringing benefits across the national classes.

Last year the class voted to accept rule changes to allow a fixed forestay system, but approval of this by ISAF had to be put on hold to resolve technical issues. Those issues have now been resolved and ISAF will be asked to ratify the fixed forestay to come into effect from 1 November.

David highlighted problems that have arisen with inspecting measurement certificates at events. The problem is caused by the many and varied formats that certificates take. The responsibility for issuing certificates lies with the Member National Authority and whilst some – such as the RYA in the UK and the FFV in France – elect to manage the certificates themselves other (such as US Sailing and the FIV in Italy) elect to delegate responsibility back to the National Class Association who have each created their own system for issuing certificates. In order to bring clarity to the system a new IMCA standard format measurement certificate will be created and all national classes administering certificates internally will be instructed to use this format. This will ensure that the measurers can quickly and easily identify that they have a correct measurement certificate as either it will be on the official form of the relevant Member National Authority or it will be on the IMCA class standard form.

David noted that following ISAF changes to the standard formatting for Class Rules he is currently undertaking a reformatting of the Melges 24 Class Rules to match. There will be no material changes to the rules as a result, but the layout of the rules will change and information will hopefully be easier to find within the rules with fewer repetitions.

David also advised the meeting that the Regatta Regulations are being reformatted to take into consideration changes to the ISAF RRS and ERS, etc. In addition they will also be updated to incorporate developments from recent events and other necessary changes and the 2009 edition of the regulations will be available shortly.

Picking up on Günter's comments in his opening address David reminded the meeting that rumours are the life blood of classes, however, they can be extremely destructive and if a sailor genuinely feels that someone is cheating they must please protest so that the truth of the situation can be identified. Clarity is our best weapon in maintaining a healthy class.

David reminded the meeting that the new 2009 edition of the ISAF Racing Rules of Sailing bring some important and very significant changes and that it is essential that all sailors are encouraged to obtain a copy of the new rules (and read them!) at the earliest opportunity.

Finally David noted that Hank Stuart's appointment as IMCA Championship Coordinator was already reaping benefits for the class and he thanked Hank for his work to date.

Hank Stuart took this opportunity to thank the Yacht Club Costa Smeralda and the Italian Melges 24 Class for hosting the 2008 Worlds and said he is very much looking forward to the 2008 North Americans and 2009 Worlds in Annapolis and to the 2009 Europeans in Hyeres.

Builder Reports

On behalf of Melges Performance Sailing Harry Melges advised the meeting that sales in the US have remained steady with 15 new boats sold last year and 25 this year. They have seen a lot of new Corinthian owners and in addition several very big names in US yachting have joined the class including Terry Hutchinson, Chris Larson and John Kolius. John Kolius has also become the new Texas dealer for the Melges 24 and it is hoped that this will generate considerable new sales in that area. Boat resale values remain high in the US.

Harry reported that they had no current major build issues although the existing (original) mould tooling is now approaching the end of its working life and that within 12-24 months they anticipate needing to make new moulds. Fortunately the original plug is still in excellent condition and so this will be used to make the new moulds ensuring that the one design status is confidently maintained.

Luca Devoti reported on behalf of Devoti Sailing that they will shortly move into their new production factory. Following problems with quality control noted at last year's AGM these issues

have now been addressed and the appointment of new key personnel and the move to the new factory will help to bring further quality improvements. Luca noted that six years remain until the end of their existing contract as European Melges 24 builder. They are seeing good growth in Bulgaria, Hungary and the Baltic and they are also just beginning a big promotion in Poland.

Luca noted that Federico Michetti of Melges Europe has now taken over as the Italian Melges 24 dealership and alongside Federico's involvement with the other boats in the Melges range (20 and 32) this new partnership is working well.

It was not possible for Melges Australia to send a representative to the meeting but they did submit a written builders report – attached as Appendix D. From the report Tomi highlighted the fact that they now have 13 boats actively racing in major sports boats events around the country. After a slightly slow start to production they are now doing well and their goal is to produce 10+ boats in 2009. Hosting a World Championship in Australia would really help to grow the class there and a proposal for this is being put forward for 2012. Harry advised the meeting that the current Australian production facility is capable of building up to one boat per week.

Günter thanks the builders for all their support and work in the past year and in particular for their support at events.

Election of Officers

Having served two years in post, IMCA Vice Chairman Europe Riccardo Simmoneschi was now eligible for re-election for a further two year term. There were no other proposed candidates for this post and Riccardo was re-elected unanimously.

Having served two years in post, IMCA Member Europe Martin Finnell was now eligible for re-election for a further two year term. There were no other proposed candidates for this post and Martin was re-elected unanimously.

Following changes in the management of the USMCA Scott Gregory has also resigned as IMCA Vice Chairman North America. Travis Weisleder (currently IMCA Executive Committee Member for North America) was proposed by Günter to replace him and seconded by Tomi Hakola. There were no other proposals and Travis was unanimously elected.

Following Travis's election as IMCA Vice Chairman his role as a IMCA Executive Committee Member North America was now vacant and Bill Carlton was proposed by Günter to replace him and seconded by Tomi Hakola. There were no other proposals and Bill was unanimously elected.

Following the resignation of Simon Henning the post of Treasurer was vacant. Although Quentin Strauss has been employed to handle the accounting role the official post of Treasurer can only be held by a Full Member of the IMCA. Quentin is no longer a Melges 24 owner and cannot therefore stand formally as Treasurer. Günter therefore proposed that Tomi Hakola be appointed joint Secretary/Treasurer to monitor the work handled by Quentin on behalf of the IMCA. Travis Weisleder seconded the motion and Tomi was unanimously elected as joint Secretary/Treasurer.

Class Rule Changes (effective 1st January 2009 once approved by ISAF)

A proposal to revise rule C.2.2 originally tabled for consideration at the AGM was withdrawn by the Technical Committee. The proposal had been to consider limiting the electronic equipment permitted on the boats to prevent the use of extremely expensive Deckman systems, etc. However, the Technical Committee had reviewed the proposal and established that at the current time these more expensive systems were not suitable for use on a small boat like the Melges 24 (partly because of battery requirements and partly because a Melges 24 is too unstable a platform

for the systems to function). For this reason the rule change was withdrawn at this time but the Technical Committee will keep the subject under review.

The following rule change was unanimously approved by the meeting.

EXISTING RULE:

F.2.4.	Dimensions.	Min	Max
	Jib Halyard sheave Bearing Surface: diameter:	72mm.	80mm.

NEW RULE:

F.2.4.	Dimensions.	Min	Max
	Jib Halyard sheave Bearing Surface: diameter:	48mm.	80mm.

REASON:

To allow new masts to be fitted with a standard off the shelf Harken fitting instead of the custom sheave that has been used. This will allow costs to be controlled and the mast to be manufactured easier in the future. NB> Dimension to be checked with fitting

As the previously agreed rule changes to permit a fixed forestay will come into effect on 1 November Günter asked Peter Shaw from Southern Spars to make a brief presentation to the meeting demonstrating the new fixed forestay system to be fitted to new masts and the retrofit kit which will be available to existing owners via approved fitters/agents. A list of approved fitters will be made available by Southern Spars in November.

Constitutional Changes

There were no proposed changes to the Constitution.

National Class Submissions

There were no submissions from the National Classes.

Future Events

Fiona Brown and Hank Stuart updated the meeting on plans for the 2008 North American Championship and 2009 World Championship, both to be hosted by the Eastport Yacht Club, Annapolis, MD, USA. Plans for the 2008 event, which was only two weeks away, were confirmed to be well advanced with around 50 boats due to compete. Plans are also progressing well for the 09 Worlds, however, a problem has arisen with availability of additional mooring space for that event as a supplementary site originally identified by the club is no longer available. It is understood that there are other mooring facilities in the immediate vicinity which can be made available and this question be addressed with the Club by Hank and Fiona during the North Americans.

Hank also updated the meeting on plans for the 09 Europeans being hosted by the COYCH in Hyeres, France. Hank, David and Fiona had met with French Class President Denis Infant that morning to discuss plans in further detail. Hyeres/COYCH and the French Class/Denis Infant have recent experience of hosting a major Melges 24 championship (the 2006 Worlds with 120 boats) and we will be working with the same key personnel for the 2009 event. Already plans are well underway and the IMCA team will continue to work closely with the club in the coming weeks and months.

Fiona gave the meeting a brief update on her recent site visit to Tallinn to review facilities for the 2010 Worlds which are to be hosted by the Kavel Yacht Club, Tallinn, Estonia. Although we have not been to Tallinn for a major event previously the team running this event includes many of the personnel who were involved in managing the 2003 Europeans in Helsinki and they bring invaluable experience. Fiona reported that the facilities at the venue, originally built specifically for the sailing events of the 1980 Moscow Olympics, were very good and with the additional facilities that the organisers planned to bring in we can expect an excellent event. Tallinn is an interesting and historic venue and with the growth of the class in Eastern Europe we can expect a very good turnout – possible over 100 boats for the first time in the Baltic.

The venue and dates for the 2010 North American Championship and the 2011 World Championship were discussed. Both are to be held in the USA and Travis Weisleder of the USMCA presented proposals from two clubs keen to host one or both of the events (proposals previously circulated for consideration by the delegates). The first proposal was from Corpus Christi Yacht Club, Texas who proposed dates in May or July and the second was from Rochester Yacht Club, New York State, who proposed September dates. Although neither club has a significant local Melges 24 class at the current time both are extremely experienced clubs with a good track record of hosting major keel and sports boat championships and it is hoped that by taking major events to these locations it will help to kick start fleet growth in those areas.

In recent history the North Americans and Worlds have been jointly awarded in consecutive years to the same club in the USA (Santa Cruz 06 and 07 and Annapolis 08 and 09). Although this had some advantages in terms of being able to give smaller clubs experience in the built up to a Worlds this system was felt to have the disadvantage of focusing attention on only one region for a long period and the US Class requested that the events be awarded separately in the future.

After discussion about the merits of each venue it was proposed that the 2010 North American Championship be hosted by Rochester in September and the 2011 Worlds be hosted by Corpus Christi in May. Travis Weisleder abstained from voting but aside from this the meeting agreed unanimously to accept this proposal. Travis was asked to follow up with both clubs to reach firm agreement on exact dates.

On behalf of the Norwegian Class Jens Wathne presented a proposal to host the 2011 European Championship at Haugesund Yacht Club, Haugesund, Norway (proposal previously circulated for consideration by delegates). The proposal is to hold the event from 30 July – 7 August. The Norwegian Class has already secured provisional sponsorship for the event and although it will be hosted by Haugesund Yacht Club it will actually be based at the Maritime Hotel in Haugesund which has its own large dock in front of the hotel where all the boats will be moored and which offers excellent social facilities for the event. A provisional block booking has already been made at the hotel enabling all competitors to stay in the same place if desired. The racing will be managed by the Norwegian Classes regular and very successful race management team headed by Nils Hauff.

The Italian Class indicated that it too would like to bid to host the European Championships in 2011, but unfortunately was not able to present a defined proposal and since the IMCA Regatta Regulations direct that events should be confirmed 3 years in advance where ever possible it was proposed that the Norwegian option be accepted. The proposal was accepted unanimously with the exception of the Italian Class which abstained from voting.

The meeting then discussed the question of a venue for the 2012 Worlds. The Australian Class had requested the opportunity to host a World Championship at the earliest possible opportunity and declared their initial interest at the 2007 AGM. The Australian Class has now submitted a formal proposal to host the 2012 World Championship at the Royal Prince Alfred Yacht Club, Pittwater (an hour north of Sydney), Australia. The meeting discussed the issue of whether the

Australian Class would have reached sufficient strength to host a Worlds by 2012 and concerns were also discussed about the length of the sail from the club house to the course area at the venue proposed (7-10 miles). Those who knew the venue said that both the club and the race area were excellent but that such a long sail to the race area could mar an otherwise good venue choice.

The Italian Class stated that it too would like to host the 2012 World or European Championships and would be able to put forward a formal proposal to the 2009 AGM. The Italian Class felt that as the numerically largest fleet in Europe priority should be given to returning to Italy for a major championship at the earliest opportunity. Although the meeting recognised the strength of the Italian fleet the need for the IMCA to also support developing countries and continents to ensure the future health of the class globally was discussed and the need to bring Australia into the World and Continental Championship cycle in the near future was also recognised. German also indicated that it is ready to bid for 2012 as well but agreed it would step back in favour of an event in the South after having the Worlds 2010 and Europeans 2011 in Northern Europe.

Following discussion it was proposed that the 2012 World Championship be provisionally awarded to Australia subject to confirmation at the 2009 AGM that the class was showing good existing and potential growth at that time and subject to a review of the venue. Should Australia be unable to meet the requirements to host a Worlds in 2012 it was proposed that Italy be considered as an alternative venue for this event and the Italian Class was asked to submit a proposal to host either the 2012 World or European Championship. This proposal was accepted unanimously with the exception of the Italian Class which abstained.

The question of whether Australia will automatically be awarded a World Championship every three years was discussed and the meeting agreed that at the present time this would not be appropriate. Initially Australia and other emerging Asia/Pacific countries will have the right to bid to host a World Championship at any point but that each bid will be reviewed on an individual basis. It was also confirmed that in years when the Worlds are held in Australasia/Asia there will be both a North American and a European Championship so that each continent continues to have one major international event per year. In addition Australasia will have the right to host a continental championship in those years when it is not hosting the Worlds.

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

Event	Location	Dates
North Americans 2008	Annapolis, MD, USA	26 October- 2 November 2008
Worlds 2009	Annapolis, MD USA	27 October–8 November 2009
Europeans 2009	Hyerès, France	20-29 August 2009
Worlds 2010	Tallinn, Estonia	2-12 August 2010
North Americans 2010	Rochester, NY, USA	TBC September 2010
Worlds 2011	Corpus Cristi, Texas, USA	TBC May 2011
Europeans 2011	Hagesund, Norway	30 th July – 07 th August (TBC)
Worlds 2012	Australia subject to confirmation. Interest received from Italy if Australia unable to meet requirements.	TBC
Europeans 2012	Interest received from Italy	TBC
North Americans 2012	TBC, USA	TBC

Günter Tzeschlock and Fiona Brown raised the question of the format of the IMCA Ranking. Fiona explained that when originally established the World & Continental Rankings were the only Melges 24 rankings of their kind and they had been established to encourage maximum participation at a small number of key events. In subsequent years the number of events included in the IMCA

Ranking has grown considerably and the number of national classes also providing their own national and regional rankings has grown too. There are now many overlaps between the IMCA and National Rankings and as a result the system is becoming somewhat unwieldy. The IMCA Executive had considered the issue and proposed that the system should remain as is for 2009 but that a major review of the Rankings be conducted for 2010. The National Class representatives were asked to speak with their members to establish their views on what they would like to see from an IMCA Ranking in preparation for further discussion at the 2009 AGM.

Günter requested that all national classes submit the dates and venues for their proposed 2009 ranking events to Fiona by the end of October 2008.

Any Other Business

Corinthian/ISAF Classifications

David Chivers reported to the meeting that although we continue to experience some problems with the Corinthian Division and the ISAF Classification System, overall the situation at international level has been much improved by the introduction of an early cut off for Corinthian entries (1 month prior to the start of the event). This has given time to properly check the individual sailor classifications and resolve any outstanding issues prior to the teams arriving on site. The situation has been further improved by inviting an ISAF Sailor Classification Commission representative to attend World and Continental Championships during registration to interview sailors and check classifications and be available to resolve any classification protests on site. A classification protest time limit of the end of protest time after the first day of sailing has been set to ensure that classification protests do not drag on through out the events. This new system worked very well for the first time in Porto Cervo and will be used again in Annapolis and for future World and Continental Championships. Although it will not be possible for national level events to request the presence of a Sailor Classification Commission Rep at all their events David recommended to the national classes that they bring in the earlier entry deadline, etc.

Next Meeting

Fiona noted that the proximity of the North American Championship and this year's AGM had made for a very heavy workload for the IMCA professional team and the host nation representatives and requested that, as the timing of the 2009 World Championship was again end October/early November, the 2009 AGM date be adjusted to give greater separation between the two events. It was therefore agreed that the 2009 IMCA AGM will take place in Germany during November 2009. A confirmed date and location will be published in due course.