

INTERNATIONAL 505 YACHT RACING ASSOCIATION

Minutes of Annual General Meeting held at

Warnemünde Segelclub,
Yachthafen,
Mittelmole 18119,
Warnemünde,
Germany

20.00 hrs Monday 22 August 2005

In Attendance:

Officers:

President - Tom Bojland (DEN) (in Chair)
Secretary - Chris Thorne (GBR)
Treasurer – Stephen Burwood (GBR)

Approximately one hundred and twenty members signed the attendance record

1. Minutes of the 2004 AGM:

- 1.1 These had been circulated to National Associations and had been available on the web site since November 2004. Proposed by Jim Berry (GBR) and seconded by Pip Pearson (AUS) that the minutes be taken as read and approved. Approved nem con.*

2. President's Report:

- 2.1 The President, Tom Bojland, presented the following report: -

" A quick look back on the 2004 worlds in Santa Cruz which was a very good event, with a well-organized, friendly club, friendly people, and a good mix of weather conditions. We also had the biggest North American fleet for many years, and I can see that we have a strong North American presence here in Warnemünde, so it seems that the North American section continues its positive development.

In Santa Cruz we also saw a new development in the class, which we in the IEC don't believe is healthy. Some new boats had a very long centreboard in a very long plate case, which would be impossible to fit into existing boats without expensive modifications. We will come back to this later this evening.

Later in 2004 we had a successful European Championship in Pula – Croatia. It looks like a good idea to have the Europeans in a warm site in the end of the year. Another positive "spin off" of the regatta, is a fact that we now actually have local 505 sailors in Croatia. Unfortunately there are no Croatian boats at this championship but we hope that their interest can be maintained. But another new country, which actually is present here, is Poland. In both countries local 505 class representatives and websites are up and running. And I would like to welcome Poland and Croatia into the 505 family.

In Europe we have a strange situation, there is more active 505's than ever, but unfortunately many of the teams are not travelling. We have about 250 boats active in local racing but only half of this racing in the Euro Cup events. We need to exploit the fact that we have so many boats, especially here in Germany, to make some really big European events that sailors from other class can envy, and the media will notice. I'm very glad to see so many new faces here tonight, and I will really encourage you to leave your own region and try to race in other countries.

In a few weeks time we have the last Euro cup this year in Newport, there is more than 100 active 505's less than six hours away from that event – why not try it out? I also expect to see more than half of the

* Latin abbreviation for "nobody was against"

German fleet in Hayling Island next year, so book your holiday and the ferry ticket now! Besides that I have to praise the German class for not only having shown significant growth, but also in the last ten years having improved the standard of their sailors dramatically.

In France the class is trying new ideas to get young sailors in the class and in general the class is healthy. I expect them to share their experiences with us later. In Scandinavia, Finland is showing us how to grow with regular 20+ boat fleets, but new teams are starting in Denmark and Sweden as well. In the UK we hope that the worlds next year will boost the class.

In Italy we only have a couple of boats, but later tonight there will be a possibility to change that. It is also good to see three Swiss boats here, evidence that the class is recovering after here after a quiet period.

In Australia it seems that we have a stable situation, and I expect and hope the fleets will grow when we get closer to the Worlds in Adelaide in two years time. South Africa reports about good activity in the class and I think we all can see that the level is improving.

In December I had the opportunity to attend the ISAF AGM, and ISAF president Paul Henderson mentioned the 505 Class several times in his farewell speech for the sportsmanship and friendliness, especially his visit to the 505 Worlds in France in 1999 was a very good experience.

We are in the lucky situation that our new ISAF President Göran Petersson actually has been sailing in the 505 class for twelve years; he even won the Swedish championships. I guess Ebbe and Olle have competed against Göran in their young days. We wish Göran the best of luck in his new position and its good for the class to know that our ISAF president actually tell to the sailing communities "I'm a dinghy sailor in I have been sailing the 505!"

On the subject of communication, our international website needs an overhaul and we need to improve the way we present ourselves, not only internally in the class, but our website is our window for people outside the class. We need to show that we actually have a lot of activity in the class. But we will come back to this later this evening.

I would like to thank all those in the 505 communities who have done work for the class, I would like to thank all the local officers in the different countries, and finally I would like to thank the members of our international committees for their efforts."

2.2 The President's report was received with applause.

3. **Secretary's Report:**

3.1 The International Secretary, Chris Thorne, reported that after two years of falling membership, numbers had increased slightly in 2004. Total membership for the year was just under 1200 worldwide. USA and Germany both saw numbers increase, a clear effect of hosting World Championships. Finland and UK also saw growth. France and Sweden had both dropped members. We also have a handful of members in Italy, Ireland and Poland, and it has to be hoped that these countries can develop fleets. There are twelve countries and four continents represented at the current world Championships, which is a relief after we dropped to only seven countries in 2004.

Subscription returns and payments for 2005 are due on 1 October. Some countries were again very late in paying their 2004 subs, which will be seen from the accounts. All national representatives were asked to ensure that their sections made their returns to the Secretary promptly and then paid as soon as possible after the invoice was received.

The number of new boats registered also increased, up from twenty new boats registered in 2003 to twenty five in 2004. This trend has continued with twenty six new boats registered so far in 2005, from six different builders.

Finally, Chris confirmed that he was not standing for re-election and that his term would finish at the end of 2005. He thanked the members and fellow officers who had assisted him during his eight years in office.

The President thanked Chris for his work.

4. **Treasurer's Report:**

Stephen Burwood presented the accounts for the year ending 31 December 2004, which had been circulated to those present at the start of the meeting, and had also been sent to National Secretaries and posted on Association Web site since the end of June. Patrick McCosh (ZIM) had audited and approved the accounts.

Income exceeded expenditure during the year by £1,764. This compared with a deficit in 2003, caused by the costs of the Fremantle promotional video.

The debtor figure was high because many national associations did not inform the Secretary of their membership numbers or pay the subs on the due date of 1 October, meaning that many subs were not actually paid until after the year end. The most notable debtor in the 2004 accounts was FRA, which finally settled its 2004 subs in July 2005. Although the Association was in a healthy financial position, it was not fair on other sections if some national associations are persistently late with payments.

Total reserves at the year end were GBP 34,404 (USD 65,342; EUR 48,073).

It was proposed that the accounts be approved by Olle Wenrup (SWE) and seconded by Angela Stenger (GER). Approved nem con.

5. **Appointment of Auditor:**

Patrick McCosh (ZIM) had indicated that he would be willing to continue. Alan Franklin (RSA) proposed that he be appointed for 2005, seconded by Jim Berry (GBR). Approved nem con.

6. **International Rules Committee:**

In the absence of the Chairman of the IRC, Rob Napier, the Secretary gave a brief report.

Firstly he was pleased to report that after some of the interpretation problems that had arisen in previous years, there had been no controversial issues raised since the last AGM.

Most of the IRC's work had been involved in reacting to the discussion on possible future changes that had been raised in discussion at the Santa Cruz AGM. This had resulted in a questionnaire seeking member's views on twelve possible rule changes, to which over two hundred people had responded. This showed that there was little support for either radical change to the boat or for trying to freeze further development: most people wanted the class to continue to be able to evolve by careful evaluation of new technology, and adopting only it if it felt that it would improve the appeal of the boat. Three specific changes that received clear support in the questionnaire have been taken up by the IRC. These are a limit on the length of the centreboard, removing the requirement for a thwart and updating the measurement rules generally to bring them into line with ERS. Detailed proposals have been brought forward to this meeting

7. **Election of Officers:**

The Chairman announced that the following had been nominations had been received:

Secretary:	Peter Roos (RSA) – nominated by South African Association
Treasurer:	Stephen Burwood (GBR) – existing office holder
Chairman of Rules Committee:	Robert Napier (GBR) – existing office holder

No other nominations had been received and the Chairman declared the above to be duly elected to the respective positions for 2006 – 2008.

8. **Proposed Rule Changes:**

In addition to the proposals on the agenda, the Secretary advised that there were two additional proposals for amendments to rules A 7.1.1 and B 4.2 by the IEC. These were:

- A. 7.1.1: The IEC proposes to delete the requirement that the secretary and the treasurer reside in the same country – pointing out the meeting had just ratified appointments in contravention of this rule anyway. **Approved** nem con
- B. 4.2 Following discussion with the International Measurer, sail makers and ISAF, the IEC proposed modifying this rule in by deleting the restriction on sail makers measuring their own products. In some countries, e.g. Denmark, regulations of the National Sailing Authority require sail makers to measure and certify sails by attachments of buttons before delivery. ISAF is also moving in the direction of encouraging self certification of sails by sail makers. In some countries, e.g. the USA, it was simply not practical to arrange for independent measurement because of a lack of suitably experienced measurers and the vast distances between sail makers, those measurers that did exist and the sailors.

Some discussion took place on this point. Some argued that the solution was for fleets to simply appoint local measurers, but this brought about issues of training and quality control, especially with small fleets. Also, the desirability and possibility of licensing sail makers was raised, although it was agreed that this would need further research and investigation. Another suggestion was that the problem only arose at international championships and therefore all that was required was the removal of the requirement for sails to have been fundamentally measured before being presented for inspection and approval for use in the regatta. However, the reason for this rule is that although most measurements may be checked at a championship, the checking is not undertaken by an experienced measurer and also, organisers have to have the discretion not to check every rule if time or facilities prevent this. Proof of fundamental measurement is therefore important. After it was pointed out that the change being proposed was only to remove an anomaly that already existed and that national associations could make their own arrangements for fundamental sail measurement based upon the requirements (if any) of their national authority or their own local rules for national events, the proposal was **approved** nem con.

The proposals on the Agenda were then considered (the detailed text and commentary of these is on the agenda):

- A.10.1.3 Amendment of timetable for AGM notice and to allow for posting on web sites to be sufficient notice – **approved** nem con.
- A. 10.1.4 New rule to require all proposals to be notified to Secretary in advance – **approved** nem con.
- B.5.6.2 Proposal to remove requirement for a thwart and a consequential grammatical amendment to 5.6.3 – **approved** nem con
- B.6.2 The IEC had proposed to limit the length of the centreboard below the keel band to 1500mm. The German Association had proposed an amendment that the limit be 1420mm.

The chairman first invited debate on the amendment. Volker Gorge (GER) spoke for the amendment, explaining that 1420mm was considered to be the maximum length that could be fitted into a standard centreboard case without resorting to a moveable pivot. This was disputed by others, who claimed that they had conventionally rigged boards measuring 1435mm, especially in Waterat boats. Volker Gorge admitted that if the amendment was accepted and the rule changed approved he would have to shorten his own board. The Secretary explained that the intention of the IEC proposal was to prevent the extreme modification of the normal centreboard case dimensions and internal layout seen on the prototype Pegasus boats in Santa Cruz, which had allowed a board of 1700mm. They had chosen an easy to remember round figure that would not require people with boards in conventionally rigged boats to saw the end off them, which was not seen as desirable when boards could cost in excess of €1,000. After further debate Paul Young (GBR) suggested that the Germans amend their figure to 1450mm. This proposal was received with acclamation and accepted by Volker Gorge. This amended amendment was **approved** nem con.

In the discussion on the amended proposal there were questions raised as to how the maximum length would be actually measured. Mike Martin (USA - IRC member) advised that

his understanding was that the IRC had intended that this would be a maximum radius taken from the exit point of the centreboard from the hull. The Secretary suggested that the exact wording could be deferred to the postal ballot, as it would be impractical to try and draft the detail in a large meeting. A few challenged the principle of limiting the length of the centreboard, and felt that our existing rule that the plate should fit completely within the case when raised was sufficient. A vote was taken on the amended proposal and **approved** with over eighty votes in favour and five against.

Rules B Rewrite of measurement to comply with ISAF Equipment Rules of Sailing – the Secretary explained that following the endorsement given by the questionnaire, substantial progress had been made with the assistance of ISAF. The IEC was seeking approval at this meeting to publish an exposure draft for comment before finalising the document and making it the subject of a ballot. **Approved** nem con.

9. Proposed rule changes made in accordance with Rule A.11, A.12 and A.13

The German Association had made two further proposals for consideration by the AGM.

The first proposal was to modify B.6.2 to require the pivot point of the centreboard to be fixed and incapable of change while sailing. Volker Gorge explained that the German Class had put forward the proposal as adjustable centreboard pivots required complicated and expensive modifications to boats. The contrary argument expressed by a number of members was that these had been a feature in the class for many years. They allowed a range of different crew weights to be accommodated without the need to buy a different centreboard, and fitting a lifting pin was cheaper than buying two boards. The proposal was **defeated** after a recount by 41 votes to 37.

The second proposal was to amend the Championship Rules to limit the number of spars, centreboards and rudders that could be approved for use to one of each. Volker Gorge explained that the proposal was made for two reasons. Firstly it would help speed the process of inspecting and weighing boats. Having to establish which combination of rudder, centreboard and mast was the lightest greatly extended the time required to check a boat. Secondly, allowing competitors to present different masts and foils could be of advantage to better funded teams who could change equipment depending on conditions. He emphasised that, as at present, replacements could be approved for broken or damaged equipment. A contrary view was expressed by Mike Holt (USA) who considered that the need to find a measurer to approve any replacement gear would mean that the logistics and time required for measurement would increase overall, and that if a well funded team was not happy with a piece of equipment it could easily break or loose it in order to “measure in” a replacement. Some others suggested that it would be better to ban teams from changing gear on the water. After debate a vote was taken. The proposal was **approved** by a substantial majority, with over seventy votes in favour and about twenty against.

All the proposals approved at this meeting for amendment to the Rules Part A and B have to be subject a ballot of the membership. Details of this will be issued by the Secretary, although it will be as soon as possible. The change to the championship rules does not need further approval.

10. World Championships 2006

Jim Berry reported on behalf of the UK Association that arrangements were well in hand for the event at Hayling Island, between 22 July and 4 August. Accommodation was available on site, although competitors were advised to book early. Some individual race sponsors had been signed up but title sponsor was still required. An event web site is now up and running on <http://www.505worlds2006.com>.

11 World Championship 2007

Pip Pearson confirmed that a detailed compliance report and draft budget had been presented to the IEC and the event was confirmed for 21 January to 2 February 2007. Accommodation was available on a caravan site adjoining the club, by billeting with club members or in local hotels. Adelaide is also a container port. He was also pleased to announce that SAP had agreed to be title sponsor for the event.

The decision made in Santa Cruz to award the championship to Adelaide was approved nem con.

12 2008 World Championships

On behalf of the Italian Association, Marco Giraldi, indicated that they wished to make two bids for 2008. He called on Angela Stenger (GER) to make a presentation on behalf of Riva del Garda and he himself presented a proposal for Palermo in Sicily.

After the presentations the Chairman pointed out that under our championship rules, a National Association must make a bid for a World Championship in conjunction with a named club, so presenting alternatives was not acceptable. The understanding of the IEC had been that the Riva bid was being made by the German Association. However, after it was pointed out that Riva could not meet many of the criteria for a Worlds, i.e. open water without undue influence from land on the wind, gate starts etc, Marco confirmed that the preference was for the Palermo bid, effectively withdrawing Riva. Palermo has an established championship record with other classes, is well funded and it is probable that a subsidised ferry from Genoa to Palermo can be arranged for Europeans who wish to drive. There is also an International airport and container port at Palermo.

On behalf of the US Section, Mike Martin put forward a bid in conjunction with the St Francis Yacht Club in San Francisco. The club hosted the 1981 World Championship and has held World and other major championships in most years. It has three racing areas within the Bay. San Francisco is also the major container port on the West Coast and the international airport is within thirty minutes of the club. No sponsorship is yet committed but Philippe Khan is a member of the Club and is supporting the bid, and it is hoped that one of his businesses could provide sponsorship.

After discussion and questions, a vote was taken. By about sixty votes to fifteen the meeting decided to award the **2008** Worlds to **Palermo**.

Although no firm decision could be made at this meeting, strong support was expressed for **San Francisco** being the venue for the **2009** Worlds.

A tentative proposal from the Finnish Association to arrange the 2010 Worlds in Tallinn, Estonia was also warmly received.

C G Thorne

International Secretary

An open forum followed the meeting, which discussed the future direction of the Web site and the future of the European Championships and European Cup. Working parties have been formed to deal with both these subjects to report back to the IEC.