

INTERNATIONAL 505 YACHT RACING ASSOCIATION

Minutes of Annual General Meeting held at

Clube Navale de Cascais
Cascais
Portugal

Wednesday 26 September 2001, 19.00hrs

In Attendance: President - Alexander Meller (USA)
Vice President - Tom Bojland (DEN)
Secretary - Chris Thorne (GBR)
Chairman of International Rules Committee - Rob Napier (GBR)

Sixty three members

Apologies Treasurer - Stephen Burwood (GBR)
Past President - Pip Pearson (AUS)

1. Minutes of the 2000 AGM:

- 1.1 These had been circulated to National Associations and had been available on the web site since December 2000. Proposed by Andy Zinn (USA) and Ben Benjamin (USA) that the minutes be taken as read and approved. Approved nem con*.*

2. President's Report:

- 2.1 The President presented the following report: -

"Welcome to Cascais. I know many of you have come a long way to be here. This is perhaps the first time a 505 world championship is being held in a country that does not have any 505s. We hope the Portuguese sailors like the 505 and consider getting into the class.

I started the year with a long list of things to accomplish for the class; I am disappointed not to have done more. We did get some things done, though.

The long luff spinnaker ballot passed by a 2:1 margin. Now we have to determine how to rig our masts for the higher spinnaker halyard, and we need to decide what our world championship course should be, with what reaching angle. This was discussed at various national association AGMs and at the IGC meeting two days ago. I expect many of you have been considering it as well.

The membership at the Open forum meeting in Durban asked the International Executive Committee (IEC) to speed up changes, saying it took too many years to effect change. Since then the IEC has instituted a trial change to our long-standing world championship course and world championship format and after considerable review and discussion has

* Latin abbreviation for "nobody was against"

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placed a motion to remove the ban on carbon fibre spars on the agenda for your consideration.

The Secretary will tell you about our class membership, but I would like to welcome the Irish and Bermudians back to the 505 class; I am very pleased to see three Irish teams at this championship. I had no involvement with 505s going to Ireland, but have been working with the Bermudans for several years. At a time when many might expect the International 505 class to slowly fade away as sailors choose newer designs, we should be very pleased to see two countries return to 505 sailing.

So we are doing all right, but we cannot be complacent. The 505 does not sell itself, and we must continue to market our boat and our class to new prospects to sustain our class and our racing. How many prospects did you take for a sail in the past year?

I believe the 505 class is very fortunate to have active 505 racers serving as class officers. Many other International classes have no-longer-active sailors running their class. In the 505 class' case we are all currently active 505 racers.

Unfortunately we have not made any progress on an International magazine, largely as we could not find anyone to take on the role of editor. Neither have we made progress on centralized membership or credit card payment. We currently have varying rules on membership in different 505 countries. And I am not pleased with our overall marketing and publicity; we continue to miss good opportunities to market the class by not publicizing all our major events. I still find myself explaining to event organizers that they need to consider publicity when they plan an event. In contrast to many major 505 events, this championship has a very good web site that is updated daily and daily e-mail reports are being sent out.

We were saddened to hear of the sudden death of Chad Price, who so ably supported our 505world and 505usa listservers. Chad's wife Carolyn plans to continue sailing and racing 505s. Randy Watler has agreed to take on the listserver administrator role, and David Stetson is going to set Randy up on the server so Randy can do this.

I believe the class needs more of you to volunteer your time to support the class. Together we can accomplish a great deal, and have an even stronger International 505 class."

3. Secretary's Report:

The International Secretary reported that although he had anticipated that membership would fall after 1999, the final figures for 2000 were 1275, an increase of 3.8% from 1999. Although the French and British membership had declined as predicted, this was offset by the Germans, who now have 346 members. He reminded National Secretaries that returns and subs for 2001 were due on 1 October, the week after the Championships. The President had mentioned that different countries had different membership structures, eg with family or crewing memberships. This was not a problem providing all National Associations recognised that membership of the International Association entitles people to become a member of their National Association, not the other way round, and that consequently all members of whatever category have to be members of the International Association first.

The highest membership in 2000 was GER with 346, followed by USA (195), FRA (193) and GBR (156). At present we have fleets in 17 countries on five continents.

The spinnaker ballot was held at the beginning of the year and resulted in a significant majority in favour. Votes were returned from 13 countries and all but one had a clear majority in favour, usually between 3 and 4 to 1. The exception was France, which return a

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large vote against, which brought the overall majority down to about 2:1. It was disappointing that less than 25% of the members voted, although this return was far better than for recent ballots on other topics.

Since the last Worlds, thirty-three boats have been registered with the most recent number now at 8793. This equates to about thirty over a twelve month period, which is similar to the last three or four years.

We are looking at a number of projects, including a "smart" web site with a members only area, and, as the President mentioned, we are still looking at a Class Magazine, although it is now clear that we need a year book with a long dated articles, as all results and regatta announcements are now disseminated via the web or email.

4. Treasurer's Report:

In the absence of the Treasurer the Secretary presented the accounts for 2000. Copies had been circulated at the start of the meeting. The accounts had not yet been audited but were with the current Auditor, Alan Franklin (RSA), who was in touch with the Treasurer. The auditor's examination had revealed one incorrect entry. The UK Association was shown as a creditor in the accounts. Nothing was actually owed to the UK Association but we are holding a credit for the US Association as its bank paid the dollar amount in sterling, resulting in an overpayment of about GBP 430. Subject to this alteration the Secretary asked for the accounts to be approved, subject to audit.

In summary, the surplus for 2000 had reduced to £2,834, down from £4876 in 1999. This was mainly due to the timing of receipts and payments. Due to a change over in officers in Germany, it did not pay its 2000 subs of £1,730 until April 2001 and therefore it was not recorded as a receipt in 2000. A question was asked why this amount was not shown as a debtor in the balance sheet. The Secretary explained that it was difficult to know what was owed by each country in subs since until a National Association made a return confirming its membership numbers, no invoice could be raised, and technically the amount was not owing. It was requested that the Officers consider whether the accounts could be presented in a different fashion deal with this problem. Total reserves were £27,739 as at 31 Dec 2000. (£24,905)

There were further questions as to what plans the Association had for the money it was accumulating. The Officers replied that one priority was to purchase our own measuring equipment, eg scales, sail templates etc. This was warmly received. There was also debate as to whether producing a year book was a cost effective use of funds.

It was proposed that the accounts be approved, subject to audit, by Johan Arvedson (SWE) and seconded by Ian Dunn (AUS). Approved nem con.

5. Appointment of Auditor:

Alan Franklin had indicated that he wished to stand down after completing the audit of the 2000 accounts. The President asked if there were any nominations. Patrick McCosh (ZIM) indicated that he would be willing. Nominated by Paul Young (GBR), seconded by Simon Lake (GBR). His appointment was approved nem con.

6. International Rules Committee:

The IRC Chairman referred to the proposed two rule changes later on the agenda, but would deal with these in detail later. However, one issue that had arisen during the current championship was the use by some boats of removable fillers for the centreboard case, aimed at keeping water out of the plate case when the board was down. The view of the

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International Measurer was that whilst not against the letter of the rules, it was against the spirit. There were objections on safety grounds in that it effectively turns the board into a dagger board that could not be quickly lifted if an obstruction was hit. Secondary concerns were the cost and inconvenience. He therefore wished to ask whether the meeting would endorse the IRC introducing a temporary rule banning their use from 1 October 2001, which would have to be ratified as a permanent change at the next AGM. After discussion they was a substantial majority in support of a ban.

The IRC Chairman advised that a number of current members of the IRC wished to stand down. He invited expressions of interest in serving on this group.

7. Election of Officers:

The positions of Secretary, Treasurer and Rules Committee Chairman were due for re election. All the present office holders were willing to stand for a further term and their had been no other nominations received by the deadline.

It was proposed by Frank Rainsborough (GBR) that the officers be elected en block. Seconded by Jim Berry (GBR). Approved nem con.

8. Proposed Rule Changes:

These were detailed on the agenda, which had been circulated to all National Associations prior to the AGM and which was available to members attending the meeting.

Item 8a: Advertising - Proposed by IEC

The Secretary explained that this proposal was to formalise the current position. At the last AGM the IEC had been authorised to introduce whatever temporary rule was necessary to most closely maintain the status quo when the new ISAF Advertising Regulations came into effect. With effect from 1 April the IEC notified ISAF that we would adopt Category C. If we had not done this we would have reverted to Category A. We also amended the entry conditions to suspend Rules 5.6 and 5.7 as the new ISAF Regulations prevent a supplementary entry fee being charged for boats carrying Category C advertising.

Some objections were expressed from the floor that we were being asked to overturn a democratic ballot decision by a dictate from ISAF, but acceptance of the change was proposed by Johan Arvedson (SWE) and seconded by Ebbe Rosen (SWE). This proposal now has to proceed to ballot.

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Item 8b: Carbon Fibre Spars- Proposed by IEC

The Rules Committee Chairman explained the background to the proposal. However, following the IGC meeting two days previously it was clear that a majority of National Associations felt that more research was required into the advantages and disadvantages, particularly whether there should be any changes to reduce the dimensions allowed and to ban rotating masts. It was also felt desirable to see if there was any way of imposing limits on the specification to prevent costs becoming prohibitive. Alexander Meller has produced a paper (available at meeting and on Association Web Site) detailing advantages and disadvantages. In summary there are advantages of reduced weight, increased strength, increased reparability and reduced tendency to invert after a capsized. The disadvantages were cost, (Selden Proctor are quoting double the price of a bare aluminium tube and bespoke masts could be four or five times price) and finding a way of attaching fittings and rigging to the carbon tube that is both durable and cost effective. In spite of the strength of the tube, a trial mast in the UK had broken at the jib halyard entry within minutes of going afloat.

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In the light of the IGC decision, the IEC now wished to put an amended proposal to the meeting, that a working party be formed to look into the issue further and report back to the IEC with recommendations in time for the matter to be reconsidered at the 2002 AGM. The amendment was seconded by Angela Stenger (GER) and approved nem con.

Simon Lake (Simon_J_Lake@compuserve.com) agreed to chair the Working party. Ian Dunn (AUS) and Thad Lieb (USA) both expressed interest. Two or three more volunteers are required.

9. Other Rule Changes:

The Secretary reported that there had been no proposals made in accordance with Rule A11, A12 and A13.

10. World Championship 2002:

Mark Stowell and Matt Hansen gave an update. The dates were confirmed as 30 Nov to 14 Dec, with the pre worlds being combined with the Australian Nationals. Although they have sponsorship for the event from Grolsch, they are trying to find a sponsor for the containers to maximise overseas attendance. Some questions were asked about the entry fee but this has not yet been finalised. The Chairman thanked Mark and Matt and said that it was clear from the reaction from the meeting that a lot of people were looking forward to going.

11. 2003 World Championship:

Johan Arvedson confirmed that following the endorsement of Sweden as the venue for 2003 in at the last AGM, matters had been progressed with Malmoe Segel Sällskap (MSS) at Malmoe. This is a town in southern Sweden right at the end of the recently completed bridge from Denmark. The nearest airport is Copenhagen. Exact dates were not available but the MSS have confirmed that the event will take place in late July, early August. A formal proposal to confirm that the Championships be held at MSS was made by Neil Fulcher and seconded by Angela Stenger and approved nem con.

12 Other Future World Championships

Jeff Miller confirmed that Santa Cruz YC had invited the class for the 2004 championship. The club was used to staging major events and had staged the 1991 505 Worlds. There have been recent infrastructure improvements, including the installation of a slipway to simplify launching. There was an enthusiastic response to the invitation and the American Section are to be asked to produce a detailed proposal in conjunction with SCYC for approval at the 2002 AGM.

Alexander Meller confirmed that the Bermudan fleet were keen to host a worlds. Some concerns were expressed at the cost, and logistics associated with containers. It was understood that the Int 14 Class was holding its World Championship there shortly and it would be helpful to have feedback from this event.

On behalf of the UK Association, Jim Berry put in a bid for the championships in 2005. This is the next "European year" although if there was a desire to go to Bermuda in 2005, or to have the 50th Worlds in the UK, it could be put back to 2006. There were two possible venues, as both Lyme Regis SC and Hayling Island SC have expressed interest. Lyme has the better sailing water but there are logistical problems with containers. It was agreed that the British Association should investigate and come back with a firm proposal.

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13. European Championships 2002:

Angela Stenger confirmed that the dates for this event at Riva del Garda, in Italy, would be from 28th July to 3rd August. The NoR is being prepared.

The formal business of the meeting was concluded at about 21.00hrs

C G Thorne
International Secretary

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