

INTERNATIONAL 505 CLASS YACHT RACING ASSOCIATION
Minutes of the 2014 Annual General Meeting
Thursday 21 August 2014
Kiel, Germany.

The meeting commenced at 09:05am with a total of 114 Members present.

Present: - President- Malcolm 'Pip' Pearson,
International Secretary – Stuart Turnbull,
Chairman IRC - Andreas Jungclaus
114 Members who signed the attendance. A total of 116 present.

1. **Apologies** were received for the Treasurer, Stephen Burwood, and Vice President, Simon Lake.

2. **Approval of the minutes of the 2013 AGM**

The minutes of the 2013 AGM held at the Barbados Yacht Club have been posted on the Class website for quite some time and sufficient copies were made available for those present at the meeting

Moved Angela Stenger /seconded Roger Deane that they be accepted as a true and accurate record of the meeting. **CARRIED**

3. **President's Report**

This year's report is written both "Pre-Worlds" and "Post-Worlds" to incorporate impressions and comments to include this year's World Championships in Kiel. Since the World Championships last year at Barbados, I have attended the European Championships at Medemblik in the Netherlands during August and the North American Championships at Santa Cruz, California in May this year.

I attempt to attend as many major events as possible to keep in personal contact with the Members and their National Associations. This travel program provides me the opportunity to meet and have discussions with Members at their own local level and not just the members who we regularly see at World Championships.

I wish to make it quite clear that this travel is at my own personal expense and is not in any way at the expense of the International Association.

Further to my several previous President's Reports I again re-iterate my view that as an International Class we need to have a major review of our Class rules and I again suggest the IRC should take up this challenge – even to the point of arranging a special "Class Rules Symposium" to provide the opportunity to do this job effectively.

We still have several Measurement issues which are looming large and as a Class we need to ensure that the integrity of our rules are upheld.

More active communication with the National Associations and National Measurers is needed to ensure we are "on the same page" at an International level.

With the introduction of new builders and new moulds having been developed, we need to ensure compliance with the Class Rules is strictly enforced.

This year we have seen several "proposals" to change rules which I feel could have had more discussion and scrutiny before being put to an AGM for voting.

Again repeating previous year's comments, I am convinced we need to do some serious analysis of our rules which may help to prevent the ever widening gap between the front of the fleet and the back of the fleet. To this end I am very impressed with the way the American Fleet, at their National Championships, conduct a "debriefing" after each day's racing, where tactics and tuning are discussed amongst the whole fleet.

This practice is a huge benefit to the younger members of the fleet and those in the middle of the fleet, who can benefit from the expertise and experience of the “Hot Shots”.

It is still a challenge to attract younger sailors to our fleets and this can only be done by the energy and enthusiasm at Local and National level. .

Post World's comments: - Congratulations to Mike Holt and Rob Woelfel for a well deserved win this year at Kiel.

Mike has been so close so many times and no one has put in more time & effort in training and attending all the major regattas in the last two years.

Well done Mike & Rob truly well deserved.

The infrastructure and facilities at Kiel were ideal for a fleet of 164 entires.

Full credit must go to the superb job done by the Race Committee.

The conditions were difficult to say the least and they did a great job.

Congratulations to the Kiel Yacht Club and thank you to the German 505 Association for hosting this year's Worlds.

Again we have seen the huge technical support of SAP, our Title sponsor.

In providing the remarkable technical coverage of the event, SAP has truly made yacht racing a spectator sport. No longer are the competitors a “dot in the ocean” during racing but are now on your laptops or phones anywhere in the world - live.

The support to the competitors with the SAP Sailors Lounge with “post race” food and drinks makes the 505 World Championships a truly “Blue Ribbon” event.

M. A. “Pip” Pearson - President

4. Secretary's Report

Stuart Turnbull addressed the meeting. He thanked the outgoing Secretary, Peter Roos, for his help in making for a smooth handover.

It has been 15 months since the 2013 Worlds and for those who took part, Barbados proved a popular venue but attendance, at 69, was well down on previous years.

This was certainly due to the exotic location with no home based fleet (reinforcing the advantage of a location in a country with a large home fleet) and exacerbated by the West Coast USA container with 7 boats, only arriving to the venue on the last day of the series.

This year in Kiel, with over 80 home boats, a very high entry list is expected. .

In Barbados some measurement issues were discovered but there will be more on this later in the meeting when Andreas introduces rule change proposals.

As a result of these issues, only 13 boats were registered in 2013 but with most issues resolved we already have 17 boats registered so far this year, with orders for more already received.

The number of boats registered with ISAF in 2013 was 1056, 8% down on the previous year but hopefully this trend will reverse as 2014 sees the launch of a new moulding from Ovington in the UK, a new builder, Blue Blue, in Poland and the imminent release of a new boat from Rondar. The future looks promising.

Preparation for the Worlds in South Africa are progressing, it's only 7 months away.

There will be an update later from Peter Funke from the Organising Committee.

Weymouth in 2016 is getting a lot of interest. In the UK there have been several people looking for good second hand boats, hopefully these will all be replaced with orders for new ones. Again, there will be an update later in the meeting, Roger Deane will give you the latest details.

We then have a proposal from The US to hold the 2017 Worlds at Annapolis, on the East coast.

Finally the secretary thanked the National Association Secretaries for their help in supplying membership details and acknowledged the good communication within the class.

5. Treasurer's Report - Pip Pearson read the Treasurer's report:

The accounts for the year show a surplus of £6,056 following an adjusted deficit of £1,409 for 2012.

Following the presentation of the 2012 accounts in La Rochelle an issue over the reimbursement of 2012 Worlds expenses in respect of Jurors, the measurer and the President, the responsibility of the hosts of the Worlds, occurred.

The 2012 Worlds host failed to fully reimburse the expenses and as a result these were reimbursed by the Association at a cost of £2,522.

The 2013 Worlds hosts made a contribution out of their surplus of £6,000 (bank charges amounted to £6)

New boat registrations reduced from 21 in 2012 to 13 in 2013.

The gross amount of registration income of £90 per registration continues to be shown as income and actual expenditure shown separately.

The Meeting acknowledged receipt of the accounts as presented, but these accounts were not accepted as a true and accurate record of the Associations affairs as they had not been audited.

The meeting requested that the accounts be audited as soon as possible and upon receipt of the Auditors report the Secretary post the Treasurers Report with these minutes on the Class website.

6. Appointment of Auditor

Bob Franks from Australia was duly re-appointed as Auditor for 2014.

7. Report from the International Rules Committee

Andreas Jungclaus gave a presentation of the IRC Report.

Since the 505worlds in Barbados the IRC has reviewed a few aspects and gave advice. Additionally we answered questions of 505 builders and helped new builders to start up. 505 Builders develop very positive for the class currently. On top of the already existing workshops we introduced Baranowski/BlueBlue (Poland) to 505s and gave onsite support for an efficient start up. After having stopped their joint business for 505 building both Ovington and Rondar continue building 505s, which is very positive for the class. We supported Ovington with the first digitally designed 505 ever by providing digital sources and detailed specifications based on 505 racing expertise. Rondar has revised the latest 505 model and is nearly ready to present a new model with a few new ideas.

In order to keep a consistent quality level and 505 specific properties we focused on the 505 measurement procedure and its integration in the 505 production process, individually for each 505 builder. International training sessions for our internal 505 class measurers have started and will harmonise the measurement quality worldwide in the future. Recently we were able to train measurers from Germany, Great Britain, Poland and France. Measurers from USA and Singapore should follow.

The rule changes process to allow Spinnakers without sail numbers could finally be completed. ISAF approved the rule change to be effective from 08/2014 onwards.

Now 505 spinnakers do not need sail numbers any more. We are happy.

The IRC group had an intensive and valuable meeting during the worlds in Kiel, all current proposals were discussed in detail. Results and advice will be shared in the AGM.

8. Election of Officers

8.1 International President - No alternate nominations received.
The current incumbent is prepared to stand one more term.
Pip Pearson was duly ratified by the meeting.

8.2 Election of International Vice President - No alternate nominations received.
The current incumbent is prepared to stand one more term.
Simon Lake was duly ratified by the meeting.

9. Proposed Rule Changes

9.1 505 Class Rules – Part B – The Measurement Rules

9.1.1 Top of Gunwale Height – increase tolerance
The IRC recommended no change

The proposal was unanimously defeated

9.1.2 Keelband Height – increase tolerance

Andreas Jungclaus explained that the maximum keelband height measurement was difficult to achieve at the forward end of the centreboard slot with the attachment of aluminium strip plus slot gasket plus rubber fairing strip. The IRC proposed an amendment to the original proposal suggesting that any increase in tolerance would only apply to the area 50mm forward and 400mm aft of the leading edge of the centreboard slot.

Answering a question raised, Andreas explained that this change would not affect any other measurement.

This proposal was defeated

An amendment was then proposed:

Amend B 5.3.1 as follows:

Along the centreline from stem to transom a flat keel-band shall project not less than 3.0mm and not more than 4.5mm from the surface of the hull (with keelband removed), except in the area 50mm in front and 400mm aft of the forward edge of the centreboard slot the keel-band shall project not less than 3.0mm and not more than 6.0mm from the surface of the hull (with keelband removed). The keel-band may be rounded to a radius of not more than 3mm.

The amendment was approved by the meeting and is now subject to an International Ballot

9.1.3 Transom – Allow additional buoyancy

A proposal to make deck moulding easier and cheaper to produce.

Paul Young addressed the meeting and explained how the rule change would offer more efficient and hence less expensive mouldings plus making for a stiffer boat with more stability in a capsized.

Andreas indicated that the IRC recommended acceptance of the proposal.

The meeting overwhelmingly approved the proposal:

Amend B 5.6.3 as follows:

Thwarts or other stiffening or reinforcing members may be fitted across the hull within 3581mm of Station 11. These members shall not be constructed in such a manner as to form a second cockpit floor or an additional buoyancy chamber except additional buoyancy at the transom is allowed within 250mm from station 11. This additional buoyancy at the transom must be separated from the seat tanks by watertight bulkheads which are positioned as a projection of the seat tanks towards the transom.

This matter shall be decided by an International Ballot.

9.1.4 Jib and Spinnaker Cloth – Require Minimum Weight

Andreas explained that the background to these recommendations was for longevity and second hand value. He thanked Mike Martin for his research into cloth weights and indicated that the IRC proposed amendments to the proposals in order to standardise on cloth weight values

9.1.4.1 Jib (Dacron cloth only)

This proposal was defeated

An amendment was then proposed:

Add rule B 8.3.9 as follows:

8.3.9 Dacron sailcloth must have a minimum weight of 185g/m²

Amendment carried and is now subject to an International Ballot.

9.1.4.2 Spinnaker

Proposal defeated

An amendment was then proposed:

Add rule B 8.4.4

8.4.4 Spinnaker cloth must have a minimum weigh of 37g/m²

Amendment carried and is now subject to an International Ballot.

9.1.5 – Proposal Withdrawn

9.1.6 Sail numbers on spinnakers

This is a proposal approved at the 2009 AGM but not accepted by ISAF.

ISAF have now accepted the rule change and numbers are no longer required to be displayed on spinnakers.

9.2 505 Class Rules – Part C – Championships

9.2.1 A maximum of 1 discard

This proposal was overwhelmingly rejected by the meeting

9.2.2 Allow a maximum of 10 races (currently 9)

After a second round of voting and checked by three scrutineers, the voting “for” and “against” was equal.

Therefore the status quo remains. No change to the rule

9.2.3 Remove the lay-day from the event

This proposal was defeated.

9.2.4 Reduce the Championships to 5 race days, Tuesday to Saturday inclusive.

This proposal was Defeated.

10. World Championships 2015 – Port Elizabeth, RSA

Peter Funke gave a very comprehensive presentation was made to the meeting.

He showed and gave everyone a copy of a Tourist Board DVD.

He explained how much effort the South African Association is putting in to the preparation for the event. He explained how MSC is providing sponsorship and providing transport for the boats. He mentioned that there is another big event in Port Elizabeth at the same time and that accommodation will be at a premium. To address this, the Association has pre- booked an entire beach-front hotel for the duration of the event and transport will be provided to and from the venue.

Peter also gave details of the alternative activities available for the lay-day.

There is the option of visiting an elephant park, visiting a private game park, visiting a tree-top park or there is the opportunity to have a go at bungee jumping.

The World Championship events will take place from March 25th to April 3rd 2015.

11. European Championship 2015 – Varberg YC, Sweden

Per-Eric Thornstrom gave a presentation and described the venue with its easy access. He gave the typical wind strength for that time of year, August, as 8 to 16 knots.

The meeting ratified the venue for the 2015 Europeans Championships

12. World Championship 2016 – Weymouth, England

Roger Deane gave a presentation on the event and showed a DVD of the Sail for Gold event run by the venue.

Weymouth and Portland Sailing Centre was formally accepted as the venue for the 2016 World Championship

13. **World Championship 2017** – Formal Proposal from US fleet for Annapolis
Tyler Moore described the venue and the frontal weather pattern typical for that time of year and the typical air temperature of 22-26°C.
The proposed dates 20-30 September 2017.

There being no further proposals for 2017, **Annapolis was unanimously accepted as the venue for the 2017 World Championship.**

14. **AOB**
There were no further topics raised for discussion.

The meeting closed at 10:50am.