

INTERNATIONAL 505 CLASS YACHT RACING ASSOCIATION
Minutes of the 2015 Annual General Meeting
Wednesday 1st April 2015
Port Elizabeth,
South Africa.

The meeting commenced at 11:00 am with a total of 62 Members present.

Present: - President- Malcolm 'Pip' Pearson,
International Secretary – Stuart Turnbull,
62 Members who signed the attendance. A total of 64 present.

1. Apologies

Apologies were received from the Treasurer, David Smithwhite, the Vice President, Simon Lake and the Chairman of the IRC, Andreas Jungclaus.

2. Approval of the minutes of the 2014 AGM

The minutes of the 2014 AGM held at the Kiel Yacht Club, Germany, have been posted on the Class website for quite some time and sufficient copies were made available for those present at the meeting

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

3. President's Report

Again... this years President's Report is written both Pre & Post the AGM for the 2015 Worlds in South Africa.

Following the Worlds in Kiel last August, I worked as a Volunteer at the ISAF World Cup event held at Sandringham Yacht Club, Victoria in December

This was an interesting event and gave me an insight into the complexity and inefficiency of ISAF and of where and how they are expending funds and the direction they are intending to attempt to take our sport - In my view the wrong direction !!

Following the ISAF World Cup in January I attended the Australian 505 Championships in Victoria, Australia where we are starting to see a glimmer of resurgence in 505s in an area that was originally the strength of the Australian fleet. As the International 14 Worlds were held at the same time and quite nearby at Geelong, I also attended this event. I think it's valuable to maintain a direct and personal contact with other International Classes who are similar to us and to be able to have "one on one" discussions with others regarding our similar interests and issues in the International yacht racing scene.

Again, I will mention that my attendance at these events is at my own expense and does not impact on the finances of the Class in any way.

It is interesting to note the reducing participation in National events, this experience is common with most classes in most countries. The overall participation in dinghy racing seems to be diminishing.

It is quite frustrating to observe that in recent years we have had extremely well attended World Championships, but overall we have not been able to capitalise on this and witness steady growth in the various National Fleets. Germany being the one exception.

This year's Worlds in South Africa was very poorly attended compared to recent years. This was particularly disappointing considering the South African Association had accommodated the wishes of the Europeans at the Barbados AGM and revised the originally planned schedule to reduce the impact on the European summer season, only to find that only 8 teams from all over Europe attended the event.

Well the big losers were those who did not attend !!
Congratulations again to Mike Holt and to Carl Smit for a well deserved win.
Two in a row for Mike Holt.

And a big “Congratulations” also to Peter & Thomas Funke, the South African Organising Committee and the Members of the Algoa Bay Yacht Club for conducting one of the most successful, enjoyable and friendly Worlds we’ve had in many years. It really was a first Class event.

The low numbers at this year Worlds highlights a challenge we need to meet in the future. The need to attract more younger sailors to the Class.

This topic was raised at Port Elizabeth by our sponsor SAP who has highlighted that we should review our traditional racing format and program and hinted that to maintain the interest and continuing support of a major sponsor the Class needs to take some innovative and positive action to attract young sailors to the Class.

To assist with this, SAP have offered to provide their expertise to produce some videos from their vast pool of video footage from Worlds in recent years which could be used for promotional purposes. This an opportunity the Class cannot afford to ignore.

For the last several years in my President’s reports, I have been “banging on” about our need to review our rules.

The time has come and the opportunity is “here and now” for us to be more proactive than in the past. For all the IEC and IRC members, let’s meet the challenge and make it happen.

In closing I wish to strongly remind Organising Committees of their obligation under the Championship Rules of the priority for the use of sponsors’ funds in relation to subsidising Freight Costs for overseas competitors in order to encourage maximum entries from overseas competitors. More effort should be made seek sponsorship from Shipping Lines to assist with the ever burdening cost of Sea Freight and associated shipping costs.

We need to focus on maximising the International component at our World Championships.

M. A. “Pip” Pearson
2015

4. Secretary’s Report

Stuart Turnbull addressed the meeting. He explained that the Treasurer, Stephen Burwood, had resigned and that the IEC had appointed David Smithwhite in the interim; his appointment as International Treasurer is proposed at this AGM. The Secretary thanked Stephen for his work over the past years.

At the 2014 AGM four measurement rules were proposed, two to restrict the minimum weight of cloth for jibs and spinnakers, one to allow extra buoyancy at the transom and a fourth to give extra tolerance on keel measurement. After an International ballot of boat owners, all but the keel measurement were rejected. This rule change has now been ratified by ISAF and we now have an up to date 2015 measurement book.

In the seven months since the 2014 AGM 18 new boats have been registered. Ovington in the UK are now in full production of hulls which are currently being fitted out in Germany and the UK. Rondar Raceboats in the UK and Blue Blue in Poland are also in production.

After a period of slow growth and despite a low attendance at the 2015 Championships, the Class is in a state of health growth.

Acceptance of the Secretary’s report was proposed by Mike Holt and seconded by Warwick Ham.

5. Treasurer's Report

Copies of the Association's finance statement were distributed among the members present and Pip Pearson gave the background to the appointment of David Smithwhite and presented his report. He commented that the Auditor, Bob Franks, was happy with the way that the accounts were being handled.

The Association continues to operate at a surplus with £34,000 of cash on deposit and approximately, £7,000 in the current account. We also have an investment in Barclays Bank worth approx. £1200.

I would encourage both members and the Exec team to consider ways in which we may take the class forward using some of this money because at present it is increasing year on year but not benefitting the class.

The accounts for the year show a surplus of £1,331 following a surplus of £6,056 for 2013.

In 2013 there was £793 of bad debt written off. In 2014 £205 of this debt was recovered, this has been shown as a negative entry on the bad debt row of the income/expenditure sheet.

New boat registrations increased from 13 in 2013 to 19 in 2014.

The gross amount of registration income of £90 per registration continues to be shown as income and consequent expenditure shown separately. As from 2015 the cost to register a new 505 will be £100. This increase, the first since 2004, is due to the escalating cost of ISAF plaques.

As at 31st December 2014 the association had £7,230 of debtors, the majority of this money is owed by national class associations for annual subscriptions. The above amount has already decreased by £2145 however assistance of the national class associations in clearing this amount will be appreciated. Of the total debtors more than £2,400 related to debts that are 1 year or more old.

Whilst this situation has already improved during 2015 national associations should expect me to chase this money with enthusiasm!

Being an ISAF class there is a requirement for the association to have its accounts audited. The last set of accounts to be signed off was 2009. I am working closely with Bob Franks, our Auditor, and hope to report a much more up to date position at the next AGM.

6. Appointment of Auditor

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

7. Report from the International Rules Committee

Pip Pearson presented the IRC report submitted by Andreas Jungclaus, the IRC Chairman:

In the short period since the last worlds in Kiel the IRC has mainly assisted builders to get new 505 productions started-up and reach a stable level of quality. There were not any inquiries from 505 sailors or national 505 associations.

The most active 505 builder in the period was **Ovington**, meanwhile having produced nearly 30 hulls from the new digitally designed mould. Most of these hulls were fitted out by Holger Jess, but also Ian Pinnell.

Rondar only had very few hulls finished - now with the new interior layout as presented in Kiel last year, but they plan to have some boats racing at the 2016 worlds in Weymouth.

Also **BlueBlue** from Poland only had very few new units. However we are happy to see the Polish fleet growing constantly.

Having corrected their mould slightly already once, **Ovington** has fixed a measurement issue with the hull shape at station 9. However - while the basic building quality is excellent - we are currently facing a couple of new measurement issues with the hulls coming from their production. A significant number of hulls needed minor corrections to measure. One hull was even returned to Ovington, because local correction was not possible (gelcoat colours unavailable). The good news in this context is, that we have established a good measurement procedure which successfully controls quality according to the rules and that builders have experienced that the class only accepts absolutely correct hulls, while the class of course always assists with detailed proposals to resolve issues. Our findings prove, that the current measurement procedure is sufficient. We encourage all 505 measurers to keep this procedure, transparency and communication.

Most recent **measurement issues** are:

- keelband thickness too low aft of centreboard slot
- hull shape too narrow at station 6 (around waterline) and station 9 (above waterline)
- rocker too flat at stations 6 and 9
- stem needs sanding down to meet maximum length of baseline

All mentioned issues were in the range of 1-2 millimetres or below and could be corrected quite easily. But of course we ask builders to resolve reoccurring issues in the future. As already mentioned the overall **building quality is excellent**, which makes 505's stay "strong" longer than ever ... this is good for the class.

The IRC is happy to answer all technical questions.

Andreas Jungclaus

Chairman IRC

8. Election of Officers

- 8.1 International Secretary - No alternate nominations received.
The current incumbent is prepared to stand one more term.
The appointment of Stuart Turnbull was duly ratified by the meeting.
- 8.2 Election of International Treasurer - No alternate nominations received.
The current incumbent is prepared to stand one more term.
The appointment of David Smithwhite was duly ratified by the meeting.
- 8.3 International Rules Committee Chairman - No alternate nominations received. The current incumbent is prepared to stand one more term.
The appointment of Andreas Jungclaus was duly ratified by the meeting.

9. Proposed Rule Changes

There were no rule change proposals

10. World Championships 2016 – Weymouth, UK.

Roger Deane gave a presentation on the Portland and Weymouth Sailing Centre and the arrangements confirmed so far. He confirmed that the PRO will be Tim Hancock, a well experienced race officer and a past 505 sailor, and that the Chairman of the Jury will be Walter Mielke who is Chairman in Port Elizabeth.

Answering questions from the floor, Roger gave details of the Classic fleet to be introduced at the 2016 World Championships and confirmed that shipping arrangements would be published when finalised.

The World Championship events will take place from July 30th to August 5th 2016.

11. World Championship 2017

Carl Smit gave a comprehensive presentation of the facilities, both on and off the water, available in Annapolis and he gave details of the weather conditions expected during the proposed dates 20-30 September 2017.

Annapolis was unanimously accepted as the venue for the 2017 World Championship.

12. World Championship 2018

Pip read an application from the Polish 505 Association accompanied by a display of a set of slides supplied by Przemek Zagórski, the President of the Polish Association. Jan Saugman, who has sailed at Gdynia, gave a positive opinion of the venue.

A proposal was received from Angela Stenger that Riva del Garda should be considered as a venue for a World Championship. She asked for feedback on the proposal from members. A significant number of members present expressed interest.

13. AOB

There were no further topics raised for discussion.

In closure, Pip acknowledged the huge amount of input from Peter and Thomas Funke in the organisation of the Championships and thanked SAP for allowing the use of their facilities for the AGM.

The meeting closed at 11:56am.