

INTERNATIONAL 505 CLASS YACHT RACING ASSOCIATION
Minutes of the 2016 Annual General Meeting
Thursday 4th August 2016
Portland and Weymouth Sailing Academy,
UK.

The Meeting commenced at 10:00 am with a total of 161 Members present.

Present: - President- Malcolm 'Pip' Pearson
Vice President – Simon Lake
International Treasurer- David Smithwhite
International Secretary- Stuart Turnbull
157 Members who signed attendance. A total of 161 present.

1. Apologies

Apologies were received from Andreas Jungclaus, Chairman of the IRC

2. Approval of the minutes of the 2015 AGM

The minutes of the 2015 AGM held at the Algoa Bay Yacht Club, Port Elizabeth, South Africa, had been posted on the Association website and sufficient copies were made available at the meeting.

Moved by Mike Martin and seconded by Angela Stenger, they were accepted as a true and accurate record of the meeting.

3. Presidents Report

Once again... I have prepared this report Pre & Post the AGM for the 2016 Worlds at Weymouth.

Following the Worlds in South Africa in March 2015, I have attended the French Nationals at La Rochelle, the British National at Weymouth, the European Championships at Varberg in Sweden, the Australian Nationals in Queensland in January this year, the North American Championships at Bellingham in the USA in June and now the Worlds at Weymouth.

It has been a busy, but rewarding year and made me more aware of some matters which the Class needs to address in conducting major events in the future.

I have now been the Gate Boat driver at most of these major events and this experience has made me acutely aware of the importance of:-

- the appropriate vessel required to be a Gate Boat,
- the exact location of the starting area in relation to the size of the fleet
- the exact time required for the Gate to be open – again, depending on fleet size.

This experience highlights our need to write some specific requirements into our Championship Rules which Organisers of major events must agree to meet. The starting procedure is too important in championship racing for the Gate Start process to be anything less than "excellent".

Regrettably the Class is still having some problems with some of our current builders in satisfactorily meeting our Measurement Rules in producing hulls. These seem to be “quality control” matters which the IRC and Measurers are working with the builders to overcome.

I believe the Class made a big mistake in changing the Measurement Rule in 2014 regarding Keel Band thickness, this has given rise to unexpected measurement problems and should be reversed to the pre 2014 measurement rule. The reasons for changing, were, in my view totally invalid.

As I have stated in my last several reports the IRC needs to have an overall review of our Championship Rules and amend our Standard Sailing Instructions to reflect current practice.

Congratulations to the British 5O5 Association and the Members and Volunteers at W&PNSA for a truly magnificent 2016 Worlds. Well done.

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.

After a total of 16 years as Class President, this is my final President’s Report. Over these years I have travelled extensively attended as many major regattas as possible and in so doing have made scores of 5O5 friends all over the World. To those of you who are wondering, these travels have always been at my own personal expense, have never submitted an account to the Association for “president’s expenses”.

In closing I would like to acknowledge Simon Lake’s contribution as Vice President since 2008 and wish the incoming President – Mike Quirk and Vice- President – Mike Holt all the very best for when they assume their roles on January 1st 2017. I’m very confident the Class is in good hands for the future. .

M.A. “Pip” Pearson

4. Secretary’s Report

Stuart Turnbull addressed the meeting, he informed the meeting that the President and the Vice President were standing down and he thanked them for their work over the past years. The meeting showed their appreciation with a round of applause.

He explained that overall membership of the Association had reduced in 2015 and that Germany had the largest reduction whilst the Polish, South African and UK fleets were growing.

Registration of new boats had increased to 22 in 2015, an increase from 17 in the previous year. After some teething problems Rondar boats are now in full production and there are now two builders.

5. Treasurer’s Report

Dave Smithwhite addressed the meeting and explained that the Association was in a healthy situation with £51k on deposit although income was slightly down this year. He

noted that some National Associations were slow to give membership details and pay their subscription. He also noted that the bank had been very slow to react when we change our account. He informed the meeting that as he had had no response from the CRO Association he was writing off their debt.

Moved by Paul Andre and seconded by Neil Fulcher, the accounts were unanimously accepted by the Meeting.

6. Appointment of Auditor

Bob Franks indicated that he was prepared to continue as Auditor and, proposed by Neil Fulcher and seconded by Martin Wedge, he was duly re-appointed.

7. International Rules Committee Report

The IRC Report had not arrived in time to be presented, it is included with the Minutes as an addendum.

8. Election of Officers

8.1 International President

A nomination for Michael Quirk from the Australian Association was ratified by the Meeting in accordance with Rule 7.2 of the constitution. No other nominations were received and Michael Quirk was duly elected as International President.

8.2 International Vice President

A nomination for Michael Holt from the United States Association was ratified by the Meeting and, with no other nominations, Michael Holt was duly elected as Vice President.

9. Rule Changes

No formal Rule Change proposals had been received but item 14 of the Agenda, a proposal from the US Association to review the World Championship format, was brought forward for discussion.

Carl Smit gave a presentation to the Meeting outlining suggestions to reduce costs and increase participation. Simon Lake pointed out that any changes ratified at this meeting could be incorporated in the 2017 Championships as the NOR had not yet been posted.

9.1 A proposal to shorten the Championship to 6 days was overwhelmingly carried by the Meeting.

9.2 A proposal that Windward/Leeward courses could be an optional alternative was unanimously accepted.

9.3 A proposal that the fleet could be separated into flights and have separate races was dismissed by the meeting, by 64 to 62 votes.

9.4 A proposal to allow the flexibility of up to three races per day over a 5 day, 10 race series was overwhelmingly accepted by the Meeting.

9.2 A proposal to allow the carrying of mobile phones on board was accepted by the meeting on condition that the phone is powered down.

10. World Championship 2017, Annapolis, USA

Carl Smit gave the Meeting an update of the preparation for the 2017 Championship. He confirmed that the Championships would start on Friday 22nd September 2017 and that there would be 5 days of racing with 1 lay day. The expected average wind speed is 11 knots with an air temperature of 29C and a water temperature of 21C.

11. World Championship 2018

11.1 Proposal from the Polish Association for Gdynia

Przemek Zagórski introduced Paulina Filipowicz, a representative of Gdynia City Council who gave a very detailed presentation outlining the experience of the Yacht Club in hosting several major events and gave a video presentation on the city of Gdynia. The proposed date for the Championship is in July 2018.

11.2 Proposal from the Italian Association for Riva del Garda

Angela Stenger gave a PowerPoint presentation of the proposal for a championship to be held on Lake Garda in July/August 2018 giving details of the town of Riva and examples of the major events hosted by the Yacht Club.

The two proposals were put to the Meeting for approval, there was a large majority in favour of the Polish proposal, and Gdynia is accepted as the venue for the 2018 World Championships.

12. World Championship 2019

12.1 Proposal from the UK Association for Thailand

Simon Lake delivered the proposal that the Royal Varuna Yacht Club be the host of the World Championships in March/April 2019. He emphasised that the club was very experienced in hosting major regattas in a region that is a popular tourist venue with accommodation available at very reasonable cost. He pointed out that the proposed timing was in the low rainfall season with average wind strength of 12/16 knots and a water temperature of 27C.

12.2 Proposal from the Australian Association for Fremantle, Western Australia

Mark Stowell gave the presentation for Fremantle highlighting the experience of the Yacht Club and the suitability of the area for families. The proposed date of the Championship is 2-8 January 2019 following the Australian National Championships 29-31 December 2018.

The two proposals were put to the vote and the Australian proposal for Fremantle was accepted by a large majority.

13. European Championships

13.1 Proposal from the German Association for Warnemunde in 2017

A brief presentation accompanied by photographs was given to the meeting. The Championship would be part of Warnemunder Week in July 2017.

The proposal was unanimously accepted by the meeting.

13.2 Proposal from the Danish Association for Sonderbourg in 2019

Henrik Buhl delivered the proposal on behalf of the Danish Association, the venue was unanimously accepted by the meeting.

14. Proposal from the US Association to review the World Championship Format

See Item 9, Rule Changes

15. Proposal from the Swedish Association to Review the Allocation of Euroean Championships

As the venues for the European Championships are allocated up to 2019 it was agreed to discuss this proposal at a later date.

16 AOB

Howie Hamlin asked if there could be some standardisation of penalties for rule infringements. The consensus of the Meeting was that a 360⁰ penalty be accepted for both rule infringement and mark touching.

There being no other items, the meeting was closed at 12:16.

Stuart Turnbull, 8 September 2016

Addendum 1.

INTERNATIONAL 505 CLASS YACHT RACING ASSOCIATION

International Rules Committee Report for the 2016 Annual General Meeting

Since the last AGM the International Rules Committee did not receive any inquiries from owners or builders. Regarding the builders this was surprising, because measurements detected a couple of small issues with almost all new boats.

Most new boats are still built by **Ovington**, but also **Rondar** has finished a number of hulls meanwhile. Other builders provided very few boats only. We hope to see more active suppliers in the future again.

Triggered by the small issues identified during measurements we focused again building procedures and quality as well as absolutely harmonized and compatible measurement procedures for all boats delivered via Great Britain and Germany, which covers far more than 90% of all new boats currently. It might be worth to be continued also with the remaining other builders and origins.

Bad news first: nearly each new hull had and has small measurement issues.

Good news: all issues were and are able to be corrected easily either by the builder or the delivering workshop without loss of value for the final owner. The overall building quality of international 505's might be the highest ever available at the moment.

Conclusion: our current measurement process and related communication is sufficient also to detect and compensate issues. So we are happy to continue this in the future.

Among others most detected small issues were related to the following details:

1. centerboard slot extends too far aft
2. keel and thickness too low and/or too high
3. hull shape too narrow at stations 9 and/or 6
4. deck height too high around mast datum point (mast gate)
5. spinnaker chute volume too large
6. transom frame too much closed

The IRC is happy to answer all technical questions, especially from international builders and international class measurers.

We still see the 505 as a very well performing racing dinghy for all types of weather conditions. This is really good news overall.

Have fun with your boat and spread your excitement for the international 505 class.

Andreas Jungclaus

Chairman IRC

08/2016

IRC Members

Andreas Jungclaus – Chairman GER

Mike Martin USA

Christian Silvestre FRA

Andy Smith GBR

Wolfgang Stueckl GER

Bill Summersides – Chief Measurer AUS