



## **WORLD COUNCIL ANNUAL GENERAL MEETING**

**14 NOVEMBER, RICHMOND-UPON-THAMES, ENGLAND**

### **MINUTES OF MEETING**

#### **Present**

Günter Tzeschlock – Chairman & GER/AUT  
Riccardo Simoneschi – IMCA Exec Vice Chair Europe  
Tomi Hakola – IMCA Secretary & Treasurer & FIN/EST  
Martin Finell – IMCA Member Europe  
Simon Strauss – USA  
Paolo Testolino - ITA  
Alessandro Poggi – ITA Observer  
Luca Balbini – ITA Observer  
Michael Schineis - AUT  
Jens Wathne – NOR, DEN & SWE  
Peter Göckel – SUI & Technical Committee  
Fiona Brown – IMCA Admin & Press Officer  
David Chivers – IMCA Technical Advisor  
Quentin Strauss – IMCA Financial Officer  
Federico Micchetti – Melges Europe & Representing Melges Performance Sailboats

#### **Joining Meeting By Skype Call**

Travis Weisleder – IMCA Exec Vice Chair North America (joined the call at approx 12pm UK time and left at approx 5pm UK time)  
Hank Stuart – IMCA Championship Coordinator ((joined call at approx 2pm UK time and left the call at approx 4pm UK time)  
Luca Devoti – Devoti Sailing (joined the call at the start of the meeting at 9am, left at approx noon)  
Heath Walters – Northshore Yachts/Melges 24 builder Australia & AUS (joined the call at approx noon and left at approx 3pm)

#### **Apologies**

Bill Carleton - IMCA Member North America  
Michael Good – SUI  
Hein Ruyten & Frank Lieve – NED  
Tomas Musil – CZE  
Branko Parunov – SLO  
Marta Weores – HUN  
Sergey Cherny - UKR  
Heath Townsend – AUS  
Harry Melges – Melges Performance Sailboats

## **Chairman's Introduction**

Günter Tzeschlock welcomed everyone to the meeting, and particularly welcomed new Italian Class President Paolo Testolin, who was attending his first IMCA AGM, and Michael Schineis, who was representing the Austrian Class for the first time. Günter noted that despite the economic downturn there has still been promising growth in Eastern Europe and Australasia. He also noted that the situation in France and the UK is very disappointing. Despite hosting the 2006 Worlds and the 2009 Europeans the French Class does not seem to have been able to build membership off the back of those events. Both the UK and French national championships had to be cancelled this year because of lack of entries. He identified that a major part of the problem in both countries is a class management that is dependent on only a few people whose time and ability to support the class is limited.

He noted that there was a record entry for the 2009 Europeans in Hyeres. Sadly the attendance at Annapolis was one of the lowest ever for a World Championship but this was much as had been expected and Günter noted that choosing Annapolis at that time of year had not been a good decision and we must be careful not to repeat that mistake in the future. He thanked David Chivers, Fiona Brown and Hank Stuart for their ongoing work in ensuring that the IMCA events were run to the highest standards.

Günter noted that the main issues which the IMCA must address in the coming months are:-

1. Communications – within National Classes, from National Classes to the IMCA and within the IMCA. Günter advised that we must encourage all the National Classes to take a more active role as currently the standard of communications is vary varied from class to class, particularly in regard to class administrative matters. He gave the example of the forestay rule change, which was clearly not properly communicated during the rule review process to several of the larger national class memberships. He also noted that this improvement needed to be across the board right up to the level of the World Council and IMCA Executive
2. Event Management – we are running events at a very high level and good event management is essential and must be maintained and improved where ever possible.
3. Budgets – Günter advised that the IMCA must review its spending. The costs of running the class are high but during the current economic crisis income is reduced so we must review our spending and potential income streams to ensure we keep the class on a sound financial footing.

## **National Class Reports**

Tomi Hakola summarised the content of written National Class Reports received from the following countries (see appendix A for the full written reports):-

Australia  
Czech Republic  
Finland  
Estonia  
Hungary  
Netherlands  
Slovenia  
Switzerland  
Ukraine

Günter invited the National Classes represented around the table to introduce themselves and make a brief report on their class's activities.

## Austria

Michael Schineis, President of the new Austrian Class, reported that Austria is a small mountainous country where all sailing takes place on lakes. Currently they have 15 boats and have been attracting sailors from various classes including good quality 470 and Yngling crews. The Austrian teams regularly sail at other lake venues with the Italian and German fleets. In 2010 the Austrian Class will take part in Traunsee Week, one of Austria's biggest annual multi-class regattas, which will provide an excellent opportunity to showcase the class to other sailors. Michael particularly thanked the German Class for its support and help in establishing and nurturing the Austrian Class.

## Norway

Jens Wathne presented the Norwegian Class report noting that they now have 40 members of which 35 are regularly active. The Alpha Romeo sponsored Norwegian Ranking includes 5 regattas and is proving very successful. They had hoped for a turnout of 40 boats at the 09 Norwegian Nationals but only got an entry of 35 boats, which was slightly disappointing. The Alpha Romeo Ranking was won by Storm Capital Sailing and the Norwegian Nationals by Herman Horn Johannessen. They are attracting sailor interest from those currently competing in the Olympic classes and they hope to see 10 new boats joining the Norwegian Class in 2010. They are working hard to capitalise on the potential growth opportunities of the 2011 Europeans in Hugesund and are very proactively promoting the class at all times.

## Italy

Secretary Luca Babini presented the report on behalf of President Paolo Testolin. The Volvo Cup is the main activity for the Italian Class. The Class had 60 members in 2009 and they were very pleased that the membership only dropped by 4 or 5 boats despite the economic downturn in Italy. 85 boats took part in the Volvo series this year compared with 100 in 2008, again in the circumstances this was a good turnout and 12 nations were represented. This winter they have introduced a new Winter Championship and are experimenting with a 3 regatta series for which they have 25 boats from 4 nations taking part so far and which is currently going very well. They will look to develop this further for next year. Their marketing actions are directed at owners in other classes. They now make 2 or 3 boats available for test sailing before each event to allow local owners and sailors from other classes to try the boats. The Volvo Cup circuit will once again showcase the Italian Class in 2010.

## USA

Simon Strauss presented the formal written report (See Appendix A) of the USMCA and particularly highlighted the fact that the economic downturn is having a severe effect on attendances across the USA and cited Key West 09, which had one of the lowest fleet turnouts ever at 33 boats, as an example. The USMCA feels that the grass roots club sailors are very important and they are focusing on this and on making it easier for people to enjoy good regional sailing. The 30 event Slam US National Ranking with 5 events in each of the 6 Districts has proved successful. Sadly US sailors are simply not travelling at the moment as demonstrated by the low turnout in Annapolis.

He also noted that the USMCA is very much looking forward to the Corpus Christi Worlds as it is both a very good venue and also will give the opportunity to support the fledgling class in that area and hopefully grow the fleet considerably off the back of the event. From 2012 onwards the USMCA will look to couple the venues for the North Americans and Worlds once again.

## Germany – incorporating the Netherlands & Slovenia

Günter reported that the German Class has a total of 66 boats but not all are members of the class. The official membership breakdown is:-

Germany – 23  
Netherlands – 4  
Slovenia – 4

The German ranking comprises 11 events and there is a noticeable North/South split within the fleet. There were a total of 59 boats from 8 nations competing over the 11 events. This year they were very lucky with the weather and were able to complete all races in the ranking, which was won by Riccardo Simoneschi. In 2010 the Melges 24 Class will have a start within the Olympic Classes part of Kiel Week, which will provide an excellent shop window for the Class. The German Nationals will take place in Wernermuende in mid July making them an excellent warm up event for boats on their way to the Worlds in Tallinn.

The German Class is taking a stand at the Dusseldorf Boat Show in the New Year, which they will be sharing with the Netherlands Class. They took part in Hanseboot in Hamburg last year, which generated 4 new owners and they are hoping for similar success in Dusseldorf.

The class has been receiving good press coverage in Germany and 5 new boats joined the class last year buying second hand boats from Italy. Overall they are very pleased with the participation.

Günter Tzeschlock thanked all the National Class Representatives for their input and for taking the time to attend the meeting.

## **Minutes Of the Last Meeting**

The minutes of the last meeting were approved.

## **Financial Report & Budgets**

Financial Officer Quentin Strauss presented the written Financial Report and associated budgets and statements covering the financial year for 1 August 2008 to 31 July 2009, which can be viewed at Appendix B.

The budgets were prepared assuming a conservative level of income in recognition of the ongoing global financial difficulties. The focus for the forthcoming year is to keep close control on expenditure to ensure that it will not exceed income.

Simon Strauss queried the number of sail label sales that had been budgeted for in the coming year. Quentin confirmed he had been conservative in his estimate as sail makers have been reporting a downward trend in sales.

Treasurer Tomi Hakola put forward a proposal to end production of the M24 yearbook, which would save considerable funds. There was discussion about the merits of the yearbook and possible alternative production and distribution systems. It was agreed that the Executive Committee would be tasked to form a small group to review the suggestions put forward and agree the best solution bearing in mind the need to reduce budgets and meet our marketing and communication needs.

Luca Devoti proposed the introduction of a Mast Label to be charged at Euro 150 per mast sold and recommended that the sail label fee be increased from £40 to £60 per label. At this time the

meeting did wish to move forward with either of these recommendations but they will be kept under review for the future.

The budget presented for 2009 to 2010 was approved.

### **PR & Marketing Report**

Fiona Brown presented the written PR & Marketing Report, which can be viewed at Appendix C.

### **Technical Report**

David Chivers presented the technical report. He confirmed that the rule changes introduced for 2009 had brought the class into line with the new ISAF standard format and that the Class has maintained good relations with ISAF during the past year.

He noted that this year has revealed considerable internal communications problems within certain national classes in regard to the communication of proposed rule changes and the gathering of national class opinion in preparation for the AGM.

During the year there has been considerable comment and discussion about the system used for issuing measurement certificates. David explained to the meeting that under ISAF rules the Member National Authorities (US SAILING, RYA, FFV, etc) have the right to issue the measurement certificates for classes within their nation. If that Member National Authority does not wish to take on the responsibility they may delegate the task back to the National Class Association (as is the case in the USA and Italy for example). All measurement certificates must carry the information proscribed by ISAF, which is detailed in our example measurement certificate (see [http://www.melges24.com/\\_pdf/MeasurementCertificateProformer09.pdf](http://www.melges24.com/_pdf/MeasurementCertificateProformer09.pdf)). If the certificate is issued by the Member National Authority it is only valid when it carries the official stamp of that MNA. If the certificate is issued by the National Class it is only valid when it carries the official numbered stamp of that National Class (stamps are issued by David Chivers). If certificates are issued by a Member National Authority it is the responsibility of each National Class to contact that MNA and advise them of exactly what information the certificates must carry (you can simply provide them with a copy of our pro-forma certificate to work from). David noted that for over a year he has been requesting National Classes advise him who is responsible for issuing the certificates in their class but sadly a number of those national classes still have not replied despite many chasing e-mails. National Class Officers must recognise and take on their responsibilities in this area.

David reported that he is currently working to establish an International Measurer in Australia and to increase the number of International Measurers in Europe and the USA to give us greater security and flexibility.

This year the keel templates were used for measurement checks at both the Europeans and Worlds. The vast majority of boats checked confirmed with the templates, however, there were just a couple of very minor issues on new boats and the builders are currently looking into these to identify solutions in production.

Riccardo Simoneschi picked up on David's comments about the formal role of the National Classes in communicating proposed class rule and constitution changes to their members and their responsibility for gathering feedback from their members in preparation for the AGM to ensure that the views of their members are accurately represented at the meetings. He recommended that at the next major international regatta representatives of each national class be requested to attend a short seminar when the relationship between ISAF and the IMCA and the roles of the various levels of class management could be explained in greater detail. This recommendation was

unanimously supported by the class and David will work with the Event Management Team to identify the best opportunity during this year's events to host such a seminar.

As an example of how consultation for the IMCA AGM should be organised Günter Tzeschlock advised that in Germany they hold their National AGM in May/June at which they request ideas from the membership for rule or constitution changes they would like the German National Class to propose to the IMCA for the World Council AGM. Once the IMCA AGM agenda is published 6 weeks prior to the meeting the German Class then e-mails a copy of all the proposed rule and constitution changes to its full members requesting their input by e-mail by a set date approx 2 weeks later. From the input received in these e-mails the German Class is then able to establish the responses its membership wishes to give at the IMCA AGM to each of the proposals.

### **Builder Reports**

Luca Devoti noted that Devoti Sailing had been building and selling approximately 30 boats per year in recent years but that in 2009 they have sold just 9 boats and are currently holding boats in stock although they are confident that they will have buyers for these boats. For the coming year they have moved to a batch production system rather than building boats throughout the year and they plan to produce their next batch of boats in March 2010. He reported that their foil production is now running well. Luca feels that the class is a two gear class with the top teams all pros and he feels that we must focus on looking after the Corinthians as the future of the class.

Tomi Hakola presented written reports from Melges Performance Sailboats, and Melges Asia Pacific which can be viewed at Appendix D.

Günter Tzeschlock asked Federico Michetti, who was representing Melges Performance Sailboats at the meeting, whether there had been any further news on the need to replace the existing moulds, which had been reported by Harry Melges at last year's AGM. Federico said he had no further information about this.

### **Class Rule Changes (effective 1<sup>st</sup> January 2010 once approved by ISAF)**

In light of new information the German Class withdrew its request request to change Rule F.7.2 relating to the IMCA Measurement Form.

The proposal to introduce a new Rule:-

F.2.1 (c) From the 1<sup>st</sup> January 2011 all boats competing in the World and Continental Championships shall use masts with the fixed forestay system

Was unanimously rejected. (Please see also further information on this subject under Any Other Business – Two Design Class Issue - EGM)

The proposal to revise Rule C.2.2 to read

C.2.2 The total weight of the crew dressed in underwear.....max 360kg  
Crews shall be weighed after racing on the Wednesday of the event or the mid event race day. If the crew are found to be over the maximum weight, they shall have one hour to present themselves for a re-weighing. If they are still over the maximum weight, they shall be disqualified from that days racing and not permitted to start in the following days racing.

Was unanimously rejected. (Please see also further information on this subject under Any Other Business – Two Design Class Issue - EGM)

The following Class Rules Changes were approved by the meeting and, subject to approval by ISAF, will come into force on January 1<sup>st</sup> 2010.

**EXISTING RULE:**

C.7.2 FITTINGS

(a) USE

- (1) Additional location holes may be drilled in the jib tracks to position the jib car.
- (2) The manufacturer or brand of the blocks and winches is optional. The sheave height from fixing point and sheave diameter shall not exceed the following dimensions.

	minimum	maximum.
Jib clew blocks. Diameter:	26mm.	30mm.
Jib car blocks. Diameter:	42mm.	46mm.
Jib car blocks: Top surface of jib car to bearing surface of Sheave	50mm.	54mm.
Jib ratchet blocks. Diameter:	74mm.	78mm.
Mainsheet track block. Diameter:	54mm.	58mm.
Mainsheet boom blocks. Diameter:	54mm.	58mm.
Mainsheet ratchet block. Diameter:	54mm.	78mm.
Spinnaker turning blocks. Diameter:	54mm.	78mm.
Spinnaker deck ratchet blocks. Dia:	74mm.	78mm.
Bowsprit end block. Diameter:	Optional	
All control line blocks. Diameter:	Optional	
Hiking line block. Diameter:	Optional.	

The spinnaker tack line cleat may be changed to a stopper.

**NEW RULE:**

C.7.2 FITTINGS

(a) USE

- (1) Additional location holes may be drilled in the jib tracks to position the jib car.
- (2) The manufacturer or brand of the blocks and winches is optional. The sheave diameter shall not exceed the following dimensions.

	minimum	maximum.
Jib clew blocks. Diameter:	26mm.	30mm.
Jib car blocks. Diameter:	30mm.	46mm.
Jib ratchet blocks. Diameter:	54mm.	78mm.
Mainsheet track block. Diameter:	48mm.	58mm.
Mainsheet boom blocks. Diameter:	48mm.	58mm.
Mainsheet ratchet block. Diameter:	54mm.	78mm.
Spinnaker turning blocks. Diameter:	48mm.	78mm.
Spinnaker deck ratchet blocks. Dia:	54mm.	78mm.
Bowsprit end block. Diameter:	Optional	
All control line blocks. Diameter:	Optional	
Hiking line block. Diameter:	Optional.	

The spinnaker tack line cleat may be changed to a stopper.

**REASON:**

Although the class wants some control over block sizes it has seen the need to open up the tolerances to accommodate different manufacturers and to allow for the problem caused when a block model is discontinued.

**EXISTING RULE:**

C.7.2 FITTINGS

(a) USE

- (15) Fairings of any material may be used over blocks and fittings on deck to assist in the free running of sheets and control lines.

**NEW RULE:**

C.7.2 FITTINGS

(a) USE

- (15) Fairings of any material may be used over blocks and fittings on deck to assist in the free running of sheets and control lines. To protect the spinnaker, a deflector or similar device of optional design may be installed totally within a 300mm radius of the forward most point of the hiking lines.

**REASON:**

It is very easy to trap the spinnaker in the “V” formed by the deck and the hiking line. This obviously causes damage. The class wants people to be able to use some of the deflectors which have been designed to overcome this problem.

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**EXISTING RULE:**

F.7.2 CONSTRUCTION

(a) MANDATORY

- (1) Mainsail halyard – may be tapered
- (2) Mainsail sheet
- (3) Headsail halyard
- (4) Headsail sheets lead through blocks on the jib tracks
- (5) Spinnaker halyard – may be tapered
- (6) Spinnaker sheets – may be tapered
- (7) Bowsprit setting and retraction lines
- (8) Backstay control system
- (9) Mainsail Cunningham line
- (10) Mainsail outhaul system in the boom
- (11) Mainsheet traveller control system
- (12) Headsail Cunningham system
- (13) Headsail furling line

(b) OPTIONAL

- (1) Reefing lines

**NEW RULE:**

F.7.2 CONSTRUCTION

(a) MANDATORY

- (1) Mainsail halyard – may be tapered
- (2) Mainsail sheet – may be tapered
- (3) Headsail halyard

- (4) Headsail sheets lead through blocks on the jib tracks – may be tapered
- (5) Spinnaker halyard – may be tapered
- (6) Spinnaker sheets – may be tapered
- (7) Bowsprit setting and retraction lines
- (8) Backstay control system
- (9) Mainsail Cunningham line
- (10) Mainsail outhaul system in the boom
- (11) Mainsheet traveller control system
- (12) Headsail Cunningham system
- (13) Headsail furling line
- (b) OPTIONAL
  - (1) Reefing lines

**REASON:**

To reflect modern cordage and how the sailors use the running rigging.

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**EXISTING RULE:**

A.9.2 The Copyright Holder shall, after having received the International Class Fee for the hull, send the ISAF Building Plaque and a measurement form to the licensed hull builder.

**NEW RULE:**

A.9.2 The Copyright Holder shall, after having received the International Class Fee for the hull, send the ISAF Building Plaque and a measurement form to the licensed hull builder. ISAF Plaques were issued from sail number 350 onwards.

**REASON:**

To clarify when the ISAF plaques were introduced.

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**EXISTING RULE:**

**A.10 SAIL NUMBERS**

A.10.1 Sail numbers shall correspond to the number on the International Class Building Fee Plaque.

**NEW RULE:**

**A.10 SAIL NUMBERS**

A.10.1 Sail numbers shall correspond to the number on the International Class Building Fee Plaque. Boats with sail numbers prior to 350 shall carry the number as issued by Melges Performance Boatworks.

**REASON:**

To clarify when the ISAF plaques were introduced.

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**EXISTING RULE:**

D.2.5 IDENTIFICATION

- (a) The hull shall carry the ISAF Plaque permanently placed on the starboard side, aft face of the transom.

**NEW RULE:**

D.2.5 IDENTIFICATION

- (a) Hulls from sail number 350 onwards shall carry the ISAF Plaque permanently placed on the starboard side, aft face of the transom.

**REASON:**

To clarify when the ISAF plaques were introduced.

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**EXISTING RULE:**

**A.11 HULL CERTIFICATION**

A.11.1 A **certificate** shall record the following information:

- (a) Class
- (b) **Certification authority**
- (c) Sail number
- (d) Owner
- (e) Craft identification number
- (f) Builder/Manufacturers details
- (g) Date of issue of initial **certificate**
- (h) Date of issue of **certificate**
- (i) Keel weight
- (j) Keel serial number
- (k) Complete boat weight
- (l) Corrector weights

**NEW RULE:**

**A.11 HULL CERTIFICATION**

A.11.1 A **certificate** issued after March 2009 shall record the following information:

- (a) Class
- (b) **Certification authority**
- (c) Sail number
- (d) Owner
- (e) Craft identification number
- (f) Builder/Manufacturers details
- (g) Date of issue of initial **certificate**
- (h) Date of issue of **certificate**
- (i) Keel weight
- (j) Keel serial number
- (k) Complete boat weight
- (l) Corrector weights

## **REASON:**

To make it clear that having used the ISAF SCR rule format the information required on a certificate is now specified. There has been some confusion over when this information must be recorded and whether older certificates are still valid. This additional wording makes it clear that it is for certificates issued from March this year and relating to the new format 2009 rules.

See also notes relating to the Emergency General Meeting being called by the World Council to further review the Forestay Rules and the Crew Weight limit under Any Other Business.

## **Constitutional Changes (effective immediately once approved by ISAF)**

The following changes to the Constitution were approved by the meeting and, subject to approval by ISAF, will come into force immediately. Please note text highlighted in orange and scored through is the original text to be deleted and text highlighted in red is the new approved wording.

7.2 Subscriptions and fees for each calendar year are due and payable to the IMCA on January 1 and ~~quarterly~~ thereafter as new members are acquired. **The Treasurer will invoice NCA's not less than twice a year for these fees.**

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10.4 The Annual General Meeting shall take place at a date **and venue to be decided by the Executive Committee.** ~~which adequately precedes the documentation submission date for the annual General meetings of the ISAF.~~ The choice of venue is optional, but shall take into account cost and the ease of attendance of the majority of national representatives. At Meetings of the World Council five (5) members shall form a quorum, of which two (2) members shall be from different continents.

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10.4.2 Motions and nominations to be proposed at the AGM shall be submitted to the International Secretary not less than **8 weeks** ~~60 days~~ before the date of the said AGM. See also 12.2 for Constitution changes and 16.1 for Class rule changes. The Executive committee may submit motions up until the date specified in 10.4.4.

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10.4.4. Amendments to the above motions shall be submitted no later than **4 weeks** ~~one month~~ before the date of the said AGM.

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**10.7 Extraordinary General Meeting. An EGM may be called at any time by the Executive Committee or by not less than 50 individual requests from sailors from not less than 4 different countries. The Secretary shall receive and check that the requests are from valid members before any EGM can be called.**

**10.7.1 If the conditions have been met or the Executive Committee has called an EGM, there shall be not less than 6 weeks notice given and the subject circulated to all World Council members at this time.**

**10.7.2 The Executive committee may call a meeting in persons or it may decide on a meeting of World Council members using other technology, including but not limited to email, skype or internet based conference calls.**

10.7.3 All other voting procedures etc shall proceed in the same way as the AGM.

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11.3 The two Vice-chairman shall assist the Chairman and the Secretary as necessary. ~~One may chair the Technical Committee but shall be a member of it; the other shall coordinate the championship liaison.~~

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11.8 At the AGM the World Council shall appoint a Chairman to the Technical Committee ~~who may be a Vice-Chairman~~. The Technical Committee chairman, with the approval of the Executive Committee, shall appoint a Committee of not less than three (3) and not more than six (6) people who have the knowledge and the experience to serve on the technical committee. The Technical Committee Chairman shall be appointed for his skills in fulfilling the position. The members of the Committee shall be actively involved with the class, but need not be boat owners. They may be employed within the Marine Trade. ~~The Technical Committee Chairman shall be a full member.~~

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11.10 ~~Should the work overload of the Secretary become too great,~~ The World Council may appoint ~~a~~ paid assistants to handle ~~some of the paperwork duties~~ as directed. ~~This person~~ ~~These people~~ shall not be ~~a~~ members of the World Council nor the Executive Committee and shall have no voting rights, ~~but may be invited to attend the AGM and any other meetings as required.~~

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12.2 NCA's are expected and required to consult their members to ensure that they have an accurate representation as to how to vote at the AGM. NCA representatives may be required at any time to show the method and figures by which they consulted their membership.

12.3 Motions having an effect upon the Constitution (other than amendments thereto) to be voted upon at a World Council meeting must be received by the Secretary and the Executive World Council at least ~~8 weeks~~ ~~60 days~~ before the date of the meeting.

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13.1 The Executive Committee shall consist of the Chairman, two (2) Vice Chairman, two (2) Ordinary Members, the Secretary, the Treasurer and the Chairman of the Technical Committee. Decisions shall be made by a simple majority vote. ~~In the event that a simple majority cannot be reached, the Chairman shall have the casting vote.~~

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13.4.3 ~~The signature of the Treasurer and one other nominated officer shall validate the payments of money.~~ The Treasurer and/or any appointed financial officer shall have the power to validate payments under terms to be set out by the Executive Committee reflecting the needs of the class at the time.

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13.4.5 The fiscal year of the IMCA shall be the 1st of January throughour the 31st of

December of August throughout the 31st of July.

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14. 1 The Technical Committee shall be responsible for:

- (a) Considering all technical matters concerning class rules.
- (b) Putting forward proposals for amendments to class rules, building specifications and measurement form.
- (c) Monitoring and supervising the work of the Class Chief Measurer (if appointed).
- (d) Arranging and monitoring measurement checks at the World and Continental Championships and at any other regattas deemed necessary.
- (e) Monitoring the performance of class measurers throughout the world with a view to ensuring that all Melges 24 comply strictly with the class rules. This shall include through the NCA's the approval of measurers and the holding of a list of names and addresses ~~including their signatures~~. The final appointment of measurers is the responsibility of the MNA ~~where they undertake the class administration~~ and the Technical Committee may liaise with them if necessary.

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14.3 ~~The Technical Committee shall seek to ensure that a completed copy of the measurement form on each boat is kept by the IMCA.~~ The Technical Committee shall ~~seek to~~ ensure that the IMCA maintains ~~an original current~~, completed copy of the measurement form for each boat, and shall ensure that each MNA and/or NCA understands that they are to forward a copy of the same to the IMCA upon issuance.

14.4 The Technical Committee with the approval of the World Council may appoint a Chief Measurer who shall report to the Chairman of the Technical Committee and whose responsibilities shall be assigned by the Committee and may include the following:

- (a) Overseeing class measurement throughout the world including liaison with all class measurers.
- (b) Monitoring the standard of registered builders throughout the world.
- (c) Attendance at the World and Continental Championships in order to oversee measurement checks.
- (d) Advising the Technical Committee on matters regarding the class rules.
- (e) ~~Attending an ISAF measurement seminar when necessary.~~

14.5 ~~There shall be an annual meeting of the Technical Committee at a time and place to be agreed by the Executive Committee~~

14.5.1 ~~The meeting shall be open to the Technical Committee, Executive Committee, builders and other suppliers and any other specifically invited parties.~~

14.5.2 ~~There shall be not less than 20 weeks notice given of the Technical Committee meeting. If there are specific subjects to be discussed and rule proposals to consider these should be circulated not less than 4 weeks before the meeting.~~

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16.1.1. Class rule change submissions shall be submitted to the secretary not later than ~~8 weeks 60 days~~ before the AGM of the World Council. ~~If passed by the Council, they will be submitted to ISAF for ratification by the appropriate committee on their rolling agenda. If ratified by the ISAF, they will be implemented as per 16.5.~~

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16.3.3 If passed by one of the above methods, they will be submitted to ISAF for ratification by the appropriate committee on their rolling agenda. If ratified by the ISAF, they will be implemented as per 16.5.

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17.1 The Constitution and specifications may never be suspended but may be amended at an annual or ~~extraordinary~~ ~~special~~ meeting of the World Council by two thirds of the votes present.

17.2 All proposed amendments at either annual meeting or a special meeting must be included in the notice thereof, which shall be mailed, e-mailed or telexed to the World Council members not less than ~~6 weeks~~ ~~30 days~~ prior to the date of the meeting.

### **National Class Submissions**

There were no submissions from the National Classes.

### **Election of Officers**

IMCA Chairman Günter Tzeschlock had completed his initial two year term of office and was eligible to serve for a further two years. There being no other nominations for the post he was unanimously re-elected as Chairman of the IMCA.

### **Future Events**

Presentations to update the World Council on progress with 2010's forthcoming events were received from Tomi Hakola for the 2010 World Championship in Tallinn and Hank Stuart for the 2010 North American Championship in Rochester, NY. Planning for both events is progressing well and the organisers are in regular contact with the IMCA's Event Management Team through its fortnightly skype conference calls.

With regard to the scheduling of the 2010 North Americans Hank Stuart reported that the IMCA had identified that the Melges 32 Class has recently scheduled its World Championship in San Francisco to directly clash with the Melges 24 North Americans. Keen to avoid this clash and recognising that the Melges 32 event would be difficult to move as it is directly linked to the San Francisco Big Boat Series, the Rochester Yacht Club had offered to move the event forward to late August. The USMCA had voted against such a move and had also asked that efforts be made to condense the schedule for the North Americans to enable more teams to compete as during the current economic crisis US sailors are finding it more difficult to obtain lengthy leave periods from work and many are struggling to afford the cost of the longer regattas. The meeting agreed that the event would remain in September as currently scheduled but that Hank will work with the USMCA and RYC to review the detailed schedule. Hank advised the meeting that the Regatta Chair for the event is jointly Peter & Megan Cucci who are both extremely experienced event organisers. Peter is also a Melges 24 sailor and was competing in Annapolis and he has been involved in the recent date change discussions.

Jens Wathne updated the meeting on progress with the 2011 Europeans in Haugesund, Norway. Again planning for this event is progressing well and the organisers have already invited Hank Stuart to be PRO with Nils Hauff as deputy PRO and Tony O'Gorman has been invited to Chair the Jury. Fiona will be conducting a site visit to Haugesund during 2010. Sponsorship approaches are already underway with several already in place. The web site for the event is 95% complete and will be launched shortly. The event will be located at Haugesund's main waterfront hotel which the

organisers have already booked out for the event and which will be a sponsor of the event as well as the main social centre and the location for the moorings (which are right in front of the hotel). The organisers have issued an invitation to His Majesty King Harald of Norway to become Patron of the event and they await a reply. HM King Harald is an extremely experienced sailor and previously owned a Melges 24 for some years. They are also working on a ferry deal which will allow competitors to drop their boats to the docks in Amsterdam and have them shipped direct to Haugesund which will save them the cost of having to bring a car to the event.

Hank Stuart also updated the meeting on progress with the 2011 Worlds in Corpus Christi, TX. He had completed a site visit to the venue earlier this year which confirmed that the club offers excellent facilities and is already well advanced with its planning for the event. Ter'i Ficken is the Regatta Chair and Mark Foster will be the PRO. The Club has previously won the St Petersburg Trophy, a US SAILING national competition for best host yacht club, when they hosted the J80 Worlds and has extensive experience in hosting major regattas. Sponsorship approaches are already underway with several sponsors in place. The web site for the event is already live with initial key information. Racing will be in bay and the winds are traditionally strong at that time of year so we can expect excellent racing. The club is a five-minute walk from the Omni Hotel, which is already confirmed as an event sponsor and will provide both accommodation and a social centre for larger gatherings. The club is hosting a warm up event in May 2010. Travel to Corpus Christi will involve transiting through Houston and then catching a local commuter plane direct into Corpus.

In regard to the 2012 World Championship Fiona confirmed that the Australian Class has formally withdrawn from hosting the event in 2012 as the current economic downturn has slowed sales and they are concerned they may not be able to reach the necessary numbers to support a Worlds that year. The Australian Class has confirmed that it would like to be considered to host a Worlds in 2013 and the meeting agreed that it would like to support an Australian hosted Worlds at the earliest practical opportunity and this possibility will be reviewed at the next AGM.

As agreed at the 2008 AGM Italy's offer to host the 2012 Worlds should Australian be unable to do so will now be taken up and on behalf of the Italian Class Luca Babini presented a very comprehensive proposal for Italy to Host the 2012 Worlds. Currently they are considering two possible venues. Their first proposal is for Alghero in the North West of Sardinia. This is a most attractive venue and the city is offering outstanding support to a World Championship including creating special facilities for us and providing free ferry transport. This venue is new to the class and they will be hosting the 2010 Italian National Championship there in early May to trial the venue and the facilities and services being offered by the city. In case they discover that the city is unable to provide the facilities they need or the Italian Class has any other concerns about the venue once they have trialed it Luca also presented a reserve venue proposal for Scarlino in Tuscany which is already well known as a Volvo Cup venue and offers outstanding facilities for a Worlds. It was agreed that Italy will host the 2012 Worlds and that the Italian Class will report back on its experience of Alghero to the Executive following the 2010 Italian Nationals so that a final decision can be made about which venue to use in light of that report in late May 2010. See separate detailed proposal at <http://www.melges24.com/pdf/Melges24Worlds2012ItalyBid.pdf>

On behalf of the USMCA Hank Stuart presented a proposal from the San Francisco Yacht Club to host the 2012 North American Championship and the 2013 World Championship. He advised that Philippe Kahn (sponsor of the 2007 Worlds in Santa Cruz) was also personally backing the proposal. The San Francisco Yacht Club is already well known to the Melges 24 fleet on the US West Coast as it has hosted a number of events for the class in recent years. It has an excellent reputation for hosting major regattas and the club offers extremely good regatta facilities with racing on the famous San Francisco Bay. See separate detailed proposal at <http://www.melges24.com/pdf/Melges24NA2012+Worlds2013SanFranciscoBid.pdf>.

Simon Strauss advised the meeting that the USMCA would like to return to “coupling” the venues for future North American and Worlds in the US as it was felt this system helped increase attendance at the North Americans and gave both the class and the venue an opportunity to “train” for the larger event. The meeting agreed that it would like to immediately accept the club’s offer to host the 2012 North American Championship, but that it would like to postpone making a decision on the 2013 Worlds until the 2010 AGM pending a further update from the Australian Class about its ability to host the event. Should the Australian Class not be in a position to host that World Championship the offer from San Francisco will be pursued as the first alternative.

During this discussion Federico Michetti noted that, on behalf of Melges Performance Sailboats, he will be spending some time in Australia this winter helping them to review and revitalise their marketing strategies. He confirmed that hosting a World Championship would play a vital role in helping to build class profile in Australia and the meeting agreed that this was important. As part of the build up to hosting a Worlds at the earliest opportunity it was agreed that the Australian Class would be asked to host an Australasian Continental or Asia/Pacific Championship in 2012 which will act as a warm up event for a Worlds in 2013 or as soon as possible after that date.

Riccardo Simoneschi proposed that a meeting/conference call be arranged between representatives of the IMCA, the Australian Class, Melges Performance Sailboats and Melges Australia to look at the way forward for the Australian Class in early 2010 following Fed’s initial visit. The meeting unanimously supported this proposal.

Günter Tzeschlock presented an initial proposal from the Netherlands Melges 24 Class to host the 2013 European Championship in Scheveningen, the Netherlands. The meeting agreed that it would like to follow up this proposal at the 2010 AGM and the Netherlands will be asked to produce a detailed proposal for the next meeting. See separate detailed proposal at - [http://www.melges24.com/\\_pdf/Melges24Euros2013NetherlandsBid.pdf](http://www.melges24.com/_pdf/Melges24Euros2013NetherlandsBid.pdf).

The event schedule for the coming four years is therefore provisionally agreed as follows:

<b>Event</b>	<b>Location</b>	<b>Dates</b>
Worlds 2010	Tallinn, Estonia	2-12 August 2010
North Americans 2010	Rochester, NY, USA	17-25 September 2010
Worlds 2011	Corpus Cristi, Texas, USA	11-21 May 2011
Europeans 2011	Hagesund, Norway	30 July – 07 August 2011
Worlds 2012	Italy – either Alghero, Sardinia or Scarlino, Tuscan, TBC summer 2010	TBC September 2012
North Americans 2012	San Francisco, USA	TBC October 2012
Australasian/Asia Pacific 2012	TBC	TBC
Worlds 2013	Australia or San Francisco, TBC at AGM 2010	TBC
Europeans 2013	TBC – proposal received from Netherlands for further discussion at AGM 2010	TBC
Australasian/Asia Pacific or North Americans 2013	Requirement for this to be confirmed once Worlds decided at AGM 2010	TBC

## Any Other Business

### Format For The World & Continental Rankings

It was agreed that for the coming year the current format of using the National Championships plus other key regattas which attract significant international (for Europe) and Inter District (for North America) attendance would form the basis of the ranking. It was also agreed that the scoring system for the ranking should be reviewed to give greater points benefit to the larger events. Günter Tzeschlock agreed to undertake a review and will propose an alternative scoring system to the Executive Committee for approval asap.

Riccardo Simoneschi proposed that the Ranking Results be updated after every event rather than in batches and that the ranking be given greater media profile. The meeting unanimously supported this proposal.

### Length Of The World & Continental Championships

In light of the USMCA's request that the length of US based World and Continental Championships be reviewed to recognise the current difficulties US sailors have in obtaining leave for and funding lengthy regattas during the economic crisis the possible need to adjust the Championship rules to accommodate this was discussed. It was agreed that the basic requirement, that the championships incorporate 10 or 12 races (12 races for those events where a split fleet is necessary), be retained but it was agreed that the number of days required to accommodate that number of races could be reviewed venue by venue. For example for the Rochester North Americans in 2010 Hank Stuart had already confirmed that the club would be able to offer a 10 race schedule over 4 days. The meeting felt that it was important to balance the need to reduce the length of the events with the need to maintain the quality and profile of the events. The USMCA already offers a number of three-day weekend regattas and the North Americans and Worlds must maintain their standing as World Class events. As the current Championship Rules only dictate the number of races and not the number of days over which events must be sailed it was agreed that no change was necessary.

### Marking Of Corinthian Boats

Fiona had requested that the IMCA consider a system of marking the Corinthian boats at major regattas to enable them to be more easily identified in photos and videos and by those doing the blog commentary and reports. It was unanimously agreed that this was a good idea and that the preferred method of identifying the boats would be by a red circle to be placed on the mainsail above the Melges 24 insignia. This will be added to the Regatta Regs and communicated to event organisers for future events.

### ISAF Sailor Classification

Fiona reported that there had been no major problems in regard to ISAF Classifications at this year's IMCA events. The system now in operation whereby ISAF sends a Classification Commission Representative to our IMCA events to interview selected sailors to confirm their classification is working well and the sailors are now becoming familiar with the need to correctly submit their Corinthian entries on time and provide the necessary information. David Chivers reported that ISAF has proposed to drop Classification 2 from the Code from 2010 and we await the outcome of the ISAF meetings for a decision on this. Should this decision come into force no immediate change to our class Corinthian rules will be necessary.

The need to give greater focus to the Corinthian teams was discussed and it was agreed that the media team will be asked to focus more on this next year. The majority of National Classes had already reported that they are focusing on supporting and promoting the Corinthian and club level

sailors at the current time and this work will continue. Federico Michetti suggested that the IMCA might host a special Corinthian only event, but the meeting felt this was not appropriate at international level but that efforts should focus on promoting the Corinthian Division within major events at this time. It was agreed that Corinthian only events may be beneficial at national and local level and the national classes can pursue this idea.

### Two Design Issue

After the closing date for rule change submissions for this AGM a number of concerns had been raised by individual sailors about the current Forestay Rules. Although the Fixed Forestay rules have been in place since 2008 new masts supplied with the system have only become available in the last couple of months. When the rule change was initially discussed the class had been informed by the mast manufacturer that it would only be possible to use the new masts with the fixed forestay and that attempts to retro fit the old halyard forestay system would render the rigs out of warranty. In fact the masts are now being delivered with a system that can accommodate either system and Southern Spars has now confirmed that the masts will remain in warranty if either the fixed forestay or halyard forestay system are used.

Riccardo Simoneschi proposed that an Extraordinary General Meeting of the World Council be called to consider a proposed change to the Class Rules to remove the requirement for new masts to only use the fixed forestay system and to allow sailors a choice of systems. This proposal was unanimously agreed, David Chivers was asked to draft appropriate wording for the rule change and once the wording is available Tomi Hakola and Fiona Brown were asked to make the necessary arrangements to hold the EGM.

Federico Micchetti also asked that a change be considered to the Rules governing jib halyard locks, which currently permit sailors to use which ever style of lock they prefer. Federico was concerned that with the technical needs of the new fixed halyard system the cost of such a lock could become prohibitive. It was agreed that at the present time there was insufficient data to base a new rule on but that the Technical Committee would be asked to keep the matter under review during the coming year as more fixed forestay rigs come into use and if necessary a rule change can be proposed to the 2010 AGM.

Riccardo also proposed that the EGM consider a revised proposal for the Crew Weight Limit Rule. The initial proposal on this subject submitted for this meeting, which had proposed a single mid week reweigh of all crew members, had been rejected, but following discussion the meeting agreed it would like to put forward alternative proposals for discussion by the national classes based on a daily reweighing of certain crews selected by a combination of finish position and random selection. This proposal was unanimously accepted and David Chivers was asked to prepare alternative proposals for this.

### Sailor's Committee

Günter Tzeschlock advised the meeting that the situation with the forestay rules had revealed a potential gap in our existing system for reviewing rule change proposals prior to their submission to the AGM for approval. Currently the members of our various committees must all be elected and only full members/boat owners are eligible for election to such committees. As a result some of the most technically knowledgeable and experienced sailors in the class are not eligible to formally contribute to our committees because they are not boat owners. In order to be able to take advantage of the experience, knowledge and technical skills of a wider range of sailors from the class Günter proposed that a Sailors Committee be created which would incorporate sailors from across the Melges 24 fleet. This Sailors Committee would be tasked with reviewing all rule change proposals prior to their final submission to the World Council and they would also be asked to assist with any practical testing or data gathering necessary to evaluate equipment/rule changes. Initially it is proposed that the Sailors Committee be a sub-committee of the Technical Committee

and that its role be reviewed at the 2010 AGM with a view to formalising it's role through the Constitution. This proposal was unanimously agreed and the Executive Committee was tasked with identifying an initial group of 6 sailors to form the trial Sailors Committee for 2010.

### **Next Meeting**

An Extraordinary General Meeting of the IMCA World Council will be held at the earliest possible time to consider the rule changes described under Any Other Business – Two Design Issue above. This meeting will be run in the form of a conference call rather than a face-to-face meeting and the time and date will be notified as soon as possible, but since at least six weeks notice must be given of an EGM the meeting will take place in either late December or early January.

Riccardo Simoneschi requested that the date of the next IMCA AGM be arranged to avoid a clash with the ISAF Annual Conference as this year's meeting had inadvertently overlapped with it. Since bringing the meeting forward into October would risk clashing with late season regattas it was agreed that the 2010 IMCA World Council AGM will be held in late November at a European venue to be confirmed. Full details of the venue and the exact date will be confirmed in due course.

## **APPENDIX A – NATIONAL CLASS REPORTS**

### **AUSTRALIA**

- 3rd Australian National Titles scheduled for Jan 8-14, 2010 at Southport on the Gold Coast with 9-10 boats expected.
- Currently 12 boats in the country with another 2 on the production line and due to be completed by Jan 2010. There is also 1 boat in New Zealand.
- Fleet remains spread across the country which inhibits class events but an east coast fleet should reach 10 within the next 3-4 months.
- Interest in new and 2nd hand boats remains high with hopefully 2-5 boats being imported from the USA in the next 6 mths. 5 of the total fleet now are imported 2nd hand boats.
- Association goal to have 20+ boats racing by the beginning of 2011 and to have organised racing on both the East and West Coasts. Growth in numbers to come from being an organised fleet and a mobile fleet.
- Results in 2009:
  - Melges 24 National Champion – Mako Melges AUS 762
  - Australian Sports Boat Champion – Mako Melges AUS 762
  - Geographe Bay Race Week – Sports Boat Champ – Rum Jungle AUS 788
  - Airlie Beach Race Week – 2nd in Sports Boat Division – What Tha.. AUS 215
- AGM to be held as part of the National Titles in Jan. Committee to be formed with the view to bidding for the 2013 World Titles.

c/o Darren Spence  
PO Box 9189, Pacific Paradise QLD  
4564 p: 0409 654 121

### **CZECH REPUBLIC**

- Fleet is made up by 9 boats runned by comercial project, Melges Tour, and 9 privately owned
- The corporate events were reduced to minimum with the financial crisis and though the Melges activity went down
- Three regattas were organised with an average entry of 9 boats. Only one foreign entry at the Nationals.
- Two teams were touring the Italian Volvo Cup.
- One team went to Hyeres for the 2009 Europeans.

#### **Prospects for 2010:**

- For the next year we cannot expect the corporate sailing to be re-alived. If, then only in a limited form.

- No expectations of new boats. Two are being sold on the other hand.
- Aim is to consolidate the fleet. The Czech Cup series will consist of only three regattas, one of them being Melges Week at Torbole. This should ensure at least 5 Czech entries at that regatta. The other two will be held at Lipno on July 3rd – 5th and August 18th – 22nd (Czech Nationals).
- Three teams are planning to do the Italian Volvo Cup and three should come to Tallinn Worlds

## **FINLAND & ESTONIA**

- Now four successful seasons with the Estonians
- Fleet consists of 26 boats of which 21 boats (+2) are in Finland & 5 (+1) in Estonia
- Strong fleets in Metropolitan Helsinki, Tallinn and up north in Oulu
- The 10th Finnish Melges 24 ranking 2009 series consisted of 7 races
- This year the Finnish ranking series attracted a total of 26 boats with an average of 15 boats (+4) per competition
- The Finnish class got the official National Championship title for 2010. Had 24 boats (needed to be minimum 20) in the Class Championship race.
- End of this year / Next year,
  - o Excellent progress for the Worlds 2010
  - o Aggressive marketing in Finland to other decreasing classes will continue
  - o Test sailings for new potential teams will be organised in Helsinki and Tallinn
  - o Coaching teams is a focus point in keeping the teams/boats for years
  - o Before the Worlds > 3 races in Helsinki & 2 races in Tallinn
- The life after the Tallinn Worlds is going to be challenging...

## **HUNGARY**

- OUR FIRST YEAR OF INDEPENDENT CLASS ASSOCIATION AND RACING
- We have 11 boats in Hungary, all sailing on Lake Balaton;
- We became part of the One Design Trophy Series, that has consisted of 5 events with 6-9 boats participation from the Melges Class;
- We organized our Fleet Championship, with 9 boats participating;
- We were present at the Hungarian Boat Show in Budapest;
- We organized a Melges Clinic for teams to learn and for promotion;
- We organized test sailings to attract new sailors to the class;
- We organized video shooting to make promotional DVD-s for HUN sailors;
- HUN teams have participated at ITA and SLO events and we hope to increase international participation;

- We are looking forward to 2010 with an assumption that our fleet will grow up to 15 boats and we wish to attract teams from neighbouring countries to come to our regattas.

## **NETHERLANDS**

- At the moment the Dutch sailing activities are sorted under the German class association.
- As soon as we have some more boats we shall open the Dutch Melges 24 Class Organisation.

Our progress last year

- We start 2009 with boat show in Amsterdam to show a brand new Melges24
- Carlo Vroon was in the past almost the only one who represented the Netherlands in International fields.
- Now we try to get some more. Our first race in Holland was the North Sea Regatta. It is one of the biggest regatta's in Europe on open sea. We went there with 4 boats. And we hope to get this year also support from other country's.
- Next to this we sailed Delta week
- Also we represented the Netherlands with 2 boats on the EC in Hyeres
- At the moment we are sailing the winter serie's and get all Melges from Holland together just under Amsterdam. We have around 6 boats there.
- 1 team (Carlo off course , who else? )went to Annapolis
- We are working hard to get a nice fleet in the Netherlands and we hope that we get support from other country's to joy our regatta's like the NSR

Team BMW /Nautique NED 796

## **SLOVENIA**

- In season 2009 Slovenian Class was managed through German M24 Class.
- This was our second but very promising season.
- Fleet consists of 6 boats
- This year Open Slovenian National Championship attended 13 boats from 6 different nations, last year we had 8 boats. Slovenian Sailing Federation require for the National Championship minimum of 6 boats belonging to 3 different sailing clubs. This requirement we had at last year and this year championship.
- SLOVENIAN MELGES 24 CLASS ASSOCIATION (SIMCA). We expect to get recognition of Slovenian Sailing Federation in next few days.
- New is that Slovenia has, from this year, representative of Devoti Sailing so we are expecting to increase fleet in next year.

Branko Parunov

## **SWITZERLAND**

- Founding the first national class association in Switzerland. Michael Good (SUI 382)

has been elected as first president.

-Fleet consist now of 12 Boats registered. 7-8 of them taking part regularly at the international regatta circuit.

-Strong orientation towards the Volvo-Cup by some of the Swiss Teams.

-Swiss Open Championships taking part in Kreuzlingen at Lake Constance (26. – 28. June 2009). 12 Crews from Switzerland, Germany, and Italy entered. The championship has been won by the italian Team Audi /Q8 skippered by Riccardo Simoneschi

-Targets for next Year: To bring as many boats from Switzerland to the Worlds in Tallinn. Development of the Class in Switzerland. Further national class-events to be announced.

-Melges 24 Swiss Open Championships 2010 will be aligned in cooperation with Associazione Velica Alto Verbano (AVAV) in Lunio (Lago Maggiore), the Club of Flavio Favini who will personally take care about the organisation. Dates are fixed for Friday October 1st – Sunday October 3rd. Hope for many boat to compete.

## **UKRAINE**

1. For now we have 6 active boats. Class developed from one owner, who bought 2 boats, invited different teams to the second boat and raced together. For now we have five different owners. Two boats were purchased after the Worlds in Porto Cervo last year.

2. This season three M24 regatta were held in Ukraine, one to be held this weekend to close the season. All six boats took part.

3. Three Ukrainian boats took part in international events, like Primo cup, Europeans and the Worlds. Next year four our teams intend to participate in the major European events and Worlds in Tallinn. Northern circuit probably will be preferable for Ukrainian sailors.

4. Most owners make two programs together - Star and Melges 24. We try to involve owner of the IMS 24-25 classes (we have a couple of boats in Ukraine) to Melges 24 class. I suppose that after the Worlds in Tallinn we will add a couple of boats to be sold by Americans after the championship.

5. It was an attempt to organize regatta in Azov Sea in Taganrog (Russia) to present the class to the russian sailors - the project is moved to next spring. There is an interest exist in Russia to this class. For Ukrainian class it will be great development to involve Russians to the class and organize regatta in Sevastopol, Black Sea. One of the main problems for our fleet is to bring the boat to the event venue - it is more then 3,5 thousand km from Sevastopol to Hyeres for example.

These are the main points about M24 class in Ukraine. I believe that this year was successful for M24 in Ukraine - for now it is interesting to race in our own waters and we can prepare our teams to the international events.

## **UNITED STATES OF AMERICA**

### **EVENTS**

2009 has been a busy year for the U.S. Melges 24 Class Association (USMCA). On the events

front, the USMCA successfully fostered 13 IMCA North American Ranking events, played class host to the World Championship in Annapolis, Md. In addition, it fully supported 30 local and regional regattas as part of the 2009 SLAM U.S. National Championship Series events.

The participation level at all of the events regardless whether designated as a North American Ranking event or on the SLAM Series Circuit were moderately attended due to a slumping U.S. economy. Key West kicked off the season with 33 boats, down a substantial 20+ entries. Attendance rebounded in St. Petes with 45 in comparison to 2008s 49. Charleston Race Week was down 2 at 25 compared to 2008s 27. Detroit was the only venue that actually increased participation by 1. The Seattle NOOD welcomed 17 entries in 2008, however dropped to only include 11 in 2009. The U.S. National Championship was down dramatically also but competition remained high. With only 21 boats, for the first time ever the USMCA crowned its first four-time U.S. National Champion in a heated three-way tie finale for first place. The Gold Cup welcomed a higher than expected turn-out with 25 entries. The World Championship, headed up by the phenomenal Liz Filter welcomed 50+ entries for a spectacular event, nestled in the downtown surroundings of Annapolis, Md.

For 2010, the USMCA looks ahead to hosting the North Americans in Rochester, NY and the Worlds in Corpus Christi in 2011. The USMCA is excited to provide a proposal for the 2012 NAC and 2013 Worlds in San Francisco, Calif. a back-to-back venue.

During the 2010 IMCA AGM Conference call recently held, another individual had also contacted Past President Travis Weisleder (now acting USMCA Treasurer) from Hawaii asking about the possibilities for hosting a Worlds. The USMCA explained that there would be major logistical challenges to getting boats to Hawaii however, they were welcomed to approach USMCA with a proposal. This has not materialized.

In addition to the North American Ranking events, designed to specifically assist the grass root fleets with growth, the 2009 SLAM U.S. National Championship Series consisted of 30 events, five events selected by each region. The top winners took home championship level, high quality technical gear embroidered with the official series logo.

## ADMINISTRATIVE

A new membership dues structure was implemented in February 2009 to bring down the overall ownership cost for the owner. This encouraged more membership. The new structure also required that crew join the class, which assisted in furthering class communications. Overall Owner membership was down somewhat. Normally the USMCA maintains 120-130 members, 2009 revealed only 112 members.

Measurement certificates continue to be a challenge for the USMCA. Just prior to the Worlds in October 2009, the USMCA proactively, following closer direction from the IMCA, validated all measurement certificates and will continue to do so. This includes older boats. Measurement certificates/forms will be evaluated closer in the upcoming year to either confirm it validity or move to reissue a certificate using the new process installed in March 2009.

A new website was also launched in April 2009 that has furthered the USMCA footprint on the web. As of date, the USMCA online membership has reached almost 1,000 registered members and continues to grow daily. The USMCA continues to explore many different areas of web and digital media to further promote and market the Melges 24 in the USA.

## 2010 USMCA GOALS

The U.S. Melges 24 Class looks ahead to 2010 with several goals. The first is to formally organize the Executive Committee with a full slate and to amend the USMCA Constitution and

By-Laws to support USMCA ExComm nominations and elections via the membership.

Always and forever will be a main goal is to further promote and grow the class on a multitude of levels. From local and regional fleet building, encouraging more and more teams to travel, while looking continuously for positive economical solutions in the process.

The USMCA will remain tried and true to the amateur sailor/owner/helmsman. We will forever champion Corinthian efforts and recognition!

## **APPENDIX B – FINANCIAL REPORT**

### **TREASURERS YEAR END REPORT August 2008 – July 2009**

This report should be read in conjunction with the year-end accounts for the financial year 2008 - 2009.

#### **Income**

ISAF Royalty Fees have sustained reasonably well over the period. This is a direct indicator new boat sales have continued to be healthy.

Class Affiliation Fees collected were above budget and as expected income slightly down on the previous financial year. Overall membership was up in 2008 versus 2007. Unfortunately, the invoice and series of reminders sent to the Australian National Class Association have gone unanswered. The Australian Class were the only NCA not to have settled their 2008 dues (as at the time of writing this report)

Sail Royalties income was down during the financial year. This is despite the 100% increase in the unit price. Put simply the number of labels sold is roughly half that versus the preceding three financial years.

Advertising income has substantially increased due entirely to the efforts of Tomi Hakola, the new look website and associated advertising rate-card.

Income has fallen significantly; primarily due to interest rates on savings accounts having fallen to very low levels.

Overall income was 9% down on the previous financial year. The income budget for the new financial year is flat versus 2008 – 2009.

#### **Expenditure**

Meeting Expenses the majority of these expenses relate to the 2008 Munich AGM. Also included are some of the setup costs relating to the 2009 London AGM. The 2008 AGM was a significant event, including a technical meeting, a significant number of attendees and associated costs for travel, accommodation, food and drink.

The 2009 AGM has been arranged with costs stripped back to the bare minimum. The technical meeting was held onsite in Hyères taking advantage the majority already attending the Europeans.

The 2007/2008 Class Fees inadvertently included £2,428.14 worlds expenses, that should have been included with Events bringing that total to £14,633.37. Class fees, payable to ISAF, have been level year on year.

The increase in Sundries (class insurance) reflects the additional cover now in place for US Regattas.

Technical includes one time costs for the provision of sail measurement and certificate rubber stamps.

Website includes 50% of one time costs for website redesign / update.

Magazine expenditure reflects a revised contract with Joy for provision of M24.

eNewsletter for the first time includes the costs for the services provided by Justin Chisholm.

Expenditure relating to Events, their preparation, onsite attendance and associated publicity plus follow-up continues to be the most significant expense item. Within the last financial year included are: residual costs relating to the 2008 Worlds, the 2008 North Americans and the 2009 Europeans.

Postage includes expedited freight costs for some distribution of the 2009 M24 magazine.

Overall expenditure increased 31% year-on-year.

### **Balance Sheet**

The balance sheet reduction reflects the significant deficit income versus expenditure during the financial year.

There are no significant items to note regarding debtors other than that mentioned above (one of the National Class Association's 2008 fees outstanding).

### **General**

The proposed budget for next financial year (2009 – 2010) represents a significant reigning-in of expenses to match expected income. It is proposed to adjust the timing of the financial year to match calendar year allowing timely review of the proposed budget at the AGM prior to the commencement of the new financial year.

**INCOME & EXPENDITURE - PERIOD 1st August 2008 - 31st July 2009**

	Actual 2007/08 £	Actual 2008/2009 £	Budget 2009/2010
<b><u>INCOME</u></b>			
ISAF ROYALTY FEES	6,568.74	6,078.15	4,000.00
CLASS AFFILIATION	18,400.00	17,782.00	17,000.00
SAIL ROYALTIES	26,272.93	21,082.60	25,000.00
VIDEO	265.21	13.25	-
ADVERTISING	1,051.99	3,936.78	4,000.00
EVENTS	-	-	-
	<u>52,558.87</u>	<u>48,892.78</u>	<u>50,000.00</u>
INTEREST	1,363.60	385.75	100.00
NET INCOME	<u>53,922.47</u>	<u>49,278.53</u>	<u>50,100.00</u>
<b><u>EXPENDITURE</u></b>			
CLASS MEETING EXPENSES	4,358.77	6,479.99	1,775.00
CLASS FEES	2,622.02	189.75	200.00
SUNDRIES (CLASS INSURANCE )	619.50	971.60	1,000.00
TECHNICAL	4,198.50	5,688.02	3,432.00
WEBSITE	4,796.26	6,463.52	6,524.00
MAGAZINE	8,079.70	4,831.44	1,440.00
eNEWSLETTER	1,227.22	5,945.12	5,589.00
MARKETING	1,174.50	333.00	360.00
SPONSORSHIP	90.00	202.50	432.00
PHOTOGRAPHY	3,006.25	1,759.76	-
VIDEO	-	-	-
EVENTS	12,205.23	21,429.48	20,559.70
PRINTING	495.00	-	3,500.00
POSTAGE	3,108.07	7,440.72	1,500.00
EXECUTIVE COMMITTEE EXCEPTIONAL	1,963.50	1,650.59	1,944.00
BANK CHARGES	418.63	271.62	300.00
FINANCE OFFICE	500.00	575.00	575.00
NET EXPENSES	<u>48,863.15</u>	<u>64,232.11</u>	<u>49,130.70</u>
<b><u>SURPLUS</u></b>	5,059.32	-14,953.58	969.30

**BALANCE SHEET - PERIOD 1st August 2008 - 31st July 2009**

	Actual 2008/09 £	Budget 2009/2010 £	Actual 2007/08 £
<b><u>CURRENT ASSETS</u></b>			
BANK CURRENT ACCOUNT	-	-	-
BANK RESERVE ACCOUNT	27,376.75	34,253.30	54,865.90
PAYPAL	5,215.91	-	64.74
CREDITORS CONTROL ACCOUNT	-1,025.61	-	-12,767.36
	<u>31,567.05</u>	<u>34,253.30</u>	<u>42,163.28</u>
<b><u>CURRENT LIABILITIES</u></b>			
DEBTORS CONTROL ACCOUNT	-1,716.95	-	-6,074.30
	<u>-1,716.95</u>	<u>-</u>	<u>-6,074.30</u>
<b><u>REPRESENTED BY</u></b>			
ACCUMULATED FUNDS			
BALANCE BROUGHT FORWARD	48,237.58	33,284.00	43,178.26
(DEFICIT)/SURPLUS FOR THE YEAR	-14,953.58	969.30	5,059.32
	<u>33,284.00</u>	<u>34,253.30</u>	<u>48,237.58</u>

**2008 MEMBERSHIP COUNT**

**DRAFT V1.0**

<b><u>COUNTRY</u></b>		Total 2007	Total 2008
AUSTRALIA	(2008 Invoice Unpaid)	3	0
AUSTRIA		4	5
BELGIUM		1	0
BULGARIA		n/a	1
CZECH			
REPUBLIC		10	15
ESTONIA		3	4
FINLAND		12	14
FRANCE		30	18
GERMANY		22	20
HUNGARY		n/a	1
ITALY		57	69
NETHERLANDS		2	2
NORWAY(INCL DENMARK & SWEDEN)		34	38
SLOVENIA		2	3
SWITZERLAND		7	8
UK		19	19
UKRAINE		n/a	2
USA		121	126
		<b>327</b>	<b>345</b>

## **APPENDIX C – MARKETING & COMMUNICATIONS REPORT**

The PR highlights of the year were the European and World Championships. The Europeans in Hyeres, France provided us with more exciting coverage and photographic opportunities as it had both a larger fleet and better conditions, but despite the small fleet and very poor weather the Worlds in Annapolis generated excellent coverage both locally and internationally. The quality of the fleet at both events was outstanding which in turn helps to ensure the media focus remains on the Melges 24 Class at this time.

Having joined the team just prior to the 2008 North American Championship, Justin Chisholm is now well established as our Event Press Officer providing both the daily event reports and the live from the water blog editorial. Fiona Brown continues to handle the pre-event PR with the clubs with Justin contributing sailing related content as needed for the preview articles. For this year's events Pierrick Contin acted as official photographer providing excellent images from both events, despite the extremely difficult conditions in Annapolis.

At events Justin leads the on the water blog team with Fiona providing support for this task (see separate detailed report on the Blog & YouTube channel for more information). This system is working well as it enables Fiona to be available to cover the essential administrative tasks she must oversee whilst making good use of her time by contributing to the blog when she is not needed ashore.

In spring 2009 [www.melges24.com](http://www.melges24.com) was redeveloped and this has given us far greater editorial control of the site. There have been a few teething problems but in general the new system is a considerable improvement on its predecessor and enables updates to be made quicker and more efficiently.

We still need to look more closely at the web sites provided by local organisers for our world and continental championships. In general our event web sites have been effective; however, some are considerably better than others. In particular our specific requirements for entry systems and logging Corinthian data could be standardised and we recommend that we review options for this. The organisers of the 2010 Worlds in Tallinn have developed an excellent new online entry system that can check Corinthian status as the entrants submit their details and we should seriously consider acquiring this software to use for all our events.

The 2009 edition of M24 magazine was very successful, however, the cost of distribution remains a major issue and will be higher again this year thanks to increased transport costs. The Treasurer is currently reviewing the printing/distribution options to reduce costs as much as possible.

Other internal communications have continued to be focused through [www.melges24.com](http://www.melges24.com) and the IMCA E-newsletter. Justin Chisholm now also provides regular editorial content for the E-newsletter and this has been very well received. The need to cut costs has prompted us to move the E-newsletter to a quarterly format and the first quarterly edition will be published at the end of November 2009.

Although some national classes have continued to provide regular race reports from their events others have been less efficient and we would ask all classes to make every effort to get event news, results, etc, to the IMCA as promptly as possible. In particular we would like to receive more photographs, particularly high resolution photographs, from events.

The International Class continues to benefit from the work of the media team supporting the Italian Melges 24 Volvo Cup circuit. Through this circuit we gain access to an excellent library of photography and video clips. The output from these events is in Italian but their media team is always helpful in providing English translation summaries and we have established an excellent working relationship with them over the past few seasons.

The class continues to grow steadily in Australasia and Europe and Fiona is regularly hearing from the newly emerging nations and working closely with them to help them promote their activities and ensure the wider Melges 24 community is aware of their developments.

Looking ahead to 2010 our key events will be the Worlds in Tallinn, Estonia and the North Americans in Rochester, New York, USA. Now that we have completed the 2009 World Championship work on promoting these events will begin in earnest. We will also be looking to make greater use of Facebook and other viral marketing tools to promote the Melges 24 word although we remain aware that budgets must be kept under tight control.

Overall the Melges 24 Class continues to provide some of the best media coverage and internal communications of any class in the world. Obviously there are a small number of classes (the TP52 and the Melges 32 for example) who have the added advantage of significant sponsorship income and this enables them to provide an even greater range of media output, however, despite our significantly smaller budget the Melges 24 media output continues to compare well against these other classes.

Fiona Brown  
IMCA Administrator

### **Melges 24 2009 European & World Championship Blog & YouTube Stats**

The blog and youtube channel were introduced in late 2008 and used for the first time at the 2008 North American Championships in Annapolis.

The blog content is led by Justin Chisholm and is supported by Fiona Brown. We have experimented with various set ups but typically Justin is now located on one of the start/finish line committee boats to allow him to cover the bottom end of the course and Fiona is located on a second boat which is able to move about the course so she can feed data back from the top end and film weather mark roundings, etc. The equipment and systems used to operate the blog are being constantly reviewed to enable us to take advantage of new developments and to make maximum use of the resources available to us.

We learnt some valuable lessons from the North American championship and as a result we no longer attempt to post photographs to the blog (which requires time consuming resizing prior to posting) and instead focus on posting short video clips of each mark rounding plus straight forward comment and race analysis, mark rounding positions and links to results. This approach is being very well received, as can be seen from some of the comments at the bottom of this report.

As can be seen from the reports below the visitor numbers to the blog and the youtube channel are growing with each event and visits to the youtube channel in particular are remaining good even after the events are over.

### **General points**

- The Blog and You Tube Channel between them are now a powerful online bank of Melges 24 action
- From the Blog stats we can see that the number of views to the Blog is increasing significantly with each event.
- We are receiving extremely positive feedback via comments on Blog

- No other classes are producing anything close to this sort of championship coverage (TP52 use virtual eye/voice streaming)
- Coverage/videos included on other websites like Adesso Vela in Italy.
- For the Worlds the blog was also embedded into the event web site and in future we will promote the opportunity to embed the blog into external sites.

### **blog.melges24.com**

During the period of the 2009 Europeans the blog received 4,417 visits from 2,097 unique visitors with 11,267 pageviews and of those visitors 42.95% were new visitors. On average each visitor spent just over 6 minutes on the site per visit.

Viewers predominantly came from:

Italy  
USA  
France  
UK  
Norway  
Germany  
Sweden  
Slovenia  
Finland  
Switzerland

During the period of the Worlds the blog received 6,829 visits from 2,404 unique visitors with 20,555 pageviews and of those visitors 30.25% were new visitors. On average each visitor spent almost 11 minutes on the site per visit.

Viewers predominantly came from:

USA  
Norway  
Italy  
UK  
Canada  
Sweden  
Germany  
Netherlands  
Russia

### **YouTube.com/im24ca**

At the Europeans we produced and posted 78 videos, which were viewed a total of 13,564 times to date (5 Nov).

Viewers came predominantly from:

Norway  
Slovenia  
Switzerland  
Italy  
Estonia  
France  
UK  
Sweden

Finland  
Germany

At the Worlds we produced and posted 155 videos, which were viewed a total of 24,063 times to date (5 Nov).

Viewers came predominantly from:

USA  
Canada  
Norway  
Italy  
Sweden  
Japan  
Switzerland  
UK  
Germany

Even when there is no major event occurring we are still getting more than 100 video views per day.

### **Quotes About The IMCA Blog From The Sailing Anarchy Forums!**

From Corny Shields:-

The problem is that others have taken Alan's idea and made it better. The IM24CA blog had much cleaner, clearer and more consistent coverage of the racing with vids of the starts and roundings. If you wanted to follow the races, that was the place to go. Even they could have used more detail on the conditions and tactics, which is where the coverage should go.

Sadly, the good rev just hasn't looked to find the much better sailing coverage that was available.

Clean had a huge jump on everybody. But his coverage has spiraled into bad reality tv programming. Go back and look at Alan's coverage. Tell me what happened in each race from what you see there. It will be hard. Tell me what you learned or whether you could follow programs you find interesting. See if there's any consistency to the reporting, videos or posting.

I don't know what Alan thinks he's putting up but it's not sailing coverage. And that's a shame. It would be much better to have one place to go to follow the sport instead of seeking out things like the IM24CA blog. But you can't have everything.

Reply From Lee G:

Just popped over to the M24 site and took a cursory look at their coverage

Have to agree with you. Looks pretty good.

Sadly, didn't visit the site during the regatta simply because I mistakenly thought SA offered the only comprehensive coverage. Guess I was wrong. Will check it out in greater detail later.

### **Sample Of Comments Posted On The IMCA Blog**

[simlof@hotmail.com](mailto:simlof@hotmail.com)

thank you, best ever coverage of a world championship....

[maria.lochner@gmail.com](mailto:maria.lochner@gmail.com)

You guys are doing a great job! I'm glad I can keep track of what is going on from my boring desk.

[marklandwer@yahoo.com](mailto:marklandwer@yahoo.com)

I'm an avid racer that is tied to his desk all week. This has been awesome and I'm able to have intelligent conversations with my friends who are racing in this event. Thank You for doing this!!!! Video's are great as well.

[marvel2000@libero.it](mailto:marvel2000@libero.it)

My congratulations for the coverage and many thanks again  
Maurizio

[pacinotti@gmail.com](mailto:pacinotti@gmail.com)

Great job Justin, excellent coverage. Really the best way to follow thw championship. Hope to see you soon. Ciao. Filippo

[nschofield@osg.com](mailto:nschofield@osg.com)

Thanks for the coverage, makes me feel a little better about not actually being there.

[christianstemmer@yahoo.de](mailto:christianstemmer@yahoo.de)

Hey, that makes my day from the desk ! Makes you feel being there ! Carry on !

## **APPENDIX D – BUILDER’S REPORTS**

### **MELGES PERFORMANCE SAILBOATS** **USA BUILDERS REPORT AND COMMUNICATION**

Melges would like to first thank IMCA and all of the dedicated class members that make the Melges 24 Class one of the top sailing organizations in the world. We realize the effort it takes to be a premier class and we want to sincerely thank you for your hard work.

#### **Melges 24 Production**

Our customers have been very happy with their new boat purchases. From hull to spars to custom trailing equipment, the Melges 24 continues to be one of the highest quality sailing packages on the water and on land. The level that has been achieved will continue.

The dedicated work by Devoti, Melges Europe and the agents across Europe as well as the Melges Agents across North America have made the Melges 24 flourish. The Melges 24 continues to be the most popular boat on the water thanks to the above mentioned. We want to thank them for the hard work they have put into the Melges 24. This Melges Team will continue to get stronger.

The 800 mark has been achieved with boat number 800 going to a Canadian. From October 2008 – October 2009 14 new Melges 24’s have been produced and delivered. We have now reached hull number 807 and the pace has been quite steady. Currently we are building boats for Winter and Spring 2010 delivery.

#### **Melges and Class Concerns**

##### **Headstay**

The new style Melges 24 headstay will prove to be a good thing over time however the transition within the class is very important. Currently we hear very strong comments from our customers regarding the procedure taking place with this issue. This concerns us. Making this mandatory in the future is fine however it needs to be presented to the class membership gradually. Making it mandatory in a World Championship first, Continental Championships second and then finally on a future day mandatory for all competing Melges 24’s. Until these dates have been decided the option for either system needs to be there for the consumer. If you purchase a new mast, replacement mast or new Melges 24 you need to be able to have the choice of which Jib Halyard system you would like. This procedure needs to be clean and simple for the consumer as there is a lot of discussion and concern on this subject currently. Some very good and long-term Melges 24 sailors have threatened to leave the organization if this proceeding is not cleaned up. Obviously, this is a big concern of ours.

##### **Hiking and the Melges 24 Class**

The Melges 24 has been the premier sportboat in the world. When you think of performance and excitement on the water you immediately think of the Melges 24. Many do view the Melges 24 as being too extreme especially when it comes to hiking. The pain and effort we see sailors go through in order to hike on the Melges 24 concerns us. It also concerns potential customers. New sailors that would come into the Melges 24 class but view the boat as too difficult and uncomfortable to sail. As a builder and marketer of the Melges 24 and our class this is concern of ours. While this can be debated endlessly the facts are that the boat is uncomfortable to hike on under the current rule and configuration. The class would do well in considering tightening this portion of the rules so that the perception changes. Forcing sailors to keep their rear-ends on the deck of the boat would be a quick and easy way to equalize the field and make it more

manageable for the weekend racer. Tightening the lifelines to the original lifeline rule would aid in this as well.

### Team Weigh In Through Events

This is a concern as it will turn many away from our class. Not only current members but potential new sailors coming into the fleet. The argument is that the current rule is not healthy for teams preparing for a weigh in. However, under an event weigh in rule you will have similar problems just for a longer period of time and during a sailing event. Low calorie intake and dehydration will continue during an event and will be magnified while on the water. Worst of all is that the perception the class would send out to the sailing arena is one of extremism. In order for this boat to appeal to a broad range of racing sailors it needs to be fun. If you go to an exciting and new venue to race your Melges 24 you certainly don't want to worry about what you eat and drink at night. Choosing lighter sailors is not the answer either. Everyone will be close to weight going into the event. What about eliminating the weight rule and forcing teams to claim their crew 2 or 3 weeks in advance of the regatta. The fleet would find a good all around weight that is fast upwind as well as fast downwind. The class needs to focus on the average Melges 24 sailor if we want to continue to be a strong class.

### Length of Events and Choice of Venues

As you view the championships that we have in the US it is evident that people have a very difficult time taking time off for long events. A North American Championship is a full week long as is a World Championship. Six days of racing along with practice days and travel can sometimes mean 14 days of preparation. There is no question that this is hurting the turnout in the US events. We also hear it from our customers and fellow sailors. Many choose to stay home or do multiple small events rather than the week long championships. Somehow we need to find a way to boost participation at these events. The boats are there and the sailors are interested but the time away from work and family is simply too much.

The choice of venue has a major impact as well. Nearly 100 boats at the Key Largo, Florida World Championship and 51 boats on the line at this years Annapolis, Maryland World Championship speaks volumes.

Thank you for giving us the opportunity to provide a brief builders report. Thank you for allowing us to convey some of our concerns. These concerns come straight from our customers so please take them to heart. Thank you also to Federico for being our Melges Representative at this years meeting. A big thank you to Simon Strauss as well for representing the USA.

Sincerely,  
Harry Melges III     Andy Burdick

## MELGES ASIA PACIFIC - BUILDERS REPORT

The timing of the economic downturn was unfortunate for the Asia Pacific class as it has inhibited the growth of the fleet. Unlike the larger and well established US and European fleets the young Australian fleet has successfully organised two National Titles. The third National Titles will be hosted by Southport Yacht Club, QLD in January 2010 and for the first time run by the Association.

To date the Northshore Yachts built Melges 24's have been in the top two places at every major regatta in Australia and have won both Australian Titles , AUS 709 won the first and AUS 762 the second. This year also saw AUS 762 dominate and win the Australian Sportsboat Championships in Geelong. Recently 762 was sold to James Major (who along with fellow crew Cameron Miles have won the Etchell Worlds and ran an Olympic Soling campaign) and partner in the boat John Bacon .

The fluctuating Australian Dollar, inability to finance boats and economic uncertainty has seen many of the prominent boat builders leave the market in financial difficulties. Potential M 24 buyers are either struggling to sell their previous boat or are hesitant to purchase until there is a World Titles to work towards.

The cost of purchasing and shipping the blades from Poland to Australia and masts from South Africa keeps the cost of a new Melges 24 comparatively higher than other classes. There has been some rejuvenation and repair work on imported boats and we have been growing our range of spare parts in stock .

However, with a huge amount of effort from the builder and the association the Melges 24' s are setting a course forward to emerge a strong and established one design racing class attracting new M24 owners in the Asia Pacific region.

NZsail has been actively promoting the Melges 24 at Regattas and Boat Shows and we should see some more boats in New Zealand soon. We have been in discussions with a potential Japanese dealer and have been working on leads established at last years Asia Pacific Sportsboat Championships.

Two boats are currently in the early stages of production, one to be finished for the Nationals, the other shortly after . In the short term we are working on updating and developing a new website .

The momentum following the National Titles in January and increased economic stability should assist in generating more new boat sales in 2010.

Heath Walters  
Managing Director  
Northshore Yachting Services Pty Ltd