



## **Minutes of the International 5.5 Metre Class Association Annual General Meeting on September 10, 2004 Torbole Italy**

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Attendance; 34 voting members, 6 votes by proxy and 7 non voting crewmembers

A folder was distributed containing:

- The invitation to the meeting with the agenda
- TC: Technical Topics to be voted on
- The financial report for 2003
- New 5.5 stickers

**18.10 hours:** Hans Nadorp opens the AGM and welcomes everybody.

### **1. Minutes of the AGM 2003 held at the Ker Mor Hotel, Bénodet**

Approved without changes

### **2. Matters arising from last year's minutes**

None

### **3. Financial Report for 2003**

Approved

Report from Mark Dangel

Bank account as at 31.12.02: CHF 23'844.75

Bank account as at 31.12.03: CHF 33'573.55

Increase: CHF 9'728.80

The increase is mostly due to the lack of extraordinary expenses like the new brochure or the World Championship replicas of the year 2002 (approx. CHF 10'000) and an increase of income from sail labels of CHF 2'500)

All countries have paid their annual fees some with delay and reminders in 2004. France owes the Country fees from 1996 until 2001. It has paid 2003 fees in 2004. Mr Hauvette has paid it himself and declared that his fleet was not in a position to cover the dues from the previous years. The assembly agreed to dismiss the debts from 1996 until 2001 if France will pay their fee for 2004 and the coming years.

Looking into 2004 the Treasurer sees another good year coming and despite the purchase of new WC Replicas he recommends leaving the fees unchanged. A mandate given by the Swiss Association to the Treasurer to increase the activity on the sale of merchandises should also generate net new funds. 2004 started with the production of 50 new 5.5 Metre Chronographs (a world premier!). The first 50 watches are sold at this time. New stickers were printed and the next steps into clothing accessories (such as jackets, polo shirts, ties, socks, bags, sunglasses etc) are in process.

As in previous years the Class shall decide at the annual meeting on the fees for each year and not automatically adjust for inflation. The Class decides to leave the fees unchanged. The fees for 2004/5 are as follows:

- CHF 500.-- per nation plus CHF 20.-- per boat.
- Sail Label € 30.--
- Entry Fee for Worlds and Europeans max CHF 800.--

The following proposal was made by the treasurer during the meeting.  
This proposal was voted and accepted

Because the Treasurer/Secretary and the President no longer live at the same place in Switzerland the Treasurer proposes:

1. Separate Secretarial and Treasurer Job in order to rebalance workload.
2. Name a member near the Treasurer to act as an auditor of the Finances.  
The Treasurer advises the “4 eyes principle” as a matter of correct corporate governance.  
The election shall take place under item 8.

#### **4. Race Calendar**

##### **2005**

Voted and accepted

**European Championship;** Austria, Attersee, June 27 to July 2, 2005 decided in favour after some questions about wind conditions, tune up Austrian Open Championship July 25 and 26

Decided in AGM 2003

**Gold Cup and Kaag Classic Cup;** Australia Sydney January 2 to January 4, 2005

**World Championship;** Australia Sydney January 5 to January 10, 2005

##### **National Championships;**

Italian Open, Laveno, Lake Maggiore, May 6 to 8 2005

Austrian Open, Attersee, June 25/26, 2005

German Open Flensburg August 11 to 14, 2005

Dutch Open, Muiden, IJsselmeer September 2 to 4, 2005

Swiss Open, Rolle, Lake Geneva, September 14 to 18, 2005

##### **2006**

Voted and accepted

**Gold Cup and Kaag Classic Cup,** Medemblik July 21 to August 2, 2006

**World Championship;** Netherlands, Medemblik July 21 to August 2, 2006

Celebration of 10th Anniversary of the Dutch Class Association

##### **2007**

Voted and rejected

**Gold Cup, Kaag Classic Cup and World Championship** Switzerland Geneva

After a discussion and on advice of some of the Swiss members the class decided no to go to Lake Geneva in 2007

##### Other Possibilities

- The president and one of the members are working on a proposal for the Gold Cup, Kaag Classic Cup and world Championship in Spain, Valencia home of the America's cup.
- The Royal Yacht Squadron will act as Organising Authority of a centenary celebration of the International metre class rule and the events will be held in the Solent from Saturday 21st July 2007. All classes and individual metre yachts are invited. The 6 Metre World Championships are immediately before in the Solent.
- Italy made a proposal for 2009, if the above proposals don't work out, Italy is willing to look into the possibility to organise the Worlds in 2007 on Lake Maggiore.

##### **2008**

Proposal to be made

**Gold Cup, Kaag Classic Cup and world Championship** Bahamas, Nassau

Mr Symonette will make a proposal for the class

**European Championship;** Finland would like to organise an event in 2008 because they have a jubilee.

They will make a proposal for Mariehann Aland in August for more information about the club and the area [www.segel.aland.fi](http://www.segel.aland.fi) .

##### **2009**

Proposal to be made

**Gold Cup, Kaag Classic Cup and world Championship;** Italy, Lake Maggiore

Discussion

Mr. Bibus reminds us how beautiful it is in Torbole / Lake Garda and that he would like to go here again

Mr Ingate asks if the class would be interested on a proposal from the New York Yacht Club.

## **5.1 Organization of Gold Cup and World Championship and 5.2 Professional Status**

### **5.1 Voted and Accepted**

- The following gentlemen agreement: With respect to the Scandinavian Gold Cup rules and the free choice of the winner, we intend to sail the Scandinavian Gold Cup Classic Cup and the World Championship together at the same place

### **5.2 Voted and Rejected**

- The assembly rejected the following proposal; there shall be no more than one professional on board in a World, European or National Championship, and in addition: this professional shall not be a helmsman.

The purpose of proposing this gentleman agreement was to get an open discussion on the matter of the number of professionals in the races. The issue is often discussed but not on an official basis.

The tendency at the beginning of the discussion was that there should be no limits to the number of professionals on board as stated by Mr Gullichsen. Let the best man win. Mr Bibus reminded us of some very famous professionals who sailed in the class like Buddy Melges. Mr HP Schmidt stressed the point that professionals make good publicity. Mr Covell stated that for boats with owners overseas campaigning would not be possible without some hired help to keep the boat in condition and get it to the regattas. The discussion also touched the point in who should be considered as professional. The ISAF has covered that with different status marking of professionals.

Mr Zlot commented that a rule would be very difficult to formulate. Mr Menzi would like the owner to be on board, to stop the possibility that it would become a sport where jockeys sail the boat and the owner is in the bar.

Towards the end of the discussion the general tendency was that nobody in the class wouldn't like professionals to take over.

At the end of the discussion the chairman proposed to withdraw the matter. The assembly decided to take a vote. The majority of the assembly voted against the proposed gentlemen agreement.

### **Intermezzo**

After this discussion an interruption was made by Ambroise Johnson on behalf of the Italian fleet. He told the assembly that the Italians had founded an Italian 5.5 organisation. Mr. Giorgio Suzanna not present at this time had been appointed president of the fleet by his peer. They would also like to have an Italian member on the Technical Committee to represent the classic Italian boats. This was agreed upon as well as the creation of the fleet.

## **6. Extra Formal Annual Strategy Meeting of Committee and Officers**

### **Voted and accepted**

An extra yearly meeting will be held in between two AGM, with the Committee Members, including Technical Committee and Country Officers or representatives. This meeting will get an official status and will added to the constitution.

This meeting has the purpose to:

- 1) Follow up on matters arising from the AGM's Minutes
- 2) Plan national and international strategies for the coming years
- 3) Make proposals for the coming AGM
- 4) Coordinate local, national and international race schedules

The first meeting will be on Saturday, November 20, 2004 in Amsterdam, Netherlands.

## **7. Technical Matters**

Because of a traffic jam the chairman of the Technical Committee had not arrived yet and it was decided to continue with point 8: Elections of officers

## **8. Election of Officers**

Mark Dangel (Switzerland) is re-appointed as treasurer

Linda Rijkuijter (The Netherlands) is elected secretary.

Thomas Sprecher (Switzerland) is appointed as auditor of finances

Colin Ryan (Australia) is elected vice-president for Australia

## **7. Technical Matters presented by the Technical Committee of the 5.5mIC Class**

Daniel Stampfli was asked to improvise and to explain some of the technical matters to the assembly. With his help most of the items became much clearer.

### **Adding rule 5.5.7 Buoyancy**

#### **Voted to be postponed**

Adding of Rule 5.5.7 is postponed: Because the consequences for the boats built before 01.01.2001 were not clear at this time this proposal was postponed to a later date.

#### **Voted and accepted:**

A new proposal from Mr Gullichsen to ask the technical committee to take the obligation to come up with a solution as soon as possible for the buoyancy reinforcement criteria for boats built before 01.01.2000.

**Reason of change:** reinforcement of the buoyancy criteria's.

#### **Explanation**

Nobody has forgotten the recent drama on Lake Geneva where three crew members were missing after the boat sank.

This is not the first time, but it shall be definitively the last time. Boats shall stay afloat even after having pitch poled, capsized or if a big wave is flooding down the cockpit, that is not the case with boats which have their first certificate issued before 01.01.2000 : before this date, current rules 15.5.5 and 15.5.6 were not existing and builders were free to deliver boats with deep and open cockpits.

Moreover, behaviour while sailing in fleet has changed from that the time when all the boats were equally sinkable. Thus, with the appliance of the 2000 rules, new unsinkable boats are sailing much more aggressively, which could endanger the classic boats.

It is the responsibility of the TC to warn again the owners about the danger that such boats could sink in few tens of a second(!) and to recommend or to oblige owners and builders to follow minimal buoyancy criteria's for the safety of their crews. This is a law-enforcement problem more than a technical issue.

The formulation of a smart rule will need some time (estimated one year).

#### **Proposal**

##### *Current wording*

*15.5.5 A bulkhead shall be fitted at both the forward and aft end of the cockpit. Each bulkhead shall create a watertight compartment forward or aft respectively, except for openings for control lines which shall be as small as practicable and not more than 150mm below the deck. The total area of these holes after installation of any fittings but without control lines installed shall not exceed 3cm<sup>2</sup> in each bulkhead. Any hatches fitted shall maintain the watertight integrity of the bulkhead. Each bulkhead without closing hatch shall weigh not less than 6.5kg."*

*15.5.6 The two watertight bulkheads specified above may be replaced by a watertight cockpit. In this case the cockpit sole shall be above L1 level and the cockpit shall have at least two self bailers. Openings for control lines shall meet the above requirements and any hatches shall maintain the watertight integrity of the cockpit. The weight of each bulkhead, including the weight of the adjacent ring frame if fitted, shall be not less than 6.5kg.*

##### *New Article*

*15.5.7 It is strongly recommended to owners of boats that have their first certificate issued before 01.01.2000 to transform their boat to fulfill either rules 15.5.5 and 15.5.6, or the following criteria's: a total buoyancy volume of 1'600 liters must be fitted in the boat. This total amount can be reach from the addition of different elements like closed compartments, low density material blocks, permanent inflated bags, etc. Bags intended to be inflated automatically when immersed are not regarded as flotation elements.*

## **Change of Rule 17.3, 17.8 and 17.9 Foresail**

### Voted and Accepted

Enactment: March 1, 2006.

Reason of change: to increase the lifetime of the sail and to allow a slight amount of roach in the design of the sail.

### Explanation

It has been decided that it would be good to free the jib battens limitations a little bit, mainly to increase the lifetime of the sails, exactly like we have done some years ago with the mainsail top batten.

Proposition was to increase the number of battens by one: i.e. three instead of two.

Concerning the length of the battens, nobody is on the same wave length: some say that much longer battens would be better, some others say that even with a long length allowed, they will stay with short battens, reason why we propose a long length of 700\* mm, that is enough to have the upper batten full, exactly as the mainsail.

The purpose of the modification of the leech definition is to allow self twisting sails like in the Star class for instance. With a tip width limitation to 90 mm instead of 40, and the removal of the "straight or concave" limitation to the following "shall be contained in a straight line from the clew point to the tip point at which the sail is 90 mm wide measured perpendicular to the luff", we allow to form a slight roach at the tip.

### Proposal

#### *Current wording:*

- 17.3 *The "head" of the jib is defined as the higher of: the bearing point of the cringle or, the point at which the sail is 40mm wide, measured perpendicular to the luff.*
- 17.8 *Not more than two battens are permitted in the leech and where fitted, shall divide the leech into approximately equal parts and be approximately at right angles to it. The length of these battens shall not exceed 350mm.*
- 17.9 *The foresail shall be triangular, except as provided for in this class rule. The leech of the sail shall be a straight line or a concave curve.*

#### *New wording:*

- 17.3 *The "head" of the jib is defined as the higher of: the bearing point of the cringle or, the point at which the sail is 90 mm wide, measured perpendicular to the luff.*
- 17.8 *Not more than three battens are permitted in the leech and where fitted, shall divide the leech into approximately equal parts and be approximately at right angles to it. The length of these battens shall not exceed 700\* mm.*
- 17.9 *The foresail shall be triangular, except as provided for in this class rule. The leech of the sail shall be contained in a straight line from the clew point to the tip point at which the sail is 90 mm wide measured perpendicular to the luff.*

*\*Given measures are indicatives and are to be checked by sails makers. Definitive numbers will be communicated.*

### **Change of rule 18.3 mainsail**

Voted and accepted:

Enactment: March 1, 2006

Reason of change: to un-block the mainsail design luff roach problem.

#### Explanation

As current mid- and upper girths are slightly too short, it prevents the sails makers to play with luff roach and force the mast builders to provide excessively stiff masts (longitudinally speaking).

It is good to remember at this stage of the discussion that the 5.5mIC rating rules are very successful and healthy, even after soon sixty years: the game with the rating's main parameters is always possible and the boats dimensions are not blocked in a corner like some other rules (e.g. IACC which gives long and heavy boats only...).

But we don't have this impression with mainsail dimensions: it is blocked and there is no game possible.

Consulting different sails makers, an allowance of + 6 to 7 cm on the main girth would be enough to allow playing games with mast and sails. Five to six centimetres, this is about 2 % of a mean foot dimension of 3.60 m, which would push the mid girths limit 62 % instead of 60 %.

#### Discussion

Mr. van Opzeeland stressed that the increase in sail area could do some damage to the classic boats. Another remark from the assembly was that it would make it more difficult to sell second hand sails.

#### Old wording:

*18.3 The length of the foot shall be the distance from the inner edge of the measurement band at the boom end along the top of boom to the aft side of the mast excluding the track or jackstay; but if there is a groove in the mast for the sail, to the foreside of the groove or 16mm, whichever is the lesser. The cross-width of mainsail from the midpoint of the leech to the nearest point of the luff shall not exceed 60 per cent of the length of the foot and at three quarters of the leech shall not exceed 35 per cent. Hollows in the leech in way of the measurement points shall be bridged and the leech between the upper batten and aft corner of the headboard or lower batten and clew shall not lie more than 25mm outside a straight line between these points.*

#### New wording:

*18.3 The length of the foot shall be the distance from the inner edge of the measurement band at the boom end along the top of boom to the aft side of the mast excluding the track or jackstay; but if there is a groove in the mast for the sail, to the foreside of the groove or 16mm, whichever is the lesser. The cross-width of mainsail from the midpoint of the leech to the nearest point of the luff shall not exceed 62\* per cent of the length of the foot and at three quarters of the leech shall not exceed 36\* per cent. Hollows in the leech in way of the measurement points shall be bridged and the leech between the upper batten and aft corner of the headboard or lower batten and clew shall not lie more than 25mm outside a straight line between these points.*

*\*Given measures are indicative and are to be checked by sails makers. Definitive numbers will be communicated.*

### **Appointing the Technical Committee**

Voted and accepted:

Christian Hauvette (FRA)

Matti Muoniovaara (FIN)

Piet van Opzeeland (NED)

Sébastien Schmidt (SUI)

Alberto Dollinar (ITA)

### **9. Any other business**

Voted and Rejected:

A written request from Martin Egli, Thomas Escher and Walter Kielholz who asked the AGM to shorten the length of a world championship by 2 days, shorten the length of the courses and increase the amounts of races (this year's Dutch Championship serving as a model).

Hans Nadorp thanked everybody for their attendance and invited everybody for refreshments and fruits.

20.00 hours: end of meeting

For the minutes:

Linda De Vries-Rijkuijter and Mark Dangel