

**MINUTES OF THE GENERAL ASSEMBLY OF THE INTERNATIONAL 420**  
**CLASS ASSOCIATION 2001**

**RAVENA, ITALY**

Representatives for the following nations were in attendance,

IRL	Philip Lawton	Coach
BEL	Jan Peeters	Coach
NED*	Huub Peeters	Vice President
AUS*	Vivienne Bryant	National Representative
CZE*	Michael Kotek	National Representative
GER*	Wolfgang Stenz	President and Jule Lorenz Vice President
FRA*	Clement Mizzi	President and Jacques Holley Vice President
ARG	Guillermo Harriegue	President
GBR*	Catherine Dodds	President
SWE	Henrick Baltscheffsky	President
POR	Richo Rito	Coach
SUI	Jean Paul Peyrot	National Representative
ISR*	Nino Shmueli	President
AUS	Hans Kummer	President
TUR	Ahmet Mostar	Team Leader
ITA*	Giorgio Bazzini	Secretary
BRA*	Luisa Barzani	Team Leader
POL	Jerzy Knajdek	Team Leader

18 nations with 9(\*) fully paid voting nations present. Two voting nations did not attend, Hong Kong and USA

Nations at the championship who did not attend, GRE, KOR, MYA, ESP and USA

The Executive Committee, Michel Garnier, Pierre Spilleboudt, Gail Nuttall and Jean Luc Hottot were all in attendance. Barry Johnson, Technical Committee was also at the meeting.

All papers for the meeting had been sent by post to all national presidents or contact person and sent by email on 21 May 2001.

The President opened the meeting and welcomed the delegates. He again reminded all present that the Annual Class fee of 15 Euros must be paid by the 1<sup>st</sup> April of the current year to have voting rights at the General Assembly. This is in accordance with the Articles of Association approved at the 1999 General Assembly. He urged all to pay before leaving the championship for this year and for 2002!

### Agenda

#### 1 Elect the chairman of the meeting

Wolfgang Stenz GER proposed that Michel Garnier act as Chairman for the meeting. The was agreed unanimously.

#### 2. Annual Report from the President of the International 420 Class Association,

##### Michel Garnier

MG read his prepared report which is attached to these minutes

WS from GER asked for assurance that the proposal for the class rules to be written in ISAF standard format will be sent by post to all. This was confirmed.

WS also asked why it had not been possible for a pool of International 420 boat builders to make a bid for the provision of the International 420 in Canada in 2002. Gail Nuttall explained that this idea has been spoken with to the builders but no co-operation could be agreed. ISAF would allow a pool builders but will deal with only one builder.

WS asked why we still pay a royalty fee to the designer of the International 420, Christian MAURY. MG replied that we have a duty to, but will speak with ISAF who hold the licence agreement on this matter. *(Note of the EC : The £10.00 given to Christian Maury is a decision made in the contract in 1988, by ISAF, Uniqua-France and the International 420 Class association.)*

#### 2. Annual report from the Chairman of the Technical Committee

Jean Luc HOTTOT read his prepared report which is attached to these minutes

He confirmed that the proposal for the rule format would be sent again to all nations, in colour for clarity. This work must be completed at the request of ISAF

WS asked that great care be taken on the licensing of new builders. The present situation has been working well for many years and should not be upset. JLH explained that we fully understand this but have no real powers to resist.

WS stated that he felt that there is very poor contact between the Technical Committee and National 420 Class measurers. The technical committee must improve communication on technical matters. It may be best to do this through national associations and the national authority as the International Class Secretary is generally not informed of national 420 measurers.

#### 4. Presentation and acceptance of the Annual Accounts

Pierre Spilleboudt presented his written accounts, as attached to these minutes.

WS asked that the administrative expenses and travel expenses should be split. PS replied that he has this already and handed this detail to WS. They are available to any who ask.

The accounts had been audited by Huub Peeters NED in accordance with the request of the 2000 General Assembly. He reported to the meeting that he was satisfied with the way that they are kept. The accounts are clear and simple and recommended that the method used is retained as it is quite suitable for the class. He wished to applaud the Treasurer for his work.,

The President asked that the meeting accept the accounts as presented.

Voting was

7 votes            agree

0 votes            no

2 votes            abstain (GER, ITA).

#### 5. Approval of next years subscription fee(Annual Fee)

It was proposed by the Executive Committee that the Annual Fee remain at 15Euros/15\$

Voting was

8 votes            agree

1 vote            abstain (GER)

#### 6. Proposals from the Executive Committee

The written proposals from the Executive Committee had been circulated to all members in accordance with the Articles of Association.

The proposals were discussed.

a) Adoption of Advertising Category C as requested by ISAF

It was explained that ISAF had altered the categories for advertising and each international class had to make a choice.

The Executive recommended C but with restrictions (*advertisement only on hull, mainsail and spinnaker*). It was confirmed that all the Executive and Technical committee were in agreement.

The members present were not in agreement about the amount of restriction.

As a decision had to be made, a vote was taken.

Proposal for Category C, with no restriction

4 votes agree

5 votes No

Category C, with restriction, will be adopted by the class.

The Executive and Technical members will discuss the amount of restriction with full knowledge of the feeling of the meeting. This will be announced but it will be kept to a minimum restriction.

b) The proposal to increase the builders fee to 100 Euros, approximately £60.00 (current fee £55)

9 votes agreed

c) The Technical Committee have submitted a number of proposals which were explained.

Our current rules, as written, need to be changed to comply and conform with the ISAF Standard Class Rules for International Classes. The TEC have done this task and it had been emailed to member nations before the General assembly.

This is a big task, but the actual spirit of our rules will not be changed, although the order and wording will.

This is a very good opportunity to clean our rules and avoid the problems caused in the past.

The opportunity has also been taken to present some amendments.

These amendments will include those submitted by member nations if appropriate. Due to the lack of time that members had to study this large document before the meeting, it was agreed that further time must be given for study and feedback. The

end of August or the end of October was suggested. If the end of October, these changes will not be in force until 2003.

A vote was taken for the feedback by the end of August

1 vote            agree

7 votes           disagree

1 votes           abstain.

It was agreed that feedback must be made to the TEC by the 31<sup>st</sup> October 2001

#### 7. Proposals from member nations

GBR had submitted a proposal in due time that had been circulated with the agenda. Catherine Dodds, President GBR explained the reason for the proposal that the World Championship become an Open Competition. After discussion a vote was taken,

4 Votes           for Open Championship

5 Votes           against

A suggestion was made by FRA, that if we wish to encourage more sailors into the class, we should work harder to promote Regional Championships with a fully Open event in the preceeding week. It was reported that India has asked to organize a Regional 420 Championship. This has been approved. South America would also like to organise a regional championship. The International Class will help and support.

#### 8.Future Championship venues.

These were as the table presented to the meeting. Comment was made that the difficulties experienced with the 2001 Championships must not occur again.

2002    Confirmed Worlds in Portugal, Tavira, 11 - 19 July

(The Preliminary Notice of Race was handed to delegates. Michel Garnier has visited the site and was satisfied that the club could host an acceptable championship)

Confirmed Junior Europeans, Nieuwport, Belgium, 10 - 17 August

ISAF Youth Worlds, Canada, 18 -27 July

It was asked that the International 420 Worlds and Junior European Championship should not clash with the ISAF Youths Worlds. For 2002 this is unfortunately impossible.

The Secretary will try to find the dates for ISAF for future years.

2003 Confirmed Worlds in United Kingdom, Hayling Island, 24 July -1 August. This date was confirmed as the venue is very popular and for grant purposes. Information packs were handed to delegates.

Greece made a proposal last year to host the Junior Europeans but no further submission had been received. In the absence of a delegate, the representative from Sweden made a proposal

4 Votes for

1 Vote against

4 votes abstain

Sweden must send a formal proposal to the EC and come to the GA next year with a full proposal. All nations must have read the International 420 Class Regatta Guidelines, (included in the National Membership file and on the International Class website, [www.420sailing.org](http://www.420sailing.org))

2004 Australia had made a proposal to host the World and Ladies Championship last year and now had a package of information for representatives from Sail Melbourne International Regatta, of which our event would be the only World Championship. This will be voted on again next year.

A proposal had been received, date, from Las Palmas, Grand Canaries to host a championship. The request was noted.

Giorgio Bazzini, ITA, handed to the meeting a proposal from Circolo Velico Cattolica, a club along the coast from the present championship. They request to host a European or Junior European championship of the International 420 class, when a year is available. The request was noted.

The representative from Argentina, Bill Harriegue proposed a championship in Argentine, Buenos Aires, 2005. This was discussed with great interest and further communication will take place with the executive Committee and a full proposal made to the GA 2002.

A table of proposals is attached.

## 9. ISAF Report

The General Secretary reported that support at ISAF is still strong but that the drive for newer boats was a continuing problem. The President and Secretary continue to lobby members for their support.

It was explained that the problem of sending the International 420 boat to the Youth Worlds in Canada had been discussed for many months but the Canadian Organising Committee were not persuaded for the 420. ISAF have confirmed that the 420 will be sailed in 2003 and 2004.

The Executive Committee will continue to lobby very hard on this matter.

#### 10. Election of members of the executive Committee

In accordance with the Articles of Association, the President and Vice President were due for election. Michel Garnier had confirmed his willingness to continue. He had been duly proposed by the French 420 Class Association

There was no other nomination..

8 votes for

1 abstention (*ITA*)

He was duly elected

Nino Shmueli had been duly proposed by the Israeli Yachting Federation. The Executive Committee members supported this proposal.

8 votes for.

He was duly elected.

The president welcomed Nino Shmueli as Vice -president. The Executive Committee are delighted to have such an able new member after two years without a vice-president.

Giorgio Bazzini had been proposed by the President of the Italian 420 Class, but not in due time.

#### 11. Election of members of the Technical Committee

Karl REINHOLD GER had been duly proposed as a member of the TEC by Uniqua Germany. He has been working already with TEC members who would welcome him.

8 votes for

1 vote abstention

He was duly elected

The Technical Committee is Jean-Luc HOTTOT, FRA Chairman, Don O'Donnel GBR, Barry Johnson AUS and Karl Reinhold, GER.

#### 12. Election of the Auditor

As Huub Peeters had made a good job of the audit this year and he is prepared to do the same next year, he was proposed and approved by the meeting.

There was no further formal business but the President asked for some opinion as a number of members present had been unable to vote as the annual fee was not paid before the 1<sup>st</sup> April. It is hoped that at the 2002 GA, all nations present will be eligible to vote.

It requires the Articles of Association to be changed if the date of payment is to change. Such a proposal must be formally made in the correct time scale. The President stated that to amend this point in the articles of associations is very dangerous. This point has been discussed at length by the EC and is made to avoid the situation of an unknown representative attending the GA, not having discussed any matters with their national 420 class association, voting and then never seen again. Also they do not report back to their class on returning home. This has occurred in the past and is not a good way to make international decisions. Decisions must be made by duly delegated and sensible persons, who have full knowledge of the proposals and have discussed them at home, before attending the meeting.

MG asked the feeling of the meeting about increasing the number of races in our championship and removing the rest day. It seems this would be most popular, especially if the time for measurement could be reduced. More random measurement checks throughout the week could be introduced

It was also suggested that with a fleet of 100 boats, it would be better to split the fleet. This will be studied by the EC and introduced as soon as possible.

The meeting closed at 11.45.

Thanks were expressed to Giorgio Bazzini for the pasta snack and drinks served in the evening.



# **2001 GENERAL ASSEMBLY**

**Ravenna**

## **REPORT OF THE PRESIDENT**

Dear friends,

Welcome to the 2002 General Assembly.

Since one year, many things happened for the International 420 Class Association and I will begin with the technical problems that have been a major point during the year.

The first one has been the solving of the mast problem between the Worlds and the Junior European championships. Coming back at home, our chairman of the Technical Committee got contact with ISAF and Measurement Committee in order to find a final solution to this problem before the 2001 Junior European Championship. He succeeded and the problem has been definitively solved two days before the Junior European championship in Germany.

The wrong side of this story was the problem in La Rochelle demonstrating that our rules are not correctly in accordance with the new ISAF Equipment Rules of Sailing. The good side has been the quick solution found in conjunction with the ISAF and the establishment of very close relationship between the measurement committee of ISAF and our Technical Committee.

This experience has been a demonstration that it is absolutely necessary to update our class rules in order to get them more precise. But as they have been modified and modified year after year, it was necessary to have a global view of the class rules instead of think about each rule, rule by rule.

Later, in Edinburgh during the ISAF annual conference, the Centreboard Committee told us that they don't understand why our class rules are not in accordance to the Standard Class Rules. When we understood how this was important for ISAF, this has been the beginning of a race against the clock.

It has been necessary to understand the Standard Class Rules, to imagine how to integrate our class rules and the Standard Class Rules, to keep an eye on the Equipment Rules of Sailing, to take in account each problem due to this merging and find an appropriate solution, to improve our class rules and at the end change a minimum of things.

We succeeded but not in time to give the new version early enough before the GA.

Now, the job has been completed and it is very important, not especially for the Technical Committee who made the job but for credibility of the International 420 Class.

We really need to be present in ISAF as much as possible and demonstrate our energy and our dynamism in order to keep our rank in the International associations. This is really important for the ISAF and it is important to prove to ISAF that they can trust us. To update our old rules is a good opportunity to demonstrate to ISAF that the International 420 is not an out of date boat and that the International 420 Class association is moving in order to keep his rank.

Now, we will try to manage this situation with ISAF letting you time enough to look at this big document and give us your comments before the final writing which will take in account your comments.

You know that the organising committee of the ISAF Youth Worlds made the decision to use the 29er as support boat during the 2002 event in Canada. Many newspapers, informed by OVERTON, the big company that builds the 29er, wrote that the 29er is replacing the 420. This is true for 2002 because the cost of the transportation of 50 420 from Italy to Canada was impossible to be supported by NAUTIVELA but we have been assured by ISAF that in 2003 and 2004, the 420 will be used.

Each year, Gail who is in charge of the lobbying to ISAF makes big efforts to keep our boat as support of the Volvo Youth World championship. Let us hope that she will succeed for a long time.

Last year, we explained you that the financial results were not so good due to the lack of financial ways. We explained you the reasons of this situation and the ways to solve the problem. In 2000, we succeeded and today, Pierre will show you accounts, which are equilibrated. This is a good thing but we must take care of the future and as the fee per boat has not been increased since a long time and as the number of boats built a year is stable, we are going toward a lack of financial ways. In another hand, as many European countries will move to the EURO, we will propose you to move the fee from 55 GB pounds to 100 Euro. This is an around 10% increasing. This is reasonable and will help the class to be in a better situation.

At the beginning of the new century, it is evident that the best way to communicate is the website. Since four years our website has been created and maintained by a British sailor. The cost was very low but the reaction time was sometimes long and when our webmaster informed us that he will not continue, we made the decision to entrust the website to a professional company because the website is the only and more efficient way of communication to the sailors and national associations. Then we need a high reactivity when something must be posted. We contacted a company who is the webmaster of some other sailing classes, which are satisfied by the job and the cost. Finally, we decided to deal with them. The cost might appear as high for the first year but it can be amortised by advertisement. The job of the company is also to get advertisement. At this moment they are creating the new version of the site.

Regarding the builders, We have fully approved 5 builders in 2000. We will have to decide a new policy because we interrogate ourselves about the interest to have more and more builders in Europe. It is good to have new builders in far regions as Asia and South America. This is a good way to develop 420 sailing but it might be also a problem when the number of builders is too high and finally is not an advantage for the sailors.

We will see later the venues for the next years but at this moment, this is not a problem and we have candidates to the organisation of international events.

Last year, some coaches and competitors asked me to increase the number of races during a championship. I personally think that is a good idea. In another hand, it is difficult to organise sightseeing because the sightseeing day may be also a spare day: Then, our proposal should be to replace the sightseeing day by a race day and increase the number of races from 10 to 12. We would be happy to get your opinion on this point. We will also study the possibility to have gold and silver fleets in order to reduce the number of boats on a starting line.

About the election, we have candidates registered in accordance with the articles of association, for the position of president and vice-president. I would be happy to welcome Nino SHMUELI as vice president if you elect him. He would be a very good help for the executive Committee with his knowledge of the rules and participation to ISAF. I do hope that we will also welcome Karl Reinhold in the Technical Committee.

I am happy to see that this year, 11 members paid in due time the Association fee and will vote during this GA. I encourage each of you to think that our articles of association specify that the annual member fee must be paid each year before the 1<sup>st</sup> of April. More we will have voting members, better it will be for the 420 all over the world.

Thank very much for your attention

Michel GARNIER

President of the International 420 Class Association

July 23<sup>rd</sup> 2001

# **2001 GENERAL ASSEMBLY**

**Ravenna**

## **REPORT OF THE TECHNICAL COMMITTEE CHAIRMAN**

The past year has been very busy for the Technical committee.

To begin, we have had many requests from builders wishing to obtain a licence to build the International 420 class dinghy.

To conform with the ISAF Standard Class Rules format we will need to rewrite our class rules. This will require rewriting of some rules because some points are not clearly covered.

Secondly, because we work with partners (ISAF, National Associations, National Authorities, Builders, International measurers), we have tried to build and complete the connections which were not too good in the past.

So, we have had two different jobs last year.

A technical job and a relationship job.

### **1. The technical job :**

To prevent difficulties during measurement of prototypes, fundamental measurement and event measurement, to give builders, measurers and teams clear rules, clear answers, our first job was to build clear Class Rules. This work is completed, unlikely on the end of June. ( see MG report)

Acknowledgement to the ISAF who have helped us for this work.

Second part of our technical job : the measurement of prototypes because last year new builders were requesting an appointment

Two new builders in South America were approved ( J BOAT and AQUATERRA), one in India (GR Fibreglass), two in Europe (Faccenda and Cere).

Indeurop in Spain is waiting for measurement of a prototype.

### **2. The relationship job .**

In order to have good contacts with our partners and to prevent difficulties, we have tried to build a better partnership with :

a) The ISAF

Don O Donnell (GBR) is in charge of the contacts with the English members. The President of the ISAF measurement Committee is Swiss, and his language is the French. Due to that, the most problem in 2000 has been solved in 3 days.

The Class was represented during the Measurement Seminar organised by the ISAF in April in Athens, and that was another good opportunity to have excellent contact with the ISAF members, and to speak with TC members of other classes. Some rule examples in the new Standard format are coming from the Soling and 470 class.

We visited the ISAF youth Championship, at Crozon Morgat,

#### b) The builders

For the first time, because we have discovered that the builders have not complete information, they have received a letter giving them technical information regarding the 2001 Class rules amendments with all the official documents necessary to be in conformity. In the past, builders often modified the boat without the agreement of the Class. We cannot affirm that all the builders are requesting advice to the TC, but we have received last year about 300 E-mails from them regarding the legality of the changes they want to do.

We can confirm that the contacts with the builders are very fair and good.

#### c) The International Measurers

Barry is in charge of this difficult file, difficult because communication is difficult. During a long time, IMs were alone without general and technical information coming from the international Class. We must be able to work as a team and not as individuals.