

MINUTES OF THE INTERNATIONAL 420 CLASS ASSOCIATION
GENERAL ASSEMBLY 2002
SUNDAY 14 JULY, TAVIRA, PORTUGAL

Representatives from the following countries were present:

Australia	Peta Garnaut	Team Manager
Croatia	Franjo Vujashe Goran Novakovic	Club representative
Germany	Karl Reinhold Jens Hahlbrock	Class representative Observer
Great Britain	Catherine Dodds	Class President and representative
Greece	Themis Lembesopoulos Nikos Stavropoulos	Class Representative Club Representative
Ireland	Philip Lawton	Class coach and club representative
Israel	Danny Scheinin	Class Representative
Italy	Marco Lai	Class General sec and representative
Poland	Mrs Matachowski Dominik Ostrowski	Class Representative Class General Sec
Portugal	Paulo Paraiso Jose Massipina	President.Clube Nautico Tavira Secretary C N Tavira
Turkey	Ahmet Mostar	Class Representative

Michel Garnier, President, Nino Shmueli, Vice President, Pierre Spilleboudt, Treasurer, Gail Nuttall General secretary, Jean Luc Hottot, Chairman Technical Committee.

Giorgio Bazzini, International Class Past President and representative of Circolo Nautico Cattolica.

Nations at the championship but not represented at this General Assembly,

Argentina, Belgium, Brazil, China, France, India, Korea, Malaysia, Netherlands, Spain, Switzerland, Singapore, Thailand, United States.

Annual fee paid by 1st April 2002 for voting, at meeting, GBR, GER, IRL, ISR, TUR.

Annual fee paid by 1st April 2002 but not at the meeting, BEL, BRA, FRA, IND, MYA, NED, USA.

Late fee paid for 2002 so no vote, AUS, SWI, SWE, CRO, GRE, ITA.

The President welcomed all to the meeting, apologising for the late start due to late racing and for the change of venue. He also apologised sincerely to those members who could not find the venue.

1 Election of Chairman for the meeting.

Pierre Spilleboudt was elected as Chairman for this meeting, unanimously.

He confirmed that a quorum was present and that 5 voting members were in the room. He reminded all representatives that if they pay 15€ (or 30€ if not paid this year) during this championship, they will have a vote at the 2003 General Assembly.

2 Report from the President, Michel Garnier (France).

Michel Garnier commenced by asking all present to stand for one minute, in silence, in memory of Christian Maury, the designer of the International 420 who died recently.

He then read his report as written, handed to all at the meeting and attached to these minutes.

3 Report from the Technical Committee, Jean Luc Hottot, Chairman, (France).

Jean Luc Hottot read from his written report, handed to all at the meeting and attached to these minutes.

The Chairman asked for questions on this report.

i) GBR asked that all 'standard' formats for any International Class documentation to be available on the International Class website, so that all nations could follow these standards for their own events.

This was accepted and Michel Garnier will do this.

ii) GBR also asked that when changes, especially about the rules, were made on the website, that the date of the change/alteration/amendment, be put with it. This will be done once the 2003 completed rules are up.

This was accepted and MG will organise this.

iii) AUS asked how the International Technical Committee followed up builders, once a Licence to build had been granted to them, regarding both technical and quality matters

Jean Luc Hottot explained that at fundamental measurement, one of the three International Measurers from our Technical committee went to the builders factory, with the National Measurer (and National Authority Measurer where possible), to carry out full measurement of the prototype. When agreed and production commenced, the national measurer takes care of each boat produced. This ensures conformity with the class rules.

For build quality, the national measurer can speak with the builder, but market forces have a measure of control.

The International Technical Committee is trying to make regular visits to all licensed builders to check for rule conformity and quality standards.

Training for National Measurers, to maintain common interpretation of the rules and for quality, is a plan for the near future.

4 Presentation and acceptance of the Annual Accounts 2001

Pierre Spilleboudt presented the accounts, as handed out to the meeting and attached to these minutes.

He explained that they show the class in a healthy financial situation over the last year, mainly due to the all outstanding fees for sail numbers from builders having been collected, the reduction of Executive Committee meetings and the regular collection of World Championship dues, through the new method of entry fee payment.

He explained the varying figures from our builders over production numbers.

PS requested that formal approval of the accounts as presented be delayed until the 2002 Junior European Championship as the agreed auditor was not present in Tavira.

This was agreed, PS will organise this and report to the Executive Committee when completed.

He asked for questions on these accounts.

i) GBR asked if the Executive Committee had any plans for the accumulated funds.

MG informed the meeting that more promotion for our class, especially in Asia and South America was intended but recently we have been investing in our website presentation. It is hoped to continue to make improvements with this.

The accounts were accepted unanimously.

5 Approval of Next years subscription fee.

The Treasurer proposed that the Annual Class Fee remain at 15Euros per country, payable by 1st April each year.

This proposal was accepted unanimously.

Due to the late hour of the meeting, the Chairman asked agreement to move to Item 8 of the Agenda. This was accepted

8 To agree the venue for the International 420 Class World and Continental Championships 2 years ahead and confirm the venues and dates for these championships 1 year ahead.

Nino Shmueli, Vice President in charge of these matters asked Catherine Dodds, President of the GBR 420 Class to make her presentation of Hayling Island, the venue for the 2003 World and Ladies Championships.

2003 World, Ladies and Team Race Championships, Hayling Island, England.

16 – 25 July

Catherine handed out a presentation pack containing the Preliminary Notice of Race, accommodation information and tourist details.

She explained that a brand new clubhouse for this well established and very experienced club is nearly complete. It will offer excellent facilities for all our needs, including an on site room for the General Assembly.

The Race Management is International standard with much experience and the weather may not be sunny but should be ideal for racing.

She urged all members present not to delay in booking accommodation for their teams.

(Further details for accommodation, can be obtained from www.visit-hampshire.co.uk, email 420visitorinfo2003@havant.gov.uk)

Nino thanked Catherine for her helpful and excellent presentation.

2003 Junior European Championship

The venue for this championship had not been agreed. There were three proposals on the table, from Spain, Sweden and Greece. Nino had made contact prior to the meeting but only Greece were present.

Nikos Stavropoulos from the Yacht Club of Greece , was asked to make his presentation.

Unfortunately, most of his Notice of Race documents were lost during his flight but he explained the location of the Yacht Club of Greece, in Piraeus Bay, Athens.

He confirmed they have read the International 420 Class Regatta Guidelines (Version 8) and had signed that they will conform to them.

They will offer, free of charge, a boat trip of some islands, for the young sailors. They have many experienced club members and need to promote youth sailing. All necessary facilities are available. Racing will be on the 2004 Olympic sailing area.

The Chairman asked to members to vote.

The 2003 Junior world Championships were unanimously granted to the yacht Club of Greece.

The Executive Committee will finalise the dates, of between 1 and 15 August 2003 and inform all nations by internet and at the 2002 Junior European Championship.

Action, Yacht Club of Greece and International 420 Class Executive Committee.

It has subsequently been agreed to hold this championship 5 – 12 August 2003

2004

Nino then moved to presentations for 2004.

There is only one proposal for the World, Ladies and Team Race Championship, from Australia, Mornington Yacht Club, Port Phillip, Melbourne.

Peta Garnaut was asked to make a presentation.

She informed the meeting that a full presentation had been made at the 2001 GA, although sadly much of that material had been delayed in the post!

This club has excellent facilities for International events, and the 420 Championship would come under the umbrella of Sail Melbourne International Regatta, an event run annually, supported by the State Government of Victoria and the Victorian Yachting Council as well as the Australian 420 Class

Melbourne has direct air and sea links with all parts of the world. Rescue facilities are very professional and a great welcome is waiting.

NS explained that it is most important for our class development that we move our World Championships out of Europe on a regular basis, even if it means holding them December/January and not in July.

The final date, January or December 2004 will be discussed immediately by the Executive Committee and reported in due course, but with adequate time for all members to make their team and travel plans.

A vote was taken and Australia for 2004 was unanimously agreed.

Action, Australian 420 Class and the Executive Committee

As the 2004 World, Ladies and Team race Championship will be in the southern hemisphere, a European Championship can be held in July 2004. Two proposals were on the table, from Italy and Croatia.

NS asked Giorgio Bazzini, (ITA) representing Circolo Nautico Cattolica to make his presentation.

A draft of the Final Notice of Race had been circulated and handed to many nations. Some had visited the venue from Ravenna, last year.

This club is close to Rimini and Venice. GB explained that the club is very experienced and all the necessary facilities are close at hand for this championship.

GB was thanked for his full and interesting presentation

NS asked Franjo Vujaski,(CRO) representing the Croatian 420 Class and the host club, Sailing Club Uskok, Zadar, to make a presentation. The presentation showed the location, facilities on offer and how to get there. He explained that they are very keen in Croatia to promote youth sailing and have a good base of 420's but feel that an event like this would strengthen it further. They have a lot of Optimists and 470 but lack the boat between. This club hosted the 470 Europeans in 1999, with racing just in front of the club.

He confirmed that they have read the International 420 Class Regatta Guidelines (Version 8) and had signed that they will conform to them.

MG reminded the meeting that the class is looking at promotion in the area of Europe. The ISAF Youth Worlds in 2002 will be in Gydna, Poland, in the 420.

The representatives were thanked for their presentation. Further details were left for those people not at the meeting.

A vote was taken,

Italy 0

Croatia 5

Action Croatian 420 class, Club Uskok and the Executive Committee

2004 Junior European Championship

Only 1 request has been received for this championship, from the Royal St George Yacht Club, Dun Laoghaire, Dublin, Ireland. The club is about 1 hours drive from Dublin airport, yet close to the town for accommodation of all kinds.

Philip Lawton, from that club and coach of the Irish team at this championship was asked to make a presentation. This request is supported by the Irish 420 Class and Irish Sailing Federation

The Royal St George is an old established sailing Club, well experienced in hosting major international championships, such as 470 Europeans, ISAF World Team racing and in 2003 will host the Admirals Cup and Special Olympics.

Phil explained that the 420 class was growing well in Ireland and that the Junior Europeans would fit well with their development plans as about 80% of those sailors are under 18. They have an extensive youth sailing programme.

All present voted unanimously for this venue.

Action Royal St George YC and the Executive Committee

2005

NS informed the meeting that he was pleased that 2003 and 2004 has been agreed and said that he is waiting for requests for 2005. He asked that any requesting nation read the International Regatta Guidelines, version 8, before, so that all the details are known.

Argentina had previously expressed an interest but no progress as yet. France, Brest on the Brittany coast may become a candidate.

NS explained his position at this years worlds and junior European championships, as Race Consultant for the class. This is a trial year and will be evaluated after these events.

6 Proposals from the Executive Committee

The Executive Committee had no formal proposals to bring to the meeting.

The class rules are being dealt with as agreed last year.

7 Proposals from members, submitted 3 months before the General Assembly date.

No formal proposals had been submitted by members.

MG asked if the representative from Germany wished to comment of the 2003 Class Rules but he declined. **

9 Information from ISAF meetings

The General Secretary, Gail Nuttall, reported that all the required ISAF forms about class statistics had been completed and returned. The class has good communication with the officers and staff at ISAF.

It is confirmed that the International 420 will be the double-handed boat for girls and boys at the ISAF Youth World Championship in 2003 and 2004.

The Executive Committee will continue to work with all relevant ISAF committee members to ensure this. Executive members will attend the ISAF Annual Conference and ask that all

Thanks to our hosts for providing the excellent location (and again with apologies to those who could not find us) and to all who attended. The meeting closed at 12.10, having commenced at 10.30pm!

****Wolfgang Stenz, President of Uniqua Germany and an International Class Past President, had written to Michel Garnier for an explanation of Rule A.8.1 of the proposed 2003 Class Rules. MG had discussed this with German representative and agreed the following explanation.**

Position of the International 420 Class on point A.8 of the 2003 420 class rules 2003

Rule A8.2

- This rule is part of the ISAF Standard Class Rules. Then we have considered that it is proposed by ISAF.
- This rule reflects exactly what happen during a major or minor event : If there is an interpretation problem between a sailor and the measurer, the problem will be solved by the jury. Then the final decision will be made by the Jury. The jury shall consult the chief measurer and if possible will contact ISAF and International 420 Class (During a world or European championship, the chief measurer is a member of the ITC).
- After the event, the organising authority shall inform ISAF and International 420 Class and we are in the situation of the rule A.8.1.

INTERNATIONAL 420 CLASS ASSOCIATION
2003 GENERAL ASSEMBLY, HAYLING ISLAND
ANNUAL REPORT OF THE PRESIDENT

July 20th 2003

Dear friends,

This is the second year I have to begin my annual report with a very sad information :

Shortly after the 2002 GA in Tavira, Danny SHEININ passed away suddenly whilst carrying out measurement of a sailing championship in Greece.

Danny accepted last year to be the chief measurer of the World championship in TAVIRA and was needed to the Technical Committee. He did a good job in TAVIRA and we were very happy to see him again as a member of the Technical Committee.

He was a great friend of the 420 Class. He attended many international championships as coach of the Israeli team or as a measurer. He has been a member of the Technical Committee over a long period. He participated in the work of the writing of the 2003 Class rules.

Thank you Danny for your help. We miss you.

I would like to propose a minute of silence to honour the memory of Danny SHEININ.

Now, I have to report the activity of the class during the past year.

The Executive Committee is happy to see that 17 national Associations have been officially registered either by registration form, or by payment of the fee. This is similar to the 2002 number but we know that some nation don't take time to fulfil the registration form we send each year. At this time, I am in contact with around 25 National Association. It would be great if each of them become members and share the life of our association by giving us their opinion and suggestions.

In 2002, we have sold 331 sail numbers. This is 60 less and around 20% less than in 2001. There is an explanation to this situation : in 2002, the ISAF Youth World Championship has been competed in the 29er. NAUTIVELA didn't supply boats for this championship. If we add 50 boats on the number of sail numbers sold, we get 381 which are similar to the one of the past years. In another hand, LENAM is increasing each year and Sailboat Enterprise increased their sales up to 25 boats. We keep a close watch on these numbers but at present we are not to be worried.

About the accounts, you will have full details later. Pierre has had unforeseen difficulty and is unable to attend this General Assembly. You will see that the accounts are correct even if they show a small loss profit due to payment delayed in 2001. This is the result of the cash accounts we use, based on the assets at the beginning and at the end of the year. Meanwhile, we will continue monitoring our incomes and expenses for 2003.

We are still in a period where the income of the class is just enough to cover the day to day management but insufficient if we want to take specific action for the management of the builders or the development of the class. We must keep in mind that the 420 is 43 years old and consider that if the sales of sail numbers decrease, it will be more and more difficult to ensure the day to day management of the class.

In order to avoid this, one way is to encourage development of the class. We have worked on this matter during the year and have learnt that South America would like to encourage the double handed sailing with 420 dinghies to follow the Optimist.

We are in recent contact with two countries that have the same problem and we will contact all the other countries in this region. We know also that countries in East Europe are developing and would like some help. Even if the 420 is 43 years old, it is still recognised all over the world as the best double handed boat for young sailors. Then, it is logical that some countries want to introduce the 420 to their sailing program.

Our problem is that we don't have sufficient financial means to have a strong development policy.

This is the reason why we have proposed to this General Assembly the introduction of buttons on the sails. Many classes have introduced such buttons for the same reason

The purpose of such a proposal is:

- To increase the income of the International Class for specific actions
- To have better knowledge and control on the sail production market

I recently met the president of the 470 class who have introduced the sails buttons for the same reasons. I do hope that you will approve this change which will authorise :

- To allow specific actions for the development of the 420 sailing around the world
- To have a closer control of the builders, visiting some of them each year.
- To start any specific projects needed by the international Class.

We must keep in mind that the international Class has two major missions :

- to ensure that the boats are as close as possible to a one design boat
- to develop 420 sailing all over the world.

Coming back to the builders, we have made the decision this year not to increase the number of licensed builders in Europe. This is the reason why we did not accept the licensing of a third builder in Italy. As I said last year, increasing of the number of builders doesn't increase the market in a region but causes problems to the existing builders. We need builders for the 420 but builders need 420 sailing.

On another hand, the Brazilian Sailing Federation would like to have a builder in Brazil. As Brazil is in the region we would like to develop, we will probably push this project.

We are very satisfied to have welcomed 20 nations to compete in the 2003 World championship. We are especially happy to see 59 Ladies crews on the waters of Hayling Island. I can also inform you that we have 94 entries in the junior European championship. This is the best number we have ever registered. Generally, the number of boats has been around 70.

Part of the development of the class is to have contact with the other classes. As I said before, we are in contact with 470 class because our classes are similar and to sail the 470 after 420 and Optimist etc, is a logical course. In the same way, we will contact the Optimist and other classes because many 420 sailors are coming from these. The president of the 470 class told me that he would like to organise a common 470 and 420 Junior European championships. This is also something we had in mind for the benefits of the 420 and 470 sailors. We will try to make in progress this project.

Regarding the Class Rules, the draft we posted last year has been accepted by the ISAF. Despite all the checks made, some mistakes have been found. These have been corrected. We have also had to help the builders to apply the new rules regarding the plaques. We are very satisfied by the job done by the Technical Committee and are convinced that, with this new writing and organisation of the Class Rules, no major problem will occur in the future.

During this year, we have good contact with ISAF and I can say that the difficulties we have had with the class rules have been a very good opportunity to work closely with them and to have a better knowledge and understanding of this big organisation. It is not always easy to identify the friends and the others with all the people involved in the ISAF. We also have occasional difficulties understanding the decisions made by the council. The main problems we have are the dates of our International events which cannot clash with dates of the ISAF Youth World championship. Gail had many difficulties to get approval for this year as it was impossible to change the dates of the 2003 World championship at a late stage.

The result of this decision is that we will have to change the organisation of our championships when the ISAF Youth World championship is in the middle of July. We will probably be obliged to postpone the Worlds on the end of July/beginning of August. Then the Junior Europeans might be on the second part of August. Due to examinations, we cannot have a championship before mid July and due to the national championships in some countries, it is difficult to organise after mid August. This will be a main task for the next executive committee meeting and I would be happy to have your opinion on this point during this meeting.

The 2003 ISAF Youth World Championship is being held in Madeira Portugal at this moment. In 2004, it will held in Poland at Gdynia. In 2005 it will held in Korea at Pusan and in 2006, it will held in England at Weymouth. We know that Poland has chosen the 420. We think that Korea will choose the 420 but we are worried about 2006 because England may probably consider the 29er. As in the past, Gail will do her best to lobby as much as possible but this is a very difficult task.

This is my last annual report as president of this class. Last year, I made the decision not be re-elected during this General assembly and I informed the members of the Executive Committee of my decision. For different reasons the communication of this decision has not been made and we didn't get any candidature for the position of President or Vice-president. Nino has accepted to be candidate for the position of president and I accepted to be candidate for the position of vice-president. So you have one year to find one or more candidates to be proposed for the Executive Committee in 2004.

I have been involved in sailing associations for 10 years in the French Class first and then in the International Association. I think it is time for me to retire and let other people take over this class. During my period with the Executive Committee, we have made a complete re-organisation of the class. We have defined new articles of association, made a new format for the International championships, completed guidelines, written the standard Notice of race, Standard sailing instructions and completely re-written the class rules.

I am very satisfied by the achievement of all those tasks needed by the association but I am conscious that now, what is important for this class is development. I do hope that the people who join the Executive Committee will be very interested and motivated on this point. I will leave the house clean and my successor will be able to focus their pre-occupations on the garden.

Pierre has also made the decision not to be re-elected as treasurer. He is very busy in his professional job and he has no time enough to pursue his activities of treasurer. I thank especially Pierre for the job he did for 7 years and also for the help and support he given us during this period. I will miss him.

I want also to thank Gail very much for her patience, her dedication to the class and her help.

I cannot leave the presidency of the class without to thank Jean-Luc. Without him, the class rules would not have been cleaned and completely re-written. Jean-Luc is probably the only one man at the same time competent and crazy enough to begin a so huge task.

After this General Assembly, I will let the keys to Nino and I am sure that the International will be in good hands.

I want to thank everybody in the International 420 Class for the marvellous moments I shared with.

I will certainly miss you all.

Thank you very much for your attention.

Michel GARNIER

President of the International 420 Class association

**REPORT FROM THE CHAIRMAN OF THE
INTERNATIONAL 420 CLASS
TECHNICAL COMMITTEE**

JULY 2003

In the past year the main work of the Technical Committee was the finalising of the class rules. These were presented to the ISAF Annual Meeting, Centre Board Boat committee in November 2002. We wish to congratulate all the national associations, trainer, teams and ISAF experts who helped us with this task. For those who are representing a nation here for the first time, we inform you that this task has taken about 2 years to reach approval. The purpose of the 'new' rules is to have them written in the format as suggested by ISAF and to make them clear for builders, sailors and measurers.

It is necessary to have clear and concise rules to eliminate variation of interpretation and to avoid measurement differences around the world. Under the previous rules it may have been possible for a measurer to disqualify a large number of boats.

Another aim was to bring the International 420 Class Rules to a similar format and wording with other classes, such as the 470, as a large number of our sailors do progress to this Olympic boat

It is hoped that all our sailors will become totally familiar with the class rules, which are now published in booklet form, available from ISAF and on our website. Rules also for the builders, have been revised and corrected. These documents are the building specification, lines plan, measurement form and the measurement diagram.

The 'new' rules were accepted by the ISAF Centreboard Boat Committee and became THE RULES on 1st March 2003.

A target after the rules was to manage event measurement. To help achieve this Don O'Donnell has made for the class some new templates so we now have a full set of measurement check templates, as used at this event, which will be used at all our future international events. This should prevent items being accepted at one event and not the next! These templates and the new electronic loads scales have cost a great deal of money so will be carefully guarded by the class measurers!

So the set is now;

1 electronic scale with base and carrying base

1 sets of templates for hull appendages (foils, (centreboard and rudder))

1 sets of sail templates (main, jib and spinnaker)

1 set of spar templates (mast, boom and spinnaker pole)

Our point of view is that the rules we now have, together with the measurement templates are a good base from which to move forward to help keep all boats in conformity and prevent

measurement issues arising. We intend to use these templates when carrying out fundamental measurement at builders and hope in due time to enable all nations who need to, have a set. This would have all templates exactly the same, whoever was using them and wherever in the world the boat and equipment was being measured. The aim is to have a maximum of equipment checked in countries, before international events so that a minimum of control during event measurement. Training of national measurers is also needed, so that the templates are used in the same way. Measurement training with a builder and national measurers was organised, in France as this was easy for me, and it was very beneficial for all who attended.

Working with the builders is an important task of the Technical Committee members but this is not always easy as some do not communicate readily with us! We would like to work more closely with builders, so that in due time, when all is confirmed and agreed, a builder may be granted a 'certification'. Whenever we have measured a builders prototype in the last couple of years, we have tried to have both the national sailing federation measurer and national 420 measurer present. If we can do this, information regarding the measurement of the 420 will be correctly spread.

We intend to organise further measurement training in 2003/2004, with builders and national measurers, possibly in Spain for Spanish and Portuguese and any other interested nations from this region.

The committee also works with other partners including;

ISAF

We have ongoing dialogue with the Technical Officers of ISAF and will be meeting with them tomorrow, Monday. We can also speak, if we need, with the chairman of the relevant ISAF committees. (ISAF are very pleased that we have written our rules to the format they are trying to use for all international classes.)

BUILDERS

The relations are good, but we must recognise the contacts are not frequent and there is a risk. Without regular contact we could have builders who are making modifications which do not in comply with the rules (i.e. the hull appendages). As mentioned above, we have a target to visit at regular interval the builders.

INTERNATIONAL MEASURERS

At this time we have only 3 active international measurers for our class. This is not enough for the measurement during international events (event measurement) and for the control of our builders.

To be an international measurer, you need to conduct an international event measurement and show you can check a builders prototype. We hope to have after the ISAF November meetings one additional international measurer, Dimitris DIMOU GRE who will be tested during the JEC in Athens, August 2003. With four active measurers, we hope to cover future event measurement.

NATIONAL ASSOCIATIONS

We have used the Class website to give you technical information.

You can also find on the website,

The latest class rules,

Information regarding the equipment used by teams during the world championships and Junior European (2003 shortly!)

The equipment used by the top ten boats.

Measurement reports, with the equipment which did not comply with rules together with the reasons.

In return, we receive some requests from you regarding the equipment. I have counted only seven National Associations with a Technical Committee. We hope in future that any National Associations with a Technical Committee or National Measurer will join us when visits are made to the builders. Those who live in countries nearby are welcome as well.

Jean Luc Hottot

July 2003