

Minutes of the 2014 Annual General Meeting

held on the 28th September 2014 at National Yacht Club, Toronto, Canada. 5pm.

These minutes refer to the following attached documents:

Presidents Report

Treasurers Report

Auditors report

Report of the Chairman of the Technical Committee

1. Roll Call and Establish a quorum.

A quorum was established with the following voting members in attendance:

Rikard Bjurstom – Finland	3 votes
Pekka Seitola – Sweden	3 votes
Megan Pascoe – UK	3 votes
Bjornar Erikstad – Norway	3 votes
Bruce Millar – Canada (president)	2 votes
Peter Russell – Australia	2 votes
Charles Rosenfiled – USA	2 votes
Bruce Millar – Germany by Proxy	3 votes
Bruce Millar – France by Proxy	1 vote
	22 votes

Contained within these country representatives Europe, Australia and America continents appear in accordance with the requirements of the Constitution 8.4 to allow the meeting to continue.

Also present according to Constitution 8.1, non voting :

Danny McCoy - Officer of honour

Stellan Berlin – EC director and Head of the TC

Tony Pocklington - USA, Edge Sailing by invitation

Tim Ripley – USA By invitation

All names above were approved by the AGM attendees according to the terms of the current constitution.

2. Setting a time limit on speakers and other restrictions

No specific time limit was set for any speaker on an individual item but would be terminated at the chairman's discretion.

Any proposal from the floor of the meeting must be made in writing before a vote.

Voting procedures would be by a show of hands unless there was a call from the floor for a closed vote on any item.

3. Minutes Approval

According to the previous decision the minutes of the 2013 AGM were detailed and approved by the two appointed people to read and sign off prior to the following year's AGM.

The appointed people Pekka Seitola (SWE) and Pauli Immonen (FIN) were the persons who signed off the minutes of the 2013 AGM and these were published on the ICA website.

The minutes were taken as approved.

4. Reports

Presidents Report, and Report of the Chairman of the Technical Committee were presented to the AGM. Treasurers report and auditors report was sent out with the agenda and will be attached to these minutes. As Treasurer and Auditor were not present the reports were not presented.

All the reports will be attached to these minutes.

The reports have been signed by the persons elected to sign these minutes and are attached to them.

EC proposals were unanimously approved:

1. The World Council takes the report from the President dated 2013-07-20 into account.
2. The world Council takes the report from the Treasurer into account.
3. On basis of the report from Auditor dated January 14th 2014 the World Council approves the statements for the fiscal year 2013.
4. The world Council takes the report from the chairman of the Technical Committee into account.

5. The 2014 EGM Report

In 2014 the Class held an electronic EGM to decide on changes to the Norlin Mk3 One Design Rules. There was positive acceptance of the changes and these have been forwarded to ISAF for their information only. It is not required that any decision is made on them at this AGM but for sake of good practice the EGM is noted here.

6. Proposal from the Technical Committee; 2.4mR Class Rule amendments etc.

The TC have knowledge of the build progress and propose that a long term license for the continued building of the Norlin Mk3 OD 2.4mR is granted to Edge Sailing, USA.

TC proposal for Decision:

That a 5 year license is granted to Edge Sailing, USA for the building of the Norlin Mk3 OD 2.4mR.

The motion was passed unanimously.

7. Proposals from member NCAs

Two proposals have been received from the Norwegian NCA. (see attachment 7)

Proposal 1 International 2.4mR Class for decision:

1. Amendments to the 2.4mR Class Rule

A.13.1 new point (d): (A **boat** ceases to comply with the **class rules** upon....) - If the panel weight of hull shell or deck does not comply with the rule D.3.2 (a), either because material has been removed by grinding or other methods, or other circumstances clearly indicate that the minimum weight does not comply with the rule.

A class measurer shall carry out the inspection by cutting out samples to measure if the minimum weight is undershot.

If any weight has been removed, control shall be performed, and the owner shall pay for the repair after the control. If the control is based on a general suspicion to the boat, the repair shall be paid by the organization that requires the control.

Reason:

Descriptions and pictures, published in blogs on Internet, show extensive rebuilding of boats' interiors. Inner liners, bulkheads and reinforcements are being removed or replaced and the inner side of the hull has been ground down, all these efforts performed in order to increase the ballast, bring weight towards the center of the boat and increase the boats' speed potential. In this situation, which is perfectly legal in a development class, it is not acceptable that the 2.4mR Class Rule does not describe how the last and crucial constraint, the hull and deck skin weight, shall be controlled after the rebuild. If the design of the interior could make the sample repair difficult, it is irrelevant for the purposes of the control.

TC Comment on Proposal 1 from Norway

The committee is in favor of a rule that stipulates how to control the shell weight. However, we find that the proposed rule is not clear enough on several points. We miss regulations on size of the sample taken and the number of samples. We miss a clearer definition of the quality of necessary repairs. We also think it's wrong to focus on boats being modified as we currently have no control of newly built boats.

The proposal was turned down (UK and NOR for and SWE, FIN,AUS,USA ,GER, FRA and CAN against). A comment from the meeting was that this issue was forwarded to TC.

Proposal 2 Norlin Mk3 One Design Class for decision:

2. Proposal for statements regarding the 2.4 Norlin One Design Class Rule

Meeting decided to make a decisions item for item.

Proposal:

1. All boats to be certified as 2.4 Norlin One Designs shall have equal stiffness between hull and keel (ability to carry sail), equal vertical location of the center of gravity (or equal righting moment) and equal longitudinal weight distribution (equal longitudinal rotational energy and thus equal speed potential in head seas). This shall apply whether different manufacturers have used and still use different laminate thickness, different core materials of different thickness and different type and amount of glass fiber reinforcement in the hull shell and the deck, and whether the boats are new or have been modified in accordance with D.4.2.b, D. 4.1.a or C.7.1.f.

2. Methods of measurement shall be developed and implemented and values shall be determined for all conditions mentioned in point 1. How measurers shall measure, state and certify these values in each boat's certificate shall be prescribed.
3. For each spar (mast, boom, whisker pole, headsail boom) only one specified cross section and one specified weight shall be permitted, and the positions of stays and shrouds in deck shall be identical for both new boats and older boats.
4. The 2.4 Norlin One Design Class Rule shall not be used in competition until the above requirements are met.

Reason:

The 2.4 One Design Class Rule must ensure that OD boats have equal speed potential. The existing rule does not because D.4.2.b, D.4.1.a and C.7.1.f. allow reconstruction of the whole interior. Bulkheads can be removed, reinforcements for added rigidity and ability to carry sail can be inserted, and weight can be moved to the middle of the boat to increase boat speed in head seas.

These permissions are combined with absent control. The limitation in D.4.2.b says: "no substantial stiffness or other advantage has been gained as a result of the repair". However there is no provision in the rules to measure improved stiffness or other advantages and there are no regulations for whether the advantages are deemed "substantial" only nearly substantial and thus allowed.

Everything that is not measured and documented, is in fact permitted. The only measures that can prevent the development of "rapid OD boats" and "slow OD boats" are clear numerical values for all speed increasing characteristics, active control, even with random samples, and accurate documentation. The 2.4 Norlin One Design Class Rule should not be actively specified in competitions until it has become a real One Design Class Rule.

TC Comment on Proposal 2 from Norway

We find that none of the points 1, 2 and 3 are formulated in a way that they can be introduced in the rule. We are therefore strongly against these points. The same goes for point 4 where we in addition find that we as a class administer the rule and it's up to organizers and sailors to decide if they like to use it or not.

On point 3 we like to point at sailors needs all over the world to have quick, reasonably priced supply of masts. We don't think this can be arranged with our small organization with a fixed mast section.

There is one amendment to Proposal 2

The Netherlands NCA would like to propose an amendment to the following part of the second Norway proposal to the 2014 AGM.

They would like to replace the wording in the following section as follows:

3. For each spar (mast, boom, whisker pole, headsail boom) only one specified cross section and one specified weight shall be permitted, and the positions of stays and shrouds in deck shall be identical for both new boats and older boats.

That 'only one specified cross section and one specified weight' should be replaced by 'only approved sections with a single allowed weight equal for the approved sections'.

Proposal 2 point 1

Was turned down (For: UK and NOR against: SWE, FIN,AUS,USA ,GER, FRA and CAN).

Proposal 2 point 2

Was turned down (For: UK and NOR against: SWE, FIN,AUS,USA ,GER, FRA and CAN).

Proposal 2 point 3

Was turned down (For: NOR against: UK,SWE, FIN,AUS,USA ,GER, FRA and CAN).

Proposal 2 point 4

Was turned down (For: NOR against: UK,SWE, FIN,AUS,USA ,GER, FRA and CAN).

Eight proposals have been received from the Canadian NCA.

Proposals International 2.4mR Class for decision:

1) **Proposed:**

ISAF - 2.4mR Class Rule

Section A.10.3 Personal sail numbers may be used after decision by the MNA or the NCA

Reasoning:

Section A,10.2 is repeated incorrectly numbered in the class rule.

Was accepted unanimously.

2) *ISAF - 2.4mR Class Rule*

Section A.10.4 Sailors may use sail numbers assigned to them by the MNA or NCA that do not correspond with the sail number on the measurement certificate.

Reasoning:

Many 2.4mR owners borrow, charter or own multiple boats. It unreasonable and cost prohibited to change the sail numbers each time on a sail when using boats other than the one assigned that sail number.

Was accepted unanimously.

3) *ISAF - 2.4mR Class Rule*

Section A.8.3

Discretionary Penalties

Breaches of some Class Rules may be accepted with a penalty point system at the discretion of the Jury instead of disqualification. The International 2.4mR class technical Committee will provide a discretionary penalty table that may be used at events.

Reasoning:

Minor breaches of class rules can be often met with severe penalties such as disqualifications. Some of these breaches are unintentional and a penalty of disqualification is often too much.

As experts in the class the Technical Committee can provide published guidance to event organizations and Jury's that offer a fair penalty for breach of a rule.

Was turned down (For UK, Rest against)

4) ICA – Section K

K.6.2

RUDDER

(Add to text)

In addition to the above boat built before 2011-03-01, which is not equipped with the deep standard rudder, may have the small standard rudder. This shall be stated on the certificate. Dimensions of the small rudder shall comply with the templates and specification given Section J.

Reasoning:

Due to IFDS now allowing the use of section K up until January 2016 as a stop gap measure this allows boats to use small rudders. The language above matches that used in the current Norlin OD rule. This provides the consistency. This is only a temporary step until the section K is no longer used.

Was accepted unanimously.

Proposals Norlin Mk3 One Design Class for decision:

- 1) Decided to make decision for different parts

ICA - Norlin OD Rule

A.10.2 The ICA or its accredited representative shall, after having received proof of payment of the License Fee for the hull, send the 2.4 Norlin One Design Class sticker to the licensed hull Builder.

Was accepted unanimously.

A.10.4 The ICA or its accredited representative shall, after having received proof of payment for the registration fee and documentation according to A.10.3, send the 2.4 Norlin One Design Class sticker to the owner.

Was accepted unanimously.

A.10.5 A Class Measurer upon completing the Norlin OD measurement (or sections of) shall immediately forward a copy of the measurement data to the ICA . The measurer shall retain copies of the measurement data.

Was turned down unanimously.

Reasoning:

Item A.10.2 and A.10.4 are modifications that allows the ICA to have *Accredited Representatives* also issue the Norlin OD stickers after proof of payment to the ICA. These accredited representatives would be able to supply the stickers in a timely matter when needed.

2) ICA - Norlin OD Rule

C.5.2(d) The use of electronic navigation equipment is permitted. Timing devices are permitted. Hand-held communication devices (cell phones, pagers, radios, etc.) are permitted but may be prohibited or restricted in the Notice of Race or Sailing Instructions

Reasoning:

Due to the nature of the closed rule system these items are specifically mentioned to make it clear that they are allowed. Under the open 2.4mR rule there is no restriction on these items.

Was accepted unanimously.

3) ICA - Norlin OD Rule

F.3.4 DIMENSIONS

Spreader:

	Min.	Max.
Length	200mm	350mm

Reasoning:

Specifications for min. shroud hole distances as in section D.3.1(c) in boats built before 2011-03-01 are measured from the centreline of the boat. Spreaders are measured from the mast section and are therefore always further from the centreline of the boat using the same value (eg. 230mm spreader is 260mm from centre)

Many Existing spars have shorter (less than 250mm) in order to have the upper shroud wires running parallel to the mast section. This reduces the compression load on the spar and allows boats to operate without lower shrouds. Longer spreaders will increase the load and put the spar in danger of breaking.

Many classes do not even specify spreader length. 200mm would allow a spar 60mm wide to have upper shrouds run parallel to the spar at the minimum hole inside width allowed in the rule.

This change would align the rule with practices that have been used for years and without mast breakage.

Was accepted (For AUS,USA,CAN,UK against: NOR, SWE and FIN did not cast votes)

4) ICA - Norlin OD Rule

D.6.2(b)(5) For a boat built before 2011-03-01, if during measurement the ballast weight is below the maximum of 181kg allowed in this rule a seat with a weight of up to a maximum of 2.5kg may be excluded provided the excluded weight is used as ballast.

Reasoning:

Many older boats are not capable of using the maximum ballast weight allowed by the rule. Many of these boats were built with heavier hulls and are at a disadvantage to newer boats due to righting moment of ballast. This would help make older boats more competitive. As we all know deducting the seat from the overall weight makes very little difference as we have seen by body weight differences.

Was turned down (For: CAN,GER,FRA against SWE FIN,UK,AUS,NOR)

As all rule changes for the International class must be submitted to ISAF before the 1st August the above drafts have been submitted for their information such that should the AGM approve the proposed rule changes they can be adopted by ISAF in the current year.

8. Presentations for future World Championships.

Introduction:

The 2013 AGM decided that the 2015 World Championships will take place in Rauma, Finland. Notice has been sent to ISAF in good time.

The Royal Yacht Club of Tasmania has formally applied to organize the 2016 World Championships and the EC have examined the application. All points have been addressed adequately at this stage for there to be a decision to be made at this AGM.

Proposal for decision:

That the 2016 World Championships be held at the Royal Yacht Club of Tasmania – final dates to be advised.

There is the requirement for a European Championship to be held in the summer of 2016 but as yet there are no firm offers.

The Netherlands NCA has intimated that they would be keen to hold the 2017 World Championships at Sneek, Friesland and would make a presentation at the 2015 AGM.

There was unanimous acceptance of the World Championships at the Royal Yacht Club of Tasmania – final dates to be advised.

9. Elections

Nominations.

The Constitution 12.3.9 limits service to 8 years in the same office. If a nominated candidate exceeds that limitation then the meeting must, with good reasons, ratify the nominations as exceeding the service limit.

The other elections where nominees are within the allowed service period will be executed according to the Constitution.

1. Proposal to elect:

Vice President Rikard Bjurström nominated by FIN SWE CAN

Secretary Tim Ripley , USA nominated by CAN

Treasurer Pekka Seitola SWE, Nominated by SWE FIN CAN

Auditor Stacie Louttit CAN Nominated by CAN

Two Directors Stellan Berlin nominated by FIN SWE CAN

Cor de Graaff nominated by NED UK CAN

Webmaster Nisse West nominated by the Finnish and Canadian NCAs

Three Members of the Technical Committee including the Chief Measurer

1. Keith Gordon nominated by UK, NED
2. Hakan Kellner (Chief measurer) Nominated by SWE
3. Henrik Johnsson Nominated by SWE FIN CAN

All nominees were elected as nominated unanimously

This gives following executives for next year

Office	Name	From		To serve for
President	Bruce Millar	CAN		1 year
Vice President	Rikard Bjurström	FIN		2 years
Secretary	Tim Ripley	USA		2 years
EC Director	Stellan Berlin	SWE		1 year
EC Director	Cor de Graaff	NED		1 year

TC chairman	Stellan Berlin	SWE		1 year more
TC member	Henrik Johsson	SWE		2 years
TC member and Chief Measurer	Hakan Kellner	SWE		2 years
TC member	Keith Gordon	UK		2 years
TC member	Harald Rolfsnes	NOR		1 year
TC member	Martin Whittingham Jones	UK		1 year

Treasurer	Pekka Seitola	SWE		2 years
Auditor	Stacie Louttit	CAN		1 year
Webmaster	Nisse West	FIN		1 year

Since treasurer is changed the meeting need to make following resolution

Resolved to Pekka Seitola (580304-0335) to sign for the 2.4mR International Class Association (ICA) to have the right to administer all ICA accounts in Svenska Handelsbanken.

All was in favor for this resolution.

10. Decisions for the next year's work and commissions for the EC

Last year a number of major milestones were covered. Although we can be proud of those accomplishments it makes us very aware of how much work still are ahead of us. Some of the projects ahead include:

- Work organizing the Norlin OD program within the ICA
- Continue to refine the Norlin OD measurement documents
- Support and encourage the measure of OD boats worldwide
- The TC will start to focus on the 2.4mR rule
- Continue to refine the new website
- The constitution needs to be updated
- Further work with NCA's to promote 2.4mR's
- Find additional personal to help run the ICA
- Any other issues as brought forward by the NCA's
- Promotion funds for continuation of 2.4mR as an Paralympic class.
-

Bruce Millar – president

11. Decisions for NCA annual dues and budget 2015

The Report from the Treasurer had been taken into account.

Introduction:

The Constitution requires that the AGM shall adopt the annual dues. Dues have been 12 Euro since year 2014. The EC now propose to remain the dues to 12 Euro. This is supported by the treasurer.

Decision:

1. The World Council determine the NCA dues for the fiscal year 2014 to be 12 Euro per NCA member.

Motion passed unanimously

2. The World Council determine the budget for 2014 to be as shown in Treasurer's Report.

Motion passed unanimously

13 Adjournment

The President thanked the delegates for their attendance and closed the meeting at 19.00 hours.

Pekka Seitola

Secretary at AGM 30th September 2014

AGM unanimously appointed Rikard Bjurström together with Bruce Millar President to sign off the minutes of this AGM.

Rikard Bjurström

Bruce Millar

Signed electronicly

BM

2013 Int. 2.4mR Class Ass. AUDITORS REPORT

I have audited the financial statements of the International 2.4mR Class Association, which comprise the balance sheet as at December 31, 2013 (Euro 36.024,73), and the statement of Income and Expenditure for the year then ended (Excess Euro 3.080,36), and other explanatory information.

I believe that the audit evidence which I have obtained is sufficient and appropriate to provide a basis for my audit opinion.

In my opinion, the financial statements presents fairly, in all material respects, the financial position of the International 2.4mR Class Association as at December 31, 2013, and its financial performance for the year then ended.


Reidar Sårheim CA

January 14, 2014

Proposed Budget 2015

Projected Income

ISAF Plaques (42)	5040
OD Fees (40)	14000
Member Subscriptions (290)	3480
Exchange Profit	100
TOTAL	22620

Projected Expenses

Marketing	4000
OD Royalties (40)	10000
OD Expenses	2000
Webmaster	600
Bank Costs	150
ISAF Class Subs	270
Worlds Support	1500
ISAF Conference	0
Seminar	0
Excess / Profit	+ 4100
TOTAL	18520