

1997 IAA MINUTES

**Minutes of the Meeting of the
International Albacore Association held on
July 28, July 29, and July 31, 1997
Hayling Island Sailing Club, Havant, England
at the Albacore World Championships from 26 July to 1 August, 1997**

Present:

Peter Fontes, President, (United Kingdom)
Daphne Byron, IAA Vice-President, (United States of America)
Rosemary Helmer, Secretary & Past President
Ken Ayrton, IAA Chief of Specifications, UK (present July 28 only)

Proxies: Peter Fontes voting for Ken Ayrton, IAA Chief of Specifications, UK
on 29 and 31 July
Rosemary Helmer voting for Ian Rogers, IAA Treasurer, Canada
Daphne Byron voting for David Wallerstein, IAA Councilor, US
No one voting for Rose Kelly), IAA Councilor, Eire

The meeting was held over 3 days, Ken Ayrton could attend only on July 28th.

The balance of the business was completed on July 31st All meetings were held in the main offices of the Hayling Island Sailing Club, Peter Fontes, IAA

President chaired all meetings.

1. Quorum

Peter established that a quorum was present for the meeting, and thus was duly constituted. It was established that the votes to be cast were held as follows:

Daphne Byron -US -2 votes
Rosemary Helmer -Canada - 6 votes
Peter Fontes -UK - 8 votes

2. Previous Minutes

a) Closed IAA Meeting. 1993 Rehoboth, Delaware, United Kingdom Peter indicated his review of the 1995 meeting minutes in Kingston did not reflect an approval of the 1993 IAA Closed meeting minutes. He also identified a typographical error in the date (Read 1995 should read 1993). It was agreed that the secretary would reproduce the Rehoboth minutes with a correct 1993 date. Unanimously agreed that the minutes were accepted in so far only as they recorded decisions taken. The remainder of the minutes were to be regarded as "for information purposes only and not a true and complete record." The minutes with the correct 1993 date are appended in Exhibit 1.

b) Open IAA Meeting - 1995 Kingston, Ontario, Canada

The minutes of the open meeting, Thursday, July 27, 1995 at Kingston were approved.

c) Closed IAA Executive Meeting -1995 Kingston, Ontario, Canada

The minutes were approved with one correction. Peter Fontes advised that Item 14 made reference to "all up weight" and felt it should be corrected to "all up sailing weight" to reflect the same wording as in the Class Rules (Reference CR 6.5). Agreed.

2. Business Arising from 1995 Minutes

3a) IAA Constitution

It was confirmed that the new IAA constitution finalized at Kingston, July 1995 was ratified at the respective IAA Member country Annual General Meetings, by the NAA August 1995, CAA, September 1995 and USAA October 1995. Thus the balance of this meeting should be governed by the approved 1995 Constitution.

3b) IAA Technical Sub-Committee

Peter Fontes reported that this sub-committee was now defunct. A July 11, 1996 letter from its Chairman Ron James tendering his resignation is appended to these minutes. The Sub-Committee was disbanded when its mandate was not able to be executed as per the July 29, 1995 motion creating the Sub-Committee.

Peter Fontes reported that while the sub-committee was constituted the actions that were taken included:

*Chairman Ron James had written several letters to various IAA members and sub-committee members outlining issues he felt were obstacles to it successfully achieving the mandate that was set for it. (Committee too big, UK builders not interested, unacceptable to have one world-wide builder in Canada with exclusivity to produce an internal redesign.)

*Ken Ayrton then IAA Chief of Specifications had drafted and submitted two separate Submissions of Class Rules to the RYA on behalf of the NAA to satisfy the RYA Rules Change process timings which circumvented the appropriate process of consultation of proposed Rules Changes with other IAA Countries (CA, IAA, USAA). This had created international discontent and resulted in no support for the rule changes in Submission 1 (various rule changes related to an internal redesign). These rule changes were necessary to support the Watkinson prototype, but with the disapproval of the Watkinson boat design by NAA and the opposition to the enabling rule changes outlined in Submission 1, this Rule submission was withdrawn from the RYA on June 12, 1997 by Ken Ayrton following an NAA referendum.

- As a result of an NAA referendum in which the membership voted against a reduction in the sheer line, the NAA Executive suspended further financial support of the project following the referendum.

Rosemary Helmer expressed Canada's view that the internal redesign was still a viable option for the Albacore. She expressed Canada's regret that

the sub-committee had lost track of its mandate and not achieved the actions intended, which was to have a new internationally approved internally redesigned

prototype available for the 1997' Worlds.

She indicated it was Canada's hope that the redesign project could be revisited objectivity with a view to redesigning a new boat.

Daphne concurred that the US felt similarly within the limitations of the original Committee's mandate.

3c) Election of Officers

Peter Fontes reported that

- Ed Colt had been replaced by Peter Kell as the Irish Albacore Association representative on the IAA in July 1996.

3d) IAA Affiliation with RYA

Peter Fontes reported that the IAA was now affiliated with the RYA for the purposes of recognition effective January 1, 1996. Peter had paid the Affiliation fees and had been partly reimbursed for that year only by Treasurer Ian Rogers. Peter indicated that the RYA had been advised that he was President of the IAA and that mailings were to be sent to Rosemary Helmer as Secretary. Rosemary reported that she had received nothing from the RYA for this fee although she had received an RYA appointment calendar from the RYA welcoming her to membership and addressed to her in error as the Comet newsletter editor. She was reminded that the main purpose of RYA affiliation was to give the IAA its own voice and representation when class rule changes were discussed with the RYA.

3e) RYA Meetings

The IAA was represented by Ken Ayrton at the RYA Meetings over the past two years. Mike MacNamara was the alternate delegate but had not attended any RYA meetings.

3f) National Membership Categories

This matter was not resolved and remains outstanding. Rosemary Helmer is to follow up with the Membership Secretaries of the respective IAA member countries to determine the nomenclature and definition of differing

membership structures, particularly for the purposes of determining voting members in each country to the extent that this might be necessary.

3g) IAA Handbook

Rosemary reported that she had begun work on compiling the information necessary to produce an IAA Handbook but that the proposal to fund and produce the Handbook was not completed. It was agreed that Rosemary might continue to seek outside sponsorship (if possible) to allow the project to continue in addition to sourcing IAA member country funding.

Peter Fontes suggested that it would probably be best (if produced) to publish the IAA Handbook in Canada where UK legislation (i.e. the Data Protection Act) regarding the restriction of publishing private members data (phone numbers and address) would not have jurisdiction.

3h) Rules Changes - Redefinition of "Sailing Weight" Class Rule 6.5

Not discussed nor was any report presented.

4. New Business

4a) Treasurer's Report

i) IAA Bank Balance

Rosemary Helmer reported on behalf Ian Rogers Treasurer noting that the current IAA bank account held \$721.05CA as of July 21, 1997. (See attached July. 21. 1997 fax from Ian)

Rosemary noted that the balance was in fact lower than this amount because she had not yet claimed reimbursement for secretarial phone calls, fax, and postage for the past year estimated to be approximately \$150-200. Peter and Daphne asked Rosemary to submit these claims upon her return to Canada and to have Ian report to Daphne re: the remaining balance.

ii) IAA Levy to Member Countries

Rosemary reported that Ian was concerned that it had been some time since the IAA had levied its members for funds and that the IAA needed to rejuvenate its bank account. She presented a motion prepared by Ian to levy a fee from each IAA member country to support the IAA's ongoing activities.

Original Motion:

Moved by: Ian Rogers

BE IT RESOLVED that on or before the 1st day of October, 1997, each National Association shall pay a fee to the International Albacore Association equal to Two Dollars (\$2.00) Canadian multiplied by the number of members of each such national Association for the purposes of voting at the Biennial General Meeting of the Association to be held on the ---- day of July, 1997 as provided by paragraph 7 Article III of the Co11stitution.

Following discussion the original motion was amended to read as follows.

Amended Motion

Moved by: Rosemary Helmer

Seconded by: Daphne Byron

BE IT RESOLVED that commencing January 1, 1998, each National Association shall pay annually a fee to the International Albacore Association equal to amount of Two Dollars (\$2.00) Canadian multiplied by the number of members of each such National Association for the purposes of being a member in good standing of the International Albacore Association provided by paragraph 7 Article III of the Constitution.
Unanimously carried.

Rationale for amendment;

- Change in timing:

The levy needed to coincide with the fiscal year of the Member Associations with a reasonable of it being given.

Rational for Amendment;

- change to annual funds

Establishes an ongoing responsibility for the IAA by its member countries which can be planned for in national budgets on an ongoing basis.

iii. Funds In Trust for Prototype Redesign

Peter Fontes reported that although the CAA., USAA, and NAA had set aside and approved funding in principle for the II Albacore internal redesign project, with the demise of the Technical Sub-Committee these funds were never transferred to the IAA. At this stage the NAA has withdrawn its offer of funding, due to the costs associated with the Watkinson Project.

iv. Irish Association Fees

Peter Fontes reported that the Irish Association was struggling to maintain the minimum 15 boat owning Association members. Peter suggested that Rosemary as secretary write to Peter Kelly head of the Irish AA to determine the current number of members and to advise Ian Rogers so that they call billed for their IAA fees.

4b) New Concept Albacore

i) Peter Fontes reported that the Watkinson boat is defunct, the prototype did not measure and was not given the status of an Albacore.

ii) Peter Fontes indicated the UK is still interested in proposals for a new project to reduce the cost of production and pricing of an Albacore.

4c) ISAF Recognized Class Status & Future Status of Albacore Class Rules Copyright Ownership

Peter reported that while seeking approval from the ISAF to use the "Worlds" title for the 1997 Albacore Worlds event he had investigated the implications of the Albacore class becoming recognized as an "international class" of boat under the ISAF criteria. He reported that there was an opportunity to apply for membership effective August 1, 1997 and the cost was £750.00. It was agreed that the IAA Treasury did not currently have sufficient funds to pay for this expense and that further investigation of the implications was required before they could agree to recommend applying for ISAF International Class status to their respective national executives and memberships.

Rosemary also raised for discussion the fact that a broader consideration of the IAA membership alignments was necessary while considering ISAF membership. She outlined 3 organizational

options requiring evaluation;

1. Current model IAA/RYA affiliation
2. Proposed option - IAA/ISAF membership
3. Proposed IAA stand alone -no legal affiliation with RYA or ISAF

Agreed Action:

- Peter to write ISAF and indicate we will not pursue an August 1, 1997 membership application with the ISAF. Peter to give Rosemary copies of his past and upcoming ISAF correspondence re: membership.
- Rosemary as Secretary is to write to the ISAF to seek further information on the implications of this application.
- Rosemary. To investigate and document the advantages and disadvantages of each for presentation to the IAA executive and the various national authorities. Matters to be considered as part of this evaluation of alternatives is to include,

1. Transfer of ownership of copyright to class rules (currently held by RYA),
2. Implications of being able to use Worlds title versus not able to use.

(ISAF has claimed sole jurisdiction to control the sanctioning of Worlds events,)

3. Implications of sailing under ISAF Rules if IAA and Albacore are not recognized as ISAF approved "International class",
4. What are the current ISAF rules for being granted ISAF International Class.
5. Process for Rule changes
6. Jurisdiction for approval process for licensing and retention of builders.
7. Ongoing cost of membership.
8. What would the IAA get from membership fees to RYA vs. ISAF.

4c) ISAF Recognized Class Status & Future Status of Albacore Class Rules Copyright Ownership

- Rosemary will report back to IAA Executive with draft of evaluation.
- Rosemary will circulate report to National executives once IAA Executive has reviewed and commented on draft. The objective is to have a motion for reorganization or status quo by IAA meeting at Worlds 99. A mail vote of members to take place if deemed necessary.

4d) Future Championship Rotation

Peter reported that under the new rotation for World Championship events (approved at 1993 IAA meetings) the UK would once again host the Worlds in 2001. He was concerned with a small fleet in Ireland and declining UK fleet numbers. (Note -

Scotland is still part of the UK, and the NAA covers the whole of the UK). He wondered would Canada be willing to host 2001 Worlds if the NAA found themselves unable to do so. Rosemary responded that Canada would be prepared to consider that option, however a decision to alter the rotation would need to be taken at the IAA meetings in Fall 1999 in order to give Canada lead-time to assume that role. It was generally agreed that the UK should maintain its status of hosting the Worlds in 2001 pending a decision at the 1999 IAA meetings.

4e) Worlds Course Formats

Following up on discussion on this topic at the Albacore sailors IAA Open Forum it as reaffirmed that there was not much interest in trapezoidal courses. All agreed that sailors preferred triangular or windward/ leeward, or combined triangular and windward/ leeward courses, for World level competition.

4f) Constitutional Rule Changes required by RYA

Peter Fontes presented for consideration the following motion and rationale for the motion.

BE IT RESOLVED that to comply with the requirements of the Royal Yachting Association (RYA) that the current Article VI of the current IAA Constitution on copyright be amended to read as follows;

"Article VI: Copyright

Prior to the formation of the Association all copyrights of the Albacore or contained within the class lines, drawings, plans, rules and specifications were transferred from Fairey Marine Ltd. and Uffa Fox Ltd. to the Royal Yachting Association (RYA). These rights shall therefore henceforth be recognized as residing with the RYA for the better enforcement of said rights."

Rationale:

- Peter stated that the amendment to the first sentence is to accord with the actual facts.
- Peter recommended omitting the original second sentence which currently reads:

"It is the stated desire of the RYA that all class functions be administered by this Association (meaning the IAA) and National Associations."

(See Article VI, IAA Constitution}

He stated that the RYA do not wish to have in any third party documents statements as to the RYA intentions. He felt this sentence is also largely an irrelevant hangover from the original constitution.

- The third sentence remains unaltered and is as it always has been.

Discussion:

Rosemary advised she could not approve this motion as they have no confirmation or documentary proof from the RYA that confirms the RYA's

ownership of the Class rules, lines, drawings, plans and specifications as are alluded to in the motion. Daphne commented that if she could find time on the lay day during Worlds that she would drive to the RYA offices and see if she could get an appointment with Ken Kershaw to shed some light on this matter. It was agreed that Rosemary as Secretary should correspond with the RYA to seek copies of any documentation that is available. Once such documentation was provided then the motion could be considered in context of fuller knowledge that Rosemary seemed to require. However, Peter advised that Article VI was and always had been a correct statement of the copyright for the class lines acquired from Uffa Fox. The RYA also has copyright in the class measurement rules.

Action:

Motion was deferred to allow Rosemary to consult with the CAA which she agreed would be completed by October 1997. Action Rosemary Helmer.

4g) Sail/Hull Number Allocation

Peter asked to have the Current number allocation process clarified for the record. He wondered if we needed to change the process. Rosemary advised that the Master Hull Number Record book is currently maintained by the Treasurer of the CAA. This central list allows each country's boat builder or Chief Measurer to secure and pay for a block of numbers for Albacore boats to be constructed. Peter expressed concern over a duplicate block of numbers which had been issued in Canada and the same numbers issued to the UK. Rosemary advised that she believed this problem had been corrected with reissuing of new numbers to existing boats or unused number blocks to builders as replacements for the duplicate set. For the moment it was agreed that the records should be kept in Canada pending further review.

4h) Status of Boat Builders - Worldwide

UK Boat Builders - Status

Peter Fontes advised that there are 3 builders licensed to build Albacores in the UK; Chipstow Boat Works, Bob Hoare Racing Dinghies and Jack Holt.

- Chipstow Boat Works - while Chipstow holds a builders license they are not currently building boats,
- Bob Hoare Racing Dinghies - now own the moulds formerly owned by J D Young and Woof. They can build from either mould design, Bob Hoare Racing Dinghies has been given a builders license to build wooden Albacores and to finish composite hulls. The Albacore being sailed by Duncan Glen currently in the 97 Worlds is one of Bob Hoare's new wooden boats.
- Jack Holt has applied to the NAA/RYA for a license to build fibreglass Albacores and their qualification is in process. Ken Ayrton is working with them to complete this process. Their initial prototype is on display at the Worlds.
- Porter Brothers - have withdrawn as an official Albacore builder and have sold their moulds to Mike MacNamara who in turn sold them to Jack Holt

North American Boat Builders -Status

Rosemary Helmer advised that;

Ontario Yachts -is the only North American builder currently licensed to build boats and is producing a very well received kelegcell foam cored hull with modern internal design features. She reported that Ontario Yachts is in the process of moving their shop to a new premise which affords them new production scale. They continue to thrive and build boats in addition to the Albacore.

4i) Status of Sailmakers Worldwide

In the UK the key sailmakers designing and building Albacore sails are MacNamara, Diamond, North Sails, Hood and Batt.

In Canada the key sailmakers are North, JC Sails, Ullmall and Sobstad with some sails being made by Hood, Genco and Raudaschl.

In the US the key sailmakers are North

4j) Establishment of Funding Schedule and Formats

See 4a) Treasurer's Report.

4k) Communications (Email and Web-Sites)

Rosemary introduced this subject saying the IAA officers needed to acquire access to email services so as to enhance their ability to communicate effectively on a timely basis and to minimize the costs of international phone calls and faxes which have been expensive over the last two years. It was generally agreed that this would be useful. She also proposed that the IAA should be encouraging its member countries to investigate and set-up Web Sites to promote the class and give people at a distance from one another access to useful class information.

Following discussion and general agreement to investigate these services Rosemary was asked to bring a proposal forward for agreement prior to or by the 1999 IAA meetings for the development of an IAA Web-Site, It was agreed that the annual expenses of operating such a site should be considered as well as any advertising revenue possibilities which could offset the costs. A funding strategy should be included as part of her proposal. It was also agreed that this initiative was another reason for the IAA to start rebuilding its financial resources so it could fund such projects to further promotion of the Class consistent with the objectives outlined in the IAA Constitution.

Moved by: R. Helmer

Seconded by: P. Fontes

That R. Helmer investigate the costs of setting up an internet WebSite for the IAA along with cost and a funding strategy. R. Helmer to target to report back to the IAA Executive by October 1997, Passed Unanimously.

4l) Confirmation of a Rule Change Process

After discussion of some of the significant difficulties arising from lack of adherence to the IAA Constitutions' Rule changes process during the 1995 - 1997 period, which saw the NAA (via Ken Ayrton as RYA Rep) progress rules to the RYA offices which had not been agreed for submission by Canada or the US, it was generally reaffirmed by all present that:

The IAA Executive affirms that any rule changes submitted to the RYA will follow the rule change procedures in the IAA constitution.

The only rule change which was felt to be forthcoming shortly was a suggestion from Canada (Weaver/Clayton) to remove the "all up sailing weight rule." The IAA Executive would await their submission.

4m) New Country Member Report

There was a general discussion as to which other countries might join the IAA. Australia and New Zealand were felt to be possible countries into which to seed the Albacore. Rosemary indicated she had received some correspondence forwarded to her from Mike MacNamara re: interest from one of these countries in securing some Albacore. She would review and follow up on this correspondence and report back to the Executive. It was also agreed that Peter would continue to work with Cypriot Albacore sailors to build up the Cyprus fleet to achieve the minimum 15 boat fleet needed to qualify for IAA member country status. Also, Rosemary promised to follow up with her Bermuda contacts to work on fleet development there and a possible exhibition of Canadian and US Albacores in the annual early May Bermuda Race Week

4n) Future IAA Goals

Impetus for this discussion came from the need to clarify our goals and set a mandate for specific initiatives over the next two years. It was generally agreed that the following specific goals should be pursued and their progress/status be reported to the 1999 IAA meetings:

1997/99 IAA Objectives

1. To resolve our international Affiliation Status.
2. To expand the number of member countries in the IAA.

Secretary's note (i.e. those which can confirm 15 boat owning members and submit a draft constitution for their national association to the IAA Executive for approval.)

3. To encourage reductions in the price of the Albacore.
4. To improve communications between IAA Executive members, & member countries by the introduction and use of email, fax and Internet Web-Sites.

5. Election of New IAA Executive

The following representatives were unanimously elected to the IAA Executive for 1997 -1999) to hold the following roles.

Past President Peter Fontes -Great Britain
President Daphne Byron -United States
Vice-President Derek Gibbon -Great Britain

Secretary: Rosemary Helmer -Canada
Treasurer: Ian Rogers -Canada
Chief of Specifications David Weaver -Canada
Councilors Jean Simmons -Great Britain

Peter Kelly -Ireland
TBD -United States (2)

RYA Technical Rep Mike MacNamara -Great Britain

6. Approval of Worlds 99 Proposal

Daphne advised that consistent with schedule of Worlds rotation the USAA plans to host Worlds 99 most likely at the Rehoboth Bay Sailing Association which was the site of the successful 1993 Worlds event

Moved by: Daphne Byron

Seconded by: Rosemary Helmer

That the IAA Executive confirm that the USAA will host the 1999 World Championships, Passed Unanimously

7. Adjournment

There being no further business Peter Fontes, with approval from Rosemary Helmer and Daphne Byron, adjourned the meeting.

Updated 22 July 2002.