



MINUTES

2017 General Assembly Meeting

The General Assembly meeting of the 470 Internationale took place on Saturday 8 July 2017 at the Nautical Club of Thessaloniki, Thessaloniki, Greece.

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Supporting Papers

All papers are available to NCAs on request:

Item 4(a) - Report of the President

Item 4(b) - Report of the Technical Committee Chairman

Item 4(c) - Report of Promotion and Development

Item 5(e) - Treasurer's Report

Item 6(d) - Submission 01-17

Delegates in Attendance - 470 National Class Association (NCA) representatives

Angola	Nikos Drougkas	Japan	Ikuko Horikawa
Argentina	Gonzalo Heredia	Malaysia	Dimitris Lekakis
Australia	Carrie Smith	Monaco	Nino Shmueli
Austria	Lukas Mahr	Myanmar	Dimitris Lekakis
Bulgaria	Stanislav Kassarov	Netherlands	Anneloes van Veen
China	Xiaodong Zhang	New Zealand	John Clinton
Croatia	Igor Marenic	Poland	Zdzislaw Staniul
Cyprus	Dimitris Dimou	Romania	Stanislav Kassarov
Estonia	Andrus Poksi	Russia	Michail Zabolotnov
Finland	Dimitris Dimou	Singapore	Zhang Yong Qiang
France	Tanguy Duprez	Slovenia	Tomasz Copi
Germany	Max Pleger	Sweden	Anton Dahlberg
Great Britain	Jonny MCGovern	Switzerland	Max Pleger
Greece	Dimitris Dimou	Turkey	Haluk Suntay
Hungary	Stanislav Kassarov	Ukraine	Volodymyr Kyselov
Israel	Nino Shmueli	USA	Dave Hughes
Italy	Gabrio Zandona		

32 members present (26 direct representation, 6 proxy representation)

470 NCAs appointing proxies:

**Cyprus appointed Greece as their proxy
 Finland appointed Greece as their proxy
 Hungary appointed Bulgaria as their proxy
 Monaco appointed Israel as their proxy
 Romania appointed Bulgaria as their proxy
 Switzerland appointed Germany as their proxy**

Total number of votes present or represented = 693

Other attendees without rights to vote (apart from those representing NCAs):

Management Committee members: Andreas Kosmatopoulos, Agnieszka Skrzypulec.

Class Manager: Luissa Smith (GBR)

Apologies

Vincenzo Losito (ITA) - Management Committee Member

Iulia Negoescu (ROU) - Management Committee Member

Fernanda Sesto (ITA) - Management Committee Member

The meeting opened with a welcome from the Commodore of the Nautical Club of Thessaloniki, Akis Tsalikis.

1. WELCOME AND REPORT OF THE PRESIDENT

The President welcomed delegates and observers to the meeting.

2. REPORT OF THE AD-HOC COMMITTEE

The Ad-Hoc Committee reported that for voting purposes, 26 National Class Associations were present in person and 6 National Class Association were represented by proxy, for a total of 693 votes.

3. MINUTES OF THE 2016 GENERAL ASSEMBLY

With immediate effect at GAM Meetings, when a delegate has to leave the meeting, that NCA's votes shall be returned to the Chairman of the Meeting, and the votes cannot be handed to another NCA. Whilst it has been standard policy for at least the past ten years that votes can be handed over, the delegates present supported the future policy.

The delegate for Germany asked about the status of the Auditors' Report as verbally presented at the 2016 GAM. The President advised that were many things in the Auditors' Report which were not 100% correct and the decision was taken to answer all questions received. The 2015 and 2016 Accounts were approved at the 2016 General Assembly indicating the approval of delegates. The President noted that the previous auditor's comment that maybe the 470 Class had lost money from late entry fees not collected is not true.

The President also noted that the change in Management Committee has delayed some work, such as the circulation of the 2017 Budget, and in future the Management Committee will be more accurate in the dates indicated for publication of financial information.

Decision

The minutes of the General Assembly meeting held on 13 November 2016 were approved (242 in favour, 0 against, 51 abstain - FRA, GER).

4. MANAGEMENT REPORTS

(a) President's Report

The President verbally presented his previously circulated report. The new Management Committee members were introduced and he gave an update since the previous GAM in November 2016.

Noted that members are still required for some Committees and another request will be circulated to National Class Associations inviting them to put forward names.

The situation regarding the quotas for 2020 was discussed, and subsequent changes likely in view of the overall reduction in athletes from 380 to 350.

The World Sailing process to review the events for the 2024 Olympics was also noted, with the first stage of evaluation and decision to identify the minimum of 1 and maximum of 3 events up for review scheduled to take place at the World Sailing Conference in November 2017.

(b) Technical Committee Chairman Report

The Chairman of the Technical Committee, Haluk Suntay, presented his previously circulated report. The new members of the Technical Committee were noted.

(c) Development Report

In presenting the Development Report, Andreas Kosmatopoulos highlighted that the over-riding principle is to share knowledge and give opportunities to sailors through the 6 main actions between now and 2020 – with a focus on specific nations.

(d) Administration Report

The Class Manager gave an overview report on the membership status and general update on administration and need for NCAs to keep the Class informed of their activities, contact details and sailing news. From 2017, there will be a new NCA reporting system introduced which will need to be submitted by November 2017.

The President raised the issue of the voting regulations, which allocates votes based on how much an NCA pays and advised this would be looked at going forwards: the class needs to have accurate information on the numbers of active 470 sailors in each country, regardless of their membership status.

(e) Treasurer Report

Andreas Kosmatopoulos and Dimitris Dimou presented the Treasurer's Report, including:

- Assets and Liabilities for 2016
- Profit and Lost for 2016
- Revenue and Expenses for 2016

Dimitris Dimou noted that Andreas Kosmatopoulos had only been Treasurer for one month in 2016.

Reflecting on the past reports from the Auditor, Dimitris Dimou noted that the Treasurer is working on an online financial system and more realistic budgets. He noted that it took a long time to put financial papers in order in 2014 and 2015, which is why accounts were late for auditing and approval in past years, but going forward the class will have better control, and this has already shown up with the 2016 accounts.

The Treasurer reported that the Class is in the process of hiring an accountant.

(f) Auditor's Report

Andreas Kosmatopoulos presented the report on behalf of the Auditors who had been appointed to audit the accounts for 2016 and reported their approval.

Stanislav Kassarov, representing Bulgaria and as proxy vote for Hungary and Romania, advised that to avoid any conflict of interest as he was the 470 Class President in 2016, he would abstain on the vote to approve the 2016 accounts.

Decision

The 470 Internationale accounts for 2016 were approved (633 in favour, 0 against, 60 abstain – BUL, HUN, ROU).

(g) Approval of Management Committee Activities

The President invited delegates to approve the management of the 470 Internationale undertaken by the Management Committee since the 2016 General Assembly meeting, with the exception of any financial matters.

Decision

The Management Committee activities were unanimously approved.

5. HONORARY MEMBERSHIP

There were no recommendations received for Honorary Membership.

6. FINANCIAL YEARS

(a) Financial Issues

There was nothing further for discussion that was not already covered under the Agenda.

(b) Budget

In discussing the 2017 budget, the following points were noted:

- there is no expense for sail stickers as the Class holds a stock.
- the class has taken over the management of the hull plaques.
- Event budgets for Europeans and Worlds are based on actual amount, but other events are still predicted, although no big differences are expected.
- The 50th year anniversary budget will in future be re-allocated to merchandising as this amount relates mostly to The Great Book.
- Costs in respect of the development of the carbon mast have so far been covered by manufacturers, and if there is a need for the Class to undertake research the reserve funds can be used.

Decision

The 2017 Budget was unanimously approved.

(c) Technical Issues

GER asked about the use of coloured sails, and noted that coloured sails were used at the 470 Europeans, and a coloured boat was being used at the 470 Worlds.

There were no technical issues to discuss not otherwise covered under the Agenda.

(d) Submission 01-17 Carbon Masts

Prior to discussing the submission, delegates were advised that a change to the class rules required a 2/3 vote for approval and based on the 693 votes, there would need to be 462 votes in favour.

The President noted that the proposal was very similar to that presented at the 2016 AGM, with modifications to make effective date later, and not for Tokyo 2020. He noted that in November 2016, only a few sailors had seen or tested the masts, but more have now undertaken testing and the Class was comfortable to approve the implementation date aligned with the 2024 Olympics, so not earlier than September 2020.

The other change compared to the proposal in November 2016 was that now the intention is to introduce a 3-piece mast, as this will fit in box the same size as sails, so can take on plane as luggage.

The Questions & Answers published after Trofeo Princesa Sofia in April 2017 and revised Q&As published on 3 July were noted.

A comprehensive discussion ensued, with all delegates able to express views and ask questions.

In voting to approve the submission, it was noted that the mast and boat weight and centre of gravity limits are under consideration at the time of submission and will be finalized later.

Decision

Submission 01-17 was approved by the required two-thirds majority (489 in favour, 184 against, 20 abstain). See Appendix 1

Note: The representative of Netherlands and Austria left the meeting and returned their votes.

(e) Development Issues

The Development Plan as presented by Andreas Kosmatopoulos under item 4(c) was noted, which would run from 2017-2020.

Andreas Kosmatopoulos reported that the plan was to work for one year, make an analysis based on data collection and evaluation of benefits, and see if changes need to be made to the plan.

Decision

The 2017-2020 Development Plan was unanimously approved.

(f) Sports Issues

- (i) General Update - *this item was covered under item 4(a).*
- (ii) World Sailing – to receive an update on sport and competition issues - *this item was covered under item 4(a).*
- (iii) Tokyo 2020
Nino Shmueli reported that he believed there would be no changes in format for the 470 Class in Tokyo 2020, with World Sailing adopting two themes of format, for tactical classes and other classes.
- (iv) 2024 Olympics - *this item was covered under item 4(a).*
- (v) Status of the 2018 Championships – *this item was not discussed.*
- (vi) Bids Received:

The President noted that in the future the 470 Class would be inviting bids for all Continental Championships and formalizing the process of approval, in order that the Class can properly support Continental Championships outside of Europe and ensure that the quality of events is high.

The President reported that no bids had been received for the 2019 470 Junior Worlds and Junior Europeans and requested that the GAM give the power to the Management Committee in the next 3-4 months. Bids for the 2020 Junior Worlds will be considered at the 2018 GAM.

Decision

The proposal was unanimously approved.

The GA considered the following bids for future Championships:

- **2018 South American Championship** - bid and presentation was received from:
Yacht Club San Isidro – ARGENTINA

Decision

San Isidro, Argentina was unanimously approved as the venue for the 2018 470 South American Championship, with the proposed dates being 22-26 February.

- **2018 Asian Championship** - bid and presentation was received from:
Enoshima Yacht Harbour – JAPAN

Decision

Enoshima Yacht Harbour, Japan was unanimously approved as the venue for the 2018 470 Asian Championship, with the proposed dates as part of Enoshima Olympic Week in October.

- **2019 470 World Championships** - bids and presentations were received from:
Royal Brighton Yacht Club, Melbourne – AUSTRALIA*
Yacht Club San Remo – ITALY
Enoshima Yacht Harbour – JAPAN
Świnoujście – POLAND
Club Nautic S'Arenal – SPAIN
**The Australian NCA President advised that this bid was not supported by the NCA and was therefore not considered in the voting process*

Decision

Enoshima Yacht Harbour, Japan was approved as the venue for the 2019 470 World Championships.

- **2019 470 European Championships** - bids and presentations were received from:
Spartacus Sailing Club – HUNGARY
Yacht Club San Remo – ITALY
Świnoujście – POLAND
Club Nautic S'Arenal – SPAIN

Decision

Yacht Club San Remo, Italy was approved as the venue for the 2019 470 European Championships.

- **2019 470 Masters' Cup** - bid and presentation was received from:
Centro Vela Alto Lario – ITALY

Decision

Centro Vela Alto Lario, Italy was approved as the venue for the 2019 470 Masters' Cup.

- **2020 470 World Championships** - bids and presentations were received from:
Royal Brighton Yacht Club, Melbourne – AUSTRALIA*
Sorrento Sailing Souta Boat Club - AUSTRALIA
Świnoujście – POLAND
Club Nautic S'Arenal – SPAIN

**The Australian NCA President advised that this bid was not supported by the NCA and was therefore not considered in the voting process*

Decision

Club Nautic S'Arenal, Spain was approved as the venue for the 2020 470 World Championships.

- **2020 470 European Championships** - bids and presentations were received from:
Świnoujście – POLAND
Club Nautic S'Arenal – SPAIN

Decision

Świnoujście, Poland was approved as the venue for the 2020 470 European Championships.

7. ANY OTHER BUSINESS

There being no further business the meeting closed at approximately 2230 hours.

**Iulia FULICEA
Secretary General**

**Dimitris DIMOU
President**

APPENDIX 1 – CARBON MAST CHANGES TO CLASS RULES

B.3.2 Carbon fiber **mast spars** shall carry a sticker issued by the ICA

C.6.1 WEIGHT

The weight of the boat shall be..... Minimum
 11X.X kg,
 measured with the boat in dry condition, including compasses, but excluding **sails**,
 jib luff wire and all **portable equipment**.

C.9 RIG

C.9.1 MODIFICATIONS AND MAINTENANCE

- (a) Carbon **mast spars** as supplied by the licensed builder shall not be altered in any way except as permitted by these **class rules**.
- (b) Routine maintenance such as small repairs, painting, light sanding and polishing is permitted.

C.9.2 LIMITATIONS

- (b) the Notice of Race shall indicate if carbon fiber masts may be used at an event.

F.1 RULES

- (a) **Rigs** shall comply with the current **class rules** and official plans.
- (b) Carbon **mast spars** shall be built to the same detailed specification submitted by each licensed manufacturer to the ICA. Any subsequent modifications have to be approved by ICA before implementation and such approval will not be granted inside the 6-month period before the first scheduled start of the Olympic Sailing Competition.

F.2 MANUFACTURERS

- (a) For aluminium masts, booms and spinnaker poles the manufacturer is optional.
- (b) Carbon masts shall be made by an ICA approved manufacturer, as listed at the "technical" section of:

<http://www.sailing.org/classesandequipment/I470.php>

F.3 MAST

F.3.2 MATERIALS

- (a) The **mast spar** shall be of aluminium alloy or standard modulus carbon fiber.

F.3.4 CONSTRUCTION

(b) Carbon fiber **mast spars** shall be of a round cross section and shall include an external fixed sail track. The **mast spar** shall be in three separate parts with joints at **XXXX**mm +/-100mm and **YYYY**mm +/-100mm from the **MDP**.

F.3.6 DIMENSIONS

Carbon **Mast spar cross section** between MDP and 5010 mm;

Transverse.....**XX** mm.....**YY** mm

Carbon **Mast spar cross section** between 1550 mm and 5010 mm;

fore-and-aft.....**XX** mm.....**YY** mm

F.3.7 WEIGHTS

The weight of the **mast** includes rigging specified under F.6.2; F.6.3 (a) (1), F.7.2 (a), fittings specified under F.3.5 and riveted or adhesively bonded compass bracket if applicable, but without wind indicator, compass and/or timing device & bracket:

Mast weight.....**X.Y** kg minimum maximum

Add a carbon mast specification under the official plans list.

The effective date will not be earlier than September 2020.

Note:

The mast and boat weight and center of gravity limits are under consideration at the time of submission and will be finalized later.