



Minutes of 2015 Annual General Meeting

Saturday, August 22, 2015

Britannia Yacht Club, Ottawa, Ontario Canada

In attendance: ISCA Executive Members

Peter Aker – President, International Shark Class Association

Nancy Harvey – Canada - Secretary ISCA

ISCA Regrets:

Jinnie Gordon – President, Canadian Shark Class Association

Horst Rudorffer – President – German Shark Class Association

Andreas Pamperl - President – Austrian Shark Class Association

Brigitte Burri – President – Swiss Shark Class Association

Michael Lee – Vice President Specifications – International Shark Class Association

Richard Robarts – Treasurer – International Shark Class Association

Other Attendees:

Flossi Felsecker –Austria – Shark Worlds 2016 Representative

Birgit Brantner - Austria

Jin Frati – Canada – Vice President, Canadian Shark Class Association

Bodo Guenther – Germany – Shark Builder

The meeting was opened by Peter Aker, ISCA President who welcomed all attendees.

President's Report:

1. Thank-you and welcome

First, let me thank all the competitors for attending. If not for the sailors here competing, we would not have a World Championship to compete in. And I also have to thank all the ISCA Committee members who have made the effort to attend this event. That said, only Nancy Harvey and myself are in attendance from the ISCA Committee, and therefore there is no quorum for the second year in a row. Therefore, this meeting is for information purposes only, as no business can be accomplished without quorum.

Second, thank-you to Britannia Yacht Club for hosting this event. Britannia yacht Club hosted our first World Championship back in 1966, and it is very fitting that they have offered to host the 50th Shark World Championship at the same Club. It is a spectacular Club, steeped in history, and we look forward to a successful event here in Canada's National Capital, Ottawa.

2. Poor attendance

There are no National Presidents here at the meeting, and I am very disappointed in this. I believe it is possibly reflective of the global economy, but unfortunately it also reflects poorly back to our National Class memberships. For the second year in a row, we have not had any of the three European National Presidents attend the ISCA Annual Meeting. And to the best of my knowledge this is the first time the Canadian National President has not been able to attend. Thank you to Jin Frati for attending on behalf of Jinnie Gordon, Canadian Shark Class Association President. Thank-you also to Flossi (Ernst Felsecker) from Austria for attending our meeting to represent the Shark Worlds in Ebensee in 2016, and to Bodo Günther from Germany for attending as our only builder. These are our only two European competitors, and we are very grateful for them for coming. Without them and our one entry, Ted Bowser, from the United States, it would not be an international event.

With only three boats here from countries other than Canada, we have to try to identify the reasons for the poor attendance, and to try to improve it. Three reasons have been put forward to me: a) the timing of the Worlds in late August is not good for most European competitors, as this is the traditional time for European family vacations; b) late August and into early September conflicts with the school year in certain jurisdictions (ie. Quebec). Many of our competitors have families with young children, and cannot take time for a week-long sailing competition during the school year; and c) historically, and anecdotally, it has been reported that the quality of the loaner boats to European competitors has been poor. This was not the case in Toronto last year, and Flossi reports that his boat is of good quality this year also. Bodo has had a good quality boat in the past two years also. In the future, if ISCA wants to enhance foreign attendance, we should endeavor to hold the Worlds at a different time than late August, and provide high quality loaner boats.

3. Last year's minutes

We cannot vote on accepting these minutes as there is no quorum.

4. Concerns re: ISAF requirements for Recognized Class status

At the present time, we require a minimum of seven boats from a minimum of three countries, from a minimum of two continents, in order to qualify for Recognized Class status within ISAF. This may change, as there is a proposal being put forward this year to increase the requirement to three continents. Right now, we meet these requirements, but just barely.

Membership in the Swiss Shark Class Association is becoming precipitously small. While the Swiss membership still exceeds the minimum ISAF requirement of seven boats, fewer Swiss boats are competing in regattas, and it is this number that ISAF uses, not the number in the Class Associations.

Also, we must be concerned about getting at least four countries represented at our World Championships. This is another requirement of ISAF. If we do not meet this requirement for two consecutive years, we run the risk of losing our ISAF Classtatus as well.

It is important for our Class National Presidents to emphasize this with their members, and encourage participation at National regattas and World Championships. It was discussed that we could consider changing our constitution such that it would require seven boats to form a National Association instead of our current requirement of twelve boats. This could potentially encourage other countries to form new National Shark Class Associations.

5. Frequency of World championships

Holding the World Championships every year is clearly becoming a problem, not only for competitors and ISCA Committee members, but also in terms of finding Clubs who can afford to host the event. We have SCE in Ebensee hosting the Worlds in 2016, and RCYC hosting the Worlds in 2017, but we have not had any Clubs come forward to host the Worlds in 2018. This is a problem. It is expensive to host these events. Costs for an International Jury can run very high, as has been seen by the Swiss Association at the Europeans last year, and by the Worlds at Montreal, Toronto, and even this year in Ottawa. That, plus the cost and logistics of running a week-long event, can deter Clubs from wanting this event.

There are some potential solutions to this: a) do as the Europeans have done... make it a 4-5 day event instead of a week-long event; b) hold the World Championships only in years deemed acceptable by the ISCA Committee (ie. every second or third year, or some other formula); and c) remove the costs of the International Jury by removing ourselves from ISAF. All of these potential solutions, and possibly others than have not been brought forward, need to be discussed by the Executive.

6. Class Rules

The transition to the ISAF Class Rules template is progressing. It is a very difficult and time consuming process. We expect to report to ISAF by November, prior to their next General Assembly.

7. Recognition of past members

At the end of last year, member and four-time World Champion Hal Ebert from Ontario, Canada, passed away. Our condolences go out to his wife Sandy.

And this year, Elizabeth (Lisa) Kummel passed away. Lisa translated the entire ISCA Constitution to German for us, and was a long time shark sailor. Our condolences to her partner, Heiner Schuch.

Builder's Report: Presented by Bodo Günther

The boat show in Dusseldorf was so unbelievably successful that I have to provide more and cheaper Sharks. To do this I need to find a company to produce the hull. There are no used Sharks of acceptable quality and the requests for Sharks are enormous.

There were two mold companies at the Dusseldorf exhibition. The German company quoted €12.000 to mold the hull. The Polish company, Sky Yacht, which specializes in plug and mold and also builds boats, quoted €5.000.

After the boat show I visited Sky Yacht and saw 3,000 square meters of new production space with the best and most modern production machinery, mostly financed by the EU. I researched the background of the company and got not bad and not good reports.

The quality I checked. The company agreed to make a Shark, ship it to Wiesbaden and only after approval would they receive their fee. If the hull did not meet our approval then it would be shipped 1,500 km back to Poland and the company would not be paid.

The first boat arrived two weeks ago and it was 95% perfect. The fiberglass was super! The second boat is just finished and Horst Rudorffer is in Poland to approve it. Horst reports it is good.

Sky Yacht can produce 12 Sharks in 2016 after new staff are trained to increase production.

I have dealer requests from Switzerland, Hungary and Czechoslovakia but it is only possible to promote the Shark if it has a better producer price. The Sky Yacht price is 25 – 30% lower than Marinedepot (my son).

Right now a new Shark in Europe, with two sails, is €25.000.

Bodo's answer to a question from Jin Frati: The rigging is provided for the European Sharks by a German company which has been doing so for the past 40 years.

National Reports:

Canadian Report: Prepared by Jinnie Gordon, President, Canadian Shark Class

Presented by Jin Frati

First let me say that I am sorry to be missing everyone at the Worlds this year - I am confident you will all have a great week of racing and social activities.

The CSCA has welcomed 174 Full, and 17 Associate members so far this year. Our regatta schedule for 2015 includes 8 regattas in Quebec, Ontario and New York State. I am pleased to say that we've had about a dozen new boat owners this year, many of them purchasing Sharks that have not been previously raced. Included in that number are a number of young people - which I am happy to see that our fleet is attracting.

That's it for me, short and sweet. I wish you all a wonderful week at the Worlds, and I look forward to seeing you in Austria next year!

German Report: Prepared by Horst Rudorffer, President, German Shark Class Association

Presented by Nancy Harvey

Fleet size

2013 we had 170 Sharks

2014 we had 187 Sharks

At the moment (14.7.2015) we have 198 Sharks listed in our German Class association.

The contribution fee will be handed over by Bodo Günther in cash.

European Championship 2015

The realization of the EC2015 was in many points not in line with the championship rules (Annex I of the ISCA rules). The deviation to item 7b), that on two days 4 races were held, instead of the allowed 3 races per day, showed to be appropriate. We recommend we revise this rule from 3 to 4 races per day, since in the last few years short up-and-down-courses with a target time of 1 hour were always sailed.

European Championship 2017

From June 15 to June 18, 2017 the German Shark24 Class Association will organize the next racing event together with Wassersportverein Ornbau (WSO) at the Altmühlsee, Bavaria. The geographical location is easy to reach from all over Germany, Austria and Switzerland. Most likely it will be held as a „Euro-Cup“, to reduce costs for an international Jury. The estimated cost for such a jury is around EUR 3.0000, which is very high.

Racing fee at continental and world championships

We see that the rate of the racing fee is getting higher year by year. (300€ for the EC2015, 565,00 – 847,50 can.\$ for the WC2015). We feel that this trend should be counteracted, to avoid that Shark owners are discouraged from participating in such events.

Measurement rules

For us it is very important that costs for our members remain the same, even when our class is an official ISAF-class. Presently we have a nominal charge of EUR 5. Also the measuring procedure, where a full member is allowed to measure another Shark (not his own), should remain.

Votes

If votes are due, I will only vote electronically. I will not pass over my vote to any person.

I wish all of you fair and successful races and thank all of you for supporting our Shark community.

Austrian Report: Prepared by Andreas Pamperl , President, Austrian Shark Class Association
Presented by Nancy Harvey

The Austrian Shark Class has 102 members at the end of 2014. My hope that we increase the number of members was not realized. I think the reason for this is that the Shark is not so interesting for young people.

Our season started with the Austrian Boat Show in March. Last year I told you about a woman, Birgit Brantner, from Union Yachtclub Neusiedl. Birgit was very helpful organizing the fair and she made her boat available. Also she was honoured by the Austrian Sailing Federation and the Austrian Chancellor Werner Faymann for reaching 3rd place at the European Championship in Switzerland. You will meet Birgit racing on Flossi's boat AUT 08.

Our sailing activities started in Altmünster Lake Traunsee.

Following, the Austrian Championship was sailed on Lake Neusiedl Yachtclub, Breitenbrunn. 22 (5 from Germany, 1 from Hungary) crews sailed six races in different conditions. AUT1449 Christian Binder, Harald Hynie (Owner) and Andreas Rappold won with 8 points. Second place goes to GER1536 Jürgen Ahlfeld only two points behind. Third place was taken by the last 2 years champion AUT 1807 Michael Schahpar.

Directly after the Austrian Championship the European Championship followed.

34 Teams sailed 8 Races in also different conditions.

With 11 points the winner was the same: AUT1449.

The 2nd place reached AUT1807; 22 points

The 3rd place GER1536; 23 points

In 2015 we're organizing the 51st World Championship in Ebensee on Lake Traunsee.

Flossi will inform you. He bring folders about this event to you.

Swiss Report: Prepared by Brigitte Burri, President, Swiss Shark Class Association
Presented by Nancy Harvey

After a survey in the Swiss class about the class and big events, the result is as follows: We proceed as our own class, but for the time we are not able to organize any European Championships. What happens with the Worlds 2019 will be decided in our annual meeting in November this year.

Reasons for this decision are the money and the lack of people willing to organize such events. The European championship last year used all the money reserve we had in the class, and with only 40 members there is not a big incoming of money. The European costs per boat 1100 CHF. About 400 CHF was covered by entry fee and tickets for eating. The rest was covered by the class and some class members, who gave us some money. And of course our main sponsor Peter Harsch and his family.

For the time the class has 30 boat owners, which are members of ISCA.

At the time there are not many regattas at the Lake of Constance. This year 5 events are planned, with 0 - 3 Swiss boats registered.

I wish you a great Event, nice wind and good races. If there are questions feel free to send me an email.

Treasurer's Report: Prepared by Richard Robarts, ISCA Treasurer
Hard copy distributed to all attendees.

1. Financial Report – We had net receipts of \$3,389 vs. net expenditures of \$1,500 last year, mainly due to some 2012/2013 class fees being deposited in early 2014 and some other one-time receipts regarding loaner boats (see below). Our current cash balance increased to \$14,902 at year end and has increased to \$16,849 as at July 8, 2015 mainly due to sail label fees leading up to the 2014 Worlds.
2. Class Fees – My records show the 2014 Swiss fees have not been received. The 2014 CSCA fees were also outstanding at year end, but were paid at the 2015 CSCA AGM.
3. Sail Labels - We sold 232 Sail Labels in 2014 vs. 163 Sail Labels in 2013, mainly due to the Worlds being held in Canada vs. Germany. Sail Label receipts were also higher in 2014 as the Sail Label fee was increased to \$20 from \$10 per label at the AGM in October 2013 (and replacement Boat Plaques to \$65 from \$50).
4. Loaner Boats – We received \$500 from Michael Schahpar for the damage deposit to Brian Gooderham's Shark 146 Eleven at the 2014 NYC Worlds. This issue is yet to be resolved and may involve additional expenditures.
5. Website – I was finally able to update the www.shark24.org website using a very simple web-based template from GoDaddy. I have updated the list of World Champions and added information on the Hinterhoeller Award. Please take a look and let me know if you have any suggestions or corrections.
6. Branding/Marketing – As discussed at the last AGM, the new standardized Shark logos are now available on the website under Rules & Resources along with a new Shark Sail Plan. We hope this will help to create consistent and high quality branding for the class to use for National Association websites, trophies, regatta T-shirts, etc. In addition, I created a LinkedIn group for ISCA and added a link from the website to help connect Shark sailors around the world.
7. Trademark – As mentioned last year, I am renewing the Canadian trademark for the Shark design which should be completed this fall without any legal costs. The trademark for the word “Shark” is still registered. We do not have “Shark 24” registered and will proceed to do so. “Shark 24” was registered in Europe.

INTERNATIONAL SHARK CLASS ASSOCIATION

Financial Statement

For the years ended December 31, 2011 2012 2013 2014

Receipts

Class Fees:

Canada

200			
6			
<hr/>			
200			
7			
<hr/>			
200			
8			
<hr/>			
200			
9			
<hr/>			
201			
0	175.00		
<hr/>			
201			
1	166.00		
<hr/>			
201			
2		163.00	
<hr/>			
201			
3			165.00
<hr/>			
201	(
4	1		
)		
<hr/>			
			o/s

Switzerland

200			
7-			
200			
9			
<hr/>			
201			
0			
<hr/>			
201			
1	30.00		
<hr/>			
201	(
2	2		
)		
<hr/>			
201	(
3	2		
)		
<hr/>			
201	(
4	1		
)		
<hr/>			
			o/s

Austria

200			
8			
<hr/>			
200			
<hr/>			

	9					
	201					
	0					
	201					
	1	105.00				
	201					
	2	110.00				
	201	(
	3	2			115.00	
	201)				
	4				108.00	
Germany						
	200					
	7					
	200					
	8					
	200					
	9					
	201					
	0					
	201					
	1	148.00				
	201	(
	2	2			170.00	
	201)				
	3	(169.00	
	201	2				
	4)			190.00	
Total Class Fees			458.00	276.00	163.00	977.00
	(
	3	1,630.	3,425.	2,020.	4,140.	
Sail Labels)	97	00	00	00	
Boat Plaques		100.00	50.00	0.00	130.00	
			1,215.			
Builders Royalties		0.00	00	0.00	0.00	
Interest		1.10	0.17	0.11	0.12	
	(
	4					
Other)				925.00	
			2,190.	4,966.	2,183.	6,172.
Total Receipts			07	17	11	12
Expenditures						
Administration/Courier		137.44	50.23	36.13	127.52	
			1,149.		1,199.	
Sail Labels/ Boat Plaques		753.71	27	0.00	61	
Dues/Royalties Paid				600.00	336.03	
			1,026.	2,148.		
Worlds Loaner Boats			66	45	0.00	
			1,073.			
Worlds Expenses		608.61	39	466.09	666.58	
Marketing					402.55	
Website			413.28	433.09	50.55	

Miscellaneous

Total Expenditures	1,499. 76	3,712. 83	3,683. 76	2,782. 84
Net Receipts / (Expenditures)	690.31	1,253. 34	1,500. 65	3,389. 28
<u>Bank Reconciliation</u>				
Opening Bank Balance	11,055 .31	11,745 .62	13,013 .97	11,513 .32
Closing Bank Balance	11,745 .62	12,998 .96	11,513 .32	14,902 .60
Actual Bank Balance	(5) 11,745 .62	13,013 .96	11,513 .32	14,902 .60
check	(6) 0.00	-15.00	0.00	0.00

Notes

- (1) 2014 Swiss fees are o/s. The 2014 CSCA fees were o/s at year end but were paid at the 2015 CSCA AGM
- (2) 2012/2013 Swiss, Austrian and German class fees were paid at 2013 AGM but not deposited until 2014
- (3) 2013 Sail Labels: John Tracy from Buffalo was sent 3 sail labels for \$30 on Mar. 6/13 and has not yet paid.
- (4) 2014 Other: \$425 (EUR300) received from CSCA in 2014 for 2013 Worlds loaner boats; \$500 received from M. Schauper for damage deposit to B. Gooderham's Shark 146 Eleven. To be resolved.
- (5) Current Bank balance as at July 8, 2015 was \$16,849.07
- (6) 2012 discrepancy: Bodo overpaid \$15 for funds transfer fee in 2012 but underpaid \$15 in 2013

Future Shark World Championships:

2016 Shark Worlds: Presented by Flossi Felsecker – Austria

Flossi handed out 10 page information packages to all attendees and agreed to hand out more to competitors at the Opening Ceremonies.

The 51st Shark Worlds will be held at Sailing Club Ebensee - Traunsee, Austria

Date of World Championship will be May 7 – 10, 2016

The Shark Worlds will fall immediately after Allianz Traunsee Woche.

Peter Aker asks Flossi to confirm the website for the Shark Worlds so we can include a link in the Shark 24 website.

2017 Shark Worlds: Prepared by Greg Cockburn

Presented by Nancy Harvey

The Royal Canadian Yacht Club is fully committed to hosting the 2017 Shark Worlds. I will be serving as the regatta chair and we will begin formal planning this fall.

We expect to host the event in the window between the last two weeks of July and early August. We chose this time to steer away from the pre Labour Day back to school rush, during which the last two Worlds were held. We have received some feedback that this is not necessarily the most convenient time for some participants to race.

Also, another focus will be to secure greater sponsorship to see if we can come in with a lower entrance fee, which we also understand is somewhat of an inhibitor to participation.

I also plan to attend the 2016 Worlds in Austria which will permit me to promote this event with our European friends with a view to securing greater participation from the east side of the Atlantic.

Future Sharks Worlds:

Flossi Felsecker and Birgit Brantner explain it is best for the Europeans to attend regattas in June or July. August is generally a vacation month for Europeans and school break for children so it is difficult for families to split up for one member to attend an out-of-town event.

Jin Frati suggests a well-known and prestigious sailing venue like Lake Como in Italy might attract competitors to a Shark Worlds despite the fact it does not have a local Shark fleet.

Rules and Specifications: Prepared by Michael Lee – Vice President Specifications – International Shark Class Association

First let me apologize for not attending in person. A scheduling error on my part was the cause.

The 2014/2015 season has been, in my opinion, another successful year for the Shark Fleet. Our National measurers, with their regional counterparts continue to measure boats for new owners and to ensure upgrades and repairs are within specifications. I would like to thank those individuals for their time and efforts, as they are key in maintaining our One Design status.

As reported at the Canadian Class association AGM in 2013, we at the international level are working diligently to move the ISCA Rules and Specification into the ISFA template. I have been working with our President, Peter Aker, on this effort and we are making considerable progress. I will leave it to Peter to provide an update on the status of this project. However; I will say that I believe that once completed, using the Equipment Rules of Sailing, as laid out by ISAF, together with our new ISCA Specifications document, will be an improvement to our current process.

In terms of issues and concerns, it has been a very quiet year. To date I have only been involved in one conversation, regarding the modifying of boats. Specifically, the removal of interior woodwork. The Canadian Class measurer is running with this, but in short our class rules do cover this and similar changes being made to boats.

My final topic is more a point of interest than a concern or issue. I was contacted recently by a gentlemen looking to purchase a boat for is family to use for day sailing and recreations. He had come across an ad for a “Shark 24 Mark II” sail boat and was looking for more information. The ad indicated that the Shark Mark II was virtually the same as the original shark, but differed in that it had an increased sail plan area and modified keel. Otherwise the two boats were the same. As I had never heard of a Mark II design I contacted Richard Hinterhoeller for is input. And, to my surprise was true. Apparently George Hinterhoeller did design a modified Shark and referred to it as a Mark II. Although Richard was unaware of any changes made to the keel, he did confirm that the Mark II does carry more sail. So, something learned.

That covers my report, I will continue in the role of ISCA Measurer for another year, and will continue to work with Peter on the ISAF changes.

Other Business:

No other business was proposed.

Confirmation of Officers:

Attendees Peter Aker and Nancy Harvey agree to retain their positions for another year.

Adjournment:

The meeting was adjourned by Peter Aker.