



## X-35 International OD Class

Association General Meeting 2013

25<sup>th</sup> January 2014 Dusseldorf



Countries	2013 Members	Votes	Assistance
Denmark	4	2	Not Present
Finland	3	0	Not Present
Holland	8	3	Marten Jan Ringers, Marc Giard
Italy	14	3	Paolo Sena, Alberto Batacchi
Japan	9	3	Not Present
Norway	11	3	Not Present
Sweden	14	3	Johan Lindell
Other Country	6	N/A	N/A
X-Yachts		3	Torsten Bastiansen

Total votes represented: 12 Total votes: 20

### 1. Opening (at 11.15h)

Johan proposes to put open issues on to-do list in order to speed up discussion. Deadline set at 15.00h. Round of introductions

### 2. 3. Assignment of chairman and secretary

All agree that Johan presides over the meeting and Marc will write the minutes

### 4. Votes present

See attending = 12 votes of 20 available = 60% of votes

Issues requiring 75% (As Constitution 11.2) will be put on to-do list, unless negative votes are more than 25%. (In that case 75% it's not reachable).

An AGM by mail to be setup on short term notice (according to Constitution 10.2 four weeks notice) for issues requiring 75% in on to-do list. Every approved change, according ISAF's Regulation, must be sent to ISAF. If ISAF approves, the change will be effective for the Class.

### 5. Minutes of Barcelona meeting

Decision in Barcelona to move to 2+2 years elected president was with 58% and did not reach 75% votes. As a consequence the 12/2013 constitution release must be replaced with the previous 07/2007 version on International Class website.

Thus Italy's member of Board International has to be the class chairman for 2014.

Keel templates. Vertical: there is two set of Vertical Templates. One in Italy tested since May 2011, the second one (probably in X-Yachts) has been used in 2011 World (Aarhus). The Appendix H4 needs to be updated to include the vertical measurement, there are proposals since 2011, written by Niels Ditmar belonging to technical committee at the time. Vertical template 1412-300 sets problems in normal use. There are two proposals since 2011, one from Niels Ditmar to completely substitute it, the other one by Italian National Class to modify the existing one and then test it . Other small problems exist with other templates (Horizontal Keel and rudder) and can be easily solved with proper instructions for measurers that should take into account previous historical experience. The most important part of the above mentioned instructions has already been written in 2011.

## **6. Chairman report**

All agree on the chairman report. (see appendix Chairman 1st report 2013 Appendix 6.1 and Chairmans 2nd report 2013 appendix 6.2 131220)

## **7. Annual accounts**

Question: The late payment of fee by Spain has been included in the Annual accounts? No. His payment can be seen on the next account for 2014(Marianne's answer after Meeting).

Question: Why has Florev Vyacheslav paid 74 euro instead of 60?He paid 74 Euro because he paid 14 Euro for having sail stickers sent by DHL express (Marianne's answer after Meeting).

Current representation of accounts is approved (see Annual accounts appendix 7.1)

## **8. Worlds 2013 follow-up**

The presented document is final (even if it says draft, see RC and IJ reports X-35 world 2013 Appendix 8a). Italy asks why official events guidelines where not followed at Malmo.

- Not all boats had lifelines checked
- Sail measurements were done by North Sails representative, why not class measurers?
- Why 540 kg for crew ? (probably copy-paste mistake, class rules clearly state 640)
- Guidelines for the measurers are to be written to solve difficulties with actual measurements.
- NoR should clearly state that crew changes during event should be approved by race committee.

Suggestion to write standard X35 Notice of Race, together with standard paragraphs to be included in Sailing Instructions. Italy will make a proposal.

## **9. Worlds 2015-2016**

Proposal to join the X-Yachts Gold Cup in 2015 for the Worlds. X-yachts and the X35 class will explore the possibility together. Main point will be if the marina can handle the added logistics (such as measurements etc.). Timing and location to be finalized before 2014 Worlds. Approved

Organiser for 2016 is not known yet. Decision is postponed until after worlds 2014.

Worlds 2014: expecting 20-25 boats, of which potentially 10-14 Italian. Boats are available for charter.

## **10. European / regional championships**

Proposal not to organize Europeans in the future is approved.

## **11. Helmsman approval committee report**

The Italian National Class has already written guidelines concerning this point in March 2013. The Italian Class wonders why they are not mentioned. It should also be considered that under ISAF supervision it was the Italian Class to write the actual rules, approved in Nice November 2010. The previous rules, voted in 2008, were in fact rejected by ISAF in March 2010. Therefore Italian Class holds that, according to instructions and clarification provided by ISAF, the documents presented in AGM Dusseldorf by Approval Panel contain important mistakes because they don't take into account the following three basic principles:

- X-35 International OD Class is not an ownership driver
- X-35 One Design Class Rules 3rd April 2012 C.2.3 C2.4 C2.5, doesn't modify the philosophy of the previous rules on Corinthian helmsman or not Corinthian owner helmsman
- ISAF is the only Authority about Corinthian or not and that's MANDATORY

Also all the positions need to be filled again as at least one of the people in the committee has sold his boat and one member is not an owner. Therefore, in full respect of **closed class rules**:

- 1) Guidelines for X-35 RULES CLASS C.2.3 C2.4 C2.5
- 2) Form for Approval of Helmsmen (Owner or not)
- 3) Voting of new Approval Panel

Have to be added to the to-do list as urgent issues.

## **12. Technical committee report**

The technical committee is formed by: Marco Barbieri as Class Chief Measurer, Torstein Bastiansen as X-Yachts International Board member, Sören Thystrup as X-Yachts technical representative and the chairman of International Class.

Last year no technical queries were presented to the class.

Marco Barbieri will be asked to:

- continue as Class Chief Measurer as the class recognizes he has done good work in the past.
- become ISAF International measurer. X-35 ICA will send the proposal to ISAF for his appointment as International Measurer X-35

An additional measurer will be searched to act in the northern countries.

Class measurers will be asked to get proper ISAF certification as well as provide documentation after class work (like measurements at World championships).

## **13. Constitution**

Proposal from X-Yachts to change the technical committee members from two to one member. The request is to change the constitution regarding chapter 12.1, where it says:

- 12.1 The International Association will appoint a Technical Committee consisting of:
- (a) Class Chief Measurer (appointed by the International Board)
  - (b) X-Yachts International Board member
  - (c) X-Yachts technical representative
  - (d) Chairman of International Board

Suggestion is to exclude 12.1, new text as,

- 12.1 The International Association will appoint a Technical Committee consisting of:
- (a) Class Chief Measurer (appointed by the International Board)
  - (b) X-Yachts International Board member
  - (c) Chairman of International BoardAs

Alberto suggests to change new 12.1 (b) - X-Yachts International Board member with - X-Yachts technical representative. Torsten opinion is that there's no difference because X-Yachts International Board member will transmit every queries to the right dept. of X-Yacht for the best answer.

will be put on to-do list .

## **14. Class Profit and loss, annual payment per member**

Proposal to maintain the same fees is approved.

Regarding X-35 International Class Measurer (X35 Profit and loss 2014 appendix 14a): no fee will be paid, but all expenses will be in charge of the class in cooperation with the local event organization:

- Travel expenses
- Lodging

For which she / he will have to:

- Attend the Worlds
- Serve on the technical committee of the class
- Document all work done

Regarding "others" (X35 Profit and loss 2014 appendix 14a): a budget of 1.000 euros will be made available for "research projects"

An extra investment of 2.000 euros will be provided for the 2014 Worlds. (recommendation to also fund the 2015 Worlds).

For all the above, the proper accounting rules (like receipts) will have to be forwarded.

**15. Other issues**

The ICA concludes that although possible, a change of crew weight of 640 to 680, request from Japan, is not approved. Class crew weight will stay at 640.

Event guideline: the website should reflect the guidelines, checklist, sail list and crew list form that were accepted in Nice. Currently the wrong files are on the website. Marianne to update. Italian class to provide the proper files again.

**16. Next AGM**

The next AGM will be held in November (week 44) in order to solve any options before the new sailing season starts. Proposed location is Milano.

A working meeting will be organized during the 2014 Worlds in order to talk about progress on the topics on the to-do list.

**17. Closing of meeting (at 14.40h)**

Johan is thanked for his efforts and preparation. Thanks to X-Yachts for hosting the AGM at the Boot Dusseldorf booth. The ICA wishes the Italian class good luck in being president for 2014.

**Alessandro Solerio**

Chairman of board X-35 International Class

Pro-tempore Chairman of board X-35 Italian National Class



AGENDA International X-35 Board Meeting  
25<sup>th</sup> January 2014 - Dusseldorf (Germany)

Countries	Votes 2014	Assistance
Holland	3	<i>Present</i>
Norway	3	?
Italy	3	?
Finland	2	?
Japan	3	?
Sweden	3	<i>Present</i>
Germany	0	?
X-Yachts	3	<i>Present</i>
Spain	0	?
Denmark	2	?

- 1) Open the meeting
- 2) Appointing chairman of the meeting
- 3) Appointing secretary of the meeting
- 4) Total votes represented: ... Total votes: ...
- 5) Follow up the minutes from AGM 2013, open questions appendix nr 5.
- 6) Approval – Chairman’s Report 2013. Appendix nr 6.1 and 6.2
- 7) Approval – Annual Accounts 2013 . Appendix nr 7.1
- 8) Follow up from World Championship 2013
  - a. Race Committee and International Jury report, 2013-11-27. Appendix nr 8a  
When reading this please take extra notice of Annex 1.
- 9) World Championship 2015/2016
  - a. 2015 World Championship in Denmark or Sweden according to decision taken 2013. Related to chairmans half year report 2013 the main goal is to locate the worlds together with X-Gold Cup in 2014. Location is not decides but preliminary it will be in Copenhagen/Tuborg. This is to co-orporate and make the event bigger and more funny.
  - b. 2016 There is no application for 2016. It shall be sailed in the south.
- 10) European Championship and regional Championship
  - a. Proposal not to sail European Championships until further.
  - b. Proposal that any regional championship can be sailed and organised by the affected countries. The ambition is that AGM announce the World Championship in good time to avoid any conflict in calendar.
  - c. Proposal from Sweden to sail Nordic Championship instead of European championship, appendix 10a.



#### 11) Approval committee report 2013

The approval panel is, formed by : Roberto Gradnik, Teemu Kekkonen , René Lokesgaard, Marc Giard and the chairman of International Class.

- a. Until now there is no report in writing from the approval committee. It will be distributed after Christmas 2013.

#### 12) Technical committee report 2013

The technical committee is formed by: Marco Barbieri as class measurer, from X-Yachts are Torstein Bastiansen and Sören Thystrup, and the chairman of International Class.

- a. Until now there is no report in writing from the technical committee.
- b. A proposal will be presented at the AGM about Class Measurer. The position as class measurer is important for a one design class.

#### 13). Constitution

- a. Proposal to change the technical committee members from X-Yachts from two to one member. The request is to change the constitution in regards of chapter 12.1. c), where it says:

12.1 The International Association will appoint a Technical Committee consisting of:

- (a) Class Chief Measurer (appointed by the International Board)
- (b) X-Yachts International Board member
- (c) X-Yachts technical representative
- (d) Chairman of International Board

Suggestion is to exclude 12.1.c, new text as,

12.1 The International Association will appoint a Technical Committee consisting of:

- (a) Class Chief Measurer (appointed by the International Board)
- (b) X-Yachts International Board member
- (c) Chairman of International Board

#### 14). Profit and loss, annual payment per member.

- a. Proposal to maintain the same fees. See appendix 14a, profit and loss for 2014

#### 15) Next AGM to be held in January 2014 in ?

Johan Lindell

Chairman of the board

During the spring I have worked to improve some overall issues for the class. It is my opinion that the class is struggle with a lack of steering and are stock in some questions meaning it has become difficult to move forward. Also the economic recession in Europe have impact on our sailing. During the spring I have had some discussions with X-Yachts in the purpose to make them aware of the situation and to state the importance of their involvement in the class. I suggest that you read the following points from the perspective that it is in the ambition to keep the class attractive by work from the inside to the outside.

I also want to explain my involvement in the international board. The decisions that influence the class is taken at the AGM, therefore this is the forum I want to be in. My biggest priority is to maintain the value of the boat by keep on struggling for good one design sailing by having a good structure in the class. I have now been trying to learn the class for three years, and think that we need to work with issues in a long term perspective to maintain and develop the class. It is not that difficult since it is a one design class, but all organizations must have its organizers.

### AGM

It's my opinion that more countries should be present and not least to have X-yachts present. This is the only forum for the class to make decisions that have impact. Therefore AGM is the meeting there we shall try hard to attend and meet everyone. It should be an opportunity to exchange knowledge when we meet and to make decisions based on facts.

I suggest that we arrange AGM at the yearly boat show in Dusseldorf Germany, which is taken place in January every year. If so, we have an agreement with X-yacht meaning they arrange for a meeting room at the boat show. By having the AGM at the boat show we secure the presence of an X-yachts representative at the AGM. We also increase the possible presence from all the countries. The date is set to the 25<sup>th</sup> of January 10.00 a clock. This means we all have to accept absence of a taken decision from the AGM in Barcelona. It was decided that the next AGM should be in Copenhagen. Copenhagen is a beautiful city, but I think we should consider the opportunity to meet in this geograficly centric place. X-yachts invite us to the boat show with free entrance. Later and in good time we will send an invitation with agenda for the meeting. I very much hope you find this arrangement positive.

### Appointed board member from X-yacht

In all that X35 does it is most important to have X-yacht present and involved. Therefore X-yacht have decided to appoint or maybe reappoint Torstein Bastiansen, who we all know, and who is one of the most important individual for the class for the past years. He will be present at the AGM in Dusseldorf. X-yacht have several votes in the board and we need their involvement so they replace Nils Jeppesen with Torstein Bastiansen as their board representative.

### Technical Committe

The committee is to be represented by a class chief measurer, the chairman of the international board and two members from X-yachts. By having Torstein Bastiansen reinvolved in the class he is appointed from X-yacht to be the contactperson in technical issues. Together with Torsten X-yacht

appoint Sören Thystrup, who knows the construction of the boat from the beginning. By this we replace Niels Jeppesen and fulfill the vacant position.

### Class Chief Measurer

Probably the one of the biggest issues we have to deal correctly with. Right now it is Marco Barbieri who is class chief measurer. I have not been involved in this question but as I understand that there have been some problems. The problems fall back on the class and I think ISAF has their eyes on us. The following is my knowledge in this. Alberto took Marco's place at the worlds in 2011 in Århus and he did a good work. Alberto was present as the representative for Italy at AGM in Copenhagen. The discussion was to replace Marco with Alberto who did a lot of good work with the tenplats. Alberto and Marco do not have the right education to be appointed by ISAF as Class Chief Measurer, and it was discussed to educate Alberto. To the world in Badalona, efforts were made to have Marco or Alberto present but it was solved by hiring Teresa. As I understand Teresa did a good work and do also have the right education and competence according ISAF. To the worlds in Sweden, which just finished in Malmö, Marco was engaged but with very short notice (one week ahead) cancelled his trip. Last week we all received a mail from Teresa where she offer us to be class chief measurer, I think that this is good initiative. We also have received interest during the summer from another women from Denmark. I don't know about her education and accreditations according to ISAF. Along with appointing a class chief measurer some questions need answers.

- what is included in the work, what do we expect
- what presence is expected
- documentations
- payment, expenses for attend the worlds should be paid in my opinion
- any conflict to other classes in other engagement

It is an interesting possibility to have one executive and one deputy class chief measurer who can work "north-south".

Recommendation, to take decision in this question at the next AGM. This gives us/me the opportunity to speak with the persons involved in the ambition to present a proper foundation for a sustainable decision. As to ISAF the class have a chief class measurer until we appointed another.

### Comments on the newly held World Championship in Sweden

It is my opinion that the worlds in Malmö was fair sailing and clean racing with few protests. Its championship status was saved by the 20<sup>th</sup> boat. This is a very important question from now, to maintain the worlds status. We have to discuss how to make it possible of boatrent. We had two inquiries from Turkey, one from Japan, but we only got one boat to be rented.

The class have recived notes from Trewor Lewis who was the chairman of the jury at the worlds, these we have to handle in good order. We also expect notes from Sten Edholm, the principal race officer, which the Swedish X35 board will have a meeting with in the beginning of oktober. As the solid class association we are, we will of course look into their comments.



### Constitution - Elected chairman

I have read the constitution at least 10 to 15 times, it is good and simple and definitely not overworked. It is not my focus to change this document more than necessary, we shall focus on having more boats engaged and more boats on the starting lines. One issue that has been discussed for the last years is to have an elected chairman. This is probably one way to add more sustainability to the class. Until now I have not have time and have not made this to a priory question.

### Championship – Calendar – Planning

In the board we have the discussion about focusing on the worlds in the future. This is very good and even better if we can cooperate with Gold Cup and X41 worlds. From the AGM in Barcelona we have good overall planning by racing in the Mediterranean in the spring until Copa Del Ray and when we have championship in north we will have them in August and in a good distance from Copa Del Ray. Of course the local organizer will have impact on this, but the planning is very good and understandable for everyone. My discussions with X-yacht during the spring can for the future ad that GC will probably taka place every second year, the next will probably be in Denmark and probably again in Tuborg in 2015. But no decisions are made. X35 World Championship in 2015 is by decision from AGM Barcelona to be held in Sweden or in Denmark. Until now there has been very little discussion between the national boards of Sweden and Denmark about this. My suggestion is to corporate with GC to have the Worlds at the same time if suitable. The worlds in X41 is not in face with X35, they will have worlds in Norway in 2014. It was decided that Torstein will ask X41 to have worlds in 2015 in the north, I don't know the probability of this. Anyhow X41 also will be invited to have their AGM in Dusseldorf so we can meet. You see now the possibilities of networking and the beauty of go hand in hand with GC and X41, but the difficult part is to make it happen.

Regarding not sail European championship in the future, Sweden support this. We shall instead focus on Nordic Championship in the North, maybe Mediterranean Championship in the South and Solent Champion in the area of northwest. The decision of an regional championship should be easy but shall still be taken in proper way. In this I can inform that KSSS/Stockholm who did send in the application to arrange Europeans in 2014 accept to arrange a Nordic Championship instead in the 1<sup>st</sup> week of august in 2014. The Swedish X35 board and the club KSSS, will send in an updated application to the International board.

### To develop the class

All of the issues above is somhow internal that we must deal with. Soon we must take effort in external issues as;

- Corporation and exchange knowledge between countries
- Spread good example and evaluate bad example
- Go media, ex Facebook
- Forum to discuss, ex Facebook
- Maintain World Championship status, more then 20 boats
- How to facilitate the rental of boats
- Lazy owners, how to involve them
- Decision making in the board, an executive team,

One decision made now!

In my opinion the only decision we have to take is to have the AGM in Dusseldorf the 25<sup>th</sup> of January at 10.00. Entrance tickets will be from X-yachts for the members in the board. X-yacht will arrange meeting room at the boat show.

Best Regards

Johan Lindell/Chairman of the board

2013-09-15

### **Activity**

When analyzing the historic account it is a decreasing trend of members. However Italy and Sweden seems to have a good level of activity. We should ask ourselves “how can we increase activity in X35”? One suggestion is that each national chairman shall send in a written report of the activity in the country commenting actual and future actions. The balance account for the international association is relatively good. We should ask ourselves, “in what way the money can be used in a wise way to increase activity”. This is a big and challenging question since the owners are spread around the world and all the efforts are made in our spare time. Activity in the class is probably the best way to keep up the interest and the value of the boat on a higher level. My proposal is a working “activity – committee”.

### **Technical committee and Class Measurer**

At the AGM I will inform the board about the current situation and the right now ongoing dialog. I remind the board to fresh up the discussion we had in Barcelona and read the minutes.

### **Relationship to X-Yachts**

The class of X35 have been succesfull by the support from the builder. I think we have to face reality that their prime interest is to sell boats, by this meaning their activity in the class may have stabilized in a level as it is right now. We have to manage our own sailing and discuss our interests in the board and keep up the activity in each country but we also need X-yachts to be present in the board, in the technical comitte and in bigger events.

### **Econimics**

When working with the budget it is obvious that the members are decreasing. The accounts in it self seems good and maybe we can use the relatively good economic situation to support activity on a country level. This is a discussion for a separate forum and I propose a separate working committee to work with this during the 1<sup>st</sup> half of 2014.

Chairman of the board

Johan Lindell

## Appendix 7.1

### X-35 International Accounts 31th December 2013

Date	Voucher no.	Income:	DKK	EUR	EUR
13-03-2013		Membership Sula Assets X-35/11	445,80		60,00
02-05-2013		Membership Aistis Kalnavicius	445,80		60,00
09-07-2013		X-35 Klub Norge v/Rune Lande	4.903,80		660,00
10-07-2013		Membership Thomas Köbbert X-35	445,80		60,00
10-07-2013		Membership Japan	4.012,20		540,00
11-07-2013		MemberKekkokonenTeemuTaiJatta	445,80		60,00
12-07-2013		Membership David Pinner	445,80		60,00
16-07-2013		Membership One Sailing X-35/21	445,80		60,00
16-07-2013		Mem.Frolov Vyacheslav X-35/211	549,82		74,00
23-07-2013		Membership Svenska Forbundet	4.458,00		600,00
31-07-2013		Membership Vanhala Mikko Tapio	445,80		60,00
20-08-2013		Membership X-35 Denmark	1.800,00		242,26
09-09-2013		Membership NL 2013	3.566,40		480,00
24-10-2013		Membership Svenska X-35 Forb.	1.783,20		240,00
01-11-2013		Membership ITOwners Ass.	6.241,20		840,00
<b>Total Income:</b>			<b>30.435,22</b>		<b>4.096,26</b>
<b>Cost:</b>					
01-01-2013		ISAF 2013 Class subscrip. X-35	2.007,10	270,13	
30-01-2013		AGM X-35 Meeting	1.753,48	236,00	
01-01-2013		North, sailstickers X-35 2012	1.000,00	134,59	
01-01-2013		ISAF 2011 Class subscrip. X-35	1.907,84	256,78	
21-11-2013		Secretary and management 2013	14.860,00	2.000,00	
<b>Total Cost:</b>			<b>21.528,42</b>	<b>2.897,50</b>	
<b>Result</b>				<b>1.198,76</b>	
<b>Balance</b>					
<b>Assets</b>					
		Receivable X-Yachts	131.594,83	17.662,55	
<b>Assets total</b>				<b>17.662,55</b>	
<b>Liabilities</b>					
		Own capital		16.463,78	
		Result of the year		1.198,76	
		New Own capital		17.662,55	
		Due X-Yachts		0,00	
<b>Liabilities total</b>				<b>17.662,55</b>	

Marianne Toft Hansen  
X-35 Treasurer

Torsten Bastiansen  
X-35 Chairman 2013



X-35 World Championship 2013 Malmö  
Chairman Race Committee Sten Edholm

2013-11-27

## DRAFT !

# Race Committee and International Jury Reports from X-35 Worlds 2013 Malmö 2013-08-27—09-01

### 1. Organisation and venue;

The Championship was organised by Nacka Strand Yacht Club with the support of the sailing event company Whyshore AB. The venue was on the water of Öresund, just west of Malmö, southern Sweden.

Chairman of the Race Committee was Sten Edholm, Royal Swedish Yacht Club and Race Officer was Swedish IRO H-P Hylander, Commodore of Varberg Yacht Club.

Chairman of the International Jury was Trevor Lewis, United Kingdom. Members of the jury were also Mike Short (UK), Mathias Dahlström (SWE) and Tom Schubert (FIN).

The race organisation was altogether around 20+ people with 5-6 boats. Small but efficient.

Daily met forecasts at Skippers Briefing were provided by Claes Hiersemann, a local sailor with vast experience from the race venue.

### 2. Participants

20 boats from 7 nations participated, including one boat from Turkey that makes the two continent criteria matched.

The entry fee was 700 €.

### 4. Measurement and Safety checks

Support was requested early 2013 from the Swedish X-35 Association, as well as the International X-35 Federations, regarding earlier X-35 Championships Measurement Plans and Measurement Reports for the last 2-3 years. No response despite several reminders. Earlier NOR and Sailing Instructions were however kindly provided by the Italian organizers of 2012.

Agreement was made with the X-35 Class Measurer Marco Barbieri to be Chief Measurer at the event. Unfortunately he had to cancel his participation just before the race. The measurement checks were finally then organized by the Chairman Sten Edholm, also licensed Measurer and member of the Swedish Sailing Federation Technical Committee.

Measurement Plan as attached in Annex 2.

Observations;

- **25 % of the boats were weighed** with crane and calibrated scale. No correction weights in any single boat. The max deviation from the stipulated 4.490-4590 kg (~4.540) was 35 kg. The total deviation from 5 boats was 90 kg = 18 kg/boat. Three boats had identical weights of 4.550 kg. Remarkable production conformity for series produced boat !
- The **keels** were to be inspected according to the X-35 guidelines. The templates arrived, however not without any instructions. Only limited checks could be performed.
- **Sails** have been generally OK, all sails properly registered, a few needed signing. Random checks were made for five of the 20 participating boats, all their sails were measured, no deviations. There is some confusion about the validity of the German blue sail buttons, this should be sorted out in the Class Rules.
- The **tension of the life lines/guardrails** has been checked on some boats, they usually had to be tightened. No protests were however filed.
- **Safety equipment** has generally had very few remarks. There has been a discussion about the requirements on anchor, rope and chain.
- The registration of the various ISAF Sailors categories has worked well, however the X-35 Helmsman declaration needed expert advice.

## 5. The races

Around 25-30 participating boats were foreseen by the organizers, around 25 boats were registered as entries, finally 20 came to registration and measurement/safety check.

There were a total of 9 races sailed in winds around 6-12 knots , primarily south to westerly winds. Last day the winds increased to 12-20 knots. Distances to top mark were usually 1,0 - 1,2 nautical miles. There were continuously varying currents of around 1-2 knots.

There were quite a few general recalls initially, then later flag Uniform was used and the starts were better.

Some time may have been shortened between the races with separate Pin- and Finish line boats, but this did not seem to be a concern of the sailors.

All start procedures were also read on VHF. Must be with 25W and mast mounted antenna.

## 6. Protests and the International Jury

The Chairman of the International Jury, Trevor Lewis, reports that there were only three hearings - one protest was invalid, one was dismissed, and only one (a protest and counter-protest) resulted in a disqualification.

However, the International Jury also had some concerns related to the X-35 Class Rules regarding;

- Number of persons on board
- Anchor
- Personal floating devices

Detailed comments are to be found in Annex 1.

## 7. Results and the World Champion

After a few days of mixed lead, there were a few boat that distinguished themselves, like Audi/Samsung, Team North Sails, Swegon and Yxi. However Swedish Firefly caught up gradually and after 8 races the Finnish Audi/Samsung was in lead before North sails. The last race was a challenging one in 15-20 knots, North Sails made a very good race and took back the top position from Audi/Samsung.

The three medals for first three places were taken by ;

- **Gold** – Team North Sails Sportswear with Skipper Mikael Lindqvist
- **Silver** – AUDI X Sail Racing Team powered by Samsung with skipper Teemu Kekkonen
- **Bronze** – Team Firefly by Matrisen with skipper Johan Lindell

## 8. Media

In the initial phase news could be found on the websites of three different sources – Whyshore, the X-35 Worlds and Audi/Wolkswagen. Should be better coordinated with one main website.

The publishing of news and results were however primarily done on Facebook. The Class Federation should probably define more clearly what level of media production that is adequate for a World Championship.

## 9. Sponsors

The event company and race organizer Whyshore AB are professional in their approach to sponsors, as well as the exposure at the Race venue. The X-35 Worlds were sponsored by Volkswagen, Sail Racing clothing, Samsung, Malmö City Council and others. Race Committee official clothing and arrangements in harbour Dockan were well above average.

## 10. A few general remarks about the Class Rule and the Guidelines for X-35 Championships

- The Class Rule seems adequate, however the regulations and procedures for helmsman, owner etc seems unnecessarily complicated for a competition of this format.
- The ambitions to have 40% boats weighed with crane seems also a bit over ambitious, especially as no reports seems to be available to refer to earlier championships and why this may be needed. Also a cost driver.
- To line up a schedule with three days measurement checks just costs money, better to make priorities and shorten time for registration and measurement checks.
- "On the water Jury"?? Fine to have a Jury representation watching at sea, but be clear that it is not worth to have match racing procedures. Just cost boats, people and money.
- Two series of templates may be fine, most important however to have a manual and a drawing to make the template properly "X-35 certified".

Too high ambitions in these matters may have considerable impact on the possibility to find suitable organizers as well as the number of participating boats.

The Guidelines from X-35 International Federation has no dates when last confirmed, also no official decision by whom they were authorized. This decreases the credibility for an ISAF World Champion Class.

## 11. Summary

The X-35 Worlds 2013 could be summarized as;

- Fair sailing in good winds.
- Number of participants fulfill ISAF requirements.
- Race management by Racing Officer, International Jury and Race Office has well fulfilled international standards for an ISAF Worlds Event.
- No accidents, very few protests, only one race abandoned.
- Good harbour facilities with good social opportunities

Despite that everything went well, it should be remarked that it is important to have defined agreement between the Class Federation and the Organizing Authority.

The support from the X-35 International Federation and manufacturer X-35 could have been stronger.

*Sten Edholm*

Chairman of the X-35 Worlds Race Committee  
Swedish Royal Yacht Club  
ISAF Offshore & Oceanic Committee



Comments from Chairman of the Jury -- Trevor Lewis.

**1. NUMBERS ON BOARD**

I was asked on the first day whether it was possible to sail with fewer people than the full declared crew list. The jury looked at this and its view was as follows:

Class rule C.2.1 requires:(second (a)) a minimum of 5 persons, and C2.2 gives a maximum crew weight of 640kg.

A crew list was required by C2.1.(b) and the notice of race which says:

6.3 ...Skippers shall inform the OA of the ISAF Sailor ID of all crew members at registration.

The crew is defined in the ERS as:

C.5.1 Crew

A competitor, or team of competitors, that operates a boat.

We did not find any rule that said that the the full declared and weighed number (with any authorised substitutes) were required to take part in any particular race.

I advised the organizers of this opinion, and was told that this was not the class's own interpretation. The class's interpretation - that if you declare x competitors, you race with x competitors - was advised at a subsequent briefing, but if there had been a hearing involving this, I think it would have been difficult for the jury to support the class's interpretation.

(Incidentally, class rule C 2.1.(b) refers to a crew list form within appendix H.10. I could not find this appendix on the ISAF website.)

**2. ANCHOR**

A statement was made at the start of the event concerning the anchor and the anchor warp,

The OSR requires:

4.06 Anchor(s)

4.06.1 An anchor or anchors shall be carried according to the table below: \*\*

a) 1 anchor, readily accessible

2.03.2 Heavy items:

b) ... anchors and chain shall be securely fastened. 'Secure fastened' is defined as

*Held strongly in place by a method (e.g. rope lashings, wing-nuts) which will safely retain the fastened object in severe conditions including a 180 degree capsize and allows for the item to be removed and replaced during racing*

The Class Rules say:

### C.5.1 FOR USE

#### (a) MANDATORY

(1) One main anchor of not less than 10 kg in weight positioned according to drawing appendix H9 and one anchor warp of minimum length 30 m, positioned according to appendix H9. Anchor and warp not to be moved during racing unless for the purpose of anchoring. Minimum weight of anchor and warp 18,5 kg.

The International Jury felt that:

- There was no requirement to have anchor chain, or a weighted warp, although one or the other is clearly sensible. All that is required is a warp (= rope), subject to the minimum weight requirement for anchor and warp.
- drawing H9 shows where the anchor and warp are to be stowed.
- although an anchor, and an anchor chain, must be securely fastened, there is no similar requirement for an unweighted anchor warp.

### 3. PERSONAL FLOTATION DEVICES

The OSR says:

5.01.1 Each crew member shall **have** a lifejacket as follows:-

It does not say that the 150 N equipment is the only type that may be carried on board and worn. RRS 40 makes no specification as to what sort of personal buoyancy should be worn when flag Y is displayed.

Sailing Instructions and possibly the class rules should make clear whether there is any minimum specification (other than 'adequate' - RRS 1.2) for a PFD that (a) may be worn when flag Y is not displayed, and (b) must be worn when flag Y is displayed.



X-35 World Championship 2013 Malmö  
Sten Edholm

2013-08-26

## Measurement Plan X-35 Worlds 2013

### 1. Basic Documents ;

- ISAF Racing Rules 2013-2016 (Para 40, 43)
- ISAF Equipment Rules 2013-2016
- X-35 Class Rules 2012
- X-35 Guidelines for Race Organisers

### 2. Purpose

- To conduct a fair X-35 World Championship based on X-35 Class Rules
- To give the Swedish and International X-35 Association an overview of the fleet as well as if appropriate propose changes to the X-35

### 3. Scope and priorities

The measurement check will be conducted in these segments;

- Each individual sail to be checked regarding the official X-35 sticker
- All crews to be checked for individual weight
- 10 % sails at random to be individually checked by licensed sail measurers
- 10 % of participating boats to be weighed and checked with keel templates
- All boats to provide a safety equipment check list, all boats to be additionally checked by random
- Random checks of safety equipment, lifeline tautness and sails after the races Thursday to Sunday.

### 4. Sail stickers

Two measurement officials will be assigned to check each sail for the official X-35 Sail Sticker. 15 min time slots to be allotted by Race Office. All sails and sail stickers

to be exposed visibly at the check. At the same time corrector weights (if any) will be checked.

#### 5. **Crew weight check**

The Race Office will allot times for each team to be weighed with an accuracy of +/- 0,5 kg on a calibrated scale. Weight with only underwear as of X-35 Class Rule C 2.2. The total weight may not exceed 540 kg.

#### 6. **Random Checks of sails**

The Chief Measurer will announce on the official Notice Board which sails that are to be checked . The check will take place at Dockan and will be performed by licensed North Sail measurers.

#### 7. **Random Checks of weight and keels**

The Chief Measurer will announce on the official Notice Board which boats that are to be lifted by crane at the Americas Cup Quay. 5 boats are foreseen to be checked.

#### 8. **Check of safety equipment**

One measurement official will be assigned to check safety equipment on all boats after that the boats have filed their Safety Equipment Declarations at the Race Office. Priority for the check will be ;

- VHF including radio check
- Life jackets
- Anchor with appropriate chain and rope
- Life buoys
- Fire extinguisher

#### 9. **Random Checks after sailing**

The Chief Measurer will make daily random checks of sails and safety equipment after the races.

*Sten Edholm*

Sten Edholm  
Chief Measurer X-35 Worlds 2013