

**INTERNATIONAL ONE METRE
INTERNATIONAL CLASS ASSOCIATION
(IOM ICA)
2018 GENERAL MEETING
(AGM)
MEETING AGENDA**

1. Call to Order

2. Confirm Quorum

3. Approve Agenda

4. Declare Voting Strength

5. Election of Officers

(Non-voting year)

6. Changes to IOM Championship regulations – See Appendix A (with clarification attached)

6.1. Change Wording to Championship regulations for allocation of places for Continental Championships.

7. Change Wording to Championship Regulation 6.8 – See Appendix B

7.1. Change Wording to Championship Regulations 6.8 to provide great financial transparency surrounding event management

8. Changes to IOM Championship Regulation 6.8.1 – See Appendix C

8.1. Modification of the CCR 8.6.1 (ii) about entries of non-continental NCA participants for Continental Championships, 8.7.2, 8.7.3 and 8.7.4.

9. Limiting the European Championship (EC) to four days of competition – See Appendix D

9.1. Limit the European Championship (EC) to a 4 days racing + 1 day of registration and measurements, with a maximum of three fleets

10. Treasurer's report

11. Discussion from the Floor

12. Adjourn Meeting

Appendix A

Changes to IOM Championship regulations –

Change Wording to Championship regulations for allocation of places for Continental Championships.

Resolution submitted by **Mr. Gavin Watson - IOM NCA Representative for GBR**

Purpose: With new NCA's emerging over all continents, we feel the allocation of places for new NCA's does not allow enough participation of skippers at their own continental championships. The change in wording would be to allow greater participation for NCA skippers at a continental championship on the NCA's continent. NCA's that are not in the continent of the continental championship to be only awarded places in stage 3 & stage 4. Please see amended wording below.

Revised wording showing current wording and proposed wording

8.6.1(ii) Current Wording:

For World Championships, two places to each Member NCA (one if number of certificated owners at previous AGM is 50 or below), or for Continental Championships, two places to each Continental Member NCA and one place to each other Member NCA which has declared interest as in 8.2.

8.6.1(ii) Proposed Wording as Appendix A:

For World Championships, two places to each Member NCA (one if number of certificated owners at previous AGM is 50 or below), or for Continental two places to each Continental Member NCA.

8.7.2 Current Wording

Then, if there are still places available, for Continental Championships, the ESC may allocate guest places to non-Continental Member NCAs to a maximum of 12, where no more than 2 places shall be allocated to any one non-Continental Member NCA, using the finishing order of boats from the non-Continental Member NCAs in the previous Continental championship and, if none, then in the previous World championship.

8.7.2 Proposed Wording as Appendix A:

Then, if there are still places available, for Continental Championships, the ESC may

allocate guest places to non-Continental Member NCAs to a maximum of 8 (Change from 12-8), where no more than 2 places shall be allocated to any one non-Continental Member NCA, using the finishing order of boats from the non-Continental Member NCAs in the previous Continental championship and, if none, then in the previous World championship.

End of Appendix A

Appendix B

Change Wording to Championship Regulation 6.8 -

Change Wording to Championship Regulations 6.8 to provide great financial transparency surrounding event management

Resolution submitted by **Mr. Gavin Watson - IOM NCA Representative for GBR**

Purpose: transparency as to where any profit or loss has been made, with future evaluation of costs, entry fees and any levies are therefore able to be monitored.

6.8. Within three months of the completion of the Championship the Organising Authority shall forward a report to the ESC, comprising, **detailed accounts and an evaluation of the Championship.**

End of Appendix B

Appendix C

Changes to IOM Championship Regulation 6.8.1

Modification of the CCR 8.6.1 (ii) about entries of non-continental NCA participants for Continental Championships, 8.7.2, 8.7.3 and 8.7.4.

Resolution submitted by **Mr. Miguel Salvador - IOM NCA Representative for ESP**

Purpose:

- Get the maximum number of Europeans skippers in an EC
- Organize other continental events.

CCR 8.6.1 (ii) delete “and one place to each other member NCA which has declared interest as in 8.2.”

CCR 8.7.2 is renumbered as 8.7.4 and shall read as follows:

“Then, if there are still places available, for Continental Championships, one place to each other Member NCA which has declared interest as in 8.2.
Then, if there are still places available, the ESC may allocate guest places to non-Continental Member NCAs to a maximum of 12, where no more than 2 places shall be allocated to any one non-Continental Member NCA, using the finishing order of boats from the non-Continental Member NCAs in the previous Continental championship and, if none, then in the previous World championship.”

CCR 8.7.3 is renumbered as 8.7.2

CCR 8.7.4 is renumbered as 8.7.3

End of Appendix C

Appendix D

Limiting the European Championship (EC) to four days of competition

Limit the European Championship (EC) to a 4 days racing + 1 day of registration and measurements, with a maximum of three fleets

Resolution submitted by **Mr. Miguel Salvador - IOM NCA Representative for ESP**

Proposal :

- Limit the European Championship (EC) to a 4 days racing + 1 day registration and measurements.
- Maximum 3 fleets.

Introduction:

What we can see in our IOM EC that is a mix of skippers where the ability varies from the best ones to a group of skippers that take part to learn and improve themselves (the last 1/3 part of the fleet). We support the idea that it is an European Championship where only the best skippers should take part and not an event to learn. This is how it works in another international dinghies and big boats classes.

It's very hard to take part in a 6 days event with 5 fleets where only 4 or 5 races per day are made and the cost of money and holiday we have to spend. Reducing the number of fleets to a 3 we can have more races per day and also reduce the number of days of the event. Of course a 4 days event will be cheaper than a 6 days event.

In the 2016 HMS and SHRS with 3 fleets we can have up to 60 participants.

For the Organizing Authority and Clubs is easier to manage a shorter championship with less people so it could encourage the clubs to host these kind of events and organize them EVERY year. It will encourage another Clubs to organize new international events like Tricastin Cup, Malta or Torre Vieja International Meeting for those participants that cannot take part in an EC and want to race in international events.

Talking about savings, for 60 boats or less only 1 day is needed for registration and 4 days racing. In general we save 3 days. One day for the measurers and 2 days for the judges (I guess they are coming the day before racing). It means 2 days saving in lodging and meals for at least 10 people (7 Judges and 3 Race Officers).

Obviously the flight costs are the same in a 4 days event than in a 7 days event but we have to remember that we fly within Europe and have European Judges. Also considering low cost airlines and venues well connected.

The allocation of places would be the same of what we have in the IOMICA CCR.

Purpose:

- Maximize the racing days.
- Save time and money.

Advantages:

- More dynamic races.
- Cheaper events for participants (lodging and meals)
- Lower organization costs.
- Cheaper entry fees.
- Easier organization for the Clubs

End of Appendix D