

**INTERNATIONAL ONE METRE  
INTERNATIONAL CLASS ASSOCIATION  
(IOM ICA)  
2016 GENERAL MEETING  
(AGM)  
MEETING AGENDA**

- 1. Call To Order**
- 2. Confirm Quorum**
- 3. Approve Agenda**
- 4. Declare Voting Strength**
- 5. Changes to Class Rules – See Appendix A**
  - 5.1. Ratify new IOM Class Rules helping to address new dating issues with ERS 2017-2020
- 6. Changes to Class Championship Rules -See Appendix B**
  - 6.1. Proposal from the NZL NCA to modify the wording of Section #8 concerning alternative scoring systems to that offered by HMS
- 7. Treasurer’s Report**
- 8. Discussion from the floor**
- 9. Meeting Adjourned**

# Appendix A

## 6.1 – Updating to IOM Class Rules for compliance to ERS 2017-2020

– Submitted by IOM ICA Executive Committee

Resolution for changes of the IOM Class Rules and IOM ICA Regulations

### 1) Proposed by: IOM ICA Exec on 2016 IOM ICA AGM

### 2) Background and discussion

#### 2.1) Short explanation why IOM Class Rules has to be revised

Revision of the IOM Class Rules is necessary because of:

- Agreement relating to the International One Metre Class between the IRSA and the IOM ICA is dated the 1st day October 2014 dealing with the interpretations of the IOM Class Rules
- New edition of the ERS 2017-2020
- Decisions in issued interpretations which needs to be implemented into the wording of the relevant class rules.
- Enhancing of closed class rule nature of the IOM Class Rules
- Name change of ISAF to World Sailing
- Harmonization with cover page outlook, text formatting and wording used in other ISAF classes.
- Using better wording when necessary
- Omissions in the current version of IOM Class Rules.

#### 2.2) Influence of proposed changes in the IOM Class Rules to the IOM ICA Regulations

Item 2.4 in the Agreement relating to the International One Metre Class between the IRSA and the IOM ICA dated the 1st day October 2014 has following wording:

“Any amendments to or interpretations of the International One Metre Class Rules shall be carried out in accordance with IRSA Regulation Article 15.2.”

IRSA and World Sailing policy regarding the validity of the interpretations is that they shall remain valid for a maximum period of 2 years or until superseded by a class rule change.

Current IOM ICA Regulation 9.1: “A rule interpretation shall have the status of a Class Rule and shall remain valid until superseded by a Class Rule change” is not in accordance with the signed Agreement.

#### 2.3) IOM Class Rules - Question & answers

IRSA has adopted the following principle for handling interpretations/questions about the class rules and it is felt IOMICA should do the same.

*From <https://www.radiosailing.org/question-answers/rules-2/question/28>:*

An interpretation is requested when it is not clear (to a designer, builder, measurer, class association or certification authority) how a class rule shall be interpreted. When an interpretation is issued it should be kept in mind that the interpretation is valid until the class rules are changed or for two years maximum only. The purpose of this last rule is that two years gives sufficient time to consider if the effect of the interpretation is a) desirable or b) undesirable. Depending on the decision or choice (a or b, by the IRSA TC or the class depending on whether there is an independent class organisation or not) the class rules can be revised accordingly. Thus, when drafting any interpretation, it should be kept in mind how the class rules

should/could be revised to make the original interpretation request redundant. It follows that, if no revised class rule can be written, there is no need to issue an interpretation. Where no interpretation is required, but only an explanation of the effect of the class rules, it follows that it would be appropriate to deal with the original request by issuing a Q&A to be published on the IRSA website and elsewhere as appropriate.

This is the guiding principle used by the IRSA Technical Committee when considering any question about the class rules whether it is a formal request for an interpretation or not.

#### 2.4) How this proposal will affect the current IOM fleet

Proposed changes of the IOM Class Rules are not directly affecting any existing IOM boat. However, bear in mind that are **closed class rules** in which anything not specifically permitted by the **class rules** is prohibited and it is possible that a part of equipment currently used may be challenged by asking an interpretation.

### **3) Proposals**

#### **3.1) Proposed changes in 2017 Edition of the IOM Class Rules**

Proposed changes are marked and explained in the attached [revised text of the IOM Class Rules](#). Note that changes of the IOM Class Rules, after voting on IOM ICA AGM, have to be approved by the IRSA. Except some minor improvements in the wording, no further changes are foreseen.

#### **3.2) Proposed changes of the IOM ICA Regulations**

IOM ICA Regulation 9.1 to be deleted.

#### **3.3) Proposal for transferring existing interpretations to Q&A section of the IOM class:**

Content of all interpretations on the IOM Class Rules older than two years and not implemented in the proposed changes of the IOM Class Rules to be deleted and published on Q&A section of the IOM Class. For reference see: <https://www.radiosailing.org/question-answers/qaall>.

The main aim of the proposal is to allow the radio sailing community interested in the IOM Class to have easy and straight forward use of the latest edition of the IOM Class Rules and limited number of interpretations, if any. All other technical stuff will be stored in Q&A section as it is common practice in World Sailing and IRSA.

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# Appendix B

## Changes to Class Championship Rules - Submitted by NZL NCA Representative Michael McLachlan

### Changes to Section 8 - ENTRIES

#### **Proposal:**

In Section 8 remove specific references to HMS and replace with generic wording that allows for the use of racing and scoring systems providing they can be shown to be fair and equitable.

#### **Present Situation:**

Section 8 is currently written to allow only one event management and scoring system.

#### **Proposed Change:**

To provide event organisers with the ability to operate under a system of their choice subject to approval by the Events Committee.

#### **Pros:**

Adoption of this proposal would encourage NCAs to seek new and innovative event management systems which may provide the opportunity to enhance the overall experience of competitors and provide greater opportunity to present our sport to the media.

#### **Cons:**

It would be the responsibility of each event organiser to convince the Events Committee that the proposed system can provide for fair and equitable sailing for all competitors, and that the racing system can be supported by adequate management procedures.

The following sections would require changing:

#### **Class Championship Rule 1 - Abbreviations**

Remove HMS

#### **Class Championship Rule 8.1**

##### **Current Wording**

The maximum number of boats for any IOM Championship shall be 84. Recent experience has shown that there are difficulties in structuring Race 2 for events using HMS. IOMICA therefore strongly recommends a maximum entry of 80 instead. The actual maximum shall be as stated in the Notice of Race.

##### **Proposed wording**

The maximum number of boats for any IOM Championship shall be determined by the racing system used. Where the racing system uses promotion / relegation the maximum shall be 84, however IOMICA strongly recommends a maximum entry of 80 instead. The actual maximum shall be as stated in the Notice of Race.

#### **Class Championship Rule**

##### **8.6.1 Current Wording**

In which no Member NCA shall have an allocation of more than 8 places if maximum number of boats as stated in the NOR is 69 or bigger (5 heats HMS), and 6 if maximum number of boats is between 62 and 68 (4 heats HMS). The initial allocation of places shall be:

##### **Proposed Wording**

No Member NCA shall have an allocation of more than 8 places if the maximum number of boats as stated in NOR is greater than 68 or 6 if the maximum number of boats is 68 or less. The initial allocation of places shall be:

## **Class Championship Rule 8.7.1**

### **Current Wording**

In which no Member NCA shall have its allocation increased above 10 places if maximum number of boats as stated in NOR is 69 or bigger (5 heats HMS), and 8 if maximum number of boats is between 62 and 68 (4 heats HMS). If there are still places after the initial allocation, for World Championships, any available places shall be allocated to Member NCAs that have sent in applications for additional places before the closing date, using the finishing order of boats from the Member NCAs in the previous World championship. For Continental Championships, any available places shall be allocated to Continental Member NCAs that have sent in applications for additional places before the closing date, using the finishing order of boats from the Continental Member NCAs in the previous Continental championship.

### **Proposed Wording**

No Member NCA shall have an allocation of more than 10 places if the maximum number of boats as stated in the NOR is greater than 68 or 8 if the maximum number of boats is 68 or less. If there are still places after the initial allocation, for World Championships, any available places shall be allocated to Member NCAs that have sent in applications for additional places before the closing date, using the finishing order of boats from the Member NCAs in the previous World championship. For Continental Championships, any available places shall be allocated to Continental Member NCAs that have sent in applications for additional places before the closing date, using the finishing order of boats from the Continental Member NCAs in the previous Continental championship.

## **Consequential Changes:**

Standard Sailing Instructions would need to be updated to provide for different Event Management Systems.