

**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** (.pdf file of Voting Strength and Completed AGM Ballot attached)

**5. Election of Officers**

(Non-voting year)

**6. Changes to IOM Championship regulations – (APPROVED)**

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

**7. Change Wording to Championship Regulation 6.8 -- (APPROVED)**

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 – (DID NOT PASS)**

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 – (DID NOT PASS)**

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**

10.1 Pending per Treasurer David Turton (Traveling at the moment, but will forward and copy World Council upon submission)

## **11. Discussion from the Floor**

### **11.1 Per Gavin Watson -GBR**

"At last year's AGM, the NCA for CAN proposed a resolution that charged the IOM ICA EC with setting forth a committee to review and suggest updates for the IOM ICA Constitution and Regulations, the result of the vote was 93% of the voting strength in favor of this resolution".

The above was brought up when the original agenda was circulated by Barry Fox (CAN), whilst i appreciate we all lead busy lives its more than a little disappointing that there has obviously been little or no action. A 93% voting strength is a clear mandate for the Exec to move forwards with. At this year's AGM there was to be a report with progress, if there is to be no report there needs to be an explanation why circulated to all NCA's with a revised timeframe moving forwards.

Clearly the Exec not taking action on a clear mandate sets a dangerous precedent moving forwards.

### **11.2 Per Gavin Watson- GBR**

Timing of AGM's, please could we ask that the 2019 AGM be moved forwards, asking skippers to engage and vote on motions is difficult in or around the festive period, the timing of the 2018 was better in the respect of engaging GBR skippers.

There would seem to be an obvious transition around September - October where all NCA's in both the Northern and Southern hemispheres are active and that would obviously provide good engagement moving forwards.

## **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 Torrevieja 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