

**International One Metre
International Class Association
(IOM ICA)
2015 Annual General Meeting
(AGM)
Meeting Agenda**

- 1. Call To Order**
- 2. Confirm Quorum**
- 3. Approve Agenda**
- 4. Declare Voting Strength**
- 5. Election of Officers**
 - 5.1. Chairman
Nominations for Fred Rocha (USA) for the position of Chairman have been received from CAN and Barry Fox (WC Member)
 - 5.2. Secretary
None Received.
 - 5.3. Treasurer
Nominations for David Turton (AUS) for the position of Treasurer have been received from AUS and FRA
 - 5.4. VC Technical
Nominations for Robert Grubisa (CRO) for the position of VC Technical have been received from CRO, CAN and FRA
 - 5.5. VC Events
Nominations for Olivier Cohen (FRA) for the position of VC Events have been received from CAN, CRO and USA
 - 5.6. VC Measurement
Nominations for Lawrie Neish (CAN) for the position of VC Measurement have been received from CAN and USA
 - 5.7. VC Communication
Nominations for Pedro Egea (ESP) for the position of VC Communications have been received from USA and Barry Fox (WC Member)
- 6. Changes to Class Rules – See Appendix A**
 - 6.1. Ratify Emergency Rule Change regarding F.2.4(d)
- 7. Changes to Class Championship Rules – See Appendix B**
 - 7.1. Change to Event Scoring System
 - 7.2. Change CCR 6.4 to ensure that main jury members have sufficient experienced to manage Continental or World Championships
- 8. Treasurer’s Report**
- 9. Discussion from the floor**
- 10. Meeting Adjourned**

Appendix A – Resolutions for Changes to Class Rules

6.1 - Ratify Emergency Rule Change regarding F.2.4(d) – Submitted by IOM ICA Technical Sub Committee

From IRSA Approved Change:

Proposal Details:

Gooseneck & kicking strap: IOMICA proposal to change class rules

Current situation/Background

According to the Interpretation 2015-IOM-1, it is not permitted to have the gooseneck and kicking strap attached to a plate instead to the mast itself. Therefore, the plate does not meet the requirements of the gooseneck or kicking strap fitting because it extends their function by its size, providing additional 'area' with the potential to add to the driving force. Also, the plate is not a permitted fitting or termination in its own right.

Problem

IOM ICA is aware that great number of fittings, similar to those shown on the photos below (from several manufacturers and amateur builders), have been produced, sold and used in competition over a period of several years without comment.

Proposal

Class rule addition:

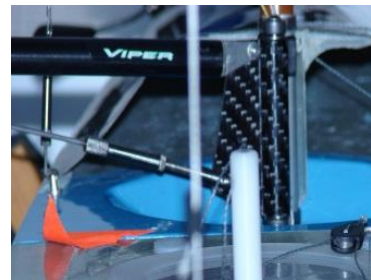
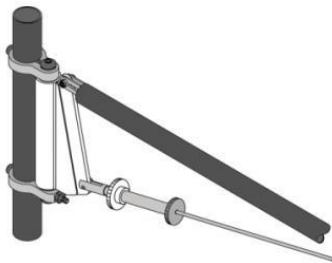
IOM Class Rule F.2.4(d):

(d) Where the mast kicking strap fitting and/or gooseneck:

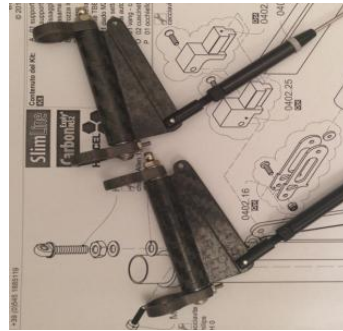
- (1) are exposed,
- (2) are not of circular cross section, and
- (3) rotate,

they shall not exceed 20 mm in any cross section perpendicular to the axis of rotation.

Examples of not permitted plates



Appendix A – Resolutions for Changes to Class Rules



Note: Sketches and photos are shown as examples only. All similar fittings are affected by this Class Rule Change

Appendix B – Resolutions for Changes to Class Championship Rules

7 - Changes to Class Championship Rules

7.1 - Change to Event Scoring System – Submitted by CRO NCA Representative Zoran Grubiša

Submission Title: HEAT RACING SYSTEM

Present Situation:

Current heat racing systems used on IOMICA Championships is HMS (Heat Management System).

Proposed Change:

Replace HMS with SHRS (Simple Heat Racing System) – complete text in attachment.

Justification:

SHRS is giving following advantages:

- Same number of heats sailed by each competitor
- Increase of maximum number of boats on the championship (80 with 5 heats of 16 boats up to 90 with 5 heats of 18 boats) making much easier race management and umpiring
- Reduce of number of requests as there is no promotion nor relegation
- More close racing with smaller difference in overall points requiring race tactics to be sail to win each race instead of keeping the place to remain in the heat
- No delays for waiting of protest hearing decisions
- No need to any heat re-scheduling in case of withdrawals
- Final heats raced on the second half of championship can be organized independently giving more freedom to the schedule of races (for example some heats racing in the morning, while other race in afternoon)

Comparison between HMS and SHRS is given as follows:

Appendix B – Resolutions for Changes to Class Championship Rules

	HMS	SHRS
<i>Number of heats sailed by competitor</i>	Some competitors sails more heats than others	All competitors sails same number of heats.
<i>Request for redress</i>	Number of requests for redress are increased with interest to stay in a heat	No promotion nor relegation and no reason for request for redress because of that.
<i>Race tactics</i>	Usually the main tactic is to stay in a heat and race on average level	For overall victory, every heat has to be sailed to win. Every point counts and there is no reason to sail for 10th or 11th place.
<i>Redress</i>	Special rules for redress are needed with promotion only for incidents on the last leg	No need for any special rule for redress. It can be given as prescribed in Appendix A with easy calculation of average of points.
<i>Time limit</i>	Special rules for time out limit if more than 6 boats are still racing after original time limit. No time limit in Race 1	No need for any special rule. It can be simply defined as time for first boat to finish and time after the first boat within all other boats shall finish
<i>Scoring within the heat</i>	Top 6 places in heats B and lower does not count meaning that boats are just sailing to finish without any actual racing	Each heat is race for itself and it victory is each heat has same value
<i>Number of boats in a heat</i>	For championship with 76 entries heats there are 20 boats in 5 heats. Last championship showed that optimum number of boats in a heat for effective racing and umpiring is about 16	For a championship with 80 entries, they can be divided in 5 heats of 16 boats
<i>Overall scoring</i>	Differences in total points are quite high making events sometimes decided at its half or two-third	Smaller differences in total points makes event more intense and interesting. The principle is always - Sail to win each race
<i>Waiting for protest hearing</i>	Any protest involving promotion delays racing	There is no delay as each heat is race for its own.
<i>Withdrawal of boats and re-schedule of heats</i>	Special rules for boats withdrawal	No need for any special rule. Appendix A simply applied

SHRS has been applied on different events in Croatia in last two years with great satisfaction of sailors and race managers.

Appendix B – Resolutions for Changes to Class Championship Rules

SIMPLE HEAT RACING SYSTEM

1. GENERAL

1.1 An event consists of a Qualifying Round and a Final Round.

1.2 The Qualifying Round is composed of races (except Race 1) based on the score from the previous race so as to maintain heats containing boats of mixed ability. In Final Round the boats are put in heats according to their total scores from the Qualifying Round. The boats with the lowest scores in Final Round heat A (gold) and so on into Second Round heats B (silver), C (bronze) etc. To the end of event boats shall stay in that heats.

1.3 Number of races in the Qualifying Round and Final Round shall be stated in sailing instructions.

2. NUMBER AND SIZE OF HEATS

2.1 The number of heats shall be as few as possible.

2.2 The number of boats in each heat shall be approximately equal. First extra boat goes into heat A, the next into heat B and so on.

3. QUALIFYING ROUND

3.1 For first race in the Qualifying Round, boats shall be divided using relevant ranking list. If no ranking is known form some boats following may be added to the ranking list: Boats shall be sorted according to their national letters, and within national letters according to their sail numbers. The seeding of the boats in appropriate heat will be done by awarding the heats to sorted list as follows. A, B, C, D, A, B, C, D

3.2 Composition of the second and following races in the Qualifying Round shall be based on previous race results as shown in table bellow, where the letter refers to the previous heat, and the number the boat's place in previous heat.

2 Heats	
Heat A	Heat B
A1	B1
B2	A2
A3	B3
B4	A4
A5	B5
B6	A6
A7	B7
B8	A8
A9	B9
B10	A10
A11	B11
B12	A12
A13	B13
B14	A14
A15	B15

3 Heats		
Heat A	Heat B	Heat c
A1	B1	C1
B2	C2	A2
C3	A3	B3
A4	B4	C4
B5	C5	A5
C6	A6	B6
A7	B7	C7
B8	C8	A8
C9	A9	B9
A10	B10	C10
B11	C11	A11
C12	A12	B12
A13	B13	C13
B14	C14	A14
C15	A15	B15

4 Heats			
Heat A	Heat B	Heat C	Heat D
A1	B1	C1	D1
B2	C2	D2	A2
C3	D3	A3	B3
D4	A4	B4	C4
A5	B5	C5	D5
B6	C6	D6	A6
C7	D7	A7	B7
D8	A8	B8	C8
A9	B9	C9	D9
B10	C10	D10	A10
C11	D11	A11	B11
D12	A12	B12	C12
A13	B13	C13	D13
B14	C14	D14	A14
C15	D15	A15	B15

Same principle should be used for more heats or more boats in a heat.

Appendix B – Resolutions for Changes to Class Championship Rules

4. FINAL ROUND

After all races in Qualifying Round, temporary overall results will be produced based on which boats will qualify for heats in Final Round.

For example: In an event with 53 boats, heats will be composed of 14(A), 13(B), 13(C), 13(D). After the Qualifying Round, boats placed 1 - 14 will be placed and will stay in heat A, those placed 15 - 27 in heat B, those placed 28 - 40 in heat C, and those placed 41 - 53 in heat D. Thus, in the Final Round, boats in heat A will compete for places 1 - 14, those in heat B

for places 15 - 27, those in C for places 28 - 40, and those in heat D for places 41 - 53.

Note: Scoring is the same for all heats. This means that a boat in Final Round heat B at the end of the event can have fewer points than another in heat A, but as per above the boat in final heat B cannot be placed above 15th place.

5. SCORING

5.1 RRS Appendix A Low Point Scoring system shall apply for all races (qualifying and finals) subject to 5.2 and 5.3 below.

5.2 Boats recorded as DNF, RAF, OCS, DNS, DNC, BFD, DSQ, DNE or DGM in Qualifying Round shall be placed in this order at the bottom of their heat. Should more boats score same place they will be placed according to the alphabetical order of national letter and sail number.

5.3 When the total score is calculated for each boat, discards will be permitted as follows:

- After 4 races have been completed 1 Discard*
- After 8 races have been completed 2 Discard*
- After 16 races have been completed 3 Discard*
- After 24 races have been completed 4 Discard*

and so on every further eight races completed

Appendix B – Resolutions for Changes to Class Championship Rules

7.2 Change CCR 6.4 to ensure that main jury members have sufficient experienced to manage Continental or World Championships – Submitted by IOM ICA Events Sub Committee

Class Championship Rule 6.4

Current Wording:

For World and Continental Championships, the Organising Authority shall appoint an International Jury according to the provisions of Appendix N of the RRS.

Changed to :

For World and Continental Championships, the Organising Authority shall appoint an International Jury according to the provisions of Appendix N of the RRS. IOM ICA ESC will propose a list of names to Organising Authority for International Jury chairman and approve other members of that jury. Minimum number of members of that jury will be 6.

Discussion : IOMICA events SC wants to be sure that main jury members are experienced enough to manage Continental or World Championships.

Regarding number of jury members, 5 is the minimum within Appendix N, and 6 is a minimum to allow some rest during the day for umpires while 4 are "live".