

**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**

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.

### 8.6. Stage One

8.6.1. 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:

1. (i) A personal place for the previous champion; this place shall not be counted in any Member NCA's total.
2. (ii) 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. **and one place to each other Member NCA which has declared interest as in 8.2.**
3. (iii) Four additional places for the host NCA.
4. (iv) For World and Continental Championships, the ESC may allocate guest places to competitors either not represented by a NCA, or that have demonstrated noteworthy dedication and service to the class, to a maximum of 5.
5. (v) For World Championships, the remaining places shall be allocated to Member NCAs according to the finishing order of boats from the Member NCA in the previous World championship. For Continental Championships, the remaining places shall be allocated to Continental Member NCAs according to the finishing order of boats from the Continental Member NCA in the previous Continental championship.

## 8.7. Stage Two

1. 8.7.1. 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.
2. 8.7.2. 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.
3. 8.7.3. Then, if there are still places available,
  1. (i) For Continental Championships, those Continental Member NCAs still requiring places shall be listed in a List
    1. (a) In order of their highest finishing place in the previous Continental championship, followed by
    2. (b) For those not in previous Continental Championship, in reverse numerical order of their World Council voting entitlement, where those with the same number of votes shall be split by drawing lots.
  2. (ii) For World Championships, those Member NCAs still requiring places shall be listed in a List
    1. (a) In order of their highest finishing place in the previous World championship, followed by
    2. (b) For those not in previous World Championship, in reverse numerical order of their World Council voting entitlement, where those with the same number of votes shall be split by drawing lots.
4. 8.7.4. Then, if there are still places available, for World Championships, places shall then be allocated one per Member NCA going down the List repeatedly until each Member NCA reaches the Stage Two maximum allocation, or has the places applied for if less. For Continental Championships, places shall then be allocated one per Continental Member NCA going down the List repeatedly until each Continental Member NCA reaches the Stage Two maximum allocation, or has the places applied for if less.

## 8.8. Stage Three

1. 8.8.1. If there are still places available, for World Championships, the ESC may allocate guest places to competitors pursuant to rule 7.3, to a maximum of 6, where no more than 1 place shall be allocated to any one country. For Continental Championships, the ESC may

allocate guest places to non-Continental competitors pursuant to rule 7.3, to a maximum of 6, where no more than 1 place shall be allocated to any one country.

2. 8.8.2. Then, if there are still places available,
  1. (i) For World Championships, there shall be no restriction on the maximum number of places for any Member NCA. Places shall be allocated one per Member NCA to those Member NCAs still wanting them, using the List. If any Member NCA has requested places after the initial closing date, they should be added at this stage.
  2. (ii) For Continental Championships, there shall be no restriction on the maximum number of places for any Continental Member NCA. Places shall be allocated one per Continental Member NCA to those Member NCAs still wanting them, using the List. If any Continental Member NCA has requested places after the initial closing date, they should be added at this stage.

#### 8.9. Stage Four

8.9.1. If at any stage the maximum number of entrants is achieved, the Organising Authority shall notify at least the next five persons on the List informing them that they are a reserve should anyone drop out. If places become available immediately prior to the start of an event, the Organising Authority may make up the numbers to the entry limit, by informing the reserves and then continuing the allocation of places from the List.

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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.**

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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

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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 Torreveja 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

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End of Appendix D