

## **2011 IMCA World Council AGM – 19 November 2011 – Salzburg, Austria**

### **National Class Submissions – Decisions Taken At Annual General Meeting**

#### Norway

##### *Wearing of Personal Floatation Devices*

The Norwegian Class proposed that the Regatta Regulation/Standard Sailing Instruction requiring the compulsory wearing of Personal Floatation Devices at IMCA Events be deleted. The Racing Rules of Sailing and any local legal requirements will still apply.

The Championship Coordinator will be asked to make the necessary changes to the Regatta Regulations/Standard Sailing Instructions.

##### *Championship Course Lengths*

The Norwegian Class proposal to remove the option for courses 6 and 7 (6 and 7 leg windward leeward courses) from the Regatta Regulations/Standard Sailing Instructions was approved.

##### *Gudgeon & Rudder Strap Fittings*

Following multiple failures in boats around the globe, the Norwegian Class asked that the problems with the construction and materials of the gudgeon fittings as described in their submission be formally raised with the builders. The meeting also raised the issue of the rudder straps, which suffer frequent failures as well. The meeting approved the Norwegian request with the addition that the problems with the rudder straps be investigated at the same time. The Technical Committee will be asked to work with the builders to resolve this matter bearing in mind any potential consequential Rule Changes that might be needed as a result.

Peter Goeckel and Federico Miccheti noted that there were also certain maintenance steps that should be taken to ensure the rudder fittings were secure and minimize the chances of failure. It was agreed that Peter and Federico will produce an FAQ document on this subject for publication on the IMCA website.

##### *Use Of Snorkles When Cleaning Boats*

It was agreed that because of the difficulty in adequately describing the nature of a Snorkle, a subject that ISAF has also reviewed but been unable to resolve adequately, that no change to the Regatta Regulations/Sailing Instructions will be made.

## USA

### Shorten Duration Of IMCA Championships

The USMCA submitted proposals for shortening the duration and fixing the racing days (ie Thursday to Sunday) for IMCA Championships (World and Continental).

The meeting agreed on the principle of reducing the length of the events to keep costs down and reduce the amount of leave time required to compete. Concerns over ability to complete the required number of races within the available days were raised, particularly for events where a split fleet is required which means a greater number of races are needed to achieve a successful championship.

Whilst the principle of reducing the number of sailing days was agreed the proposal to fix which days of the week racing could take place on was felt to be too restrictive and should be reviewed for each event/venue so that local conditions, logistical links, etc, could be taken into consideration. The basic principle of ensuring that competitors could race in the events by taking a "long weekend" holiday was agreed.

Following the following change to the Regatta Regulations was proposed by Peter Goeckel to come into effect for events from 1 January 2013 and beyond:

"The duration and timing of IMCA Championships shall be as follows:

World and Continental Championships: Four days racing"

This was seconded by Chris Farkas and approved by the meeting. It was also agreed that registration days and tune up regattas/practice racing would be outside this four-day window.

The Championship Coordinator was asked to amend the Regatta Regulations as necessary and liaise with future event hosts accordingly.

### Review Of The Regatta Regulations

The USMCA proposed that:

"The World Council commission the IMCA Advisory Board to undertake a formal review of the Class Regatta Regulations and present its findings and recommendations to the IMCA Executive Committee for approval within 90 calendar days."

This was seconded by Peter Goeckel and approved by the meeting.

### Reduce Number Of World Ranking Events

The USMCA proposal that the number of events included in the World and Continental Rankings be reviewed to reduce the number of events and incorporate events from the Asia/Pacific region was discussed.

It was explained that originally the Ranking had incorporated far fewer events but that as the European Class had grown each nation wished to include its own National or major championship in the Ranking. To keep the ranking balanced between Europe and North America the North American events had been increase too until the current position where we have a total of 27 events.

It was also confirmed that decisions about the number and location of events to be included in the Ranking were made by the Executive Committee. The Chairman confirmed that a review of the Ranking had been in progress under the Chairmanship of Guenter Tzeschlock, but that Guenter's death had halted progress on this matter.

The meeting agreed that the Ranking had grown too large to be effectively promoted and it made it difficult for sailors to decide which events to compete in. It also resulted in competition between ranking events as it was impossible to avoid some clashes with such an extensive programme.

It was agreed that the Executive Committee and Advisory Board be asked to fully review the Rankings for 2013 bearing in mind the need to focus on relevance of events to the international sailor, reducing expense where possible and maximizing the promotional opportunities of the circuit.