

**ANNUAL GENERAL MEETING 2024**  
**Saturday, 16 November 2024**

According to the IM24CA Constitution, motions, amendments and nominations for the AGM shall be proposed only by the Executive Committee, NCA's, the Technical Committee and World Sailing and must reach the [International Secretary](#) not less than eight (8) weeks before the officially announced date of the meeting – *the deadline has been postponed by one (1) week this year*. Only the motions, amendments and nominations on the Agenda and its attachment/s shall be voted upon. The Chairman may, in exceptional circumstances, accept amendments from the floor of the AGM when, in his opinion, this will assist in the resolution of issues on which the World Council have had an opportunity to express its views.

The deadline for the submissions for the 2024 AGM is **September 27<sup>th</sup>, 2024**. To allow this process to function smoothly, each Submission should adhere to the following guidelines:

- The Submission shall clearly state the current position along with the proposal for a change (clearly stating the rule) and the rationale behind this change.
- The Submission should be written to relate to any IM24CA documents or topics listed below.
- Wherever possible, each submission should contain wording for the proposed new rules.
- Reason for the motion
- Technical items the tech staff can work on during the year should not be sent as a Submission.

<b>Nominating Body</b> <i>Exec Comm, NCA, Tech Comm</i>	Tech Comm
<b>Name and Surname</b>	Mike Gozzard
<b>Position in Nominating Body</b>	Chairman
<b>E-mail</b>	mike@gozzard.com
<b>Title of the motion, amendment, nomination</b>	Fixed forestay

**Topics concerned**

	Constitution		Events
<b>X</b>	Class Rules	<b>X</b>	Technical issues
	Regatta Regulations		General policies
	Nomination		

<b>Proposal</b> <i>You can widen this box if needed</i>	Revise the class rules to allow only the fixed forestay system.
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<b>Reason</b>	Breakages of the 7x19 stainless steel halyard of the original system is an ongoing maintenance issue with ongoing failures. This problem has been exacerbated by the introduction of the new mast manufacturer which employs an off-the-shelf halyard sheave which has a flatter cross-sectional radius. The fixed forestay system has been proven reliable over time, will cost less to maintain over the life of the boat, and addresses a serious safety concern.
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