

**International One Metre
International Class Association
(IOM ICA)
2014 Annual General Meeting
(AGM)
Meeting Agenda
November 23, 2014**

- 1. Call To Order**
- 2. Confirm Quorum**
- 3. Approve Agenda**
- 4. Declare Voting Strength**
- 5. Changes to Class Rules – See Appendix A**
 - 5.1. Changes to Class Rules to better define wind indicators**
 - 5.2. Changes to Class Rules to affect the use of multiple topping lift restraints**
- 6. Changes to Class Championship Rules – See Appendix B**
 - 6.1. Change CCR 8.6.1(ii) (i) to adjust the number of places awarded to NCAs potentially sending members to Continental Championships**
- 7. Treasurer’s Report**
- 8. Discussion from the floor**
- 9. Meeting Adjourned**

Appendix A – Resolutions for Changes to Class Rules

5 - Changes to Class Championship Rules

5.1 – Ratify Emergency Class Rule changes resulting from Interpretation 2014-IOM-1 and Interpretation 2014-IOM-2 regarding the use of wind indicators and tell tales.

The Emergency Rule Change reads:

Emergency IOM Class Rule changes made after Interpretations 2014-IOM-1 and 2014-IOM-2 have been published

Tell tales and wind indicator on IOM boats are permitted by the IOM Class Rules since the early days of the IOM Class.

Tell tales on the mainsail leech have been generally ignored by the measurers during measurement and wind indicator attached to the backstay has been considered as permitted.

USA NCA asked for interpretations regarding tell tales and wind indicator permitted positions and interpretations 2014-IOM-1 and 2014-IOM-2 have been published limiting the position of the wind indicator to the mast spar or its fittings only and prohibiting use of tell tales on mainsail leech

In order to allow continuation of using tell tales and wind indicators as they are used by great majority of IOM Owners, following emergency class rule changes have been voted by IOM ICA Exec on 1 July 2014 allowing use of the wind indicator attached to the mast spar or its fitting and to the backstay as well as positioning of tell tales on any part of the sail:

- Addition of IOM Class Rule F.3.3(c)(3) Permitted fittings shall be attached to the mast spar or its fittings.
- Addition of the word “spar“ at the end of IOM Class Rule F.3.2(a)
- Deletion of IOM Class Rule F.5.2(a)(2)
- Addition of IOM Class Rule F.6.2(a)(5) Backstay
- Addition of IOM Class Rule G.2.5(a)(4) Tell tales shall be ignored.
- Addition of IOM Class Rule F.6.3(d) A wind indicator attached to the backstay

1 July 2014

Robert Grubiša, IOM ICA VC Technical

Approved by IRSA on 8 August 2014.

Valid from 8 August 2014.

Appendix A – Resolutions for Changes to Class Rules

5.2 – Ratify Emergency Class Rule changes resulting from Interpretation 2014-IOM-3 regarding the use of multiple topping lift restraints.

The Emergency Rule Change Reads:

Emergency IOM Class Rule changes made after Interpretation 2014-IOM-3 has been published

(Based on proposal for a change to IOM Class Rules to permit more than one topping lift restraint line submitted by MYA acting as NCA for UK)

Introduction

The IOM Class Rules permit a **headsail boom** topping lift restraint line as optional **running rigging** in IOM Class Rule F6.2(b)(8).

Class rule C7.7 (c) controls what it may be attached to or passed around while class rule F.6.1 permits any material to be used in its construction.

The intended use of such a device is not defined in the class rules nor the Equipment Rules of Sailing.

Devices that might be considered to be restraint lines are commonly used for two purposes.

- 1 A line is passed around or attached to the **headsail stay** and the topping lift, to pull the latter forward away from the **mast**.
- 2 A line, which may take many forms, is used to prevent the topping lift from fouling on **spreaders**.

Interpretation 2014-IOM-3 makes it clear many such devices are restraint lines and it is not unusual to see both types fitted as they have different functions both of which are desirable.

However Interpretation 2014-IOM-3 also points out that the class rules say ‘a topping lift restraint line’ indicating that only one is permitted.

It is proposed to permit more than one with immediate effect (18th September 2014).

Proposal

Change Class Rule F6.2(b)(8) to read:

(8) Headsail boom topping lift restraint line(s).

Change Class Rule C.7.7(c) to read:

“(c) **Headsail boom** topping lift restraint line(s) attached to, or passing around, the topping lift may be attached to and/or passed around any or all of the following: topping lift; **headsail; headsail halyard; headsail stay; headsail boom.**”

16 September 2014

Robert Grubiša, IOM ICA VC Technical

Valid from 18th September 2014

Approved by IRSA on 25 September 2014

Appendix B – Resolutions for Changes to Class Championship Rules

6 - Changes to Class Championship Rules – See Appendix B

6.1 - Change CCR 8.6.1(ii) (i) to adjust the number of places awarded to NCAs potentially sending members to Continental Championships

Events SC proposes to correct previous change in CCR (1 place for "small" NCAs at 1st stage of Worlds AND Continental Championship), as in fact for Continental events, there is no need to reduce places at 1st stage as there are not such a big number of NCAs.

So the change proposed is to apply that change only for WC.

CCR 8.6.1(ii) (i)- 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 (one if number of certificated owners at previous AGM is 50 or below) and one place to each other Member NCA which has declared interest as in 8.2.

To be changed to

(i)- 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.