

IOM ICA VC Technical Robert Grubiša answers on the comments on the motions from the GBR NCA (MYA Technical Team) on advisory basis giving their interpretations (as published on <https://qbriom.wordpress.com/2016/12/31/iomica-agm-motions/>) are given here and marked with „IOM ICA VC answer“:

Appendix A

Whilst some changes to the class rules are required to keep rules in line with the 2017-2020 version of ERS, it is felt by the MYA technical team that changes to certification and documentation is not required, the current IOMICA documentation procedures have served the class well and there is no reason to change.

These changes to the class rules can be found in the proposed 2017 version.

http://www.iomclass.org/doc-files/Administration/2016-AGM/IOM%20CR%202017_221116_AGM-1.pdf

IOM ICA VC Technical answer:

Revision of the IOM Class Rules is necessary because of:

- ***Agreement relating to the International One Metre Class between the IRSA and the IOM ICA is dated the 1st day October 2014 dealing with the interpretations of the IOM Class Rules***
- ***New edition of the ERS 2017-2020***
- ***Decisions in issued interpretations which needs to be implemented into the wording of the relevant class rules.***
- ***Enhancing of closed class rule nature of the IOM Class Rules***
- ***Name change of ISAF to World Sailing***
- ***Harmonization with cover page outlook, text formatting and wording used in other ISAF classes.***
- ***Using better wording when necessary***
- ***Omissions in the current version of IOM Class Rules.***

So please note that by voting against the resolution due to some concerns regarding IOM Class Rules A.10, A.13 and interpretations (please see comments below) you are stopping all other changes.

A.10 VALIDITY OF CERTIFICATE

A.10.1 A valid certificate is issued using the IRSA approved certification documentation in accordance with the procedures in A.9 and A.12. Certificates from other documentation sources are invalid.

We use the IOMICA documentation and it has met our needs for many years. IRSA approved certification for the other classes is far more complex than required for IOMs.

IOM ICA VC Technical answer:

According to the IOM Class Rule A.3.1: “The international authority of the class is the IRSA which shall cooperate with the ICA in all matters concerning these class rules.”

IOM ICA has full right to organize the certification documentation (measurement forms and certificate) and it is doing so and it will do it in the future regardless of the certification documentation/process for other IRSA classes. Measurement forms and certificate (i.e. certification documentation) are mentioned in the IOM Class Rules and “IRSA approved certification documentation” is mentioned in IOM Class Rule A.10.1. due to the IOM Class Rule A.3.1.

The most important fact is that IOM Class Rule A.10.1 has references to IOM Class Rules A.9 and A.12 which are the same as they are in the current edition of the IOM Class Rules (with necessary changes due to the ERS 2017-2020). So, there is no changes due to the proposed wording for all NCAs and their certification authorities acting in the accordance with the current IOM Class Rules.

A.13 RETENTION OF CERTIFICATION DOCUMENTATION

A.13.1 The certification authority shall:

- (a) retain the original documentation upon which the current certificate is based,
- (b) upon request, transfer this documentation to the new certification authority if the hull is exported

The current IOMICA regs meet our needs.

IOM ICA VC Technical answer:

There is no significant change between the proposed wording and the current one.

Proposed wording of the IOM Class Rule A.13.1 is currently in the IOM Class Rule A.11.4:

„The certification authority shall retain the original certification measurement form, which shall be transferred to the new certification authority upon request if the hull is exported.“

If „current IOMICA regs“ means IOM ICA Regulations, please note that there is no reference in the IOM ICA Regulations regarding the content of the proposed IOM Class Rule A.13.

So, there is no changes due to the proposed wording for all NCAs and their certification authorities acting in the accordance with the current IOM Class Rules.

The proposal also seeks to change the way we archive prior year rule interpretations. Currently they are available on the IOMICA Class Rules page. This is a valuable resource as it easily answers questions that keep coming up for new skippers. The proposal is to take these interpretations and move them to a Q&A section on the IRSA web site. This is quite unnecessary as IOMICA can look after their own archives on the IOMICA web site.

The MYA technical team and GBR IOM NCA would urge owners to vote against Motion 1.

IOM ICA VC Technical answer:

In the (IOM ICA) 2016 GENERAL MEETING (AGM) MEETING AGENDA (http://www.iomclass.org/wp-content/uploads/2016/12/2016-IOM-ICA-Agenda_GBoell_1282016.pdf) it is stated as follows:

“3.3) Proposal for transferring existing interpretations to Q&A section of the IOM class:

Content of all interpretations on the IOM Class Rules older than two years and not implemented in the proposed changes of the IOM Class Rules to be deleted and published on Q&A section of the IOM Class. For reference see: <https://www.radiosailing.org/question-answers/qaall>.

The main aim of the proposal is to allow the radio sailing community interested in the IOM Class to have easy and straight forward use of the latest edition of the IOM Class Rules and limited number of interpretations, if any. All other technical stuff will be stored in Q&A section as it is common practice in World Sailing and IRSA.”

The question where the IOM Q&A will be published is not so important. Whole World Wide Web is based on interlinked hypertexts. Valid argument could be who will be responsible for maintaining and updating IOM Q&A. My clear answer is: IOM ICA technical representative i.e. IOM ICA VC Technical.

Reference to Q&A on the IRSA website <https://www.radiosailing.org/question-answers/qaall> has been given for simple reason -> it is existing at the moment and some of them are already related to the IOM class. Technical representative of the IOM ICA (IOM ICA VC Technical) must be responsible for IOM Q&A and for transfer of existing old IOM class rule interpretations to relevant Q&A. IOM ICA website will have IOM Q&A section maintained by IOM ICA. My personal view is that IOM ICA Q&A should be accessible from the IRSA website as well as from various local NCA websites worldwide. At the end, please note that all above mentioned is not part of the IOM Class Rules so there is no valid reason to vote against the proposed Class Rules.

3 January 2017

Answers prepared by Robert Grubiša, IOM ICA VC Technical