

**INTERNATIONAL ONE METRE  
INTERNATIONAL CLASS ASSOCIATION (IOM ICA)  
2020 ANNUAL GENERAL MEETING (AGM)  
MEETING AGENDA**

- 1. Call to Order**
- 2. Confirm Quorum**
- 3. Approve Agenda**
- 4. Declare Voting Strength**
- 5. Election of Officers** (2020 = even year = non-voting year)
- 6. Proposal to amend the IOM Class Rules regarding Sail Identification** – See Appendix A
  - 6.1. Amending IOM Class Rules to comply with Sail Identification related to the RRS 2021-2024
- 7. Proposal to amend the IOM Class Rules related to optional mast fittings** – See Appendix B
  - 7.1. Amending IOM Class Rules to improve definitions around optional mast fittings
- 8. Proposal to amend the IOM Class Rules related to hull materials** – See Appendix C
  - 8.1. Amending IOM Class Rules to improve the definition of allowable hull materials
- 9. Proposal to amend the IOM Class Rules related to class insignia** – See Appendix D
  - 9.1. Amending IOM Class Rules to have colored IOM class insignias for previous World and Continental Champions
- 10. Proposal to amend the IOM Class Standard Sailing Instructions** -- See Appendix E
  - 10.1. Amending IOM Standard Sailing Instructions to broaden and mandate award category recognition at World and Continental Championships
- 11. Treasurer's report**
- 12. Discussion from the Floor**
- 13. Adjourn Meeting**

# Appendix A

## Proposal to amend the IOM Class Rules regarding Sail Identification

6.1. Amending IOM Class Rules to comply with Sailing Identification related to the RRS 2021-2024

Resolution submitted by **Mr. Gary Boell – IOMICA Secretary**

**Purpose:** Per the suggestion of both Mr. Selwyn Holland (IRSA Secretary), and Mr. Robert Grubiša (IRSA Technical Chairman), I am submitting the following proposed addition to our IOM Class Rules. This is a change to solve an issue identified by the IRSA Technical Committee with App. E Sail Identification in the RRS, both existing and in the draft for the next period from 2021. While the RRS cannot be changed for the next phase, the issue can be solved through a supplementary document to the IRSA Class Rules. Please refer to the "IRSA Supplementary Class Rules 2020" in the IRSA site at: Documents/Technical/Administration.

<https://www.radiosailing.org/documents/administration> Under the Technical Section titled: IRSA Supplementary Class Rules 2020 **Version:** Effective from 1 March 2020

**Current wording:** (nothing drafted under **C.8 – Sails** addressing this exposure)

**Proposed addition:**

*C.8.4 IDENTIFICATION Sail identification shall comply with IRSA Supplementary Class Rules*

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End of Appendix A

# Appendix B

## Proposal to amend the IOM Class Rules related to optional mast fittings

7.1. Amending IOM Class Rules to improve definitions around optional mast fittings

Resolution submitted by **Mr. Zoran Grubiša CRO NCA Representative**

***CRO NCA resolution for 2020 IOM ICA AGM - IOM Class Rules amendments related to the optional mast fittings***

### **1. Mast ram**

#### **1.1 Current rule**

F.3.3 FITTINGS  
(b) OPTIONAL  
(11) Deck fitting.

#### **1.2 Proposed class rules changes**

Add the text "which may function as mast ram" in F.3.3 (11) after "Deck fitting" so the text will be:

F.3.3 FITTINGS  
(b) OPTIONAL  
(11) Deck fitting which may function as a mast ram.

#### **1.3 Reasoning for the proposed IOM Class Rule change**

An interpretation concerning the possible function of a mast strut or deck fitting as a mast ram has been sought as it is not clear that this is possible. Such fittings have been seen in use and this proposal is made to clarify and regularize the situation.

IOM Class Rule F.2.4 (a) permits fittings to be combined providing their function is not extended beyond what is permitted. A mast ram is normally part of the hull rather than of the rig. Currently there is no provision for what is known as a 'mast ram' under the fittings listed as mandatory or optional for the mast. This proposal makes it clear that a mast ram may be a mast fitting by specifically permitting the deck fitting of F.3.3 (b)(11) to function as a mast ram.

Boat construction may be simplified. The rake of each rig may be preserved and, therefore, be reproduced accurately when replacing a rig.

## **2. Headsail sheet fairlead as the mast fitting**

### **2.1 Proposed class rules amendment**

Add item (14) in the F.3.3(b) as follows:

F.3.3 FITTINGS

(b) OPTIONAL

(14) **Headsail sheet** fairlead.

### **2.2 Reasoning for the proposed IOM Class Rule amendment**

Such fittings have been seen in use and this proposal is made to clarify and regularize the situation.

IOM Class Rule F.2.4 (a) permits fittings to be combined providing their function is not extended beyond what is permitted. A headsail sheet is normally part of the hull rather than of the rig. Currently there is no provision for what is known as a 'headsail sheet fairlead' under the fittings listed as mandatory or optional for the mast. This proposal makes it clear that a headsail sheet fairlead may be a mast fitting by specifically permitting the fitting as an option.

Where there is a large gap between mast and the foredeck/bulkhead it may be possible to place a headsail sheet fairlead in a more appropriate place for the lower rigs.

Zoran Grubiša

CRO NCA Representative

10.09.2020.

# Appendix C

## Proposal to amend the IOM Class Rules related to hull materials

8.1. Amending IOM Class Rules to improve the definition of allowable hull materials

Resolution submitted by **Mr. Zoran Grubiša CRO NCA Representative**

### *CRO NCA resolution for 2020 IOM ICA AGM - IOM Class Rules amendments related to the hull construction materials*

#### **1) Current IOM hull construction material rules**

#### **D.2 HULL**

##### **D.2.1 MATERIALS**

(a) Subject to (b) and (c), the **hull**, excluding fittings and remote control equipment but including any supports and containers for such items, shall be made of and joined using one or more of the following materials:

- (1) Metal,
  - (2) Wood; wood based products containing only permitted materials,
  - (3) Resin, which may be coloured and/or reinforced with glass fibres,
  - (4) Adhesive,
  - (5) Varnish; paint,
  - (6) Film covering materials which may be reinforced by means of polyester fibres,
  - (7) Elastomer,
  - (8) Thermoplastic, which may be molded, containing only permitted materials.
- (b) With the exception of elastomer, materials shall not be: expanded, foamed, honeycombed.

(c) Unrestricted by (a) and (b):

- (1) A builder's mark may be applied,
- (2) The **hull** registration number shall be applied.

## **2) Proposed class rules changes**

Delete current wording D.2.1 and replace with:

### D.2.1 MATERIALS

(a) Construction materials of the **hull**, excluding fittings and remote control equipment but including any supports and containers for such items, are unrestricted subject to the following:

(1) With the exception of elastomer, materials shall not be: expanded, foamed, honeycombed.

(2) Fibre reinforcement materials with a higher modulus of elasticity than glass fibre are prohibited.

Amend D.1.4:

Add (a) in front of the existing paragraph.

Add: (b) A builder's mark may be applied.

end

## **3) Reasoning for the proposed IOM Class Rule**

The purpose of the proposed IOM Class Rule changes is to formulate a construction materials section of the rules having in mind the original intention of the IOM Class - to permit home built boats to compete structurally with mass produced boats and at an attractive cost – in order to enable good quality hulls to be obtained from a wider variety of sources than at present.

Currently, only a very small percentage of home-built boats now exist in the class. Those that are home built are invariably used by their owner/builders at their own club. Boats competing at the highest level come from a relatively limited number of builders. The class will be much more robust if sources of good quality hulls are available from a larger number of sources and from a larger number of designers.

The relatively small number of builders seen to provide competitive boats, relative to the number of countries where they are raced, means many hulls are imported at a cost that is large in comparison with their value. The absence of locally produced boats that are seen to be competitive works against local growth of the class.

Whereas few individuals have the skills or time to create their own hulls from timber, many are now in a position to create a hull by 3D printing. Currently, according to a recent interpretation, glass fibres may be used in traditionally laminated hulls, and in structures made using additive manufacturing involving resin, but may not be used in 3D printed hulls. This is an unreasonable restriction on a low-cost method of construction which is available to many who do not possess the construction skills of earlier generations.

Proposed class rule changes are permitting the use of glass reinforced thermoplastic material used for 3D printing of the IOM hulls. Fibre materials with modulus of elasticity higher than glass are still prohibited so the boat builders using glass reinforced resin don't need to invest in new materials and building techniques.

The proposed rule is simpler to understand than the existing. It is expected that this rule changes will allow more home builders keen in 3D printing of hulls to build their own or others design. Also 3D printed prototype designs could be tested against the molded hulls before the investments in the plug and mold have been made. In addition, all sorts of gel coats, resins with pigments and other additives as well as additives to thermoplastics are clearly permitted which was not clear in the current wording of the class rules.

Zoran Grubiša

CRO NCA Representative

10.09.2020.

# Appendix D

## Proposal to amend the IOM Class Rules related to class insignia

9.1. Amending IOM Class Rules to have colored IOM class insignias for previous World and Continental Champions

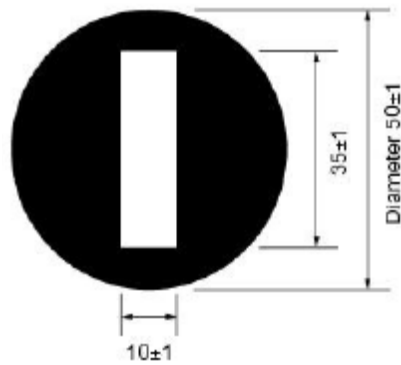
Resolution submitted by **Mr. Fred Rocha – IOMICA Chairman**

## Proposal for amendment of IOM Class Rules:

### Current wording:

Section H – Illustrations

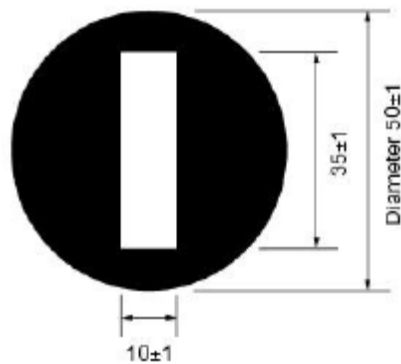
#### H.1 CLASS INSIGNIA



### Proposed wording:

Section H – Illustrations

#### H.1 CLASS INSIGNIA





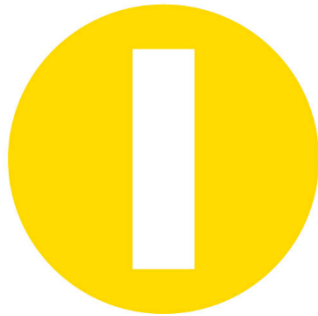
(Adding the following text under H.1.1)

H.1.1

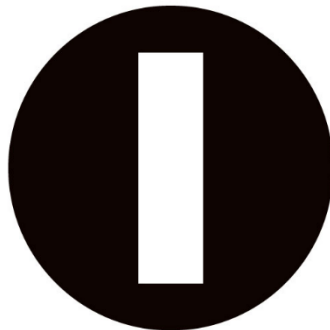
a) Respecting the valued traditions of the International One Metre Class, all Honor Award skippers are requested to display their highest award on their mainsail.

**Gold Yellow** for World Champions

**Red** for Continental Champions



b) Class logo shall be black colored. White Logo may be use for contrast. This rule does not apply for all honor award skippers.



\*\* Schedule of Honor Award Skippers listed below:

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# Honor Award skippers



**Graham Bantock GBR**

- 🏆 World Champion 1994 St. Cyr **FRA**
- 🏆 European Champion 1998 Leixoes **POR**
- 🏆 World Champion 1999 Ramla Bay **MLT**
- 🏆 European Champion 2004 Arcos della Frontera **ESP**



**Craig Smith AUS**

- 🏆 World Champion 1997 Wellington **NZL**
- 🏆 World Champion 2005 Moolaloba **AUS**



**Martin Roberts GBR**

- 🏆 European Champion 1996 Fleetwood **GBR**
- 🏆 World Champion 2001 Omisalj **CRO**
- 🏆 European Champion 2002 Fleetwood **GBR**




**Trevor Binks GBR**


- 🏆 World Champion 2003 Vancouver **CAN**




**Brad Gibson GBR**

- 🏆 World Champion 2007 Marseille **FRA**
- 🏆 European Champion 2012 Cres **CRO**


 European Champion 2014 Campione del Garda **ITA**

 World Champion 2015 Foster City **USA**

 European Champion 2016 Vitoria **ESP**





**Guilhermo Beltri ESP**

 European Champion 2008 Dubrovnik **CRO**




**Zvonko Jelacic CRO**

 World Champion 2009 Boatyard Beach **BAR**


 World Champion 2017 Pierrelatte **FRA**

 European Champion 2018 Sibenik **CRO**

 World Champion 2019 Porto Alegre **BRA**




**Marko Matic CRO**

 European Champion 2010 Pierrelatte **FRA**




**Peter Stollery GBR**

 World Champion 2011 West Kirby **GBR**



**Rob Walsh GBR**

 World Champion 2013 Sdot Yam **ISR**

# Appendix E

## Proposal to amend the IOM Class Standard Sailing Instructions

10.1. Amending IOM Standard Sailing Instructions to broaden and mandate award category recognition at World and Continental Championships

Resolution submitted by **Mr. Fred Rocha – IOMICA Chairman**

## Proposal for amendment of IOMICA Standard Sailing Instructions:

### Current wording:

#### 18. PRIZES

Prizes shall be awarded to the first 10 positions in the final results. Other prizes will be awarded at the discretion of the event organizers  
First Master (55 – 64 years), first Grand Master (65-69years) and first Great Grand Master (70 or more years). A competitor's age is his age on the day of registration.

### Proposed wording:

#### 18. PRIZES

Prizes shall be awarded to the first 10 positions in the final results, first Youth (under 25 years), first Master (55-64 years), First Grand Master (65-74 years), first Great Grand Master (75-79 years), and first Legend (80 + years ). A competitor's age is his/her age on the first day of racing.  
Other prizes may be awarded at the discretion of the event organizers.

### Reasons for change:

To encourage participation and award results of skippers of all ages on the IOM ICA World and Continental Championships.

The proposed wording is making awarding of listed prizes mandatory for each organizer of IOM ICA World and Continental Championship. Other prizes are at the discretion of the event organizers.