

Minutes of 2019 Annual General Meeting International 2.4 Metre Class Association

held on 13th October 2019 at Genoa, Italy @ 4.00pm



1. Roll Call and to establish a Quorum

A quorum for the 2019 2.4mR ICA Annual General Meeting was established to Constitution 8.4 with the following fifteen (15) voting members from three (3) continents in attendance:

Australia	Peter Russell	2 votes
Austria	Alfred Sulek	0 votes
Canada	Tony Pocklington	2 votes (proxy)
Czech Republic	Alexander Sadilek	1 vote
Finland	Rikard Bjurström	2 votes
France	Alexander Sadilek	0 votes (proxy)
Germany	Ulli Libor	4 votes
Ireland	John Patrick	0 votes
Italy	Nicola Redavid	3 votes
Netherlands	Jean-Paul Alexander	2 votes
Norway	Bjorn Pettersen	3 votes
Puerto Rico	Julio Reguero	0 votes
Sweden	Sven Asklund	3 votes
United Kingdom	Megan Pascoe	3 votes
USA	Tony Pocklington	1 vote

Also present to Constitution 8.1, non-voting:

Pekka Seitola – Treasurer
Heiko Kroger – EC Director
Stellan Berlin – TC Chairman
Henrik Johnsson – TC Member

Also present, non-voting:

Elena Polo - Italy
Manuela Libor – Germany
Neil Patterson – Australia, 2.4mR WC Melbourne 2022 bid
Andrea Araseo – Italy
Christian Taresco - Italy
Massimo Dighe – World Sailing

Apologies:

Steve Bullmore – United Kingdom

Proxies by absent NCAs:

Canada	Tony Pocklington	2 votes
France	Alexander Sadilek	0 votes

Rikard Bjurström was appointed chairman.
Peter Russell was appointed minutes secretary.

2. Setting time limit on speakers and debate

No time limit set, debate to be managed by chairman.

Voting to be by show of hands except where closed vote requested.

3. 2018 AGM minutes information

The 2018 AGM minutes have been published on the ICA website.

Matters arising:

- 12.0 Support World Sailing work to reinstate sailing 2.4mR yachts in the Paralympics.
- 12.0 Determine qualification criteria for the Youth Prize donated by Sweden.
- 12.0 Find additional International measurers.
- 12.0 Finalise 2.4mR marketing video.

Discussion:

Youth Prize criteria to be as follows: "First sailor competing in the WC who is under 30 years of age at the time of the first race is awarded the Youth Trophy"

Other matters arising are included in the ongoing ICA work program.

Meeting noted that the auditor report for 2017 by Stacie Loittit has not been provided. Stacie Loittit has terminated audit services for the ICA, the EC is to appoint an auditor to review and report on the 2017 accounts.

Decision to accept 2018 AGM Minutes:

Proposed – USA; Seconded – Sweden, Approved by World Council

4. Reports

Report from the President

The World Council acknowledged the President's report - **refer Attachment 4.**

Report from the Treasurer

The World Council acknowledged the Treasurer's Report - **refer Attachment 5.**

The current bank balance of E59,000 is noted as excessive given the current annual operating budget.

Subject to an auditor review and report on the 2018 accounts the World Council approved the statements for the fiscal year 2018.

Report from the Auditor

No audit report for 2018 has been prepared. Stacie Loittit has terminated audit services for the ICA, the EC is to appoint an auditor to review and report on the 2018 accounts.

Report from the Chairman of the Technical Committee

The World Council acknowledged the Technical Committee report - **refer Attachment 7**

No action on 2.4mR class rule amendments by World Sailing to date to be followed up by WS representative Massimo Dighe.

5. Proposals from the Executive Committee

No new proposals.

6. Proposals from the Technical Committee

No new proposals.

7. Proposals from member NCAs

Proposal One from Canada

The Canadian 2.4mR class Association proposes that the International Treasurer send invoices for international dues to each National Association by the last day of February. The invoice to include the per member rate. By the last day of April each National Association will pay dues based on their previous year's individual member numbers and the per member rate.

Comments:

Canada - *The Canadian class supports this proposal because it provides for business discipline with respect to the invoicing and payment of international dues.*

USA - *The US class supports this proposal.*

Discussion:

NCAs need reminder to pay (GER), some countries require invoices for audit (USA), NCA member email list needs to be correct (GER), NCA contact list on website needs to be updated (GBR).

Resolution:

World Council agreed to a revised proposal as follows:

ICA to send membership fees reminder to all NCAs by First of February requesting NCAs to confirm member numbers. ICA to invoice NCAs based on member numbers and dues as determined annually by the World Council with payment due on the First of March in accordance with the ICA Constitution.

Proposal Two from France

In the current "2.4OD class-rules" the carbon-fiber is clearly forbidden.

As several new "FRANCE2.4 members" ask me about the upgrade & completion "in the rules" of their unit, I hope that "ICA 2.4 E.C. & T.C." study the possibility or opportunity of introducing carbon-fiber in the current rules as the 2.4 is, to day, free from any Olympic & Paralympic constraints.!!

It could be a good thing that a statement is clearly given to use that fiber for "auxiliary fittings or products" and, of course, not for the construction of hull, keel, rudder-blade and deck .

I have read, once again, our 2.4mR class-rules (for a translate in French) and at any time, no words say clearly: the carbon-fiber is forbidden.

In our opinion ICA2.4 must stay "in the time or up to date" upon that carbon-fiber because: these rules are Open class rules (see Introduction)

The "ICA2.4 T.C Manager" could submit to the AGM 2019/Genoa/ITA and introduce in the current 2.4mR class-rules, at the good and right rule, those words in order to clarify this non-said situation .!!!

Comment:

Canada - *Other than the French 2.4mR class wants the use of carbon fiber I am not sure what he is proposing (Carbon fiber whisker poles, booms, masts, rudder stocks) We need more specific details and we need to know the cost of retrofitting our boats and what performance enhancing benefits we will receive with this change.*

USA - *The US class could support a well written proposal that allowed for specific uses of carbon fiber for smaller components such as the floor plate, dashboard, seat, etc. These types of changes should not be considered prohibitively expensive at this time. This could allow older boats to be more competitive by allowing one to transfer weight to lead, and would allow sailors to develop seating systems suited to their specific needs or body types when needed without weight penalty.*

Discussion:

Any material permitted for fittings in 2.4mR and OD yachts (TC), TC review of use of carbon fibre for spars requested (GER), review of use of carbon fibre for spars to be completed 2020 (GBR).

Resolution:

World Council requested TC clarification of carbon fibre rules to be issued.

TC Response to the Proposal by France on Carbon Fibre.

First we like to clarify the current situation:

2.4 Norlin One Design

In this rule carbon fibre is permitted under the circumstances described under rule D.2.3. Hull Materials
e) Parts or a structure of several parts that in no direction exceed the size of 120 mm may be of any material if the weight is less than 0,3 kg.

For almost all other usage carbon is prohibited. We believe that the rule has been misunderstood by the French association and that the current wording corresponds to their desire.

International 2.4mR Class Rules

In this rule carbon is also permitted in fittings according to rule D.3.1 Hull Materials

(a) The hull, excluding fittings, breakwater and corrector weights, shall be built from wood and/or Glass Reinforced Plastic. Aluminium alloy reinforcement plates are permitted where it is needed for mounting fittings. Pipe for rudder stock and pole for attaching the bilge pump may be of any material. However, lead is only permitted for ballast and corrector weights.

Unfortunately fittings are a widely used but undefined term. The TC would prefer to introduce a text similar to the one in the OD rule.

General

Even if 2.4 is currently out of Paralympics, there are many efforts made to reinstate sailing. It will be harmful for those efforts if we cannot prove that the OD rule is well managed and an active class. There have only been OD rules in the Olympics since 1968 and that is expected to continue.

Proposal Three from Germany

3-1. Proposal: Future World Championships should be set at least 3 years in advance

Reason: Many international classes and other sports are aware of the need to set venues well in advance to enable both sailors to plan their calendars and budgets and also for the venues to explore and secure the inevitable funding and financial support necessary for a large event.

Comment:

Canada - *We would like to see this modified to at least twenty four months in advance. Prior to making a bid to host a World Championship the organizing group of a national class association needs to seek clubs and regatta organizations willing to host a world championship. This usually takes up to twelve months as neither the club nor the national class association wishes to take on a significant financial exposure without some confidence that sponsorships can be obtained and that regatta resources such as IRO's, IM's, and IJ's are available and willing to support the event. On the other hand shorter than twenty four months will make it more difficult for sailors to plan their calendars and arrange for such things as charter boats or boat shipping.*

USA - *The US class feels that 3 years will be too far in advance for many potential hosts. Many clubs and regatta organizations have board members that only serve 1-2 year terms. Also sponsors and volunteers might not be able to plan so far in advance. A 3 year rule may actually diminish the number of venues that might have interest.*

Discussion:

Early agreement on event dates is important to address any program conflicts (GER), NCAs responsible for supporting class with World Championship bids (SWE).

Note: Current World Championship schedule is as follows:

2020	USA
2021	Norway
2022	Australia
2023	Finland

Resolution:

World Council agreed that future World Championships should be set at least 3 years in advance.

3-2. Proposal: That a European Championship is held every year.

Reason: It is common practice for other international classes to adopt this strategy. A full championship outside the Worlds give competitors the chance to practice and be sure of boat speed and best success in the full Worlds. Many competitors from outside Europe use the European championships in just this way. It is not accepted that this adoption of a yearly event will impact considerably on the Worlds entry level.

Comment:

Canada - *This is largely a European decision. Unlike the Olympic classes where sailors are supported by their National Authority and thus are funded to travel to both a European and World Championship in the same year, 2.4 sailors from outside of Europe must pay their own way to competitions. Travel and charters are expensive and it is doubtful that many competitors would attend both a European and a World Championship in the same year in Europe. Also North American's have much fewer vacation days from work than Europeans so taking two weeks vacation to attend a Worlds in Europe is a major time commitment.*

USA - *The US class supports this proposal*

Discussion:

Not supported due to possible conflict with other events and possible effect on World Championship participation (SB), need to support World Championships in non-Europe countries (FIN), limited bids for World Championships so possible difficulty in attracting concurrent bids for European Championships, European Championship conflict with Kiel Week this year noted (HK), one event in spring and another in autumn would increase class exposure (GER), EUROSAF championships provide additional inclusive events (SB).

Resolution:

World Council agreed to not hold European Championships every year.

3-3. Proposal: That there must be major investment in an updated and 'living' website for both the benefit of members and to showcase the class to interested people. This will involve the appointment of a skilled webmaster known to the class willing to take on the commitment. This may involve ongoing expense payments.

Reason: Although the efforts of the present webmaster are appreciated there does need to be a radical change in the website format. It is outdated in much of its content and does not give the right impression of an active class.

Comment:

Canada - *Before stating that the website is outdated and requiring radical change we think a more fundamental question needs to be asked. What information are website users seeking when they access the International class website and is the website providing the information that answers their needs? Is the information up to date including event schedules and links to major national and international events? Are there up to date reports and results of recently completed national and international class events? Are older previous events archived? Is the technical information current and old class rules and constitutions archived? Are both the International and national class association contacts up to date? Is there a photo gallery? Are builders, class sail makers and other equipment suppliers listed with contact information? These are things that we think a useful website should contain.*

USA - *The US class supports this proposal.*

Discussion:

Marketing needs investment (FIN), EC needs better communication with NCAs (HK), NCA sailors responsible for information preparation and dissemination (GER), website needs upgrading and NCA input (ITA), marketing committee required to implement new communication strategy (ALL).

Resolution:

World Council agreed to investment in new website as part of new communication strategy.

3-4. Proposal: That at every Championship from 2020 onwards that an Mixed Inclusion Trophy is included in the points.

Reason: The establishment of the Mixed Inclusive Team Trophy at the Kieler Woche was well received by the sailing fraternity and added a different dimension to the sailing week. Inclusion is very much the in vogue word in many sports and we should give every opportunity to be one of the first sports to bring it in across all competitions. The inclusive team is made up on one male, one female and one disabled sailor.

Comment:

Canada - *Just to clarify this proposal we are assuming that you are suggesting a new trophy be included which would be awarded based on the total of the scores of a team of sailors (pre declared at the time of registration) consisting of one male able bodied sailor, one female able bodied sailor, and one disabled sailor). Could the sailors be from different National Class Associations? Could one sailor be counted in two categories (such as Megan Pascoe)? How would it work in a small national championship such as the GBR Inland championship with only 10 boats in 2019?*

USA – *The US class does not support this proposal.*

Discussion:

Mixed Inclusion trophy a success at Kiel Week (GER), should apply to World Championship, team doesn't have to be a National Team (GBR).

Resolution:

World Council agreed to revised proposal that at every World Championship from 2020 onwards that an Mixed Inclusion Trophy is included in the points.

3-5. Proposal: That One Design has less importance in the overall class and further development should be ceased.

Reason: With the demise of sailing in the Paralympics and with very little chance of re-inclusion in future years the class must now focus on a course that will reinvigorate it's membership in growth numbers. Over the period of the One Design Class inception few boats have been built to the exacting measurement requirement with application for OD certificates. There has been weak checking of OD measurement at events requiring that boat and in the last year the OD requirement has been withdrawn from parasailing events. The focus on OD has effectively stagnated the class and new boat numbers reflect this. It is accepted that the Norlin Mk3 will continue to be the design of choice for most sailors and now that it is recognised that the design is unprotected in terms of design rights that the class should leave this class in its present development and focus on growth of boat numbers and sailors overall.

Comment:

“World Council still support the development of the OD class as one of the parts of the 2.4mR CLASS Association.”

Canada - *Since 2011 various Charger companies have been building the Norlin Mk3 to both 2.4mR and Norlin OD specifications. This has been the only builder that has provided boats on a consistent basis and all boats produced meet both specifications. The issue of OD certificates being issued has to do with paperwork and not with the boat. In Canada we have over 50% of our boats measured to OD. Charger over years has wanted OD and stability to ensure the future of manufacturing a production boat. Event Organizers are responsible for measurement checks and this true for both OD events and Open 2.4mR. They are responsible for the level of detail at the events. Most events worldwide have little if no measurement checks. We believe that a strong one design measurement rule attracts sailors who desire to sail in a boat which measures sailor performance and not designer performance. We believe the technical committee and the class measurers should be tasked to identifying what parts of the O/D measurement process are causing problems and determining how to overcome those problems while still maintaining the integrity of the measurement process. The OD Class rules have been in the current version since 2015. During the past 4 years no effort has been made to modify these rules.*

USA- *The US does not support this proposal. A strong One Design class is, in fact, more important now and critical for the future growth of our 2.4mr class. One Design sailing is popular around the world, the 2.4mr class is well positioned to cater to that particular type of sailor given the fact that most of the active 2.4mr boats are of one design, the NMKIII, built largely from the same moulds. The ICA should take steps to ensure that current and future 2.4 sailors, that are not interested in open class competition, can compete fairly. We would like to see the Class work to streamline and simplify the One Design rule. It is possible for the ICA to form a One Design subcommittee to discuss and debate the rule, and then provide the TC recommendations. Each NCA should be represented on the committee. Establishing a perpetual World Championship One Design trophy, perhaps even a Classic trophy for older NMKIII boats, would legitimize the One Design class, would help to make our class more appealing to a broader market of sailors.*

Discussion:

Intent of proposal is to promote 2.4mR class not to challenge OD class (GER), OD class required for para events (SWE), OD is possible Olympic class for men, women & disabled as inclusive event (ITA), OD racing is basis of USA sailing, class marketing needs to 2.4mR focus, not para focus (USA), OD builder's licences need world-wide, not expensive to build OD (PS), Olympics require OD class, OD keeps value in existing yachts and keeps sailors in class (SB), marketing should be 2.4mR focussed (ALL).

Resolution:

World Council agreed to not support the proposal to cease development of OD class.

3-6. Proposal: That the EC set up a marketing subcommittee soonest to be effective from the start of 2020.

Reason: Effective marketing in the current world takes many forms outside formal exhibition and advertising and as such needs a focus on effective marketing by those who have up to date knowledge in this area. This subcommittee should include a member of the EC and report to it.

Comment:

Canada - *We believe that any marketing subcommittee needs to first determine the profile of the sailor who could be a future owner of a 2.4 meter and fellow competitor. A survey of our active members asking question such as age, what types of boats do they currently sail, what classes of boats did they previously own, and other information which would allow the class to identify their target market. We also believe any marketing strategy needs to study what factors influenced current members to purchase and actively sail a 2.4 Meter. We suspect that the decision to purchase a boat is (except for Olympic classes) made locally but is influenced by a strong national class association, good class rules which will protect an owner's investment in his boat, and the availability of both new and good used boats.*

USA – *The US supports the idea of a subcommittee, however, marketing strategies vary greatly in different parts of the world. Each NCA should have a representative in this committee. The ICA should be using class funds to market the 2.4mr and 2.4mr OD class. Another option would be to simply establish a fair method of distributing a portion of class funds yearly to each NCA to be used for marketing as they deem appropriate.*

Discussion:

New effective 2.4mR marketing required (ALL).

Resolution:

World Council agreed to proposal to set-up a marketing sub-committee reporting to the EC.

3-7. Proposal: That the Class constitution is reviewed and rewritten for submission to World Sailing for approval and adoption.

Reason: The current constitution is in need of review in light of class development also that the current constitution has never been approved by World Sailing mostly because of the inclusion of the One Design Class within the overall class.

Comment:

“World Council regard the Class Constitution a dynamic, with regular review from EC and NCA. Proposal are welcome which benefit the 2.4mR Class.”

Canada - *We really don't know the history about the status of the class constitution but support a review and open communication with World Sailing to revise the constitution in a manner which meets our needs (including inclusion of a Norlin Mark 3 One Design rules) in our class and also is acceptable to World Sailing. At the end of the day it is our members who will live day to day by our constitution and class rules, World Sailing will only care that it fits in their template for consistent class constitutions.*

USA - *The US supports a review of our Class constitution.*

Discussion:

Constitution is subject to ongoing annual review by the EC (FIN), NCAs to advise EC of any proposed changes which will benefit class (SB).

Resolution:

World Council agreed to not support the proposal to rewrite the Class constitution.

Proposal Four from the USA

4-1. Proposal: The USA proposes a method for voting by proxy should be added to the class constitution so World Council members may designate a proxy for voting their interests at the AGM.

Comment:

Canada - *Support. This proposal would encourage people from outside of Europe to put their name forward to be on World Council as the AGM is usually held at the World Championship in Europe.*

Discussion:

Refer ICA Constitution 8.7 World Council for proxy regulations.

Resolution:

USA agreed to withdraw proposal.

4-2. Proposal: The USA proposes World Championship organizers provide follow up information regarding the jury and measurement personnel and other items as requested by World Sailing to assist the International Class Secretary in filling out the World Sailing Annual Report.

Comment:

Canada - *Support. This will continue to maintain the class in good standing with World Sailing.*

Discussion:

ICA Secretary to follow-up reporting obligations with World Sailing (ALL), Race Management Manual to be updated to include World Sailing reporting requirement.

Resolution:

World Council agreed to proposal to follow-up World Sailing Annual Report information.

8. Presentations of future World and European Championships.

2020 World Championship

Only one bid was submitted for the 2020 World Championship. The bid is from Davis Island Yacht Club, Tampa, Florida, USA, for the event to take place 7-13 November 2020. The Executive Committee has accepted and approved it.

2021 World Championships and beyond

2021 Tonsberg, Norway has submitted a bid

2022 Melbourne, Australia has submitted an Expression of Interest

2023 Tampere, Finland has submitted an Expression of Interest. This would be the 100th anniversary of EC member Rikard Bjurström's home club.

The World Council supports the Norway bid to host the 2021 World Championship subject to written application being approved by the Executive Committee.

Neil Patterson (Royal Brighton Yacht Club, RBYC) presented an Expression of Interest to conduct the 2022 World Championship in Melbourne Australia. The RBYC has considerable experience in conducting world class events, Port Phillip Bay is one of the World's best sailing waters, the RBYC has the facilities and social infrastructure to deliver an enjoyable event, Melbourne is a major shipping port and the RBYC will assist with yacht transport from containers to the club, the late February 2022 schedule is proposed to minimise conflict with European sailing calendars. A copy of the EOI is available from the ICA (Steve Bullmore). The World Council supports the Australia bid to host the 2022 World Championship subject to written application being approved by the Executive Committee.

World Sailing para sailing strategy

Rikard Bjurström invited Massimo Dighe (WS) to report on para sailing – - refer Attachment 14.

9. Elections

Election of President:

One nomination was received at the deadline (AGM minus 45 days) – Steve Bullmore

Steve Bullmore (GBR) elected President by unanimous vote.

Election of Treasurer:

One nomination was received at the deadline (AGM minus 45 days) - Pekka Seitola

Pekka Seitola withdrew his nomination for the position of treasurer, the World Council thanked him for his past services as Treasurer over many years.

No election for Treasurer, EC organise Special Meeting to elect Treasurer.

Election of Auditor:

No election for Auditor, EC to seek auditor to replace Stacie Loutit

Election of EC Members (2):

Five nominations were received at the deadline (AGM minus 45 days) - Hanns Hermann Lagemann, Heiko Kroger, Stellan Berlin, Jean Paul Alexander, Alfred Sulek.

Jean Paul Alexander (BEL) elected EC Member by ballot.

Hanns Hermann Lagemann (GER) elected EC Member by ballot.

Election of TC Chairman:

One nomination was received at the deadline (AGM minus 45 days) – Stellan Berlin
Stellan Berlin. (SWE) elected TC Chairman by unanimous vote.

Election of TC Member (1):

Jorg Feder (GER) nomination for TC Member by GER omitted from AGM papers distributed to NCAs, EC
to organise Special Meeting to elect TC Member Jorg Feder.

Executive/Technical Committee Members

Position	Nomination	Nominating NCA	Term (years) and Validity until
President	Steve Bullmore (GBR)	GER, UK	2 years Expires AGM 2021
Vice President	Rikard Bjurstrom (FIN)	FIN	2 years Expires AGM 2020
Secretary	Timothy Ripley (USA)	FIN	2 years Expires AGM 2020
Treasurer	vacant		
Auditor	vacant		
Webmaster	Nisse West (FIN)	EC	As determined by EC
EC Director	Jean Paul Alexander (BEL)	GER, NED	1 year Expires AGM 2020
EC Director	Hanns Hermann Lagemann (GER)	GER	1 year Expires AGM 2020
TC Chairman	Stellan Berlin (SWE)	GER, FIN, SWE	2 years Expires AGM 2021
TC Member	Jorg Feder (GER)	GBR	2 years Expires AGM 2021
TC Member	Henrik Johsson (SWE)	SWE, GER	2 years Expires AGM 2020
TC Member	Keith Gordon (GBR)	GBR, GER	2 years Expires AGM 2020
TC Member	Peter Russell (AUS)	UK, FIN	2 years Expires AGM 2021

10. Decisions for the next year's work and commissions for the EC

Proposals for the work of the EC during 2019-2020

1. Work closely with all NCAs to encourage growth and to update them with all decisions of the EC and TC.
2. Work with World Sailing and attend meetings as required with a view to:
 - Increase participation in all 2.4mR events including Para and all Inclusive events
 - Support inclusion of sailing in future Paralympics with 2.4mR inclusion
3. Ensure applications for future World and European Championships are received and approved with a minimum of 3 years in advance
4. Continue constitution review and obtain World Sailing acceptance after AGM approval
5. Review all templates available on the website including OD templates in liaison with the TC.
6. Prioritise overall marketing of the 2.4mR class by:
 - Establishing a yearly marketing budget
 - Liaise with all NCAs to obtain their marketing needs
 - Explore all forms of marketing available in the digital age
 - Review the current class website
 - Establish a marketing sub-committee to report to the EC
7. Support all Open and OD 2.4mR Class measurement by:
 - Provide measurement tools as required by each NCA
 - Support education of measurers including measurement seminars
 - Encourage the appointment of new measurers up to IM status
8. Work with the TC to approve areas of their work and receive monthly updates

9. Liaise with the class treasurer to receive regular updates on the financial position and to receive reports on NCA membership and yearly fee receipts

Discussion:

Other project for EC attention in 2019-2020 include:

- Nil

Decision to adopt the proposed EC work for 2019-20:

Proposed – Great Britain; Seconded – USA, Approved by World Council

11. Decisions for NCA annual dues and budget 2020

Annual Dues

The Constitution requires that each AGM shall adopt the annual dues for the coming year. Dues were raised to 12 Euro at the 2013 AGM. Dues to remain at 12 Euro per member for 2020.

Discussion:

Dues to remain at 12 Euro per member for 2020 to support 2.4mR class marketing (ALL).

Decision to retain dues at 12 Euro per member:

Proposed – USA; Seconded – Italy, Approved by World Council

2020 Budget

The World Council acknowledged the 2020 Budget - refer Attachment 13.

Discussion:

Marketing requires significant investment, E5,000 will not generate an effective communication strategy (GER), budget to be balanced but flexible marketing budget required to agreed plan (GBR), need investment in class (IRE).

Decision to accept 2020 Budget:

Proposed – Ireland; Seconded – Great Britain, Approved by World Council

12. Adjournment

The 2019 2.4mR ICA Annual General Meeting ended at 7.33 pm.

Free Speech

2.4mR Facebook page noted as including unhelpful criticism of OD yachts. Support for all 2.4mR yachts is critical to maintain sailors and yacht values. All 2.4mR class officers should ensure that any public comments are consistent with 2.4mR class policy, private opinions should be noted as private comments. (HJ).

Link to 2.4mR Facebook page from class website to be deleted. (ALL).

Attachment 4: Report from the President

Here is the President's Report for the year ended 31 December 2018.

The NCAs were contacted for figures concerning their growth and attendance at major championships during the year. At the time of this report the following countries responded with information.

GERMANY Kieler Woche 40 entries 13 countries competing; National Championships 43 entries 7 countries competing; Latest plaque 985; New boats 4; Members. 88

CZECH REPUBLIC Overseas championships only; New boat. 0; Members 3

FINLAND National Championships 17 entries 1 country competing; Latest sail number 198; New boats 1; Members 28

AUSTRALIA National Championships 12 entries; 1 country competing; Latest sail number. 48; New boats 0; Members 20

UNITED KINGDOM Inland Championships 9 2 countries competing; Tidal Championships 11 1 country competing; Latest sail number 164; New boats 2; Member; 32

World Championships. Gavle, Sweden 72 entries, 11 countries competing

We have not received information from France, Norway, Netherlands, Hong Kong or Poland

You will read above some fairly healthy entry numbers at some of the events and also that some events including the Worlds attracted sailors from visiting nations to each event. We see major growth in our German fleet. What is a stark reality is that both communication from member nations continues to be poor but also that recorded new boat builds is very disappointing and may lead the class to believe it is currently in stagnation.

A major factor in new builds is that sailing was excluded from the Paralympics and along with that funding from MNAs for disabled sailors was almost all withdrawn. This would have had a major effect on sailors ability to invest in new boats and also to fund attendance to overseas events.

With a view to making a bid for future inclusion in the Paralympics it would be seen that World Sailing would make moves to open their future events to all sailors and no restriction on boat type within the International Class. Sailor numbers must now be seen and recorded to support sailing as an active sport and worthy of re-inclusion.

The single commercial builder to the class has suffered from the lack of sales and it would be seen that bankruptcy occurred during the 2019 year followed by a new enterprise to restart production.

The ability to be able to measure boats in all major 2.4mR countries continues to cause concern and in particular the availability to have qualified International Measurers at future World events. The EC continues to address these concerns.

At the time of this report there is not a financial report from the treasurer, although this is expected to be available prior to the AGM, but we can be sure that the class has funds around the 60,000 euro level. There has traditionally been little call on funds usage during the preceding years which has allowed this accumulation of funds to grow to this level. The view of our auditor at the last year was that our class should not hold such a large balance and continue to accumulate funds. The president's belief is now that the class should proceed to find ways to attack the perceived stagnation and to use a good proportion of the funds to effectively finance a major marketing strategy. Marketing in this modern age takes many forms and we need to address all possibilities within an overall strategy.

We thank our webmaster for his efforts during the year and must recognise that the website is the window of our class, as are the websites run by each NCA. A review of the website should be included in the marketing strategy.

As already highlighted a major disappointment during the year is the poor communication and interactivity between NCAs and the class committees, EC and TC, and for the class to reenergise and reach growth targets applicable to a 'living' class we must realise that this is at the core of our survival. We are all culpable to some degree in this failure but the remedy is in our hands.

We welcome sailors of all abilities and we recognise that a good proportion of our sailors are disabled to different degrees. It is the class's duty to be aware of the needs of all sailors on and off the water and that future Worlds, as a major point, focus their efforts in this direction.

During the current year the EC has made big efforts to secure World Championship venues for future years and currently we have venues in hand up to and including 2023. I believe that it is a function of the EC to guide and obtain venues that spread the class evenly across all nations and continents such that we can bring our 2.4mR family in contact on a regular basis.

The One Design division continues to operate but with less of a focus on Paralympic heights. The take up of recorded OD measurement is low and growth in numbers negatively affected by new build numbers. Currently there is no active licensed builder but it is hoped that shortly this will be addressed. We are also currently reviewing our licence with Norlin Yachts.

We continue to sail an unparalleled boat which gives great racing to all who partake and it is this unique quality of boat but also the quality of our sailors which handled correctly will move the class forward to the benefit of all. I believe we are at a major cross roads in the class now.

My thanks to all who have contributed to the past year and in no small way to the efforts of those in committee and official positions.

Steve Bullmore

President

Attachment 5: Report from the Treasurer

Income

OD Stickers and licens fees from charger was 4 824 (7 050), member subscriptions was 4 064 (4 073) and ISAF Plaque fees was 1 132 (2 782).

Cost

Very low cost, but Licens fees to NYD 5 700 was booked during 2017.

P/L

Profit 8 920 partly explained by prebooking of fees to NYD.

Debts

Are 5 700 to NYD and 300 to UK for sponsring, payed during 2019.

Receivables

Are member subscriptions notified but not payed – payed in 2019.

Figures i paranthesis is 2017 and all in EUR.

Other after Fiscal year

There have been problems receiving verifications and expens reports from our president.

I like to inform everybody who wants to receive any kind of reimbursment that they need to present a expens report and recepies for their expenses. These reports and recepies are needed as verification otherwise a auditor can't verify for what reason money went out from ICA's account.

//Pekka

And also what was on accounts on 2018-12-31

On Accounts 2018-12-31	
Pay Pal	1 731,84
SHB EUR	54 532,28
SHB SEK 39 921,29	3 730,96
	59 995,08

On Accounts 2018-01-01						
Pay Pal		1 131,46				
SHB EUR		47 074,88				
SHB SEK 31 334,06		3 133,41				
		51 339,75				
	2018	Paypal	SHB SEK	SHB Euro		
		EUR				
Balance brought forward	2018-01-01	1 131,46	31 334,06	47 074,88		
Bank Charges	2018-01-01	1 131,46	-1 250,00	30 084,06		47 074,88
Web hosting	2018-01-09	1 131,46	30 084,06	-120,30		46 954,58
World Sailing Fee	2018-01-31	1 131,46	-2 283,00	27 801,06		46 954,58
Member subs	2018-02-16	1 131,46	27 801,06	15,00		46 969,58
OD Stickers	2018-02-16	1 131,46	27 801,06	800,00		47 769,58
Boat Show Finland	2018-02-28	1 131,46	27 801,06	-350,30		47 419,28
Member subs	2018-03-01	1 131,46	27 801,06	480,00		47 899,28
Member subs	2018-03-31	1 131,46	27 801,06	384,00		48 283,28
Member Subs	2018-03-05	1 131,46	27 801,06	408,00		48 691,28
Member Subs	2018-03-12	1 131,46	27 801,06	180,00		48 871,28
Member Subs	2018-03-27	1 131,46	27 801,06	20,00		48 891,28
Member Subs	2018-03-29	1 131,46	27 801,06	261,00		49 152,28
World Sailing Plaq	2018-04-30	1 131,46	11 857,73	39 658,79		49 152,28
Member Subs	2018-05-11	1 131,46	39 658,79	396,00		49 548,28
Member Subs	2018-06-05	353,37	1 484,83	39 658,79		49 548,28
Member Subs	2018-06-13	102,90	1 587,73	39 658,79		49 548,28
Member Subs	2018-06-17	119,73	1 707,46	39 658,79		49 548,28
Member Subs	2018-06-25		1 707,46	39 658,79	984,00	50 532,28
OD Stickers	2018-07-11		1 707,46	39 658,79	1 200,00	51 732,28
OD Stickers	2018-07-11		1 707,46	39 658,79	2 400,00	54 132,28
ISAF PL624	2018-08-01		1 707,46	262,50	39 921,29	54 132,28
OD Sticker	2018-08-10	24,38	1 731,84	39 921,29		54 132,28
OD Stickers	2018-09-18		1 731,84	39 921,29	400,00	54 532,28
			1 731,84	39 921,29		54 532,28
On Accounts 2018-12-31						
Pay Pal (1612,11 EUR+1281,08 SEK)		1 731,84				
SHB EUR		54 532,28				
SHB SEK 39 921,29		3 730,96				
		59 995,08				
Balance						
Cash		59 995,08				
Receivables		360,00				
Debts		-5 700,00				
Sum		54 655,08				

Income statement 2018		1euro = SEK 10,70	10,7
Member subs.	4 064,00	Sponsring	350,30
Plaque ISAF	1 132,73	Expenses Travel	0,00
OD Stickers	4 824,38	World Sailing fee	213,36
		Bank costs	116,82
		OD Fees NYD	5 700,00
		Web Site	120,30
Total	10 021,11		6 500,79
		Profit/Loss	3 520,32

Member FEES per 2018-12-31		Votas	
	2017	2018	
Australia	20	23	2
Brazil			
Canada	20	30	2
Czech Rep.		2	1
Denmark			
Finland	33	30	2
France	12	0	0
Germany	68	82	4
Italy	40	40	3
Luxembourg			
Netherland	21	15	2
New Zealand			
Norway	33	32	3
Poland	1	1	1
Spain			
UK	33	34	3
USA	16	9	1
Korea			
Sweden	35	33	3
Portugal			
Hong Kong	12	11	2
Sum	344	342	29

No Plaq 2016	23
No Plaq 2017	6
No Plaq 2018	6

Attachment 7:

Report from the Chairman of the Technical Committee

The TC has had 6 meeting during the year.

The work has been focused on updates of the 2.4mR rule and development of templates for certificates and measurement forms. We have also worked on improved instructions for event measurements and several templates to be used by organizers of major events.

The implementation of changes decided by the 2.4mR AGM is unfortunately delayed as we have difficulties getting the needed attention from World Sailings technical office.

The quality of forms and certificates are generally poor and to improve the situation we are developing standard forms and certificates to be used worldwide. The intention is to make these templates compulsory in cooperation with World Sailing.

Stellan Berlin, SWE 379
Chairman of the 2.4mR Technical Committee.

Attachment 13:

Proposed Budget 2019-2020 (euros)

Projected income without dues increase.

World Sailing plaques (20)	2800
OD Fees (10)	4000
Member subscriptions (400)	4800
Total income	11600

Projected expenses

Marketing	15000
OD Royalties	2650
OD Expenses	500
Webmaster	600
Bank costs	200
World Sailing meetings	1000
Total expenses	21950

Yearly income deficit 10350

Attachment 14

World Sailing Presentation

On Mon, Oct 14, 2019 at 1:41 PM, Massimo Dighe

<massimo.dighe@sailing.org> wrote:

Hi everybody,

I'm writing following the brief presentation of the Para World Sailing strategy for 2020-2024 I had yesterday during the AGM, to explain some the point quickly touched yesterday; I don't have all the email address of the EC so please forward it to them if you want.

Here the main points:

- World Sailing decided to change the schedule of the Para World Sailing Championship from annual to quadrennial, with the main event included in the World Sailing Championship, this means the next Para World Sailing Championship will be in 2022 in Den Hague (NED) and will include the 2.4mR class
- in the year between the World Sailing Championship (eg. 2020, 2021, 2023, etc.) we'd like to work with the class to include the Para 2.4mR award in the Open 2.4mR World Championship, this will mean that more sailors will probably compete at your events without having to choose between two World Championship
- The regatta will be an inclusive event as it is now, without changes in the Race Management manual, the only think we need is a separate result list for only Para Sailor to award the Para Medals
- World Sailing will provide the classifier for the event (covering travel costs) in order to perform free classification for the sailors who'd like to be classified. A support for the accommodation (home using, etc.) will be very welcome.
- World would like to provide a Technical Delegate in order to maintain a consistency in the event management with main World Sailing event and to help with preparation of documents, etc. Furthermore we can help with the R.O. selection if needed in order to provide a top class R.O. management.
- Classified sailors will be part of the new ranking list introduced next year
- World Sailing could provide a media team/person if needed (only travel costs in charge of the OA) or work with the local media team in order to provide a full coverage od your event.

This strategy will help Para Sailing to grow and will make the Open 24mR the top class event for the class, creating a real fully inclusive event for the first time in 2020.

I hope these info can be helpful, I look forward to hearing from you.

Cheers

Massimo Dighe
Para World Sailing Manager