

# International Moth Class Association

## 2010 Annual General Meeting

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Dubai Offshore Sailing Club, Dubai, UAE  
Wednesday 10<sup>th</sup> March  
Meeting started: 5:43pm

### 1. **Welcome & Appointment of National Delegates**

Apologies Received – Doug Culnane (AUT), Burkhard Stabs (GER)

Mark Robinson gave a short introduction on the procedure for the AGM, and then National delegates were appointed.

AUS – Scott Babbage  
SUI – Jean Pierre Ziegert  
USA – Dalton Bergan  
UAE – Glenn Raphael  
GBR – Alex Adams  
SWE – Per Eskilson  
NZL – Rob Fordyce  
SLO – Tomaz Copi (non voting)

### 2. **Presidents Report**

We've got a healthy class. Around 200 boats were produced worldwide in the 12 months before the 2009 Worlds, and around 105 since then. There is also renewed interest in juniors within the fleet.

The fleet is still on an up-turn, but the trick is to maintain this. The class philosophy is that as a development class just about anything goes. If it works, and the class members like it, it will be embraced, if not it may be banned. Thus 'retrospective legislation' is the philosophy. We also have to be careful how many revolutions we have within the class in a given period to ensure sustained growth. Hydrofoils have been a great success, but incurred a significant cost increase upon their introduction, so we have to be careful how many major revolutions we have, versus constant evolution.

Event wise, we have to balance between going to developing nations, and going to somewhere where we have big fleets. Be careful to keep our numbers up, and thus our profile. We also have to be mindful of our minimum entry requirements to maintain ISAF status.

As mentioned at the last AGM with a growing class, we are looking into creating a chief measurer role, with Adam May taking on this position, and looking to appoint a new World secretary at this AGM.

Special thanks to Chris, Glen and Lisa for the organization of the Dubai Worlds.

### 3. **Secretary's Report**

Not a lot further to report. A quick outline of the secretary role was given, detailing the ISAF correspondence required. With our growing numbers and fleets around the world we are looking good on our ISAF minimum criteria for ISAF International Status after being close a few years back.

#### 4. **Treasurer's Report**

Half year report being done so unable to give a full review at this time. Currently have around €4500 in the IMCA account. €3000 invoiced since the end of June, with bills totalling the same.

Still a bit left to invoice this year. We could still make more money from the website if we wanted to. IMCA plaques are a good income for the class, selling at 30Euro, buying for approx 20Euro.

Mark Robinson gave a quick history of the class finances. Historically we've not generated revenue well. Now we are trying to build up a bit of a buffer, and to have some contingency funds in place. The annual membership fee is kept low (currently 5Euro per person per year), and we try to generate revenue via other schemes.

#### 5. **Webmaster Report**

Doug Culnane sent through a report on the website. This will be made available for anybody interested. The main points are that we are getting more and more hits. For the last year we averaged 465 visitors a day. They mostly come to us directly not through search engines. The most popular pages are the news and blogs. The physical source of the visits is really international, with a map in the report giving a good indication of where the fleets are.

The US traffic has increased a lot recently and I see that as a positive indication of the US fleet growth. The cost for running the site is now nearly zero, as we only pay for the domain name registration. A big thanks to Nige Oswald for providing great hosting services for the site for free. Advertising on the site is easy and brings in about 500 Euros a year to the IMCA. It could easily be used to generate more income if time was spent pursuing more advertisers. Doug is happy to stand again as class webmaster, but welcomes involvement from any others who want to work on the website.

#### 6. **National Association Reports**

AUS – Nationals were held in Perth, but being 3500km from the nearest fleet, there were only 18 boats. 40/50 boats actively racing, with 50/60 boats expected at the Worlds next Jan. Hope to continue the Puma deal on to that event. Belmont club being very supportive, with a club rep present at the Dubai Worlds.

SUI – Nationals held in Aug with just under 20 boats. The biggest fleet is around Geneva. 35 racing boats / 40 members. Euros planning going well, but with this being the focus for the year the Nationals will be held within the Euros. The Swiss have a wealthy class account.

USA – Recently had 25 boats at West Coast Championships. Due to the influx of new mach 2's, there is an influx of Bladeriders down the fleet to new members. There are a number of homebuilt boats being made, which are looking good. 40/50 people with boats divided over the East and West coast.

UAE – 12/15 boats racing in the UAE split between Dubai and Abu Dhabi. 9 boats present at the Worlds. Had a few regattas throughout the year, but getting people to turn up to regattas is the hardest bit. Big thing now is to get the class growing. Back in 2006 – it was just Glen and Chris sailing, so there has been good growth since then. UAE is quite a transient country, so trying to make the Moth the boat of choice for those coming in. Not much interest from the indigenous population.

GBR – Healthy class in the UK. A number of UK built boats at the moment, and lots of new boats into the country. Looking good for a large turnout at the UK Nationals in Torbay with 50 boats likely after just over 40 last year. Good sponsor lined up with discounted entry for foreign competitors. British team is the largest team at the 2010 Worlds.

SWE – Currently have 7 active sailors. Having difficulty getting juniors to buy in as the parents are not interested, so targeting young adults. Have been offered to participate in Skiff championships this year. To grow class cost is the biggest issue. It is the big barrier to junior entry in SWE.

SLO – Not a lot to report, with only two boats in the country. Price is an issue for the class – car vs. Moth? People typically choose to sail an Olympic class. Need to have 6 boats in three different clubs to hold a National Championship so that is unlikely. Will probably have 2 boats represented at the Europeans in Silvaplana.

## 7. **Any Other Business**

### **Update on 2010 Europeans**

Jean Pierre Ziegert gave an update on the Silvaplana Europeans, and a short video presentation of a visit he made to the venue whilst the Cascade Locks Worlds was going on.

The venue is 2000m high in the mountains. In the winter it is a ski resort, but good weather can be expected in the summer. Normally gets a thermal wind of around 20 knots, which comes in around 11:30. The course will be around 0.8nm to avoid overlapping with the windsurfers and kitesurfers at the bottom end of the lake.

There is no clubhouse there, so the event will be run from a big tent, and there is a beach club restaurant by the dinghy park. Launching will be from a beach next to a large grass area. Camping is available nearby.

Strong interest from a Swiss bank sponsor, and they are keen to hold an event in St Moritz, so a slalom event is likely to be held in St Moritz just before the main event on the Sun 15<sup>th</sup> August.

Mon 16<sup>th</sup> – practice race, and Sat 21<sup>st</sup> the final racing day.

GPS units to be placed on every boat, with online tracking via the tractrac system NOR issued as soon as possible. Probably around the end of March.

### **2011 World Championships**

Belmont, North of Sydney. Confirmed dates are 8<sup>th</sup> – 14<sup>th</sup> of January with an Australian Nationals held on 5<sup>th</sup> – 6<sup>th</sup> Jan.

### **Worlds Bids**

Two bids were received by IMCA regarding upcoming World Championships. - New Zealand, and Italy.

A bid from New Zealand to hold an event in Takapuna, Auckland in 2012 or 2013. Takapuna Boating Club are happy to host the event, and have hosted many world championships, with excellent facilities and situated right next to what the Kiwis claim is the best sailing water in the world. It is a good venue for Moths, with good viewing areas for spectators and easy launching via beach and ramp, with nice steady sea breezes.

Proposal for 2012 Worlds in Italy, sailing out of Campione on Lake Garda. This was the venue for the 2005 Europeans, which still has good thermal winds, but not quite as extreme as Torbole. The club has been moved and rebuilt since we were last there, and we'd be launching from a beach at the other end of town. Proposed dates are: 18<sup>th</sup> – 26<sup>th</sup> of August to fit in after the Olympics and before the Paralympics.

A discussion occurred regarding the need to consider the venue carefully in terms of expected fleet numbers vs. building the local fleet. It was also noted that in line with our major fleet locations we are likely to follow a two events in Europe, one in the Southern hemisphere, and one in the USA, schedule. Many members expressed from the floor a fear that a NZ Worlds following one in Aus would be limiting and expensive for the US and European sailors.

The National delegates voted all in favour to go to Italy in 2012.

During the discussion it was mentioned that the USA would be putting in a bid for 2013, and Hyeres in the South of France was considered as another possible venue.

### **Proposal for 2011 Europeans in Travemunde, Germany**

Germany is prepared to host the Europeans in 2011. They would take place during Travemünder Woche in the last week of July. Kiel didn't work out in the end as Kieler Yacht Club asked for 40,000 EUR for hosting the championship. But we are welcome as an invited class in Kiel from 2011 and/or following years.

Lübecker Yacht Club is keen to have the Moth as a class. The Europeans 2000 had been in Travemünde already and they are really happy to see us back. We still have the choice of which course area to choose. The boats are likely to be stored right next to a camping area.

For Sponsors and spectators there would be special races inside the harbour which won't count for the championship, possibly including a dash-for-cash race. The harbour is more or less a river and with the predominantly westerly wind it would provide some nice up and down racing very near to the mole and to spectators. A qualified commentator would be provided for the audience.

The National delegates voted all in favour to go to Germany for the Europeans in 2011.

### **Proposal for 2012 Europeans in Spain, Mar Menor.**

Alan Hilman who runs the ProVela sailing centre had put forwards a proposal to host a European Championships in Mar Menor, South East Spain. There is a local fleet there of around 4/5 boats, and expected conditions of a moderate sea breeze of around 15 knots.

Mar Menor is a unique sailing venue, based on over 170 square kilometres of lagoon, at the Spanish National sailing centre. It is situated in the large town of Los Alcazares, which is a fusion of an old style haven for Spanish Tourists and the recently developed infrastructure supporting the recent property and tourism boom which the area has experienced over the past 10 years. The nearest airports are Alicante (75km) and San Javier (Murcia) (5km).

Due to the flat plains surrounding the Mar Menor and the distant Murcian Hills a micro-climate has been created which produces very reliable thermal winds which generally increase throughout the day. Launching would be from a gently shelving sandy beach or straight from the dock.

US representatives asked if it would be possible to run the Europeans within 6 weeks of the Garda Worlds to allow for people to ship their boats over to Europe once, and do two events.

With this in mind it was decided to investigate the possibility of a Spanish Europeans, and the potential logistics of combining the two events more.

### **Rule Changes**

Sail number colours. There has been a recent trend to use white sail numbers, but in certain conditions they are very hard to read, even on a darker background. The race officer in Dubai has commented strongly on this.

A rule change to limit sail number colours to Black, Red or Blue is being considered and will be implemented by the EXEC if deemed necessary.

### **Rule 42 Discussion**

IMCA USA proposed a discussion on rule 42, and had voiced an opinion to allow unlimited pumping and ooching/wing bouncing in order to get up onto the foils.

Mark Robinson was quick to point out that the repercussions of this topic are so big, that we can't decide a course of action at the AGM, but should get the various thoughts of the competitors, and put together a number of proposals for the wider class to vote on. It could possibly be voted on at an EGM at the Europeans.

[Note: Prior to the AGM a class discussion had taken place after the UAE Nationals following the observation of much ooching, and bouncing to get up onto foils, which is in breach of the current class and ISAF rules.]

Current situation: as it stands the class has changed ISAF RRS rule 42 to allow two pumps to promote foiling. No mention was made of ooching/ wingbar bouncing, and thus this remains illegal under rule 42. It is a topic the class needs to discuss, and arguments should be put to the council of presidents for them to canvass the National Associations. Discussion points from the floor;

At recent events in the USA, kinetics have been allowed to promote foiling, but not allowed once up. Bora Gulari highlighted that we are in a foiling boat, we should be promoting foiling. Another good solution for the class would be to raise the minimum wind speed championship races are conducted in. 5 knots is naturally very shifty anyway.

MR noted that Olympic classes use a flag above certain windspeeds to permit kinetics. The problem for us though is just in the 5/8knot region though.

Tim Penfold - Trying to grow our class – do we really want to raise the level of fitness required for a 2/3 knot window?

Ricky Tagg – There is a premium for doing it well under the current rules – not bludgeoning the boat up on to the foils. Could we possibly open it up a bit more though as a pump often looks like an ooch or bounce?

Dalton Bergen – The current rule is not clearly defined, as within pumping you are sort of doing two ooches as well.

Martin Gravare - If you open it up to be unlimited – what is to stop you pumping/rocking/rolling non stop when in lowriding mode?

James Cole – In the A class cat fleet they have a 6 knot wind limit. We don't want to put off newcomers, who can find the boat hard enough anyway with the fact that they now have to learn pumping techniques.

Richard Davies – joined for foiling. Is there space for creation of a rule to promote foiling? No more kinetics once foiling

Andrew McDougall - Unlimited pumping has the potential to introduce a whole host of problems. "It's a diabolical problem." A lot can be done to make it easier to foil in light winds with the correct set-up. But why allow pumping if you can't ooch?

Arnaud P - Racing was much better after we discussed the rules after the UAE Nationals and the pumping/bouncing stopped.

Other comments although speaker was not identified:

"Is it a weight issue or a sail area one?"

"We run the risk of being like the Formula boards which don't start in under 8 knots and lose a lot of races. Or like the RSX fleet who have to focus more on fitness than actually sailing."

"We are a class of finesse – not brutality. A technical boat."

"We have a lot of ladies and juniors in the class now, are very competitive in the 65 - 85kg weight range. We don't want to narrow down this range."

The discussion was wrapped up by Mark Robinson posing some questions to the floor.

Those interested in raising the minimum wind limit up to 6 knots in the Championship guidelines?

- Majority in favour.

Those in favour of amending class rules to allow 2 pumping/ rocking/ ooching movements?

- Majority in favour.

It was resolved that Executive Committee would formulate proposals on this matter to be put to a vote of all nations either through a postal/email vote or an EGM during the 2010 Europeans. The intention being that it is resolved and any changes deemed necessary are made to the class rules before the 2011 Worlds in Australia.

## **8. Appointment of Office Bearers**

President

Mark Robinson was willing to continue as President, although stressed it that after 9 years serving as President it would be good to have some change in the next 2 to 4 years to ensure the views/actions do not become polarised. We have a variety of people on the Exec, and it is good that our class is run by people who are actually sailing the boats. Any new President should be considering staying on for about 4 to 5 years to provide continuity, whilst 2 years for the secretary position would be enough.

All delegates voted in favour for Mark Robinson to remain as Class President.

Secretary:

Chris Graham was nominated by Mark Robinson to take over the secretary's position, held since 2005 by Adam May

All delegates voted in favour of Chris Graham being appointed Class Secretary.

Treasurer:

Martin Gravare was proposed to remain as Treasurer by Adam May and seconded by Dalton Bergan. All delegates voted in favour.

Webmaster:

Doug Culnane has offered to remain as Webmaster – all delegates voted in favour

Chief Measurer:

As per Mark Robinson's previous suggestion, the creation of the post of Chief Measurer was put forward to the delegates. All voted in favour of creating the position and appointing Adam May.

Executive Committee members. The Exec is typically made up of the official office bearers, representatives from the countries of upcoming major events, and experienced class members.

Currently the Exec consists of:

President: Mark Robinson (SIN)

Secretary: Adam May (GBR)

Treasurer: Martin Gravare (SWE)

Webmaster: Doug Culnane (AUT)

UAE rep: Chris Graham  
AUS rep: Scott Babbage  
SUI rep: Arnaud Psarofaghis  
USA rep: Nigel Oswald  
GER rep: Burkhard Staabs  
GBR rep: Simon Payne

With the new class officers voted in, consideration must be given to the remaining members of the Exec.

Mark Robinson proposed that in addition to the class officers, the following be appointed to the Executive Committee:

- Scott Babbage to remain as the Australia rep given the upcoming AUS Worlds and as he is the current IMCA AUS President.
- Jean Pierre Ziegert as the rep from SUI as he has been organising the 2010 Europeans and as the current IMCA SUI President.
- Bora Gulari to represent the USA to provide perspective from the growing North American scene as someone who attends most of the major events.
- Burkhard Staabs and Simon Payne as experienced moth sailors and well versed in the history of the class and it's decisions.

All voted in favour of the proposed Executive Committee.

New Exec:

President: Mark Robinson (SIN)  
Secretary: Chris Graham (UAE)  
Treasurer: Martin Grävare (SWE)  
Measurement: Adam May (GBR)  
Webmaster: Doug Culnane (AUT)  
Scott Babbage (AUS)  
Jean Pierre Ziegert (SUI)  
Bora Gulari (USA)  
Burkhard Staabs (GER)  
Simon Payne (GBR)

Meeting closed 7:31pm