

Reports for the 2018 International Moth Class Association Annual General Meeting

President

2017/ 18 season starts with the Bermuda Worlds and will continue with the Europeans in Sweden at the end of July.

The class numbers are still growing but at a slower pace compared to the last years.

Competition from other classes and rising costs are contributing factors.

Financially the class is in a good state with incoming funds from new partners such as Slam.

The class however does need to incorporate into a more stable form of association to manage current and future funds.

Future events will be decided with a deadline on May 1st for 2020 Worlds and 2019 Europeans.

A special thank you goes to the members of the executive committee , Scott Babbage our past president for helping me in the transition, our secretary Michael Schonleitner for the enthusiastic support, Shawn Ritson our measurer for the continuous attention to detail required by mothies, our treasurer Burkhard Staabs for years of excellent service and patience, plus the 2 new members Alistaire Kissaine (IRL) and Josh Mckinght (AUS)

The class is facing interesting and challenging times ahead and it is now more and more important to discuss , engage and interact more.

The following is what we have in the pipeline:

- Incorporation of class under Swiss law
- Expansion of partnerships and financial contributions
- Collect and analyze data of previous events and class to define a strategy for future events locations with the aim of local and global class growth
- Providing a connected and engaging platform with websites and socials
- Quarterly newsletter
- Digitalization of measurement / insurance etc

Last but not least we have run a class survey (see results in annex) with interesting results and topics for discussions such as going for 1 set of foils at each event

Treasurer

Sale of plaques for new boats has dropped from approx. 150 in 2015/16 to 42 now. This is mainly due to McConaghy not ordering any plaques since more than two years. I assume, sales of Mach2's have literally come to a standstill. There is no big boatbuilder ready to replace McConaghy as there is obviously no demand for this. Apparently the days of growth are over and the class has to adjust to the new circumstances. Please feel free to make this a topic at the AGM.

Due to health issues I have not been able to issue the mails for the membership fees for 2018 so far. I will send out mails asking the numbers of members in the respective national associations within a few weeks probably and send out the invoices for 2018 afterwards. However, many national associations have not responded to my mails from last year and not paid the fee for 2017. In fact, the only national associations being currently fully paid are the UK, the Dutch, and the U.S. I don't have the contact details of the newly founded national associations, if possible please provide the contacts to the national treasurers.

While I am aware that we are all volunteers, I do not feel obliged to chase the national treasurers anymore, as I have done in previous years. I suppose, it is the national treasurer's and president's responsibility to ensure the national association being a fully paid member of IMCA. This of course holds only, if I have asked for the number of members already. Kindly let the members be aware of the fact that sailors of class association which have not paid their membership fees for more than two years are NOT allowed to take part at the World's. They can of course enter as a direct member of IMCA after paying 40 EUR on site. :)

This is the only possibility to ensure that the membership fees will eventually be paid.

In the previous years IMCA had almost no costs to bear aside from ISAF membership and buying plaques. This has been different the last year. In connection with the World's in Italy IMCA had agreed to cover half of the entry fee of female and youth sailors, as well as paying for the flags on display during the championship, and for the airfare for the measurer Shaun Ritson. In total approx 4500 EUR. The entry fee was set off against the World's levy of 2180 EUR. This led to the fact that there is basically no surplus in this financial year.

WS (ISAF) has decided to rise the fee for the plaques, so, IMCA is obliged to rise the fee for the plaques also to 45 EUR from immediately after the AGM.

Measurer

Measurers Report July 2018

From a measurement perspective the class has been fairly stable over the last 9 months.

There has not been any negative feedback about the new measurement sheets.

The group of measurers that assembled to redraft the rule continue to stay in communication. This has proved to be a very useful sounding board. When something has come up that seems out of the ordinary the group has discussed the issue and agreed on a common approach.

Our aim is to provide consistent measurement, irrespective of where or who completes the measurement. This process will hopefully help us to achieve that goal.

In House Certification

In September 2017 we started a conversation with World Sailing (WS) regarding their In-House Certification Scheme (IHC).

The scheme allows manufacturers to certify their products as being rule compliant. A number of classes have adopted the scheme for sails but WS will equally accept equipment other than sails.

The process is the manufacturer requests WS to be included in the scheme. WS perform an audit of their processes and suggest checks and procedures to guarantee everything is being certified correctly. Then the manufacturer is supplied IHC stickers.

Initial indications were a fee of 250 pounds per manufacturer application but these were being reviewed. Then current process is two WS visits to site. The first is to review the process, set targets and procedures. The second visit is to confirm implementation and grant status. We don't have the fees for these on-site visits.

The manufacturer then has a small ongoing sticker purchase fee.

The class would need to accept the IHC scheme which we can do by writing to WS. WS would then work with the suppliers to appoint In-House Official Measurers to measure and certify equipment produced by that manufacturer.

The following Class Associations have adopted the World Sailing In-House Certification scheme:

420	470	Cadet
Elliott 6m	Europe	Finn
Flying Fifteen	IRC	J-70
J-80	J-111	Melges 20
Melges 24	Melges 32	Mirror
Swan 45	Tornado	Vaurien
X-35	X-41	Yngling

The following sailmakers have been licensed to produce sails in accordance with the World Sailing In-House

Manufacturer Details	Country	Authorizing Authority
ZM Design	ITA	Federazione Italiana Vela
Olimpic Sails	ITA	Federazione Italiana Vela
North Sails One Design	GBR	Royal Yachting Association
Banks Sails	GBR	Royal Yachting Association
Batt Sails	GBR	Royal Yachting Association
Dolphin Sails (IRC Only)	GBR	Royal Yachting Association
Doyle Sails	GBR	Royal Yachting Association
Westaway Sails	GBR	Royal Yachting Association
Edge Sails	GBR	Royal Yachting Association
Elvstrom Sails	GBR	Royal Yachting Association
Flew Sails	GBR	Royal Yachting Association
Goacher Sails	GBR	Royal Yachting Association
HD Sails	GBR	Royal Yachting Association
Pinnell & Bax	GBR	Royal Yachting Association
One Sail (Parker and Kay (East)) (IRC Only)	GBR	Royal Yachting Association
Sail Shape	GBR	Royal Yachting Association
Sanders Sails	GBR	Royal Yachting Association
Saturn Sails	GBR	Royal Yachting Association
Ullman Sails	GBR	Royal Yachting Association
Ultimate Sails (IRC Only)	GBR	Royal Yachting Association
UK Sails	GBR	Royal Yachting Association
North Sails (IRC Only)	GBR	Royal Yachting Association
North Sails	JPN	Japan Sailing Federation
Albatross Segel	SWE	Swedish Sailing Federation
Gransegel	SWE	Swedish Sailing Federation
UK Syversen	SWE	Swedish Sailing Federation
North Sails Sweden	SWE	Swedish Sailing Federation
North Sails One Design (San Diego)	USA	US Sailing
China Sail Factory	CHN	World Sailing
Doyle Sails (Qingdao)	CHN	World Sailing
North Manufacturing Pvt	SRI	World Sailing
Durtek Sails	SRI	World Sailing
UK Halsey Sailmakers	HKG	World Sailing

Certification guidelines

From a class perspective there does not appear to be any down side to adopting the scheme. The costs associated are born by the manufacturer. From a supplier's perspective it would up to them to determine if they see a commercial benefit to joining the scheme. Any equipment that is not in house certified can continue to be measured as it currently is.

Register of recognised measurers

At the moment the class does not have a register of recognised measurers. The UK has established their own register and procedure for becoming a measurer which includes elements of training. The Australian class measurer does not have register in place but is keen to establish one. Our proposal is to establish a class register of recognised measurers and formalise the process for becoming a measurer based on the UK model. We will endeavour to have this in place by the end of 2018.

Measurement records

The issue of maintaining online measurement records has hit a bit of a hurdle. The process would work fine if the class issued the measurement certificates. The class would then have a record of every certificate issued. The problem is Rule 3.1 requires the measurement certificate to be issued by the national authority, or its delegated representative (National Association). As a class we have no knowledge or records of what certificates are issued by the National Authorities. In the current arrangement, any online storage of measurement records would be dependent on competitors voluntarily uploading the data. We could maintain an online database of measurement forms. Each registered measurer could have access to the database to upload completed measurements. We would need to investigate how to manage permissions to measurers could load and copy data but not delete it. Does the class have a preferred supplier if we look at developing a cloud based system (google drive, dropbox etc)? This also raises another issue which should be addressed moving forward. At a championship, the NOR typically requires each boat to produce a valid measurement certificate for all equipment and sails for inspection at registration. It is often the case that equipment is not measured until the days leading up to the regatta typically at the event. Depending on the country the competitor represents, the completed measurement forms that the measurer completes at the time of measurement may not constitute a valid measurement certificate. If the NOR were to be changed to allow ...valid measurement certificate or completed measurement forms. this may address that problem but it would effectively negate the need for anyone to get a measurement certificate from a NA.

Foil Restrictions

Limiting a competitor to a single set of foils during a regatta could be fairly easily managed within the NOR.

- Only one (1) front vertical foil, one (1) front horizontal foil, (1) rear vertical foil and one (1) rear horizontal foil shall be used.
- Substitution of equipment will not be allowed without prior written approval of the Race Committee.

That way there is no change to the class rule and the limitation is only in place for a specific regatta.

Spar restrictions

We could amend the rule to place a limit on how bent spars are allowed to be. The problem is there are already a lot of bent booms within the fleet. Would the requirement be to write to rule around allowing what is already established practice but limiting it going any further? The process is fairly straight forward. We would form committee to develop the wording. Send it out for a vote and if adopted liaise with WS to amend the rule.

Measurers in Bermuda

Let me apologise for not being available in Bermuda. I am getting married on March 24 so the timing didn't work for me. At this stage we know that Dave Smithwhite will be attending, I don't know which other measurers are going to be there. The problem is going to be tagging equipment. In Garda we had about 6 volunteers for 3 days registering equipment. I don't know if the club are going to have the man power to do that role this time.

Argentina

On this mail you will find moth Argentina year report. Unlikely other worlds like Japan or Garda, this timewe could not go to Bermuda But we are looking forward to see you at the Europeans and Moth Worlds in Perth.

During the last year we have more than double the number of sailors . In 2016 we where 10 and now near 30 boats foiling in the River Plate (and 45 in South America). This is the result of our hard work and efforts made. We organised free clinics each year inviting new sailors to the class. They start Sailing the waszp and then continue Sailing in the moth.

At the moment we are doing really good, but we need a boost from the international class to continue our exponential growth. We have around 20/25 level experience sailors from other clases interested in Sailing the moth.

That is why, we are working in our moth worlds 2020 bid with free accommodation in local family houses and free shipping from Europe and Australia.

Finally, for moth experienced sailors we have developed the summer session championship. This consist in 5 championship in 5 different places. This was a success because we have lots of fun and we could organise with other foling classes like F20, A Class and Foiling Kite.

Australia

The class in Australia has been steady in the last year (~50 members), but no overall growth and some long-term members have exited the class. We have lost our juniors (currently 1 junior member) and many of our female sailors (currently 2 female members - others are starting families, and Stacy Jackson participating in the Volvo Round the World Race). The profile of the membership is changing from long-time mothies who have been dedicated week-end warriors, to professional or semi-professional sailors who drop into the class for Nationals or Worlds events, but otherwise do not participate in the class.

We had 45 boats travel from Australia to Lake Garda for the worlds, which was a big turn-out. However, our nationals (January 2018 at Wangi Sailing Club) had the lowest turn-out for a number of years, with only 39 boats (including 1 female and no juniors). In recent years we have had 50 plus boats. This lower attendance was attributed to (i) some members participating in other classes who held event at the same time; (ii) some states not wanting to travel across the country so soon after getting boats back from Italy; (iii) not planning to go to the Bermuda worlds so no need to use the nationals as a training event.

The choice of Bermuda as a venue has not helped with class growth, particularly with the date being moved forward at relatively short notice. The cost of getting a boat to Bermuda (sea-freight) was quoted as eight times what it cost for us to get to Italy (air-freight) and no assistance with shipping was offered to the Australian fleet.

The planning for the Worlds in Perth is advancing well and the national class will use this event to re-build momentum in the Australian club level fleet. We are seeing growth in Western Australian (WA) as a result. We will hold a 2018/19 nationals at Royal Queensland in January 2019. We are hoping to combine the NSW State championship in December 2018 with Foiling Week, if this comes back to Sydney.

Schedule November	Activity
Tuesday 19th	Measurement
Wednesday 20th	Measurement
Thursday 21st	Australian Moth Nationals
Friday 22nd	Australian Moth Nationals
Saturday 23rd	Layday / Measurement
Sunday 24th	Moth Worlds Day 1 Qualifying
Monday 25th	Moth Worlds Day 2 Qualifying
Tuesday 26th	Reserve Day
Wednesday 27th	Finals Day 3
Thursday 28th	Finals Day 4
Friday 29th	Finals Day 5

Austria

We are very happy to have 3 new Sailors (young 49er and 470 sailors from the austrian sailing team) Actually we have 6 new sailors but 3 quit and sold their boats...

That means we have 25 Members at the moment.

Not all of them are racing at the moment but we are getting more and more to travel to races.

We do a lot of work in the class to get people on the water like beginner trainings and trials for really interested sailors.

As our class is very new we don't have a lot of money but we try to invest a little bit into media work this year to find sponsors.

Sponsorships in austria are not that easy because sailing isn't considered as sport for most austrians.... They are all into soccer but austria sucks at soccer :D

Bermuda

Currently we have 6 active member who sail regulatory in the Moth class in Bermuda. We have only formed after Garda worlds so numbers have not changed. There are a number of Bermudian sailors interested in joining the class, but they are either finishing studio abroad or not on the island as often.

Finland

Fleet has been growing and active. A biggest number of sailors from Finland participated to the Worlds so far and we expect similar participation for the upcoming Europeans. We had coached trainings for the sailors, although this year wasn't as successful; coordination between sailors and trainings didn't work out as well. A class has reached new sponsorship deal with Mercedes Benz, that acquired in the spring of 2017 to help with costs of running trainings. A car was also granted for sailors travelling to Eurocup or championship events. The co-operation was satisfactory between both sailors and the sponsor and is going to continue for season 2018. We had ambitious regatta plans, but unfortunately few regattas were cancelled due to lack of race organizers or participants. However, we had two two national sailing

competitions, Hanko Regatta and the unofficial class championships, that was carried out by volunteering Moth sailors. We had 10 Moths who all completed a series of 10 races in two days. The class was also invited to have weekly races by nearby sailing club, but most of the races were cancelled due to not enough wind. We hope for more wind for the next season and expect the participant numbers to steadily climb too. 2018 PLANS The interest around Moth class continues. One newer second-hand boat has been imported two Finland, there are at least two new home builds/kit boats under preparation for the next season and also an old Bladerider has been bought from Southern Europe. The class attempts to host more national regattas together with partner Foiling Center and class sponsor Mercedes Benz. Moths have also been invited again to HSS weekly race series, that goes by the name "high performance series", but participation hasn't been confirmed yet. The weekly trainings were scheduled to start from beginning of May with a kick off training camp. A coach has been named for the whole season and the schedule is set now early, as last year's dynamic schedule didn't work out. The main international event for the class is the Europeans in Sweden and the weekly trainings will be on hold for the period. During the class meeting, need for a beginner training group was addressed, and in case there will be enough new sailors, we will look into running beginner clinics with help from our sponsor and partner.

France

Number of members (active and inactive if you have any) about 20 actif member, most of the fleet located in brittany but some fleet are growing in the South West, close to we have held the 2016 euro and in the med Between Marseille and Toulon. there is a lot more boat not that active and more or mess unknown from the class member, so very impossible to estimate a number

Number of new members since Garda worlds I can really say, I don't think it have change the number of class member, the important number of boat and the good media coverage have probably help to increase moth popularity.

Overall comment on the class. Are you happy with the number of members? Ideas to improve something in your country.

the number of boat have increase since the euro 2016, overall sailing level as well, some fleet are growing in different region so I'm confident that the moth will develop well in France in the coming years.

There is a lot of interest from sailing clubs, french federation and pro event organisator to invite the moth class or create events, there is more interest in big event like euro or world than basic regatta.

Despite this the class is struggling at bit to find active member ready to invest time and energy to organise a proper racing circuit around France and the communication of the class. Web site and Fb have benn rebuild last year in the way to have a better promotion of the event.

Two big event coming, GC32 final in Toulon mid October, with a dedicated race course for the moth.

Martinique Flying Regatta, French West Indies, mid November, container loading from Toulon South FRA, North FRA and Southhampton,

250 euros registration until may including boat transport, 50% discount on plane family included, all details in NOR

Comments on what you think could/ should be improved in the International Class.

some updated contact on the web site for the different section of the class office, president treasurer, secretary, and mesurer, (It might have been done as I haven't check the web site since a month) for exemple I've been in the process to design a boat last year and never manage to contact someone to answer my question about the rules, and so never ad the answer...; so I stopped the design process

A clear calendar of when will we vote for the next big event, like euro and world(visible on web site to all)

I had some some interest to put in a bid for euro and world but as I don't know when things will be discussed nothing have been forward.

A clear calendar and file of WHEN and WHAT will be discussed during class AGM or other meeting.

Class rules

a chief mesurer able, to answer question

the last version of class rules, and when could be the next modification...

Germany

The German Association has grown by 6 new members since the last AGM of 2017. The positive development in recent years has further increased. We now have 104 members. The number of active sailing members has increased. We now count ca. 70 sailing Mothies. 33 are in the German ranking list, means they have sailed a minimum of one regatta. 20 have sailed more than 3 regattas. This number should also grow in 2018. The German Association has upgraded their own Bladerider Moth to a 5 year old MACH 2. The possibility to try a Moth (bought by the German Association) has led to a further spread of the class. We hope the current MACH2 will get more interest in the sailing community. There were 26 participants at the German Nationals 2017 at Lake Wittensee. Those can be considered good numbers since the regatta was in Northern Germany in early autumn. The new German Champion Philipp Buhl is an Olympic Laser sailor. The regatta activities continue to grow. In 2018 a total of six races will be sailed with at least ten participants. There are about 40 members in the class who are interested in regatta sailing. The regatta activities continue to grow. In 2018, a total of six races will be conducted with at least 10 participants. There are about 40 members in the class which are interested in regatta sailing. A limitation to only one set of foils would help to keep the Moth class affordable. We would support any change regarding such a regulation. After the successful Nationals in 2016 with 42 participants and 2017 with 26 participants (also from neighbouring countries), the aim should be to get the advertised regattas each with 15 participants together, and especially to inspire more young people for the class. A limitation into only one set of foils would help to keep the Moth class in an affordable price range. We would support any change into such a regulation.

Holland

Number of members (active and inactive if you have any)

9 active members and 3 inactive and some lone weekend warriors
Number of new members since Garda worlds minus 3

Overall comment on the class. Are you happy with the number of members? Ideas to improve something in your country.

Obviously we are not happy with declining numbers although it is with valid reasons (moved to abroad, other class and foreigner due to lelystad event)

Comments on what you think could/ should be improved in the International Class.

Enough ideas but no time to work on that. to be discussed.

Japan

We had another great year. Celebrating 50th Japan Moth Nationals was held at Lake Hamana in early September.

22 entry gathered, and spent great time on the water and on shore.

(At the time of MW 2016, we pretended that this is 50th Nationals, but in fact that was 49th...!)

<https://www.youtube.com/watch?v=-Kwp0LulmyM&feature=share>

As the movie shoed, 470 Rio Olympian, Kazuto Doi challenged as his part of training and refreshment.

And he found that, moth is much more fun than his expectation. We are looking forward to see him again, and some more challengers.

The Winter Regatta in December was also unforgettable. Rob Patridge flew over with his white boat, and joined 14 entered regatta.

He normally train alone in Hong Kong water, and commented that, the trip was easy and cheap considering the experiences.

Unfortunately we could not send any sailor to Bermuda due to schedule and transport cost. But the fleet is eager to join Perth 2019.

Transport is the key to go abroad since we are living on the islands. If IMCA has some official, useful, cheap transporter, will help class's growth.

We have 51 members today. Not many new comers but a few young talent came in. And there are some Waszp.

They are not our official member, but joined our local regatta as a family of Moths.
Should we treat them as an official Moth class member?

New Zealand

The IMCANZ group has made some nice progress over the last six months. We are not fully affiliated with Yachting NZ and we have a class president (myself and a class treasurer (Russ Evans) and a Class Secretary (Stu Goodes).

The NZ Association now has 14 paid members, including two active members in the South Island.

This weekend just been we held our national championships, we had a good fleet of all of our members turning up for at least day one. We achieved a naming rights financial sponsor and many sponsors giving us gifts and vouchers. The nationals was held over three days of which one day was no wind but we still achieved eight races on a race course one hour north of Auckland.

The winner of the regatta was Pierluigi De Felice who won convincingly in the end but he did have to work for it on the race course as the standard of racing here in NZ has improved dramatically recently. I have attached a copy of the results for you to view.

We have another regatta planned in April of which we are hoping for a similar turnout to the nationals. Our association is eager and excited currently and we will be looking to place a bid for the worlds to be in NZ in 2020 or 2021 whilst there is so much spotlight on NZ, on foiling boats and whilst our association is strong and feels able to host such an event.

United States

2017

Solid fleet growth on the West Coast - San Diego / San Francisco (15 active boats) East Coast fleet has been stable with less activity in 2017 (17 active boats) North American Championship held in San Diego, California

13 boats attended

San Diego Yacht Club hosted <https://sdyc.org/calendar/event/moth-north-american-championship>

2018

21 Paid members, 35 active sailors

Highest rate of paid members are new to the class

2 successful Winter Series - Key Largo and San Diego

2 Championship regattas planned

US Nationals - Key Largo Florida, March 2018

North American Championships - Toronto Canada, September 2018

Class has purchased a new North American Championship perpetual trophy

New Website: <http://usmothclass.com>

The current focus for the US moth fleet is to grow the regional / local fleets. With strong local fleets we can support Championship regattas and grow the class for long term stability.

2019

2 Winter Series - Key Largo and San Diego

US Nationals - Key Largo March 2019

North American Championship - West Coast USA?

International Class

Is there a technical committee? It would be great to continue to clean up the rules / measurement items.

Promote World / Continental regattas

To compete in a Championship regatta, sailors should be members of their country organization. Is this checked currently?

Switzerland

IMCA SUI won't be represented at the moth worlds this year. I really apologise for this.

The Swiss moth class has 31 active members, 2 more than 2017. We also have 16 passive members, people who where into the moth class in the past and are still supporting us. In 2017 we had 2 national training sessions organised before the worlds and many of our members joined the championship in Garda. At the moment we are focused on the organisation of two regional races in Switzerland and we are supporting our members for the Euros in SWE. We really would like to make sure that boat freight will be organised in partnership with TFW.

The Swiss class is still growing and Switzerland can count a very big number of boat owners. However I have to say that sailors who are sailing every week and are joining races has dropped in the last 3 years.

Sweden

We currently have 39 paying members in the Swedish Moth Class Association, and 33 registered boats (an increase from 22 members prior to Garda). An all time high I believe! A few of these are Waszps as we have both classes in the same association, for now. The class has grown significantly during the last year and we expect further growth during 2018, with interest being boosted by the reports from Garda 2017, Foiling weeks and the upcoming Moth Euros in Borstahusen, Sweden in July. The Swedish Moth Class Association has been sleeping for a few years but has now been reconstituted and entered as member of the Swedish Sailing Federation, which is a condition for hosting a proper national class championship. The class is mainly active in two fleets, one in Stockholm on the eastcoast and one in Gothenburg on the westcoast. Up until now we have not had a regatta schedule for moths in Sweden, we have rather just tagged along on another class events and the participation has been modest. For 2018 we have worked to create a decent regatta schedule with small local events on each coast, and of course the main event in Borstahusen in July. Finding venues/host clubs is a struggle in Sweden, partly because of the particular challenges with foiling classes (Wind/Waves/Speed), partly because of the historically low number of local participants. But the more active boats we become the easier it will be. This year we will hold a class championship in Stockholm the last weekend in September, where we expect 20 boats to participate (the event will be an open championship so non-Swedes will also be welcome). In addition we will have a few local one day events in Stockholm. Training is mainly done in each fleet but we try to gather the sailors as much as possible, using a Facebook group as main communication channel. The season will start with a training camp in Borstahusen 5-6 May, with Chris Rashley as coach. The keys for further growth of the class in Sweden are (i) access to good training and local regattas and (ii) access to decent 2nd hand boats and good beginner's advice. Costs associated with the moth as a development class is of course a restraining factor, especially for the younger sailors. However, given the maturity of the moth as a foiling class now I believe that it is an attractive alternative for the "weekend warrior" buying a good second hand boat for decent money. Internationally the class seem to work very well with a good events schedule and a good Worlds/Euros bidding/selection methodology. I entered the class last year and have found the forums work well and the moth community is generally very welcoming and helpful.

UK

we are 80 and growing. Nationals 2018 will be the week before EU in Sweden.

PORTUGAL

Portugal 6 to 8 boats, aiming for 16 -18 boats and has entered the EU 2019 championship bid