

IMCA AGM 2021/2022 – Annual Report / Minutes

Agenda:

1. Welcome
2. Approve minutes of last meeting – AGM 2023
3. President’s Report
4. Secretary’s Report
5. Treasurer’s Report
6. Measurer’s Report
7. Appointment of Office Bearers
8. National Member Association Reports (where provided)
9. Other Business
 - Bid submissions for 2026 Worlds
 - Measurement System
 - Business from the floor.

	MEETING	International Moth Class Association – Annual General Meeting
	DATE	06/01/24
	TIME	1700
	VENUE	Manly Bowling Club, Wharangaparoa, New Zealand
	AGENDA ITEM	MINUTES
1	WELCOME AND APPOINTMENT OF NATIONAL DELEGATES	
	<u>Attendance:</u> Alan Punch (AUS) Shaun Ritson (AUS) Keagan York (AUS) Richard Didham (USA)	Wakako Kajimoto (AUS) Warren Sare (AUS) David Gilmour (SWE) Diego Botin (ESP) Hiroki Goto (JPN) Keito Yukinori (JPN)
	Meeting opened at 1700hrs Attendance approximately 40, however not all those present, filled out the attendance sheet.	

	Ben Rosenberg (USA) Matthew Stuanaghan (CAN) Jann Schuepbach (SUI) Harry Price (AUS) Seb Schneider (SUI) Andrew Sim (AUS) Sean Herbert Hattie Rogers (GBR) Martin Wizner (ESP)	Koichiro Sugiyama (JPN) Kei Nishiyama (JPN) Helena Scutt (USA) Jack Feguson (AUS) Jake Pye (NZL) Mattias Coutts (NZL) Massimo Contessi (ARG)	
2 MINUTES OF LAST MEETING			
	To approve the minutes of the AGM held in 2023	<p>The minutes of the 2023 AGM were distributed.</p> <p>Alan apologised that they were not in the standard form, but confirmed that future versions will be.</p> <p>No issue from the floor with regard to the minutes.</p>	
3 PRESIDENT'S REPORT			
	To receive a report from IMCA President Alan Punch	<p>Alan Punch (AP) presented the President's report. Summary:</p> <ul style="list-style-type: none"> • The association has now been officially registered in Switzerland, and the bank account has been established. <ul style="list-style-type: none"> ◦ The new constitution that has established the association is an interim constitution and will need revision once the accounts are all sorted. • AP moved to congratulate Kai Adolph on his efforts to have the association established in Switzerland. Endorsed by all. • Much of the past 18 months has been spent on identifying and resolving outstanding issues, and to update key association information. • New Sponsorship agreement with Zhik signed that will last 2 years. Zhik will provide \$7000AUD per world championships plus merchandise and discounts for competitors. 	

- It was noted that due to administration issues within the association, the association failed to issue invoices within a reasonable time frame of the due date, and did not respond to subsequent requests for information from Zhik.
- Identification of outstanding rule questions – these were compiled and presented at an EGM in 24, with the class voting with clear direction on all raised issues.
- Insurance has started to become a significant issue in the lead up to these worlds, with a number of countries having significant difficulty in obtaining overseas coverage. Some creative options had to be utilised. This has been escalated to World Sailing, and we have managed to get engagement as the issue will potentially affect all international class. We are actively following up with World Sailing to see if they can provide an effective option in this situation. It is also being pushed by the head of world sailing classes.
- Championship hosting standard – I have adapted the previously proposed as the “*IMCA World and European Championship hosting requirements*” document, and adjusted it to become a hosting standard. This document has been distributed to all National associations for review, but no feedback has been received. The intent is the document will outline the base expectations of the fleet when it comes to hosting a championship, and gives guidance on the information that should be included in a bid proposal. If a venue can not meet the expectations, they can propose alternatives to offset the impact that can be reviewed by IMCA for suitability. This will help to provide greater responsibility for the planning of the championships to the host venue, and national association.
- The previously used Moth Class measurement system is being discontinued for a number of reason. It is being proposed to re-purpose it as system to allow the class to train measures, and to allow the recording and storage of vessel measurement information, but not personal data. The new registration practice is a simpler system, allowing easier scrutineering of equipment, and new stickers have been procured that are proving to be more reliable in staying attached to equipment.

The following things are priorities that do need to be addressed:

		<ul style="list-style-type: none"> • Updated and modernised website – this has been help up while we wait for the transfer of association funds from the Italian account. • Active Social Media Management • Training tools for measurers. • A number of outstanding documents still need to be updated.
4	SECRETARY'S REPORT	
		No Report provided.
5	TREASURER'S REPORT	
	To receive a report from IMCA Treasurer Kai Adolph (GER)	<p>Treasurer's report summarised as follows (<i>with tables as an appendix</i>):</p> <p>Attached you find the preliminary financial report for covering the period from the last worlds.</p> <ul style="list-style-type: none"> • I had to do several corrections after we have reconciled the Italian account. • Biggest change was the cost for the Womans trainings camp in 2022. I've overseen that booking in the last report for 2022. The others are either missing transfer fees (lost in translation) , one invoice which has been reported twice and two invoices where I can't find the payment. As already said, the handover was not frictionless. • Now with a direct access to the account, we are able to do a regular reconciliation. • The numbers for the membership fees from the NMA for 2024 are not yet updated, since I haven't received any new numbers. The reported numbers (Tab member and debtors) are based on the last NMA reports for the Weymouth worlds. But some NMA didn't report numbers. • The NMA will be issued the annual invoices after the AGM. • One invoice from Mackay is still open, I'll send out a reminder ASAP.
6	MEASURER'S REPORT	
	To receive a report from IMCA Measurer Shuan Ritson (AUS)	<p>Measurer's report summarised as follows:</p> <ul style="list-style-type: none"> • There hasn't been a lot of measurement correspondence throughout the year.

		<ul style="list-style-type: none"> • The revised class rule relating to pumping and wingbouncing, and the restriction of the use of yellow for the class insignia on sails has been approved and issued by World Sailing. • The new insignia dimensions are now approved by world sailing, however the current sails are slightly small on the new insignia dimensions. • No issue with sails oversized during the measurement period. Only 5 out of 91 sails were found to be oversized. • Application of sail numbers has been greatly improved, both in terms of the size of sail numbers, and the spacing. • One of the few measurement related issues that arose was the treatment of ballast onboard. <ul style="list-style-type: none"> i. As per world sailing feedback, placing ballast in the boom or mast would be considered to be moveable ballast and therefore prohibited ii. Concern over the addition of ballast and exceeding vessel buoyancy limitations. • Question whether we fully measure 7.5m² sails. It is a lot of time for not much value. <ul style="list-style-type: none"> i. RD suggested an approximate check. Can we avoid excessive work? ii. AP enquired about self certification. SR indicated he would have to check if that was possible just for smaller sails. iii. SR will start discussions with other measures to consider different options.
10 APPOINTMENT OF OFFICE BEARERS		
	<p>At the AGM, all positions become vacant.</p>	<p>The office bearers were confirmed as following:</p> <ul style="list-style-type: none"> • President – AP (AUS) vacated the chair and confirmed willingness to run again. No other contenders. Returned to president unanimously. • Vice President – Luca Risotti confirmed via email that he would not be running for the

- position of vice president. AP moved that we thank LR for his efforts for the class over the past few years. Franco Gregg (ARG) proposed by AP, seconded by Helena Scutt/RD
- Treasurer – Kai Adolph(GER) returned as treasurer unanimously
 - Secretary – Ben Rosenberg (USA) Nominated by RD, seconded by AP, carried unanimously
 - Measurer – Shaun Ritson elected unopposed. No other contenders

Executive Committee Members

- Existing Graeme Sutherland (CAN) -proposed by AP – carried unanimously
- Proposed Lyndon Beasley (GBR) for the Lowrider representative- proposed by Alex Adams via email. Carried unanimously.
- Proposed Victoria Trivasisco (ESP/ARG) proposed by FG, carried unanimously.
- Social Media Hattie Rogers (GBR) – nominated by RD. Carried unanimously.
 - Subsequent correspondence from Hattie indicated that she could not complete the role with the required attention and so was unfortunately unable to accept the position. The class appreciates her honesty, and hopes for her continued input for the future.

LR asked if the following could be included in the minutes.

7	NATIONAL ASSOCIATION REPORTS	
	ARGENTINA	
	Massimo Contessi	The Argentinean association is not currently active with a number of sailors moving overseas following the worlds in Argentina. There is hopes to resurrect interest in the class.
	AUSTRALIA	
	Keagan York	No report received
	AUSTRIA	

	Michael Schonleitner (email)	Slight reduction in fleet numbers, now down to 8 boats.
FINLAND		
	Janne Uusi-Autti	No report provided
FRANCE		
	Alexey Farenjuk (email)	<p>PDF of report attached</p> <p>Summary:</p> <ul style="list-style-type: none"> • 25 current membership • Moth sailing is centred around Quiberon in South Brittany – potential world championship venue. • A number of regattas conducted in France • Coaching Clinics • Combining regattas with other classes
GERMANY		
	Aaron Moser	Germany held nationals with 34 boats
GREAT BRITAIN		
	Alex Adams (email)	<p>2023 ended a bit disappointingly for the UK, the wind continued to be absent at events for the remainder of the year after the worlds. This helped to slow the class's momentum which we had hoped to build by hosting the worlds. In 2024 we have had much more luck with the wind with a steady turn out for all our events with the best attended event at the end of the season as momentum built. We also had a new, to the class, <u>nationals</u> venue at <u>Restronguet</u> which proved to be a great find and one we hope to return to.</p> <p>2024 also saw the affiliation of the recently formed UK International moth lowriders class association. A keen group had got together to organize a circuit for the lowriders who have different venue requirements to a modern foiling moth. This has now been formalized so all lowrider members are now members of the International class. A big thanks to Ian Marshall and Graham Simonds for bringing everybody together.</p> <p>2024 saw a membership of 94, this was boosted by the addition of the IMCLA UK members.</p>

ITALY		
	Michele Trimarchi	No report received
NETHERLANDS		
	Hermen Donker	No report received
JAPAN		
	Keita Yukinori	<p>35 current members 30 sailors at nationals. Older mack 2 rented to younger sailors.</p> <ul style="list-style-type: none"> • USA ran regatta with A and B fleets. Competitors put themselves into whichever fleet they chose. • JPN ran Nationals and lent boats to 49er and FX sailors.
NEW ZEALAND		
	Sam Barnett	No report received
SWITZERLAND		
	Fabrice Rigot	No report received
Sweden		
	Sam Gilmour	No report received
USA		
	Richard Didham	<p>Richard indicated a great development to allow self seeding for national championships. 30 members biggest recent North American championship A fleet and B fleet- competitors want to continue this format as it allows sailors to choose their most competitive fleet and helps to encourage older boats on the water. US want to continue to follow this format.</p>
9 OTHER BUSINESS		
9.1	Worlds 2025	<ul style="list-style-type: none"> • To be hosted at Malcesine, AP is still waiting to receive information from the club, including written confirmation of dates. Following up.
9.2	Worlds 2026	<ul style="list-style-type: none"> • We have received bids from: <ul style="list-style-type: none"> ○ Australia – Perth, Western Australia ○ Japan – Enoshima (Sagami Bay) – Japan Olympic venue <p>Japan later rescinded their bid due to over demanding schedule for 2026 and preferred to</p>

		<p>bid for 2027.</p> <p>Additional call for bids received an expression of interest from USA for Hawai'i, however that bid was not continued due to insufficient time frame to prepare bid in time for the AGM, and they will continue with the original plan to bid for the 2027 worlds.</p> <p>Perth 2026 was the only remaining bid and confirmed without objection. AP to confirm with MBSC and IMCA Australia</p> <p>HS raised the question as to whether there would be a womens clinic before the Garda worlds now that we were getting access to the association funds. AP indicated he would look into it if there was enough interest, however it may be brief due to limited availability at Garda, and may also be combined to help other developing sailors.</p>
9.3	Europeans 2026	<p>As the 2026 worlds will be in the Southern Hemisphere, European championships will be held in 2026. AP indicated that a request for championship bids has already been sent out. A number of clubs have already expressed interest.</p>
9.4	Worlds 2027	<p>AP indicated that a request for expressions of interest and bid submissions for the 2027 world championships will be sent out shortly.</p> <p>So far expressions of interest have been received from:</p> <ul style="list-style-type: none"> • Japan - Enoshima • USA – Hawai'i • France - Quiberon
9.5	Measurement System	<p>AP indicated that he would like to re-purpose the existing moth class measurement system, which is actually more of a registration system, to become a true measurement system where each boat and sail measurements are entered online to create the completed measurement forms that can be printed out later.</p> <p>The current form of the system is being decommissioned as its current operation has not actually resolved the situation for which it was designed, noting that often the registration stickers would fall off. The new system in use at NZ seemed to be far more manageable and simple to use for everyone.</p>

9.6 Issues with regard to costs, with specific focus on metal foils.

Hiroki Goto raise the issue of increasing costs that is now having a much more significant impact on people staying within the class, or entering the class. HG highlighted the significant increase in costs that have occurred due to the introduction of metal foils. This regatta also showed a shift towards factory provided equipment rather than individual innovation and development.

HG indicated the issues with the C class catamaran that as a result of increasing costs, is no longer an active class. RD and several USA representatives agreed in unison.

RD reiterated significant concern over costs, and uncertainty of overall costs to stay with the class. There is now a perception that the class is only an option for professional teams, to the detriment of regular sailors, and this has detracted significantly from the attractiveness of the class to others, and is detrimental to the core culture of the class.

HG highlighted that the impact of the increased costs has already impacted the Japanese fleet with reduced members.

General consensus from all concerned that this significant increase in costs is not good for the class.

Question from the floor asked if there was any possibility that increasing sales of the foils will result in a cost reduction. AP indicated that he was advised by Mackay Boats that they cannot see a significant reduction in the costs of metal foils, it is the labour of finishing the foils that is driving most of the costs.

AP indicated that he can re-open the discussion, and organise a subsequent vote if that is the direction from the class.

Mattias Coutts asked if restrictions could be considered separately for rudder and main foils/verticals. AP confirmed that this can be the case. MC indicated that there is not really a big advantage for metal rudders.

A large number of attendees pushed for a restriction on the amount of metal that can be used. HR asked if it would impact the metal boot used on some foil designs for mounting of

the horizontal. AP confirmed that any proposed rule would not impact the foil designs that use a metal mounting boot.

AP indicated that he preferred a concept that placed a restriction on the minimum chord thickness and length that will reduce the benefits obtained from using metal, and allow the potential for competitive designs using composites. It would also be easier to measure the foils.

No attendees supported the current situation, or provided an alternate opinion on restrictions.

HG proposed that the class bring in a restriction on foils that will help to bring down costs, seconded by RD.

AP called for a vote on introducing a restriction on metal foils, with the method to be determined by a follow up vote at a subsequent EGM, seconded by HG.

Overwhelming majority, in excess of 90% of those in attendance voted in favour of restrictions including competitors currently using metal foils. Votes in the affirmative were received by at least one member from each nation represented at the AGM.

National presidents/proxy in attendance that voted for the introduction of restrictions include:

- Japan
- USA
- Australia

Discussion was raised about grandfathering of existing foils if they fall outside of any final restrictions. Several competitors, who currently sail with metal foils, indicated that they were against any grandfathering. An alternate suggestion was raised for grandfathering of current foils only for a limited time, but this would not likely extend to cover the 2025 World Championships. AP confirmed that grandfathering could be voted on in the EGM.

AP will ensure a discussion paper is presented with the various practical options, taking into

	account current real world observed costs and dimensions.
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DRAFT - In Review

Appendix – Financial Tables

IMCA Swedish Bank Account			
Summary of Finances 2021-08-01 to 2021-10-09			
			EUR
Starting Bank Balance	01.01.2021		21,251.63
INCOME			
	Units	Price	
Direct members	0	40	-
ISAF Plaque sales	5	35	175.00
p&p	1	10	10.00
Membership Levies	0	5	-
Sponsorship	0	0	-
SailGP Calendar Coordination	0	0	-
Total income			185.00
EXPENSES			
Credit card (Stripe) fees			-
Bank fees Swedish Account			10.16
Website fees?			
FVM Calendar Coordination			
World Measurere Expenses			
Womans Training Camp			
Additional Deposit on Italian IMCA Account			21,000.00
ISAF Annual subscription fee 2019-2020			-
ISAF Plaques			-
Total costs			21,010.16
			426.47
Ending Bank Balance EUR	09.10.2021		426.47
Bank Balance SEK	12.07.2021		122.43

IMCA Italian Bank Account				
Summary of Finances 2023-04-01 to 2024-10-31				
				EUR
Starting Bank Balance	01.04.2023			38,884.95
INCOME				
	Units	Price		
Direct members	0	40		-
ISAF Plaque sales	45	35	1,575.00	
ISAF Plaque sales	68	100	6,800.00	
ISAF Plaque sales	20	50	1,000.00	
Sponsoring Zhik	1	7500	7,500.00	
p&p	1	105	105.00	
Membership Levies	0	5	-	
Total income				16,980.00
EXPENSES				
Credit card (Stripe) fees				-
Bank fees Italian Account			288.30	
World Sailing Member Ship fee 2024			259.78	
World Sailing Plaques			4,121.90	
Lawyer for Swiss Association			4,643.13	
Worlds Weymouth			3,500.00	
Swiss Register Costs			566.47	
Transfer fees 2024			37.50	
Costs from previous periods				
Womans Training Camp 2022			2,100.00	See Tab members and i
Write off Invoices >2 years			225.00	See Tab members and i
Correction from Account reconciliation			103.08	
Outstanding Receivables			280.00	
				-
Total costs				16,125.16
Ending Bank Balance EUR	30.09.2024			39,739.79
ISAF plaques in stock	117	50	5,850.00	
16 (Numbers 5244-5259), 97, 4 (4969-4972)				
				See Tab members and i
Outstanding Membership Fees (subject to change)			8,965.00	
Outstanding Payments Contractual agreements			-	See Tab members and i
Outstanding Receivables			280.00	See Tab Payables
Outstanding Payables			6,739.25	
Net Assets				48,095.54

/01



IMCA FRANCE

Activity report | 2024

Activity report | 2024

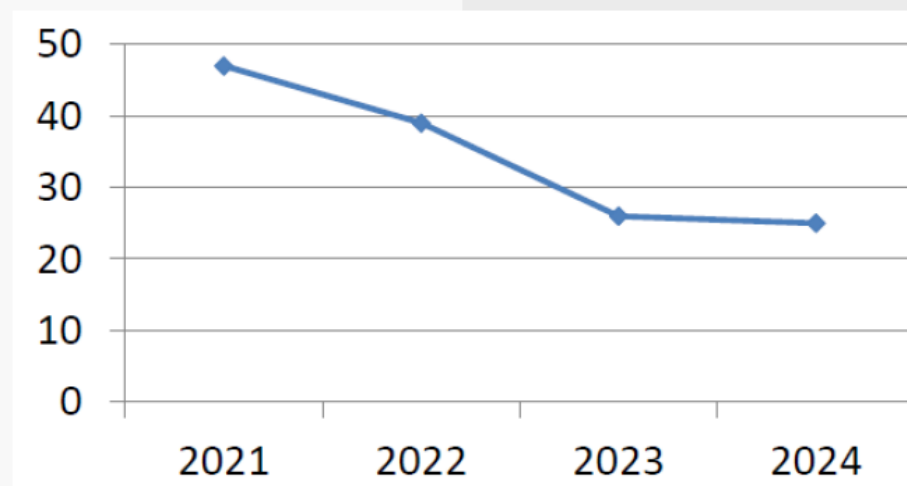
Class Membership

- 25 members in 2024: this number remains stagnant at a low level compared to the years 2021 and 2022 (this is partly explained by the fact that some sailors are also engaged in others projects like offshore sailing, Olympics, the America's Cup, and the fact that the world championship is outside Europe this year)
- A loyal and motivated core of moth sailors participates in almost all the organized events (training sessions & regattas).

/02

Activity report | 2024

Nb of members by year



/03

Summary of Events

Regattas in France

- Foiling Days (April): 8 participants
- National Moth (July): 21 participants (6 foreigners)
- Carnac (September): 7 participants
- Arradon (December): 3 participants

Clinics

- Coaching with Ross Harvey (May): 4 days, 12 participants
- Pre-National warm-up with Gauthier Thomas (July): 2 days, 10 participants

International Regattas

- Foiling Week: 4 French participants, 1 victory
- European Championship: 1 French participant
- Worlds: 3 French participants



/04 Regattas organisation

Cohabitation with other classes

Because of the low activity in moth class we are forced to cooperate with other classes to be able to run regattas with a decent number of participants:

2024

- 2 regattas were sailed together with WASZPs
- 1 regatta was sailed together with Skiffs

2025

- 5 regattas together with WASZPs
- 1 regatta together with Skiffs

// Waszps: we sail on the same course

// Skiffs: same start line and bottom gate, different start sequence and upwind mark

Activity report | 2024

Quiberon - the center of foiling activity in France

- All the regattas and trainings were held in South Brittany, in the Bay of Quiberon where the majority of active moth sailors is located.
- Some activity is starting to develop in the South of France on the Med, so 2 regattas are planned there for 2025



Quiberon - the perfect place to host Moth World Championship in Summer



/06 Fleet

86 %

Old generation boats

(Mach2, Exocet, Rocket, Ninja)

—

Activity report | 2024

As the last generation were considered the following boats: all the Biekers, Exploder, Swift, Aerocet (last two are not represented in France)

/07 Survey

50 moth sailors have participated in the survey organized by us with the goal to understand the reasons behind the french moth class decline

The Takeaways:

Major constraints to continue moth sailing:

- Requires a lot of time and money (boatwork, repairs, upgrades)
- Lack of free time because of other engagements
- Old design boats are not competitive

What could improve the situation

- Create more activity in French moth class (regattas, clinics, media)
- Spread the activity to the regions other than the Bay of Quiberon
- Make racing more attractive for the old boats
- Possibility to try a moth before committing to buy one



Activity report | 2024