

## **ANNUAL GENERAL MEETING**

held on Wednesday 14<sup>th</sup> December 2005.

Venue: Elwood Sailing Club, Melbourne.

### **AGENDA and proposals**

#### **1)-Welcome, and registration of delegates and votes.**

Ceri Williams (**committee + proxy for IRL & BUL** )

Markus Huhtinen (**committee + FIN**)

Ian Fox (**committee + AUS** )

Lucy Horwood (**committee + GBR**)

Jesper Vesterstrom ( delegate + email vote **DEN**)

Henri Karr (delegate +email vote **EST**)

Guido Verlaeckt (delegate + email vote **BEL**)

Italian FW Class ( email vote **ITA**)

Anders Loken ( delegate **NOR**)

Piotr Jankowiak ( delegate **POL**)

Ansis Dale (delegate **LAT**)

Willhelm Schurmann ( delegate **BRA**)

Total of 17 votes in the room (inc. email votes ) , and a quorate meeting .

#### **2)-Minutes of the 2004 AGM –Leba, Poland :**

Taken as read and approved .

**17 for 0 against**

#### **3)-Chairmans Report**

Attached is the **report submitted to the ISAF Windsurfing Committee** at the Annual Conference in Singapore (November).

Clearly, there are many challenges facing the Formula Class. It is my opinion that these are best faced by accepting continued stability within Class Rules, whilst introducing some changes to Championship Rules and seeking to make the class more attractive to sailors, sponsors and media.

#### **4)-Financial Statement**

Coming as it does towards the end of an IWA financial year, we are only able to show full **accounts for the year ended 31<sup>st</sup> December 2004.**

A brief summary was given by the Chairman of class income / expenditure, and relationship to IWA accounts, with particular reference to costs of administration ( Executive and Administrative Secretaries )

#### **5)-Class Rule changes**

No formal submissions to change the Class Rules for 2006 have been received.

**SURVEY or REFERENDUM ?**– however, there has been much discussion this year within the class, from many sources ( committee, industry, national associations etc) regarding the future direction of the class ; and equipment rules are an integral part of that discussion.

No consensus has been reached regarding the format for change – a wider consultation is required, and the opinions of sailors within each member country are needed .

- 5.a)- We support the proposal to conduct a Survey YES / NO  
17 for 0 against
- 5.b)- We support the proposal to hold a Referendum YES / NO  
2 for 15 against

see Appendix A

#### 6)-Championship Rules

Proposals to change the rules for 2006 ( *Championship Rules 2005*).

- 6.a)- We support the proposal to add a Masters World Title YES / NO  
see Appendix B 16 for 1 against
- 6.b)- We support the proposal to add weight divisions YES / NO  
see Appendix C . 15 for 2 against  
Weight limit pegged at 75kg. 13 for 4 against
- 6.c)- We support the proposal to permit the controlled use of GPS for promotion and media purposes YES / NO  
see Appendix D 17 for 0 against

#### 7)-Future Championship venues

The class have contracted Rhodes Windsurfing Academy to host the 2006 World Championship during the first 2 weeks of September. RWA were given until the AGM in Melbourne to confirm acceptance of terms- **not confirmed** . The following alternate bids were received, and national associations were asked to indicate their preference **see Appendix E**.

- 7.a)- Silvaplana, SUI ; Aug. 7.b)- Fortaleaza, BRA ; Nov. OR

#### 7.c)- Committee source alternative venue .

However bids were tabled at the AGM by POL ( Leba in August ) and KOR ( september )

Silvaplana was eliminated by voting t the AGM -; and the meeting agreed that the Committee be delegated to finalise the Worlds at either **BRA , POL , or KOR** .

**The final decision to be published by 15h January 2006 .**

#### 8)-Elections

There are no elections this year, unless a vacancy occurs before the scheduled meeting.

However , Dorota tendered her resignation from the committee prior to the meeting . Nominations were invited from the floor , and Devon Boulon offered his services .

**The committee subsequently co-opted Devon Boulon .**

**9)-Any other business**

- a) **World Ranking Scheme** - a report from KJ was presented to the meeting ( **see attached** ).

**We support the proposal, from the Chairman, to delegate the Committee to review the scheme and agree improvements in the light of the AGM response to the report**

**YES / NO**  
**17 for 0 against**

- b) **Qualification system –**

**We support the proposal regarding ‘places by right’ see Appendix F**

**YES / NO**  
**17 for 0 against**

**APPENDICES**

**A- Proposal from the chairman Survey .**

*The class committee put together a detailed Questionnaire which is circulated to every national windsurfing association –both those committed to Formula Racing and those currently not actively promoting Formula .*

*Associations are requested to circulate the questionnaire to all its racing members , to ensure sailors views are heard.*

*A final report summarising the findings will be published.*

**Referendum**

*The report will be translated into a series of proposals regarding Class Rule and Championship Rule changes These will be circulated as per the Survey , and Associations / sailors asked to vote on the proposals . Finally the results of the referendum will be formulated into submissions to go before the 2006 AGM of the Class .*

**B- proposal from the Chairman**

*Since the Formula Class was formed it has not been able to hold a valid ‘World Championship’ for Youth Woman, according to ISAF regulations governing ‘ international’ windsurfing classes.*

*As an International Class, Formula can award 4 ISAF World Titles .The proposal is to allocate one to Masters (open) , in addition to the existing titles for Men, Women and Youth (open).*

*The Masters Title to be competed for at the Formula Festival –ie the Formula Junior , Youth and Masters Championships.*

**C-proposal from the Chairman , based on report from ITA Formula Class**

**Statement about lightweight and heavyweight sailors in Italian racing season 2005**

*In fall 2004 FW International Class launched an experimental test about lightweight and heavyweight division as it happens in Raceboard Class, inviting all National Class Associations to verify if this solution may be interesting for the Class development.*

*In Italy, considering the average physical mass of our population, we decided to determine a break between Lightweight and Heavyweight at 75 kg. instead of 75-80 as for international rules.*

*Obviously northeuropean and american people are usually more tall and heavy than Mediterranean one and so we understood what International FW Class suggested.*

*So we have written an Appendix to FW Rules as following:*

*1/ All sailors who weigh till 75 kg. are Lightweight. The final results for this Division will be extract from the general final results with the relevant points as for Italian Sailing Federation Rules. All sailors who weigh more than 75 kg. are Heavyweight Division and they have points for the general final results only.*

*2/ Competitors' weigh may be checked by a measurer or by people delegated by the Race Committee in which the Italian FW Class Management trust. This general rule shall apply in all regattas (national, inter-regio or regional level). The event organizer shall inform the Class about the name of people delegated and the Class will confirm it in writing. If this general rule shall not apply, the Class may not accept the final results of Lightweight Division.*

*3/ When entering a regatta all competitors shall self-certificate their weigh.*

*4/ Competitors' weigh may be checked before, after or during a regatta, for a relevant protest, for a Race Committee decision, by random or by lot. The relevant competitor shall immediately go to the balance with the people delegated by the Race Committee and weighed without equipment and any wet suit.*

*5/ All competitors entered as Lightweight that during a check weigh more than 75 kg. will be included among the general final results only but they will not be disqualified.*

*6/ We will apply sanctions not for weigh difference, but for self-certificated Division final results only.*

*During Italian 2005 racing season about 20% of competitors self-certificated themselves as Lightweight, but checks has been made during the 5-6 National Regattas (National Champhionships and Italian Cup) only. At Inter-Regio and Regional level all competitors know very well each other and it's more difficult to take friends for a ride.*

*Anyway during National Championships in Reggio Calabria some competitors has been found more heavy than 75 kg. and so excluded from the Lightweight final results.*

*We think for the future it's best to weigh always all competitors when entering or at the first skipper's meeting because it's more difficult to disqualify them after a check during regattas, and so giving DSQ points for all the previous races already ended in the previous racing days too.*

*On the whole the experiment has been positive, because people whose weigh is between 60 and 70 kg., especially masters and grandmasters, have found special Division results with the pleasure to be considered. Some complaints has been made about the rigid limit of 75 kg. preferring a choice of 5 kg. tolerance as it happens in International Rules.*

*Our Managing Board and Regional Delegates Meeting discussed it early November and decided that for 2006 racing season to respect international rules as they will be confirmed or changed in Melbourne AGM. As Italian Association we think that 75-80 kg. is not the best for Mediterranean (but we suppose for Asian ones too)*

competitors, and it would be best 70-75 kg. or a range between 71-73 and 76-78 kg.

Marco Rossi  
Italian Windsurfing Classes  
National Co-ordinator

Massimo Lucchesi  
Italian Formula  
Windsurfing Class  
President

**D-proposal from Devon Boulon , supported by the committee**

Many challenges are facing racing, including increasing the appeal to both sailors and media, and therefore sponsors.

Currently Championship Rules prevent the carrying of GPS –see # 22 Electronic Equipment ,Compasses & Communication.

The committee accept that the use of GPS can be controlled to ensure no race advantage is gained by the sailor, but still deliver the benefits alluded to. How GPS can best be utilised is still in the developmental and experimental stage.

It is proposed that a Working Group be formed to report back to the Committee, and that the Committee action suitable ideas during 2006 events.

**Attached** is the introductory letter from Devon outlining his initial ideas.

**E-2006 World Championships**

Rhodes Windsurfing Academy are contracted to host the 2006 Worlds on the basis of successfully hosting the 2004 Grand Prix and 2005 Europeans.

RWA have until the AGM to finalise the 2005 obligations , and to offer suitable guarantees regarding the proposed 2006 Worlds.

Alternatives have been sought – and are still being discussed – although 2 firm bids have been received ie from SUI and BRA. Both offer the necessary and normal prize fund for World championships

Please indicate your preference for the three alternatives offered by:

- 1 = first choice
- 2 = second choice
- 3 = third choice
- X = not an option

**F- proposal from Markus Huhtinen ,vice chairman**

A national association has one guaranteed place in Worlds and two in Continentals if it

a) Puts together a series of minimum of three FW races, one of which has to be national championships race.

b) Reports the results and names and numbers of participants to the Class association and IWA. The minimum number of participants must be **(tbc)**

We should then provide national association with suggested rules and guidelines for the national events and national series. We should also give instructions

for running the races, scoring etc.