



Present were

- AUS : John Dowling
- BEL : Olivier Gagliani
- SWE : Alberto Farnesi
- USA : Bruce Mahoney
- Brazil : Charles Bueche (representing Alex Welter)
- France : Antoine Riet
- Germany : Guido Schulte
- Italy : Marco Gaeti
- NED : Pieterjan Dwarshuis
- AUT : Michael Modelhamer
- UK : Struan Wallace
- DEN : Tom Bojland
- SUI : Robin Mader
- POL : Jacek Noetzel
- SPAIN : Abdon Ibanez
- NZL : Dave Shaw

- IACA Committee : Andrew Landenberger, Graeme Harbour, Charles Bueche
- Minutes: Gordon Upton

President's report

It is now a period of 3 years into my role as a president of IACA, I'm getting more experienced in handling the issues along the way and trying to keep most members happy, which has sometimes proven to be a challenge. Within the committee we have several goals and tasks, somewhat conflicting, somewhat challenging, but at least always entertaining. In this role, it has been a pleasure and a chance to have two great committees beside me.

Looking back in 2018, we had a fantastic event in Hervey Bay and the Australian class is to be thanked again for their great achievement. This regatta and social events organized around it will be kept in memories for a long time.

When I heard about racing in Weymouth, I thought it would be a great idea and with the classics discipline now in place, we would get many French and other Europeans Classic sailors from across the channel. Sadly it didn't happen. This is bad for two reasons : first of all the organizers here would have preferred to get more participants, and they would have deserved it given their efforts. Second, this is bad for the Classic discipline. We are doing all we can to organize this new game, but sailors are not taking part. If this trend goes on, the Classics might fade away, and that would be very bad for the class in general. So please, talk to your members one by one and get them on water!

A call to arms. We are one of the most active modern sailing class, using all sorts of super materials, but we are still banning the use of GPS during our continental and World championships. I have received many messages from sailors from all around the world, asking to remove this restriction and thus allow GPS. I do not have the power to modify this rule, but I would like to call the presidents and representatives around the table so they can come up with a proposal upon which we can vote on during the WGM 2020 in Florida. The Technical Committee is available to help on this matter if technical restrictions are to be put in place.

I would like to thank everyone from the committees, Graeme at my side almost every day, Sandro to discuss boat construction, Philippe from around Europe doing the finances, Bailey working hard as secretary in the USA, Landy giving smart advice between shearing sheep, and Thomas having lead the Technical Committee for the last few years. I'm very happy to continue working with all of them !

2. Secretary's Report

Bailey White was absent so Bruce Mahoney read his report.

3 Technical Committee Annual Report from Thomas Paasch

Dear Presidents, dear members of the executive committee.

I'm sorry I can't be with you in person today – it's always great to meet and catch up with friends from all over the world. I'm sure you are all having a good time.

The period since the last world championships in Australia has been a little quieter than the two periods before, where we had the big rule rewrite task.

But with adjustable rudder systems being one of the big things at the last worlds, some work has been put into discussing and inspecting different systems, to help the sailors to stay within the rules when they come up with new ideas.

Another result of the last worlds was the Classic committee looking at revising the Classic definition. The Technical Committee was not directly involved in working out the new limitations, but we were involved in making the final wording, to ensure it's in line with our class rules, the equipment rules and trying to make sure it's measurable and non-ambiguous.

During the spring time, we also revised the Hull Measurement Certificate to reflect the changes made in the rule rewrite, and of course adjust the Measurers Guidelines.

I would like to pay particular thanks to Graeme Harbour who has been a valued contributor to the TC during my chairmanship. Graeme also fills the role as our class Chief Measurer and I'm sure you have seen him keeping an eye on all of you at this event ensuring the class rules are adhered to. As our boats get more and more complicated it is important that an active TC member fills this role and must be someone actively involved in the class on a world level. They must have a thorough understanding of the class rules and World Sailing regulations and policies. It is important that Graeme and the TC are kept up to date with any new developments, as often at these events decisions have to be made instantly by the Chief Measurer on new and unseen systems.

I have decided to step down as Chairman and member of the Technical Committee. I started my involvement in the IACA with the "Hydrofoil Committee" back in 2008, and have been involved in the Technical Committee and Executive Committee in various positions ever since (except for one year I think). So I guess now is a good time to let new hands take over. I'm glad to announce that we have persuaded Paul Larsen to take over the seat as Chairman of the Technical Committee. I'm sure he is perfect for the job, and I think the Technical Committee will be in good hands.

Finally, I would like to thank all members of the TC and Executive Committee. It's been a pleasure working with you all over the last decade.

Regards, Thomas Paasch

4 Treasurer's Report

The class continues to be in a healthy position with a bank balance of €51,931.72, despite the year showing a net loss of €4,130.33. A number of factors related to this loss as both the Worlds and Europeans had to be subsidised in the same year. Payment for the President to attend the Worlds, and the additional payment to the IACA Editor, in terms with his arrangement to attend also. A new recurring expense for legal; protection and liability insurance to protect the IACA committee was also payable for the first time, together with a one off payment for a perpetual Classic Division Worlds trophy. Other expenses are in line with previous years.

It is a concern that nearly half of the associations are not paying their fees by the due date. This matter needs to be addressed as the payment is based on the previous years numbers so should not come as a surprise expense to the associations.

5 National Association and Fleet Reports

France

Antoine : 2019 calendar had scheduled as follows : 16 local races and 3 National races. 62 of other 117 FRA members took part in one or more races and are classified. There are fewer flying competitors. A Classic National title has been created. 117 members, split is 72% Classic and 28% Open (less 4% for the flying compared to last year). It is still hoped that the FRA association comes back into one National Association for 2020. A promoting video showing A-cat practices and friendship is under construction.

Belgium

Olivier: We have between 17 and 20 members depending on the year. There are 2 'A' Class specific races in Belgium - The Onecup at the Lac de l'eau d'heure (SNEH), which this year had 22 participants (and a very nice exchange programme with the guys from Strasbourg: they come to us, we go to them). The Belgian Championships tend to get a good twenty or so Classics, being especially attracted by the good atmosphere and Trappist beers (Eastern French sailkors and Aix les Bains and one or two Germans or Dutch). In 2020 the championship will be in Knokke, but I fear a low participation (difficult sea, expensive city). 5 or 6 members moved to France and some to Holland (well received because they are always the aperitif of the Belgians with ... beer). We hope to be in good numbers in Maubuisson this year.

Sweden

There has been no new activity in the Swedish fleet this year. The membership numbers are still holding steady at around 12. Each year around two races are held. Mostly Classic sailors in the fleet. The Swedish association sends its regards and wish you all well.

Italy

During the 2019 in Italy we organized 4 national regattas the Italian championship in Maccagno – Maggiore Lake and the Spring Cup in Arco – Garda lake. We worked together with the Swiss A Class in Maccagno to join Italian and Swiss Nationals and we supported German A Class for their Nationals in Arco. Basically these three main regattas recorded good results with more than 50 competitors.

It seems to be a good choice to organize regattas with other National Associations. We also sailed 4 national regattas, sometimes with good numbers, sometimes less. We still suffer a very low mobility level of local fleets, and we're working on it. About relations with the UACC (Italian Classic Association), we tried to organize regattas together, but they didn't want to. We are trying to push for a re-unification of the Italian fleet of all A cat.

The Class A Italy, will be happy to organize the World Championship in 2022 in Punta Ala and the European in 2023 in Arco.

Poland

Tymek : In Poland we have 30 A-class sailors. About 25 of them take part in the regattas. In 2019 we had 6 Polish events (3 in Sopot, Gdynia, Krynica Morska, Mechelinki). The Polish A-class fleet is quite young with a few young beginners. Except one sailor, everyone likes to sail foiling boats if they have opportunity.

Austria

Michael Mödelhamer : Austria has 18 members, 50/50 foiling and classic, we race all together and appreciate this. 3 regattas in Austria, many join regattas in south Germany and Italy. Guys are a little bit worry about new Classic rules (adjustable boards, no foiling rule....) and this needs to be addressed.

Australia

John Dowling : Our focus last year was on the Aus Nats and Worlds in Hervey Bay. Both events were very successful and we were happy with the International entries we received. I believe all sailors enjoyed their experience regardless of the weather conditions. A number of the International boats were bought by Aussies at the Worlds and quite a few boats have changed hands since then. Whilst our numbers have remained fairly static the quality of the fleets has increased. We ran State championships in Victoria and Queensland in early 2019 and we will be running our 2019/20 Nationals on the Gippsland Lakes in Victoria over the first week in January. The NSW titles will be run in November, Vic Titles in March and Queensland titles in April. We also have a small fleet developing in WA which is pleasing. We expect 2 or 3 of these boats to attend our Nationals and they are making moves to run a WA championship this season. I wish all the sailors attending Weymouth fair winds and good sailing. Go the Aussies!

John Dowling then mentioned that Australia will submit an official proposal to allow GPS in the championship rules. Change of mind due to 2 main reasons - cost is not being an issue anymore, and almost everyone has a GPS watch.

UK

The UK fleet is steady at about 29 boats in the BACCA, although there are at least 40+ boats in the UK, with a 40/60 split between Foiling and Classics. Many are older sailors who enjoy the camaraderie and friendliness of the class in the UK and simply sail for the enjoyment. This season, the GBR fleet has been concentration on organising the Worlds and our TT events have dropped off this year (We usually have at least 4 TT events). Also we had at least had of the events cancelled due to poor weather at the venues. It is hoped that 2020 will see a few more events and a couple of European trips could also be on the cards for the GBR fleet. Attendance is becoming an issue with sailors only deciding the day or two before the event whether to enter or not, making planning a TT difficult.

Denmark

The 2019 has been a steady year with approx. 10-12 racing boats. We have 4-5 annual regattas in Denmark - all in events with other classes to make the A more visible to the rest of the sailing world in DK. We expect 2-3 new sailors in the class next year and a conversion of 2 Belgians to Danish as they live and sail in DK - so hopefully an increase of the numbers of active boats. We have around 20 members of the class association. We also attend the annual boat show in DK - effect is hard to measure, but better to be there than not. We have a change of class president - Bo Hasseriis - journalist and former pro sailor are now in control of the tiller.

Germany

Guido Schulte : Usually we have about 135 members, constant over 10 years. Currently it is the first time fewer than 130. 2018: 13 German regattas in the race calendar. 2018: 50 active sailors did at least one regatta, out of it we had 15 Classic-sailors. 33 sailors have competed in 3 or more regattas. Over the years number of regatta participants has continuously dropped down. Last year, but especially this year, we have had a bigger decrease. Often only 5-7 participants in a regatta, which results in these regattas could not be used for the annual ranking (min. 10 participants necessary). Concerning reasons and improvements we are still being sought.

Hong Kong

- Info from Graeme, 3 sailors now located in Hong Kong.

Fleet reports for Netherland, Spain, Switzerland, NZL and USA are missing, not received in written form.

6 Elections

- Officers and IACA committee : Thomas Paasch resigns from the chair of the Technical Committee.
- Election of Paul Larsen as chairman of the TC and member of the IACA executive committee
- New president to be elected in 2020

7 membership fees

- no change

8 venues

- 2020 : Europeans in Cádiz/Spain, Worlds in St-Petersburg/USA : Emanuel Cerf is chairman of the event
- 2021 : Worlds in Toulon / France
- 2022 : call for proposals : Punta Ala / Italy or Bay of Island / New Zealand ?
- 2023 : call for proposals : Circolo Vela Arco

•Emmanuel said that the Classic fleet is strong in the USA. Two courses will be run concurrently. It was a good venue for families and supporters. He proposed holding a National Team Competition whereby the top 5 sailors in each association's results are collated and a cash prize is awarded to that association. There will be a video of the venue in due course.

9 Propositions

There were no propositions

10 Regulatory and Technical Affairs

- Restriction of coach and support boats : if there is a problem with this, we await proposals from National associations. Keep security in mind, fewer coach boats == fewer safety boats as they are required to act as such, if on the water at an event.
- 3rd party insurance: checked in Switzerland, no desire to cover events abroad, not the risks they look for. For the 2020 Worlds, the USA has cover available to purchase.
- Classic discipline definition:
 - In hands of the T.C.
 - PJ proposed the opinion of Netherlands was to forbid trapezing downwind
 - Abdon propose to identify boats discipline on water

11 AOB

The Classic rules are very flexible at present. It was pointed out that the rule changing process must be transparent to members know what is and can happen.

The meeting was closed at 22:19