

ID2CA 2022 Annual General Meeting

Thursday September 21st, 2023,

Windsurf Club Überlingen e.V.

1. Welcoming message– Eric [5min]
 - a. Quorum was achieved, i.e., 3 Board members attending (Eric, Stratos present & Laurent online)
2. Financial update –Eric [5min]
 - a. IWA / ID2CA financial documents circulated to members.
 - i. In 2022, ID2CA again provided positive incomes to IWA, i.e., Euros 3205, of which Euros 2014 from Event entries and Euros 1326 from memberships.
3. Achievements - Events – Stratos [30min]
 - a. 2022 Events
 - b. 2023 Outlook
 - i. 2023 D2EC
 - ii. 2023 Outlook program
 - i. 11 local and international races were included in the official ID2CA competition calendar. All of them are counting for the 2023 Annual Ranking List. The 7 major international races of them (mainly the Open National Cups which took place in Slovenia, Greece, Netherlands, Belgium, and France) in addition to the traditional Vintage Wind Slam in Velenje and the Europeans are counting for the 2023 Division 2 Global Trophy.
 - ii. It is pointed out that we need to push more participants sailors to register as members to validate all categories in each race.
 - c. 2024 / 2025
 - i. 2024 program
 - i. 2024 National Events.
 1. In the 2024 the plan is, at least, to reconduct 2023 National Cups, and add more countries.
 2. The good news is that several European Sailing Federations have started recognizing the Class again.
 3. An initiative from member Mathieu Mellou who is proposing to extend time limit for youth so they can finish the race successfully and be ranked, an encouragement to keep racing.
 - a. The proposal has been accepted by AGM and will be discussed in ID2CA board.
 - ii. 2024 D2EC
 1. Potential venues.

- a. A potential venue in South Italy (Regio Calabria) is rejected at AGM due to the long distance from the center of Europe.
 - b. We aim at organizing next D2EC in France near Paris,
 - c. if still not possible the next potential venue will be in Netherlands again where a venue as confirmed interest to organize the event.
 - ii. 2025 program
 - i. 2025 D2EC
 1. Potential venues. Not discussed yet.
4. Subjects to vote session –
 - a. None
5. Member's questions: (10 mins)
 - a. Peter Wauters, submitter proposal for changes.

“Introduction:

Since the revival of Division 2 in the middle of the last decade, the class has enjoyed special and diverse interest. Type A sails are pre-eminent guardians of the original and highly successful class that was once Olympic and, with the Lechner class, could live up to a second appearance at Olympics.

Type C is a unique class that lives up to the 'development class' designation in the best possible way. Because the rules allow freedom for experimentation and one-off testing, this formula is the best environment to enable progress within the basic concept of board sailing. No other class offers these opportunities, giving Division 2 a separate attraction.

The following proposals try to improve the framework within which these evolutions can take place by adapting to today's available techniques and materials and by simplification which can benefit at the same time the organizers, the class measurers, and the participants.

Amendment 1

RULE: 3.2.9 THE WEIGHT OF THE BOARD:

(A and B from 91) with skeg(s) but without centerboard or other equipment shall be not less than 18 kg when in a dry and clean state.

PROPOSAL:

(A and B from 91) with skeg(s) ~~but without centerboard or other equipment~~ shall be not less than 18 kg when in a dry and clean state.

BACKGROUND AND RATIONALE:

- *During measurement procedure a lot of time and effort is needed, to remove footstraps and daggerboard and to reinstall these afterwards.*
- *During sailing, these attributes are present and help determine weight and sailing behavior. It is therefore logical that they are included in the weighting.*
- *Recently built boards now weigh around 16 kg. This makes it possible to legitimately reach the required weight in type A with the maximum corrector weight of 1.5 kg.*

Amendment 2

RULE: 3.2.9 THE WEIGHT OF THE BOARD:

(C from 2015) with skeg(s) but without centerboard or other equipment shall be not less than 16 kg when in a dry and clean state and inclusive corrector weights.

PROPOSAL:

(C from 2015) with skeg(s) ~~but without centerboard or other equipment~~ shall be not less than 16.5 kg when in a dry and clean state and inclusive corrector weights.

BACKGROUND AND RATIONALE:

- During measurement procedure a lot of time and effort is needed, to remove footstraps and daggerboard and to reinstall these afterwards.
- During sailing, these attributes are present and help determine weight and sailing behavior. It is therefore logical that they are included in the weighting.
- Recently built Type C boards today sometimes weigh 15 kg or less. By including the attributes, this makes it possible to legitimately reach the required weight in type C with the maximum corrector weight of 1.5 kg allowed.
- This change also makes it possible for a board built and tuned to sail in type C to be used in type A because the difference in weight limit is 1.5kg which is exactly the maximum allowed weight corrector ballast.

Amendment 3

RULE: 3.2.12 FOOT STRAPS:

... shall be removable (They are not included in the weight of the hull).

PROPOSAL:

... shall be removable ~~(They are not included in the weight of the hull).~~

BACKGROUND AND RATIONALE:

- See Amendment 1 and Amendment 2
- House keeping change.

Amendment 4

RULE: 5 LIMITATION OF EQUIPMENT

5.1 During a regatta only one board, three sails and two centerboards may be used. Not more than two sails shall be greater than 6,5m² measured in accordance with these rules.

PROPOSAL:

5.1 During a regatta only one board, three sails and two centerboards may be used. ~~Not more than two sails shall be greater than 6,5m² measured in accordance with these rules.~~

BACKGROUND AND RATIONALE:

- According to the championships rule 6.2 no races shall be started in more than 20 knots wind average. 20 knots are still achievable with a flat 9.5m², or an 8.5M². The smallest modern sail with which a longboard can be sailed well balanced is a 7.5M² and this up to over 25 knots of wind.

- *Convinced type C Competition surfers do not have a 6.5m² sail unless he switches to type A but these sails are even more difficult to handle than the more modern larger sails.*
- *This rule makes absolutely no sense for type A.”*

About request for changes

Proposal for changes was not supported by at least 2 other members from other NCAs as per Rules 11 requirements. Therefore, proposal is not deemed to be receivable.

However, EC requested Technical Committee’s opinion (see Rules 11.3 - Alteration of Measurement Rules from ID2CA Constitution).TC did not provide opinion for proposals 1,2, 3 but for proposal 4 only, i.e., 50% of TC pronounced favorably, while the other 50% didn’t pronounce. Proposed changes are considered as “Minor Changes”, and EC decided to bring proposals for an opened discussion with Members at AGM.

Conclusion of the discussion and Assemble vote:

- Proposal of Change 1 for Boards A &B from 91: Is rejected.
 - “Board must be weighted with skeg without any accessories or appendices.”
- Proposal of Change 2 for Boards C from 2015: It is accepted to include footstraps in the weighting of the board with the skeg.
 - “Boards with skeg and footstraps, but without daggerboards and other equipment or appendices, shall be not less than 16.5kg when in a dry and clean state and inclusive corrector weights.”
- Proposal for change 3, “...straps must be removable”, is accepted to be consistent with changes 1&2.
- Proposal for change 4, is accepted as corrective action of a rule set for A sails, obviously not applicable to B or to board C from 2015.
 - Note regarding rational submitted to support change: Type C sails are full batten sails, as opposed to Type A sails which are short batten sails. There is no minimum size authorized for Type C sails.