

Annex B – proposals from the Executive Committee

PROPOSAL BY THE IODA EXECUTIVE TO AMEND IODA ARTICLES OF ASSOCIATION, 3 MEMBERSHIP

DELETE FIRST PARAGRAPH OF 3(a) MEMBERSHIP:

- a) Full Members (hereinafter called members)
The National Authority or Class Organisation in any country using the International Optimist Dinghy in their work for junior sailors can be a member of IODA. In a country where Optimists are sailed in only one sailing club, that club may be a member until such time as other clubs in that country sail Optimists.

REPLACE WITH NEW FIRST PARAGRAPH:

- “a) Full Members (hereinafter called members)
The IODA accepts as full members one organisation using the International Optimist Dinghy per country as follows:
- i) National Optimist Associations (NCAs) controlled by Optimist owners or their legal guardians. Such NCAs shall where possible be affiliated to the relevant ISAF Member National Authority (MNA)
 - ii) ISAF Member National Authorities (MNAs) where there is no National Optimist Association
 - iii) A sailing club in a country where there is only one club where Optimists are sailed, until such time as other clubs in that country sail Optimists.

Acceptance of an organisation as a member and renewal of that membership are at the discretion of the Executive. Such decisions may be appealed to the next AGM.”

REASON:

- a. There have been discussions during both 2010 and 2011 between ISAF, ISAF Classes Committee and several MNAs regarding the rights of NCAs. These changes clarify the membership status of NCAs. The present Article 3 could be interpreted that at any time, an MNA could decide that it, not the already existing NCA, is the member of IODA.
- b. The words “*controlled by Optimist owners or their legal guardians*” are to comply with ISAF Regulation 10.2.1 (b) (ii) that an International Class Association Constitution shall include “provision for control by a Class/Owners Association”.
- c. The words “*Such NCAs shall where possible be affiliated to the relevant ISAF Member National Authority (MNA)*” are to comply with ISAF Regulation 10.6 that an International Class shall “use its best efforts to ensure that the National Association is affiliated to the relevant ISAF Member National Authority”.

PROPOSAL BY THE IODA EXECUTIVE TO AMEND IODA CONDITIONS FOR THE IODA CONTINENTAL CHAMPIONSHIPS, 14 BOATS

DELETE 14.3 BOATS:

14.3 The organisers shall negotiate the supply of a sufficient number of first class charter boats (complete without sails) from an approved builder or not more than two builders for a fee agreed by the IODA Executive Committee. The builder(s) and the method of allocation of charter boats shall be approved by the IODA Executive Committee. The builder shall provide an adequate supply of replacement parts.

REPLACE WITH NEW 14.3 BOATS:

“The organisers shall negotiate the supply of a sufficient number of first class charter boats (complete without sails) from an approved builder. Where the charter boat provision will exceed 80 boats, these shall be supplied by 2 builders (approximately half each), unless an alternative arrangement is agreed with the IODA Executive Committee. The charter boat fee, the choice of builder(s) and the method of allocation of charter boats, shall be approved by the IODA Executive Committee. The builder shall provide an adequate supply of replacement parts.”

DELETE 14.4 BOATS

14.4 If the organisers are in a position to provide charter boats for all entries on terms satisfactory to the IODA Executive Committee, the IODA Executive Committee may declare that all competitors must use charter boats and prescribe rules governing the allocation of charter boats and related matters.

REPLACE WITH NEW 14.4 BOATS

“Subject to the conditions of 14.3 above, if the organisers are in a position to provide charter boats for all entries on terms satisfactory to the IODA Executive Committee, the IODA Executive Committee may declare that all competitors must use charter boats and prescribe rules governing the allocation of charter boats and related matters.”

REASON:

There have been several occasions recently where the choice and cost of charter boat provision has been highlighted to the Executive as not being entirely transparent, or where a single charter provider may have struggled to supply the number of boats required. These proposals hope to create greater transparency and fairer competition for charter boat provision and should also provide greater confidence in the secure and adequate supply of quality charter boats at larger events.

Moreover, the supply of charter boats to IODA championships has become an important promotion factor for the builders, so this proposal tends to enable more builders to benefit from this.

PROPOSAL BY THE IODA EXECUTIVE TO AMEND IODA CONDITIONS FOR THE IODA WORLD SAILING CHAMPIONSHIP, 13 BOATS

DELETE 13.3 BOATS:

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There have been several occasions recently where the choice and cost of charter boat provision has been highlighted to the Executive as not being entirely transparent, or where a single charter provider may have struggled to supply the number of boats required. These proposals hope to create greater transparency and fairer competition for charter boat provision and should also provide greater confidence in the secure and adequate supply of quality charter boats at larger events. Moreover, the supply of charter boats to IODA championships has become an important promotion factor for the builders, so this proposal tends to enable more builders to benefit from this.

PROPOSAL BY THE IODA EXECUTIVE TO AMEND IODA CONDITIONS FOR THE IODA WORLD SAILING CHAMPIONSHIP, 8 ENTRY AND 9 ELIGIBILITY

DELETE 8 ENTRY:

Subject to Condition 9 below, each member of IODA may enter up to five sailors.

AND REPLACE WITH NEW 8 ENTRY:

“Subject to Condition 9 below, each member of IODA as defined in Article 3 (a) may enter up to five sailors”.

ADD SENTENCE TO END OF ELIGIBILITY 9.1 :

“In countries where the member of IODA is a National Optimist Association this pre-qualification shall be through a system approved by that Association.”

PROPOSAL BY THE IODA EXECUTIVE TO AMEND IODA CONDITIONS FOR IODA CONTINENTAL CHAMPIONSHIPS, 9 ENTRY AND 10 ELIGIBILITY

DELETE 9.2 ENTRY:

Where no greater proportion is specified in the Conditions for the specific championship, member countries entering eight or more sailors shall include at least the number of sailors of each gender indicated below:

Teams of 8 sailors: 1;

Teams of 9 sailors: 1;

Teams of 10 sailors: 2;

Teams of 11 or more sailors: 25% (rounded upwards)

AND REPLACE WITH NEW 9.2 ENTRY:

“Where no greater proportion is specified in the Conditions for the specific championship, subject to Condition 10 below, each member of IODA as defined in Article 3 (a) entering eight or more sailors shall include at least the number of sailors of each gender indicated below:

Teams of 8 sailors: 1;

Teams of 9 sailors: 1;

Teams of 10 sailors: 2;

Teams of 11 or more sailors: 25% (rounded upwards)”

ADD TO END OF ELIGIBILITY 10.1 :

“In countries where the member of IODA is a National Optimist Association this pre-qualification shall be through a system approved by that Association.”

REASON:

These proposed changes should be read in conjunction with the proposed changes to IODA Articles of Association, 3 Membership and the reasons stated. This proposal clarifies that the National Optimist Association, where there is one, controls the selection and entry process.