

## IMCA AGM 2021/2022 – Annual Report / Minutes

**NOT FOR FURTHER DISTRIBUTION BEYOND NATIONAL CLASS COMMITTEE MEMBERS**

### Agenda:

1. Welcome and appointment of National Delegates (National Association Class President or delegate)
2. Approve minutes of last meeting – AGM 2020 / 2021 (meeting of 3rd September 2021)
3. President’s Report
4. Secretary’s Report
5. Treasurer’s Report
6. Measurer’s Report
7. National Member Association Reports (where provided)
8. Update on 2023 World Championship – Weymouth, UK
9. Other Business
  - Bid submissions for future Worlds
  - Bid submissions for future Europeans
10. Appointment of Office Bearers
11. Confirmation of next AGM

	<b>MEETING</b>	<b>International Moth Class Association – Annual General Meeting</b>
	<b>DATE</b>	<b>27<sup>th</sup> November 2022</b>
	<b>TIME</b>	<b>16:00</b>
	<b>VENUE</b>	<b>Yacht Club Argentino, ARG</b>
	<b>AGENDA ITEM</b>	<b>MINUTES</b>
<b>1</b>	<b>WELCOME AND APPOINTMENT OF NATIONAL DELEGATES</b>	
	<u>Attendance:</u>	Meeting opened at 16:05hrs
	Luca Rizzotti (ITA)	Richard Didham (USA)

	<p>Kai Adolph (GER)  Helena Scutt (USA)  Emma Spiers (AUS)  Shaun Ritson (AUS)  Michele Trimarchi (ITA)  Keagan York (AUS)  John Genders (AUS)  Hiroki Goto (JPN)  Keita Yukinori (JPN)  Mike Bullo (NZ)  Sam Barnett (NZ)  Wesley LaRue (USA)</p>	<p>Michael Schönleitner (AUT)  Rob Greenhalgh (GBR)  Simon Maguire (GBR)  Franco Greggi (ARG)  Viktor Gal (SUI)  Harmen Donker (NED)</p> <p>Guest:  Nick Hutton AUS (Royal Yacht Club of Tasmania)</p>
<b>2</b>	<b>MINUTES OF LAST MEETING</b>	
	<p>To approve the minutes of the AGM held in 2021</p>	<p>The minutes of the 2020/21 AGM were accepted.  Proposed: Helena Scutt (USA)  Seconded: Kai Adolph (GER)</p>
<b>3</b>	<b>PRESIDENT'S REPORT</b>	
	<p>To receive a report from IMCA  President Luca Rizzotti</p>	<p>Luca Rizzotti (LR) presented the President's report. Summary:</p> <p>General Class Comment: The number of sailors is stable, however the growth that we had seen in previous years has stopped. The factors are both the presence of more foiling classes (too early to see if these classes end up feeding the moth class) and the increase in cost which is now for some manufacturers above 50K Euro DDP. There is also a trend in increase training participation but lower racing participation.</p> <p>Bank and Constitution: The work to create a new constitution is complete. Once this is voted the class will have again the use of bank account in 3-4 weeks time. Many activities have been kept waiting for a proper return to operations, for example website and social media.</p> <p>Cost of boats, upgrades and maintenance: many national classes keep mentioning the cost rising is affecting numbers. There is again interest in exploring the possibility of limited</p>

		<p>equipment / token systems. The current system should be left in operation for 2-3 years to allow natural technology aging to come into play together with equipment reduction / efficiency.</p> <p>Measurement: The plan is to develop measurement tutorials online with continuous contact with national measures, while maintaining and updating the online tool.</p> <p>Camps: the Women camps at Euro and in USA have proven valuable in increasing the number of new female sailors in the class and higher numbers at racing events.</p>
<b>4 SECRETARY'S REPORT</b>		
	<p>To receive a report from IMCA Secretary Emma Spiers</p>	<p>Secretary's report summarised as follows:</p> <p>As discussed last year, due to Privacy and GDPR issues, the international class association can not store individual member information. Direct communication to members must be via National Class structures.</p> <p>No progress has been made on a website or social media. We need to find someone with the skills to do this to join the Committee or this will need to be outsourced to a provider.</p> <p>Michael Schönleitner (MS) commented that he tried to update the website, but access to the IP address etc is not possible – we do not own it. We need to know who is responsible for the domain. We paid John Chalmers for maintenance of the website but he is not contactable.</p> <p>Decision/Action:</p> <ul style="list-style-type: none"> <li>• LR will try to contact John to understand how we can access / transfer ownership.</li> <li>• KA stated that we have the financial means to outsource the website and social media updates. We need to find someone to pay to do this.</li> </ul>
<b>5 TREASURER'S REPORT</b>		

	<p>To receive a report from IMCA Treasurer Kai Adolph (GER)</p>	<p>Treasurer’s report summarised as follows (<i>with tables as an appendix</i>):</p> <p>We do not have a working bank account for the ICMA currently. As such, the funds are being held in the bank account of the Italian Class. The status of the old Swedish bank account is unclear.</p> <p>On the first table you see the balance of the old Swedish Account based on the last statement I received. The second page is based on the statement of the Italian bank account thankfully provided by Michelle Trimarchi.</p> <p>Beside the fact, we don’t have a working bank account, the financial situation of the class is pretty good, though we didn’t collect any membership levies from the national classes in 2021 and 2022 (2020 has been waived).</p> <p>The outstanding membership levies are shown, which might be subject to change, since not every national association reported their current numbers.</p> <p>Outstanding payments consist mainly of World Sailing membership fees (510€) and my expenses for managing the boat plaques (€156)</p> <p>Outstanding Payables are for plaques that haven’t been paid so far, where as €290 are resulting from plaques not being paid, since the old bank account has been closed for incoming payments. I’m in the process to collect these payments, but we may have to write off some of these invoices, since the fees for returned payments are pretty high and it was not the fault of the payers.</p> <p>€145 are resulting from an invoice that has not been paid so far, so the plaques are still in the hand of the class.</p> <p>KA provide a specific update on the Constitution:</p> <ul style="list-style-type: none"> <li>• We reached out to World Sailing to ask how other classes manage the challenge of setting up a bank account. There are 2 options – (i) engage a management company to</li> </ul>
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		<p>run the association on our behalf; or (ii) set up a not-for-profit association in one country (SUI) with support of a lawyer. We are proceeding with option (ii) but need to amend our Constitution to meet some standard laws in SUI.</p> <ul style="list-style-type: none"> <li>• Work has been progressed on the amended Constitution. It has required more content about the operations of the Executive Committee in running the class on a day-to-day basis.</li> </ul> <p><b>Conclusion: Have to do a founding meeting and some paperwork (the Exec Committee members have to sign documents by a notary public, which is then confirmed by a public authority (In Germany it's the ministry of justice). A so called Apostille (<a href="https://en.wikipedia.org/wiki/Apostille_Convention">https://en.wikipedia.org/wiki/Apostille_Convention</a>)</b>  <b>In some countries the process can be simplified when the signature is confirmed by the Swiss Embassy.</b></p>
<b>6 MEASURER'S REPORT</b>		
	<p>To receive a report from IMCA          Measurer Shuan Ritson (AUS)</p>	<p>Measurer's report summarised as follows:</p> <p><i>Gantries:</i> At the last AGM we talked a lot about gantries, given there were problems with interpretations from measurement at the Perth Worlds, 2019. The rules can be changed but the Measurers need feedback from the class. The Measurers Group have put together some questions to be put to the National Class Associations for feedback.</p> <p><i>Moth logo on sails:</i> None of our moth logos on sails comply with World Sailing requirements (all are too small). The intent is to provide World Sailing with an amended rule.</p> <p><i>Booms:</i> at this event we are using the 90mm ring template and this has not created any problems.</p> <p><i>Training and certification of measurers:</i> we are short of measurers, especially in small fleets and we need to think about how best to train and certify measurers so we have consistency in the process.</p>

		<p>Luca Rizzotti (LR) referred to the plan is to develop measurement tutorials online with continuous contact with national measures, while maintaining and updating the online tool.</p> <p>Rob Greenhalgh(RG) asked whether we should consider going to in-house certification (by class builders) for sails and also for boats.</p> <p>Shaun Ritson (SR) responded that this is doable but it will be a cost for the sail-makers and builders.</p> <p>LR responded that this is possible but we would need to put in place some rules and checks. We will explore this possibility.</p> <p>RG brought up the question of ballast being placed on boats, and suggested that up to 20kg of lead was being used. RG also asked whether we need a discussion on the pumping rules.</p> <p>LR thanked RG for bringing these topics up and responded that the Executive Committee with the Council of Presidents will talk about the implication of this, and that it would be good if RG could join the discussion.</p>
<b>7</b>	<b>NATIONAL ASSOCIATION REPORTS</b>	
	<b>ARGENTINA</b>	
	Domingo Contessi	No report provided
	<b>AUSTRALIA</b>	
	Keagan York	<p>Membership Numbers: 71</p> <ul style="list-style-type: none"> <li>• New South Wales and Western Australia continue to be the dominant states for active members.</li> </ul> <p>National Championships:</p> <ul style="list-style-type: none"> <li>• The 2021/22 International Open Moth Championships were held at Sorrento Sailing and</li> </ul>

		<ul style="list-style-type: none"> <li>• Couta Boat Club in the state of Victoria. In total, 15 boats competed. It is worth noting that at this time, there were still some concerns relating to travel following Covid 19. The low number of entrants is understandable due to the concerns in place at the time. There was also some confusion on timing and location, and these also translated to a reduced turnout.</li> <li>• The 2022/23 Open and Lowrider National Championships will be held at St George Sailing Club on Botany Bay in Late January 2023. St George Sailing Club will be showcasing their</li> <li>• brand-new club house and sailing facilities. This is the first event in recent times where both the lowriding and foiling fleets will be together for a National Championships, with the intent to sail the fleets on different course layouts. This will be a great showcase of the diversity of the class and how the class embraces both regular sailors, and professionals and you can be involved on reasonable budgets. It will help to dispel some of the myths of the class.</li> </ul> <p>Low Rider Nationals:</p> <ul style="list-style-type: none"> <li>• 12 competitors at the informal 2021/22 nationals last season.</li> </ul> <p>Overall Summary:</p> <ul style="list-style-type: none"> <li>• The class continues to show a strong membership base, and ever growing public support and interest. Combining both the foiling and the open fleets to the one association has been beneficial and greatly improves the image and perception of the class.</li> <li>• Events are put together based on the needs of each fleet, but we encourage common</li> <li>• social events, or common attendance at regattas where it makes sense which has helped</li> <li>• to develop a greater community for the class.</li> <li>• The lowrider fleet continues to grow with older boats being restored and a number of sailmakers now offering new lowriding sail designs. This facet of the moth class has a lot of interest from sailors noting the more casual focus with an emphasis on having fun and community.</li> <li>• Greater autonomy for local fleets has allowed each group to make events that suit them with options for financial assistance for promotion of the event are being introduced for 2022/23. To the wider public, it has helped to make the class feel more accessible to people looking to enter. By demonstrating people enjoying and competing in home built</li> </ul>
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		<p>boats, and second hand production boats in practice, the class has demonstrated a much more welcoming feeling, and past sailors have been more positive in encouraging people to consider the class with concerns of cost alleviated based on real world demonstration.</p> <ul style="list-style-type: none"> <li>• The association financial situation remains very strong, and we are looking to use these funds to assist in promotion of the class, and promotion of a class community. The largest constraint is availability of measurers. The cause of this is a limited number of training courses offered by the national body, and very short notice of when courses are being offered. There has been a strong push from the sailing community to consider transferring the training to an online computer-based training program which will help to increase the number of measures.</li> <li>• Also, a concern is how to get more constant club fleet racing. Whilst all single-handed classes have this problem in Australia, we have seen club racing lack race day starters despite having healthy fleet registrations. However, mid-week training seems to be stronger than ever. Moth froth as it is called is 100% higher when the higher ranked sailors get active. This has been a little lacking in Sydney and Lake Macquarie, with all the GP50 and AC sailors mostly based offshore currently.</li> </ul>
<b>AUSTRIA</b>		
	Michael Schonleitner	<p>Current class members: 22</p> <p>The Austrian Class is now counting 22 members (+1 from last time). Around 10-12 are competing at regattas the rest is a bit lame...</p> <p>We had 19 (9 Austrians) Boats at the 2021 Nationals and 16 (11 Austrians) at the 2022 Nationals.</p> <p>Class is still stable but we are concerned about growing costs of new boats. Especially with high import duties in Austria new boats are crazy expensive. (€55k+) As the equipment is getting more efficient its maybe time for a one equipment rule 1 mast, 1 Sail and 1 set of foils... Or at least a token system with maybe 6-7 Tokens you can decide how to use... for example 1 Mast bottom, 2 Mast tops, 1 Sail, 1 Rudder, 2 Main foils (would be 7 tokens in that case... but i think 6 would also be fine...)</p>



		And as I run the website in the past and know the struggle of keeping everything up to date i think it would be necessary to have a paid professional to run a good up to date website with up to date content. We have enough cash in the account i think... For potentially new members the class looks like its sleeping which is not true. And it would also be nice to have at least all nationals, Continentals and Worlds listed on the website.
<b>FINLAND</b>		
	Janne Uusi-Autti	No report provided
<b>FRANCE</b>		
	Benoit Marie	No report provided
<b>GERMANY</b>		
	Kai Adolph	<p>Current class members: 105</p> <ul style="list-style-type: none"> <li>• Entries at the nationals 2021: 22 (Walchensee) / 2022: 20 (Müggelsee, Berlin).</li> <li>• In 2021 due to Covid we only had 3 races in Germany. Number of entries (beside the Nationals) have been 7-10.</li> <li>• In 2022 we had 5 races in total. We have a growing fleet in Northern Germany with some newcomers normally racing in 49er or Nacra in the Olympic team. Beside the nationals we only had one race in the North with 17 entries. The South, which was a lot stronger in the past, lost some sailors due to family/work duties, so we are struggling to keep up the entries at the two races beside Walchensee (7/ 4 entries). At Walchensee we had 22 entries (limited due to Covid). Without the entry limit, we might have had nearly 30 entries.</li> <li>• In the moment we see a lot of young sailors jumping into the WASZP to start foiling, which is also reducing the numbers in the moment. On the other hand, the first WASZP sailors are entering the class, which is also pushing the level of racing. We might see more WASZP sailors joining the class in the next years.</li> <li>• Beside that, we have a lot of members not showing up at any race, just cruising around on their home lakes</li> </ul>

<b>GREAT BRITAIN</b>		
	Graham Simmonds	<p>Current class members: as of 2022 – 77 members.</p> <p>The UK IMCA has had a normal year in terms of our activity. We have run a full racing programme with thanks to our Fixtures Secretary, Dave Smithwhite and a successful series of training weekends, organised by Chris White and subsidised by the Association.</p> <p>The UK Nationals was held in June at the Weymouth &amp; Portland National Sailing Academy, venue for the 2023 Worlds. The weather was spectacular and provided good winds. It bodes well for the 2023 Worlds to be held in June of this year.</p> <p>Clearly, the focus of the IMCA UK Committee, headed up by our Fixtures Secretary, Dave Smithwhite, is to concentrate on the preparation for the 2023 Worlds. The WPNSA venue, which was home to the 2012 Olympics, is possibly one of the most ideal venues for Moth racing in the World. With plenty of space on shore, massive launch ramps and racing to take place within the sheltered Portland Harbour, we are confident that we can run excellent racing in a wide range of wind conditions. A first for Worlds events, competitors will be able to book and pay for a limited number of measurement slots through the entry system. However, we will be encouraging our entrants to get measurement completed in advance of the event, if at all possible.</p> <p>We look forward to welcoming everyone to our Worlds in 2023!</p>
<b>ITALY</b>		
	Michele Trimarchi	<p>Current class members: 11</p> <ul style="list-style-type: none"> <li>• Numbers of Italian class are a bit decreasing, after the worlds in Italy, because some people sold their boats after the worlds, and are not attending 2022 worlds, and others feel costs are getting too high in the class.</li> <li>• Events are still run with good attendance, because Location in lake garda and lake molveno are well received both by Italians and southern europeans competitors.</li> </ul>

		<ul style="list-style-type: none"> <li>• Italian championship was held in Campione in June, in 2022, with 12 competitors.</li> <li>• Plan for the 2023 season is to host Italian championship in lake Molveno, and other regattas in lake Garda.</li> </ul>
<b>NETHERLANDS</b>		
	Hermen Donker	<p>Current class members: 11</p> <ul style="list-style-type: none"> <li>• Although we do not translate direct into increase of member numbers we do see a clear increase of moth sailor and they are more active than the past few years. We moved from Muiderzand (Ijsselmeer) towards Braassemmeer (lake) as being our basis and you'll find any given weekend a few mothies training or working on their boats.</li> <li>• We did join the pre- Allianz regatta as our Nationals. Despite the course was almost weed free, getting there was a challenge as well as the strong winds and chop made it not easier. Former Finn medalist Nicolas Heiner won with Roals Verschuure as runner up and Menno Berends on a solid third spot.</li> <li>• In September we had a class event at the Braassem. The first Foiling event of this old and well respected sailing association where Carolijn Brouwer is member of honor.</li> <li>• Both events we had 15 mothies wanted to join but at the end resp. 7 and 11 entries made it to the start.</li> <li>• We have 11 full members and quite a few aspirant members who join the training and class events on a regular bases.</li> <li>• Roals Verschuure is secretary, Menno Berends is treasurer and Harmen Donker is president, We have a number of candidates for Measurer but this in not yet confirmed, Roald Verschuure, Yves de Block are on the list.</li> <li>•</li> </ul>
<b>JAPAN</b>		
	Hiroki Goto / Keita Yukinori	<p>Current class members: 34 (<i>revised number provided post AGM</i>)</p> <ul style="list-style-type: none"> <li>• We are quite stable number of registered boats, because almost zero new boat launched for a while due to inflation of the prices.</li> </ul>

		<ul style="list-style-type: none"> <li>• On 8-10th of October in Lake Hamana, we had 55th edition of Japan Moth Nationals with 19 entries.</li> <li>• As a symbol of new generation becoming the majority of the members, a new young champion was born.</li> <li>• Keita Yukinori clowned his first National title and he well deserved it.</li> <li>• At the AGM, I showed my resignation of Class President and nominated new champion to my successor. Therefore JMCA will have following board member from 2023. <ul style="list-style-type: none"> <li>○ President : Keita Yukinori</li> <li>○ Vice President : TBA</li> <li>○ Treasurer : Koichiro Sugiyama</li> </ul> </li> <li>• In my 12 years of Class President career, I have had tremendous amount of support from all over the world. I would like to tell my appreciation and ask you to support new JMCA board in the future.</li> <li>• We are interested to host next Japan Moth Worlds within 10 years apart from last time.</li> <li>• It means 2026 is the time, if moth fellows support the idea.</li> </ul>
<b>NEW ZEALAND</b>		
	Sam Barnett	<ul style="list-style-type: none"> <li>• Current class members: 17</li> <li>• This most recent season has been an awesome season for moth racing in New Zealand, despite lockdowns preventing any activity for the first half. We hosted two premier events, the South Islands at Lake Wakatipu in Queenstown and the Nationals at Algies Bay in Auckland. Mike Bullot (former Laser Worlds medallist) won the South Islands, over Mattias Coutts and Jake Pye, in a fleet of 12. At the Nationals Seb Menzies (u23 FX and former 420 World Champion) won from Mattias and Jake again, in a fleet of 17. This season we have eight regattas scheduled, at least four new boats built and a heap of enthusiasm with people practicing somewhere almost every night. The first regatta of the season was two weeks ago and won by Mattias Coutts (3rd moth at foiling week) and this</li> </ul>

		<p>week we have our own version of a ‘Banging the Corners Cup’, with social elimination racing on a triangle course at Lake Pupuke.</p> <ul style="list-style-type: none"> <li>Looking forward, we are putting together a bid to host the worlds in 2024 at Manly Sailing Club, and to continue with the momentum of our local activities.</li> </ul>
<b>SWITZERLAND</b>		
	Fabrice Rigot	<p>Current class members: 15 – 20</p> <ul style="list-style-type: none"> <li>We are currently around 15-20 moth sailors in Switzerland racing. We performed 2 Swiss regatta (with around 10 moths each time, and we plan to do so for next year.</li> <li>We won’t submit any bid for the 2024/25 world.</li> </ul>
<b>Sweden</b>		
	Sam Gilmour	<p>Current class members: 16</p> <p>The 2022 Swedish Moth Nationals were held at Royal Gothenburg Yacht Club, with 22 sailors coming from Sweden, Denmark, New Zealand, Australia and Poland.</p> <p>The event was held over three days, sponsored by Doyle Sails and Seagull Sails. Friday saw some exhibition ‘SailGP’ style racing with reaching starts followed by a windward leeward course, in a brisk 14-18 knots of wind. Awesome viewing for those on shore with the pack coming together at the first mark.</p> <p>Normal windward leeward racing resumed over the weekend in mixed conditions with Phil Roberston coming out the eventual winner, David Gilmour second and Kyle Langford in third overall. Danny Inkov was top Swedish citizen.</p> <p>The event was a huge success for the fleet after a quiet few years, with the Scandinavian fleets excited to get together again early in 2023.</p>
<b>USA</b>		

	<p>Helena Scutt / Richard Didham</p>	<p>Current class members: membership not being maintained but we have around 40 people actively sailing moths in the US.</p> <ul style="list-style-type: none"> <li>• No nationals in 2021 due to Covid</li> <li>• 2022 Nationals – 8 boat</li> </ul> <p>Short description of activity:</p> <ul style="list-style-type: none"> <li>• Most active regions are California and the East Coast. East coast sailors are primarily located in Newport, RI during the summer and Florida during the winter. There are also a handful of active sailors in the midwest (Lake Geneva Wisconsin and Detroit, Michigan)</li> <li>• California is the only region with real organized racing though. Most sailors on the east coast are professional sailors with unpredictable schedules and no one steps up to lead the group</li> <li>• Below is a highlight of the regattas that the California fleet raced over the last year:</li> <li>• West coast Winter Series: December (2021), January, and February regattas in San Diego, CA. 12 boats competed.</li> <li>• Women's Intro to Moth clinic: San Diego, CA, April. We had 8 boats donated for the three day clinic, and 17 women got foiling for the first time. So far, three women have purchased Moths (2 USA, 1 CAN) and 1 Waszp.</li> <li>• Moth North Americans: Gorge, Oregon, July. Effectively our version of a national championship since there aren't many moths in Canada. Attendance was pretty light (8 boats) due to professional sailing conflicts which prevented a number of sailors from attending.</li> <li>• Moth Pacific Coast Championships: Long Beach, CA, October. 9 boats. hired Nick Bowers to shoot/edit drone footage and got some pretty awesome footage. A short highlight reel that he made from the event was promoted by Sailing Anarchy and at the time of writing, has over 160,000 views on youtube.</li> <li>• Argentina Worlds Attendance: 3 sailors from California, 1 from midwest, and Brad Funk.</li> <li>• It sounds like there is significantly more interest for 2023 UK worlds. I would expect around 10 boats from the US for that event.</li> </ul>
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**8 2023 WORLD CHAMPIONSHIP UPDATE**

**Weymouth, GBR**

Kyle Stoneham (KS) provided an update on the Worlds 2023.

- Weymouth Academy has decided racing must be inside the Harbour, using 1 course for 2 fleets, and have applied a limit of 150 competitors.
- LR asked why the fleet size (at 75) is less than the class rule of 99. KS responded that the length of start line inside the Harbour can only accommodate 75 boats.
- Helena Scutt (HS) asked whether there had been any discussion about capping the numbers of GBR entries given the size of the GBR fleet.
- KS responded that there has been some discussion but no conclusions. No option discussed is to apply a ranking system to the GBR fleet to determine entries.
- LR stated that it might be helpful to limit the GBR entries when entry opens and then open up to more GBR boats as entries from other countries are known.
- Sam Barnett (SB) asked that if access to rescue boats is the limiting factor, then the IMCA class should be able to support sourcing of boats and drivers. KS responded that numbers of rescue boats is not the key factor in the decision but that the area outside the Harbour is not good for moths and using a course outside the Harbour would make it difficult to run a good event.
- There was a discussion on how to allocate entries to each National class. One option raised was allocating entries based on number of paid members in the National Associations. This could force National Classes to host qualifiers which could boost national class participation.
- KS stated that one option is to use a weighting of a sailors participation in previous worlds to determine entries. Emma Spiers (ES) responded that this might be seen as unfair by sailors in AUS and NZ who were effectively locked in their countries for 3 years through Covid, with only professional sailors able to get exemptions to exit AUS / NZ. HS responded that this does not encourage new people to join the class if they cannot enter the Worlds.
- LR suggested that a number of entries should be reserved for women sailors and youth sailors regardless of National Class.
- Harmen Donker (HD) suggested that a question is added to the Worlds Bids process that the National Class Associations will participate in, with a request for expressions of interest on numbers intending to travel to Weymouth.
- No decisions were made.

<b>9 OTHER BUSINESS</b>	
<b>9.1</b>	<p><b>Worlds 2024/5</b></p> <ul style="list-style-type: none"> <li>• We have received bids from: <ul style="list-style-type: none"> <li>○ AUS – Royal Yacht Club of Tasmania – January 2024 or 2025 or 2026</li> <li>○ ITA - Fraglia Vela Malcesine – July 2025</li> <li>○ NZ – Manly Sailing Club – December 2024</li> </ul> </li> <li>• LR thanked the clubs for providing the Bid Submissions.</li> <li>• Nick Hutton (NH) confirmed that AUS is very flexible on dates and can do 2024/25/26.</li> <li>• LR thanked NH (Royal Yacht Club of Tasmania) for their flexibility.</li> <li>• LR asked whether AUS can accommodate a women’s/junior camp. NH stated that they had confirmed this was possible in the supplementary questions.</li> <li>• Michele Trimarche explained that they had explored other options in Italy and came to the conclusion that Malcesine was the best place.</li> <li>• Sam Barnett (SB) stated that the NZ fleet had been discussing this for a while and NZ has not hosted a worlds. There is a growing group of moth sailors who would be keen to have the worlds in NZ.</li> <li>• MS asked whether NZ was flexible on dates so European sailors have time to travel home for Christmas. SB responded that they can flex dates.</li> <li>• Richard Didham (RD) asked whether Olympic / AC sailors had been consulted re: dates. SB responded that this had been considered and December is better than January.</li> <li>• KA asked whether AUS could be moved to December. NH said that Royal Yacht Club of Tasmania can host the event in any month of any year.</li> <li>• LR thanked NH, MT and SB and stated that we will vote on 2024 and 2025 before the end of the year and ask for 2026 to be decided at the AGM in Weymouth. We will send out a vote to all National Class Associations, with the request that all members sailors have a vote.</li> </ul> <p>Decision/Action:</p> <ul style="list-style-type: none"> <li>• An Extraordinary General Meeting (EGM) is required to approve the constitution and decide the Worlds locations.</li> </ul>
<b>9.2</b>	<p><b>Europeans 2022</b></p> <ul style="list-style-type: none"> <li>• KS noted that we need bids for 2024 and 2026, assuming the Worlds will be outside Europe in those years. Some countries are interested but need guidance on how to put a bid together.</li> </ul>



		<ul style="list-style-type: none"> <li>• LR responded that we have a bid document that we can circulate before end of year, with decisions made at the AGM in July 2023 in Weymouth.</li> </ul> <p>Decision/Action:</p> <ul style="list-style-type: none"> <li>• It was agreed that KS will give HS the interested parties' email addresses and Helena will send the Bid Document to them.</li> </ul>
<b>10 APPOINTMENT OF OFFICE BEARERS</b>		
		<p>Hiroki Goto (HG) is stepping down as the Japan Class President after 12 years of service. On behalf of the International Class, LR thanked Hiroki for his contribution.</p> <p>Hiroki responded – thank you, it was a high honour to host the Worlds in 2016. It is his pleasure and he is confident to introduce his successor, Keita Yukinori. Japan is going to start a new annual regatta in Okinawa, with the hope to host another Worlds. Hiroki is still sailing a moth and intends to go to the Worlds in Weymouth.</p> <p>Emma Spiers is leaving the post of Secretary after three years.</p> <p>Viktor Gal volunteered to become Secretary. Viktor was born in Serbia, lives in SUI and trains in Malcesine. He will be living in Argentina until February.</p> <p>His appointment was proposed by Kai Adolph and seconded by Keagan York (KY). All National Delegates present confirmed they were happy with this appointment.</p> <p>President – Luca Rizzotti  Treasurer – Kai Adolph  Secretary – Viktor Gal  Measurer – Shaun Ritson  Vice President – Helena Scutt</p> <p>LR confirmed that the Presidents of Argentina and NZ are also part of the Executive Committee. LR asked if any other National Class Presidents would like to join the Executive Committee. There was no response.</p>

11 NEXT MEETING		
	To confirm the location and date of the next AGM.	The next AGM will be held during the 2032 Moth World Championship – Weymouth Sailing Academy, UK in July 2023.  Meeting Closed: 17:30

## Appendix – Financial Tables

### membership fees 2022

	No of members	Amount EUR	Paid	2021 Unpaid	2019 Unpaid	2017,2016 Other unpaid
ARG	30	150		150	150	
AUS	71	355		370		
AUT	21	105		105		
BER	6	30		30	30	
FRA	47	235		235		
FIN	10	50		50		
GER	105	525		605		
GBR	61	305		305		460
ITA	35	175		175	175	
IRL	10	50		50		
NED	11	55		30		
JPN	19	95		220		
NZL	17	85		160	70	
SUI	15	75		200		
POR	8	40		40	40	
SWE	16	80		195		
USA	36	180		180		
SLAM						
IMCA direct	0	0			0	
	518	2590	0	3100	465	460
Total outstanding membership fees 2016-2021					4.025,00	

**Outstanding Payments Contractual agreements**

Zhik Sponsorship 2021	7.500,00
Zhik Sponsorship 2022	7.500,00
	15.000,00

**Outstanding receivables**

Plaques

<b>Invoice No.</b>	<b>Sum Invoiced</b>
<b>Invoiced</b>	<b>145,00</b>
202222	145,00
<b>Invoiced &amp; Sent</b>	<b>290,00</b>
202122	40,00
202123	40,00
202220	210,00
<b>Total</b>	<b>435,00</b>

<b>IMCA Swedish Bank Account</b>			
Summary of Finances 2021-08-01 to 2021-10-09			
			<b>EUR</b>
Starting Bank Balance	01.01.2021		<b>21.251,63</b>
<b>INCOME</b>	<b>Units</b>	<b>Price</b>	
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	-
<b>Total income</b>			<b>185,00</b>
<b>EXPENSES</b>			
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			-
<b>Total costs</b>			<b>21.010,16</b>
			426,47
Ending Bank Balance EUR	09.10.2021		<b>426,47</b>
Bank Balance SEK	12.07.2021		<b>122,43</b>

<b>IMCA Italian Bank Account</b>			
Summary of Finances 2021-08-01 to 2022-09-30			
			<b>EUR</b>
Starting Bank Balance	01.08.2021		<b>40.000,00</b>
<b>INCOME</b>	<b>Units</b>	<b>Price</b>	
Direct members	0	40	-
ISAF Plaque sales	104	35	3.640,00
p&p	1	121	121,00
Membership Levies	0	5	-
Incoming Deposit	0	0	21.000,00
SailGP Calendar Coordina	0	0	-
<b>Total income</b>			<b>24.761,00</b>
<b>EXPENSES</b>			
Credit card (Stripe) fees			-
Bank fees Italian Account			8,00
Website fees			738,00
FVM Calendar Coordination			8.500,00
World Measurere Expenses			1.116,50
Womans Training Camp			864,33
			-
ISAF Plaques			-
<b>Total costs</b>			<b>11.226,83</b>
Ending Bank Balance EUR	30.09.2022		<b>53.534,17</b>

ISAF plaques in stock (Numbers 4973-5009)	37	35	1.295,00
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Outstanding Membership Fees	4.025,00	See Tab members and debtors
Outstanding Payments Contractual agreements	15.000,00	See Tab members and debtors
Outstanding Receivables	435,00	See Tab Payables
Outstanding Payables	627,56	See Tab members and debtors

Net Assets	73.661,61
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Informational	
Costs for Swiss Association	6.000,00

Payables (postage fees)			
Postal fees / shipping material Plaques	EUR	GBP	
Date			
202121	5,00		
202122	5,00		
202123	5,00		
202201	5,00		
202202	5,00		
202203	5,00		
202204	0,00		
202205	5,00		
202206	5,00		
202207	5,00		
202208	5,00		
202209	5,00		
202210	5,00		
202211	5,00		
202212	5,00		
202213	5,00		
202214	5,00		
202215	6,00		
202216	5,00		
202217	5,00		
202218	5,00		
202219	5,00		
202220	0,00		
202221	5,00		
202223	5,00		
Payable to Kai Adolph	116,00	Payable to Kai Adolph	
Other Payables			
World Sailing Fee 2021 (GBP->EUR 1,16)	255,78	220,5 Exchange rate 26.11.22 GBP->EUR	1,16
World Sailing Fee 2022	255,78	220,5	
Total	627,56		