

Executive Meeting Minutes

August 31, 2021

Committee members:

Steve Madeira, NEH – President	Present
Craig Davis, BDA – Executive VP	Present
Chris Gould, NAN – Secretary	Present
Bill Dowling, NEH – Treasurer	Absent
Greg Mancusi-Ungaro, MHD – VP	Present
Beth Scholle, FIS – VP	Present
Colin Sykes, NAN – VP	Absent
Björn Walström, SWE – VP	Absent
Peter Wickwire, CHE – VP	Present
John Henry, NEH Asst. Tr. non-voting	Absent

QUORUM: NO

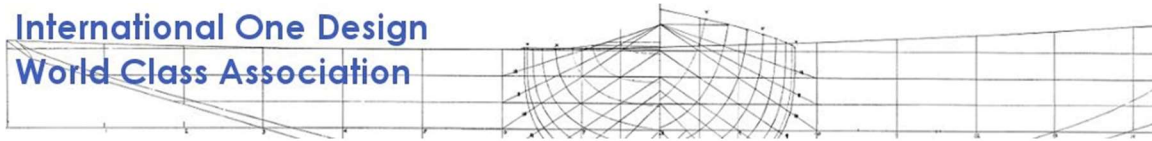
1. Call to order: 1000 ET
2. Guests – none
3. Prion meeting Minutes -- not read
4. Old Business: Inactive Fleets

Mr. Madeira led a discussion regarding the proposal presented by the ad hoc committee chaired by Mr. Mancusi-Ungaro (attached).

Most of the discussion centered around two major issues, as were outlined initially in memo emailed to the EC by Mr. Gould on April 21, 2021 (attached), and summarized again as follows:

- a. Under the proposal, a Fleet must request inactive status; the WCA cannot initiate the request. Mr. Mancusi-Ungaro explained that this limitation was created intentionally as the Committee did not want to give the WCA a tool that can be used punitively.
- b. The proposal's Appendix 2 is mostly a restatement of language found elsewhere in the governing documents. Addressing the same issues in more than one place in the Governing Docs is a recipe for confusion or conflict, and is therefore not desirable. Moreover, proposed Appendix 2 says erroneously, or inappropriately, that the only sailing requirement for being a Fleet is to hold a Qualifier series for the Worlds every year. The class Constitution definition of "Fleet" sets forth the

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standard of “...a group of 3 or more IODs which frequently and regularly races together...” Qualifier series are not a requirement for Fleet status; rather, requirements for Qualifier series arise only in the context of Championship Regulations (worlds). Appendix 2 conflates the issues such that sailing a Qualifier Series would become the threshold for the annual sailing activity of a Fleet, contrary to the Constitution.

Mr. Madeira suggested that in order to address the issue described in paragraph 4.a. above, if the Proposal were to be enacted, the EC would propose a corresponding change to By-Law 2.5 to give the WCA ability to assign Inactive status, using the existing mechanism for de-certification of a Fleet. That is to say, the EC would recommend that the Fleets, at the AGM, amend By-Law 2.5 to effect such change.

Although lacking a quorum, there was consensus to ask the Committee to consider striking Appendix 2 in order to address the issue in paragraph 4.b above. Mr. Mancusi-Ungaro agreed to discuss that suggestion with his Committee. Such a change would seem to be possible within the allotted time given that it is a binary decision (and thus no need to hammer out language).

There was also brief discussion, stemming from the Inactive Fleet topic, about the participation threshold for a Fleet to qualify for an invitation to the Worlds. The same issue was noted in an email from Ms. Scholle. There was informal consensus that this is an important issue, and there was widespread support for “raising the bar” (such as requiring more races and multiple days of racing). However it was recognized that fleet qualifier requirements should be considered separately, and in conjunction with a broader modification to the Championship Regulations; the topic is not germane to the Inactive Fleet discussion.

5. Next meeting: TBD

6. Adjourned 1130 ET

Abbreviations:

EC – Executive Committee; WCA International One Design World Class Association;

By Computer/Smartphone: <https://meetings.ringcentral.com/j/6505675220>

By Phone:

Canada - Halifax, NS: +1 902 701 0543

Sweden: +46 85 050 17 23

USA: +1(773) 231-9226

Meeting ID = 650-567-5220

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To: IODWCA Executive Committee
From: Chris Gould
Date: 4/20/2021
Subject: Inactive fleets ad hoc committee proposal

At the AGM in December 2020, the Fleets voted to reject a motion to decommission St Mawes. No other action was taken on the subject. Some participants in the meeting suggested, albeit vaguely, that the Executive Committee might consider an alternative status such as “inactive” which the class would designate when qualifications for fleet status are no longer met. Sentiment was expressed that such a classification might provide moral support for a fleet in decline.

Does the class need an “inactive” fleet classification? Probably not. What is to be accomplished by such a distinction / designation? This question has yet to be answered.

The primary benefits of Fleet status are having a vote in class matters, and being entitled to an invitation to the worlds (subject to Championship Regulations) and continental championships. If an inactive fleet doesn’t have these benefits, what important difference does it make whether it is an “inactive fleet” versus “not a fleet”?

The executive committee is now discussing a recommendation circulated by Greg Mancusi-Ungaro. The proposal doesn’t actually solve a real problem, and introduces troubling issues. To borrow his words, here are two “stop the train” items:

First, the proposal doesn’t give the class authority to evaluate and classify fleet as “inactive”. Rather, the proposal gives the inactive fleet an option, should it so choose, to request inactive status. The fleet could sink, and all the owners disappear, but it won’t become “inactive”. That doesn’t make sense. The class should determine whether a fleet is inactive. Ironically, Greg’s first draft of the proposal was more logical – fleets would report their sailing activity to the class, and the class would evaluate the active/inactive question. He says his committee “beat him up” over that formulation.

Second, and more importantly, the proposal undermines the heart of the definition of “Fleet” as presented in the constitution (Article IV, section 4.2):

4.2 Fleet: A group of 3 or more IODs which frequently and regularly races together on a one-design basis and which applies to and is recognized by the WCA under Bylaw II, and pays the appropriate annual fleet registration fees as set down in the Schedule of Fees to the WCA.

The proposal (Appendix 2) says, in effect, the minimum standard for a qualifier (as defined in the Championship Regulations) suffices to meet the standard of an “active” fleet. In other words, if St Mawes got three boats together one weekend a year, sailed four races (e.g. start; 0.5 miles upwind; finish), they would be an active fleet, entitled to Worlds invitation, voting rights etc. Apart from common sense objections, this arrangement could accommodate “ringer” trophy hunters – Ben Ainslie and a friend charter IODs for a weekend, one of them somehow manages to beat Mike Conlin, and we get to meet the new qualifier at the worlds.

The definition of Fleet shouldn't be changed – “frequently and regularly races together” is a suitable standard to fit all sorts of circumstances; the class can interpret and apply those terms as appropriate. Regardless, a four-race qualifier doesn't cut it, in my opinion.

Everything in proposed Appendix 2 is either redundant, or in conflict with existing provisions of governing documents.

//cwg