

ANNUAL GENERAL MEETING 2024
Saturday, 16 November 2024

According to the IM24CA Constitution, motions, amendments and nominations for the AGM shall be proposed only by the Executive Committee, NCA's, the Technical Committee and World Sailing and must reach the [International Secretary](#) not less than eight (8) weeks before the officially announced date of the meeting – *the deadline has been postponed by one (1) week this year*. Only the motions, amendments and nominations on the Agenda and its attachment/s shall be voted upon. The Chairman may, in exceptional circumstances, accept amendments from the floor of the AGM when, in his opinion, this will assist in the resolution of issues on which the World Council have had an opportunity to express its views.

The deadline for the submissions for the 2024 AGM is **September 27th, 2024**. To allow this process to function smoothly, each Submission should adhere to the following guidelines:

- The Submission shall clearly state the current position along with the proposal for a change (clearly stating the rule) and the rationale behind this change.
- The Submission should be written to relate to any IM24CA documents or topics listed below.
- Wherever possible, each submission should contain wording for the proposed new rules.
- Reason for the motion
- Technical items the tech staff can work on during the year should not be sent as a Submission.

Nominating Body <i>Exec Comm, NCA, Tech Comm</i>	Canadian NCA
Name and Surname	Duncan Stamper
Position in Nominating Body	Western District Governor
E-mail	duncanjstamper@gmail.com
Title of the motion, amendment, nomination	Main outhaul safety

Topics concerned

	Constitution		Events
X	Class Rules	X	Technical issues
	Regatta Regulations		General policies
	Nomination		

Proposal <i>You can widen this box if needed</i>	<p>Add to the class rules the provision to add a mainsail outhaul safety line of option design.</p> <p>Old rule: F.4.3 FITTINGS (a) The following are permitted Clew outhaul and fittings, sheaves and sheave boxes, blocks, cleats, hooks, attachment fittings, spinnaker stowage fittings, reefing fittings and items as permitted or prescribed by other applicable <i>rules</i>.</p> <p>New rule: F.4.3 FITTINGS (a) The following are permitted Clew outhaul and fittings, optional outhaul safety, sheaves and sheave boxes, blocks, cleats, hooks, attachment fittings, spinnaker stowage fittings, reefing fittings and items as permitted or prescribed by other applicable <i>rules</i>.</p>
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Old rule: H.2

H.2	<u>STANDARD FITTING SPECIFICATION</u>	<u>DIMENSIONS</u>		<u>PERMITTED MODIFICATIONS OR DIMENSION SPECIFICATION</u>
		<u>MINIMUM</u>	<u>MAXIMUM</u>	
.51	Mainsail outhaul	6:1		Shall not be modified

New rule: H.2

H.2	<u>STANDARD FITTING SPECIFICATION</u>	<u>DIMENSIONS</u>		<u>PERMITTED MODIFICATIONS OR DIMENSION SPECIFICATION</u>
		<u>MINIMUM</u>	<u>MAXIMUM</u>	
.51	Mainsail outhaul	6:1		An optional outhaul safety line may be added consisting of: either a line dead-ended to the end of the boom, passing through the clew eye on the mainsail, and back through a clamcleat fastened to the end of the boom; or a single line dead-ended to the end of the boom and fastened to the clew eye of the mainsail with a shackle or carabiner.

Reason

Many boats have a safety line rigged to prevent losing the clew of the main off the end of the boom in case of an outhaul failure. These boats are currently contravening the rules as it is not specifically allowed. The addition of an outhaul safety line will make the boat safer in the event of an outhaul failure.