



2025
Annual General Meeting

July 3, 2025
Portoroz, SLOVENIA
09:00 CET

Meeting Minutes

Attendees

ANG, ARG, AUS, AUT, AZE, BEL, BER, BRA, BUL, CAN, CHI, CHN, CRO, CZE, DEN, ESP, EST, FIN,, GBR, GEO, GER, GRE, HKG, HUN, IND, IRL, ITA, JPN, KOR, LAT, LTU, MAR, MDA, MEX, MKD, MLT, MNE, NED, NOR, NZL, PAR, PER, PHI, POL, POR, PUR, QAT, RSA, SGP, SLO, SRB, SUI, SVK, SWE, THA, TUR.

PROXY: ANT, BIZ, ECU, IRQ, ISR, ISV, LUX, SRI, TAN, UKR, URU, USA

Executive Committee

Kevin Whitcraft, President (KW)
Carmen Casco, VP Europe (CC)
Sigrid Beckmann, VP Americas (SB)
Ajay Narang, VP Africa, Asia & Oceania (AN)
Miguel Amaral, Chair, Regatta Committee (MA)
Olive Parker, Chair, Technical Committee (OP)
Teo Wee Tee, IODA Treasurer (WT)
Susan Elliot Beatty, Regatta Secretary (SEB)

1. Election of Chairman of the Meeting

Moved by PHI and seconded by THA to elect Kevin Whitcraft as Chair of the Meeting.
Decision: Kevin Whitcraft was selected as Chair of the Annual General Meeting.

2. Approval of 2024 Meeting Minutes

Decision: The 2024 AGM minutes were approved.

3. Consider any matters arising from the 2024 AGM Minutes not covered in the agenda.

There were no matters arising from the 2024 AGM Minutes.

4. President's Report

Kevin Whitcraft presented his report on the past year.

The current IODA Executive Committee has been in office since the 2024 AGM held in Mar del Plata, Argentina.

Overview

Boat Plaques: Sales are trending this year with boat plaque sales at 1344 YTD as of May compared with total sales in 2024 of 2195.

IODA REGISTRATION BOOK/PLAQUE

	2024	2023	2022
Q1	480	657	672
Q2	771	526	825
Q3	374	747	620
Q4*	494	296	746
Total	2119	2226	2863

* October and November

Sail Buttons: This year the sales of sail buttons, year to date, May, 5190 buttons have been sold.

IODA SAIL LABEL DATA - 2022-2024

	2024	2023	2022
Q1	2155	2880	2210
Q2	2625	1248	2554
Q3	1501	2750	1790
Q4*	1800	1455	1555
Total	8081	8333	8109

* October - November

Last year, 8081 were sold for the full year, so already with 5190 sold by May, the good news is that sales are up. This will be reflected in the financials.

Development: IODA continues to focus on development projects, and the Vice-Presidents will update the assembly what has been happening in this area. In March an Executive Mid-Year Meeting was held. There is a legal claim pending from one of the equipment manufacturers. We are trying to get medals for Optimist back into the Asian Games, and it is still to be confirmed if the Optimist will have medals in the Southeast Asian Games.

Secretariat: The Executive Committee has initiated a restructuring of the Secretariat, launching a Secretary General Recruitment & Replacement Program. The role is being redefined to focus more on managerial leadership, stakeholder engagement, and revenue generation, while administrative tasks may shift to a lower-cost Administrator. A Technical Secretary role is also under consideration. Recruitment is being managed by Archers and Simon Stephenson of SRA, with SRA conducting outreach, advertising, and candidate research. Thirty-one applications were received, a shortlist was approved, and five candidates were interviewed using a structured scoring system. The final selection process is now underway.

Sail Digital: The Executive has finalized the appointment of Sail Digital. The implementation is underway, testing the RFID, and the target has moved from July to September.

5. Vice President's Reports – VP Africa, Asia & Oceania, VP Americas, VP Europe.

a) **Ajay Narang, VP Africa, Asia & Oceania** presented his report.

Since the last AGM, two Optimist Coaching Programs were successfully delivered—one in Morocco and one in Oman. IODA is also anticipating the addition of four new Members to the Class, primarily from Africa.

In response to a question from AZE regarding the limited participation of many African and Asian countries at the World Championship and what IODA is doing to support them, AJ noted that despite strong communication through regional networks such as WhatsApp, many African Members face significant financial and logistical challenges. Limited government support, rising charter costs, and expensive travel continue to restrict attendance at international events. IODA's ongoing restructuring includes efforts to secure sponsorships that would enable broader subsidies for travel-restricted Members in Africa and Oceania, while also working to expand Optimist sailing across the African continent with a goal of reaching 75–80% national coverage.

Addressing a follow-up question on sponsorship, AJ explained that the Executive Committee has prioritized funding for the Sail Digital project, with the intention of directing additional resources toward increasing the number of Optimists once the digital initiative is established. While current financial constraints limit immediate subsidy programs for Africa, Asia, and Oceania, sponsorship efforts are active and ongoing, and the Executive Committee remains committed to broadening participation as resources expand.

AJ emphasized that although IODA cannot yet guarantee financial support, the Executive Committee fully recognizes the challenges faced by Members in Africa, Asia, and Oceania and is committed to exploring sponsorship opportunities and potential entry-fee subsidies. Despite these regional constraints, work continues toward greater global inclusion, and the Executive remains optimistic that solutions will be found in the near term. Increasing participation at the World Championship from Africa, Asia, and the Middle East remains a priority—and Morocco's hosting of the 2026 World Championship is expected to play a positive role in strengthening engagement across the region.

b) **Sigrid Beckmann, VP Americas** presented her report.

AMERICAS VP REPORT

It has been a short time since we last met in Mar del Plata in December for a fantastic Worlds Championship. Although no IODA Championship has been yet hosted in the region of the Americas, it does not mean we have not been working on helping and supporting our members in other areas of development and engagement.

Upcoming events:

Cancellation of North American Championship 2025

Unfortunately, we had to announce the cancellation of the 2025 North American Championship.

Bermuda had to withdraw due to extraordinary circumstances. Canada stepped up and

offered to host us, however, financial and geopolitical instability in North America made it impossible to guarantee success. IODA engaged with more than 12 possible venues in the US, Mexico and the Caribbean but due to the very short timeframe and the continued political and economic turmoil augmented with so much uncertainty, made it impossible. I want to thank Susan, the Regatta Secretary, for hundreds of calls, meetings, presentations, number crunching sessions and all the passion in the planet to try to make this work for North America.

2025 South American Championship in Salinas, Ecuador (September 2025) Hosted by Ecuador in the same place in 2017. The South American countries have their rotation system, so this venue is part of that rotation. We are looking forward to returning to this fantastic sailing place. Great sailing, friendliest of hosts await you. Keep an eye for the blue-footed boobie, an iconic bird waiting to welcome you in the waters of Salinas.

2026 North American Championship in Martinique: To the present day we have received an amazing bid from Martinique from the May 21 to May 28, 2026. An extraordinary jewel in the Caribbean, this host presented a bid 2 years ago and actually was close to grabbing it from Bermuda, so they are more than ready and willing to host us, pamper us and share incredible racing conditions in an extraordinary sailing corner of the Caribbean.

2026 South American Championship in Montevideo, Uruguay: Next on the South American rotation system is Montevideo. We are looking forward to returning to this fantastic sailing place. Great sailing, friendliest of hosts await you. A legendary venue with great conditions.

Other Events

2025 Measurement Clinic in Rio de Janeiro Brazil: In early 2025, a Measurement Clinic took place in Rio de Janeiro, Brazil—an area with a vibrant and committed Optimist sailing community. The clinic was led by IODA Technical Chair Olive Parker and expertly coordinated by Hans Hutzler of Optibra. Sincere thanks to Hans for his coordination, hospitality, and support, and to Olive for her leadership in delivering this important initiative.

2025 Optimus Program Clinic in Exuma, Bahamas: Tucked away in another corner of Paradise, Exuma, we are presently delivering an Optimus Program Clinic with our very talented and respected coach Martin Manrique. Growing our sport cannot happen if not with the help, support and nurturing of new coaches, and this is exactly what Martin brings to this area that has been proven time and time again, being an example of what the Optimist Class can achieve with the proper tools.

We thank all the venues that work so hard to bring great events and get us all together to celebrate Optimist sailing. It takes years to put together these events and hundreds of volunteers to make these unforgettable events.

ROPE Program

The vision of ROPE is to introduce children to social responsibility, sustainability, and the circular economy. It started as a peer-to-peer program whereby children donate gently used equipment at IODA Championships so that there is legacy to the local community for programs that need equipment. With over 175,000 Optimists built over the past 40 years, many which are still being used today, there is an abundance of hulls and gently used equipment that can be re-used for learn-to sail-programs in a number of regions, and emerging nations around the world.

Sailors bring extra equipment to IODA Championships so it can be collected, catalogued and distributed to local sailing schools in need as well as to specific schools, clubs, and countries that are in dire need of equipment, giving it a second life and good use. ROPE was launched during the 2021 North American Championship in Nuevo Vallarta, Mexico and it became an instant success. The sailors were very interested in participating and this new idea paved the way for the following editions in Worlds at Lake Garda and Bodrum as well as in the South Americans in Mar de Plata and Paracas.

The ROPE program was **AGAIN** one of four finalists in the prestigious 'World Sailing - 11th Hour Sustainability Award' in 2024. This is an amazing recognition to our sailors' generosity and commitment to have both a sustainable Class and to make sailing an inclusive and socially responsible way of life. We really encourage you to participate in our program. On the final day, an Optimist boat will be stationed in the area to collect donated sailing equipment. Many contributions have already been received, and the goal is to fill the boat completely. Participants are encouraged to drop off gear on Saturday, when the boat will be clearly visible. Photos will be taken and shared on social media to give young sailors exposure, and all donated items will be distributed to children in need in other regions.

A heartfelt thank you was extended to all members, volunteers, suppliers, builders, and coaches who tirelessly support the Optimist Class worldwide. Special appreciation was given to team leaders, country representatives, and parents for their dedication to sailing. Gratitude was also expressed to IODA colleagues, the Technical and Regatta Committees, juries, and the IODA Regatta Secretary, Susan Elliot Beatty, for their behind-the-scenes work and leadership. Finally, a tribute was paid to every Optimist sailor for their passion and perseverance, which make the Class truly exceptional.

c) **Carmen Casco, VP Europe** presented her report.

The first half of the year has reaffirmed Europe's role as a global hub for Optimist sailing, with strong participation, high-level competition, and youth development across more than 40 countries. Europe remains the largest and most active Optimist region in the world, now with 44 IODA Members—including recent additions Moldova, Georgia, North Macedonia, and Romania—and a vibrant youth sailing culture supported by frequent national and international regattas across the continent.

Participation in the Optimist class in Europe remains stable or growing overall. Although at this time some of the larger members are reporting growth and the smaller are seeing a decrease in sailors, fluctuation up and down is a norm, based on experience. Improved national programs and structured talent pathways are supporting progression to the next classes. A rising trend is media coverage—especially live streaming—and this is enhancing visibility and engagement across championships.

CC clarified that the ROPE and the Optimus Coach Programme really help in development. Last year the ROPE Programme donated five Optimists to Moldova at last year's European Championship, sparking excitement and ongoing engagement; the boats were refurbished locally, and within months Moldova joined IODA and is now proudly represented at this event with a team. The Optimus Coach Clinics continue to make a strong impact, with two held in Africa this year led by the same dedicated Coach who maintains lasting mentorship with participants. At a recent Clinic in Morocco, one young Coach impressed with a training exercise he had learned directly from the Clinic—demonstrated how knowledge is being

applied and passed on. These moments reflect the long-term value and ripple effect of consistent, quality coaching support. To further strengthen the class, there's a proposal to form a Coaches' subcommittee that harnesses the deep experience of long-time Coaches—many with over 20 years of involvement. These Coaches are not only technical mentors but also key ambassadors, constantly engaging with young sailors and helping promote the Optimist class

CC confirmed that green sailing initiatives are gaining momentum across regattas, with strong examples like Ballena Allegra and this World Championship. She thanked the members, clubs, coaches, team leaders, parents and the sailors for their incredible commitment and passion for the class

Events in 2025/26.

The 2025 European Championship in Çeşme, Türkiye featured nine races in excellent conditions of 15 knots, gusting to 22/23 knots. The warm hospitality of the host left a lasting impression on all participants. Türkiye's own Cengiz Eren Güvenç won the overall title, with Maria de Lluç Bestard taking top girl honors. The top 16 nations from this event have qualified for the 2026 European Team Racing Championship in Campione del Garda.

The 2025 European Team Racing Championship will be held in Istanbul, Türkiye this August. The 2026 European Championship will be held in Gdynia, Poland in July, and the 2026 European Team Racing in Campione del Garda, Italy.

Clinics & Seminars

In April, a successful Measurement Seminar was held in Portorož—now also the venue for the World Championship—with 19 participants from various countries. Special thanks were extended to Olive Parker, the TC Chair who managed the clinic with the help of Francesca di Gregorio and Alberto Pindozi from Italy. CC also gave thanks to all of the organizers, suppliers, volunteers, and sailors for their contributions to the Optimist community. Appreciation was also given to colleagues, especially to the Regatta Secretary, Susan Elliot Beatty, for their dedicated efforts in recent months

6. Technical Committee Report

Olive Parker, Technical Committee (TC) Chair presented her report.

Olive Parker stated that the Technical Committee are the caretakers of the largest one design class in the world and their job is to protect it. The IODA Technical Committee is composed of 5 international measurers including Olive Parker (IRL) as Chair, Curly Morris (IRL), Ale Williman (URU), Jurgen Cluytmans (BEL), and the Prototype Measurer, Conxa Ontiveros (ESP).

Since the 2024 Optimist World Championship in Mar del Plata, Argentina, the TC attended the 2024 Optimist Asian & Oceanian Championship hosted in Hong Kong, and the 2025 Optimist European Championship in Türkiye. The TC mid-year meeting was held in March 2025, and was a productive, in person meeting during which plans for the season ahead were made.

Fundamental measurement is being conducted for the 2025 World Championship. A large event in Europe is ideal because there are a broader range of builders' boats presented, less

charter boats, and this allows a thorough check to make sure builders are working inside the one-design Class Rules. It prompts constant review of the class rules, and communication with the coaches and builders.

The Technical Committee oversees prototype measurements and builder approvals, with a new builder in Brazil now certified to begin production. Factory inspections were conducted for charter boat providers at the Worlds, and a rolling plan is in place to revisit any builder not inspected in the past five years, with fundamental measurement planned for key 2026 events such as the Europeans.

The Technical Committee conducted two measurement clinics in 2025 thus far, in Slovenia, and in Brazil. Both were well attended with over 25 attendees on each. This training program ensures a broad group of people interested in Optimist measurement will be brought to IODA events going forward. Upcoming Measurement Clinics are planned for Oman (before the 2025 Asian & Oceanians), Thailand (late this year or early next), the USA (around March or April), and potentially Europe. The goal is to build a global database of measurers and reduce cross-continental travel costs by making each region more self-sufficient.

Olive Parker gave a brief overview of the Sail Digital system. This is a major initiative nearing final testing, designed to digitize Optimist measurement processes using RFID tagging across key boat components. It will replace paper documentation with PDF-based forms, streamline access through role-specific logins for builders, suppliers, NCAs, and sailors, and enable real-time viewing and transfer of measurement records via app or web. The system is set to launch on September 1, with stakeholder trials beginning shortly.

7. Regatta Committee Report

Miguel Amaral, Regatta Committee (RC) Chair presented his report.

Miguel Amaral introduced himself, stating that he had only held the role of Regatta Committee Chair for 6 months, since the previous AGM. Members of the RC, including Miguel Amaral IRO (POR), are Francisco Jauregui IRO/IJ (MEX), Elena Papazoglou IRO, Andres Perez IJ (ESP). Miguel Amaral thanked Andres Perez for his service as his full term is concluded with the Class. The Regatta Secretary is Susan Elliot Beatty, who assists the RC with development and events.

The Regatta Committee's mission at events is to ensure fair sailing, develop new race officials, and to prioritize sailor safety through modernized technical guidelines including documents. The Regatta Committee remains focused on delivering a positive sailing experience, aiming for all sailors to leave events happy and fulfilled. In 2025, aside from the ongoing World Championship in Slovenia—praised for flawless organization—the European Championship in Türkiye was also successfully held under ideal conditions. All race notices have now been published, albeit later than planned, with a commitment to meet the six-month advance timeline in future. For the mid-year meeting the Regatta Committee opted for a cost-effective online virtual meeting instead of an in-person gathering.

The Race Officer Development Program is expanding, with four Deputy Race Officers supported at nearly every event and a new global application platform launching soon to broaden access. Emphasis is also placed on ensuring officials are mindful that Optimist

events involve young sailors, reinforcing safety and age-appropriate awareness. Safety remains a top priority, particularly for coach support vessels, with a standardized safety management protocol in place at all events. Key race documents are regularly updated to reflect current best practices, and efforts are underway to digitize the team racing grid to reduce paper use. The RC has begun to collect post-event data through an online form completed by Race Officers. To ensure consistency and accessibility, this information is now being centralized. The aim is to expand this process by also obtaining similar reports from event organizers in the future. The SAILTI microsite system also continues to evolve to support these operational improvements.

Looking ahead, the Regatta Committee is exploring digital OCS detection systems for the Optimist starting line to reduce general recalls and save time on the water. While promising results have been seen in other classes, the technology remains costly and under development, and the Regatta Committee is committed to not to pass expenses onto members or sailors. The goal is to begin testing in 2026 and potentially launch the system by 2027 to enhance race efficiency and fairness.

MA responded to a question from HUN and committed to review the current safety requirement at events that requires two coaches to share one RIB, specifically towing concerns. Also, MA responded to questions about the check in/out system and was interested to hear about a face recognition system that was recently used in Brazil stating that this would be investigated further but must be cost effective. BRA expressed concerns about the organisation of the African Championship. MA stated that a site visit had been conducted in Tanzania in early June and confirmed the facility was excellent, with a nice racing area.

MA stated that the Regatta Committee is looking to improve how events are run, therefore all feedback or suggestions welcome –please don't hesitate to reach out by email or phone. MA noted that at the start of this event, a Q&A session on Rule 42 with the Jury Team was hosted, following a request from a team leader at the Europeans. While attendance was modest and only two coaches submitted questions in advance, the session was valuable. These initiatives are for you—the sailors and coaches—so active participation and engagement is encouraged.

AZE raised concerns about tracker functionality and lack of clear assignment to sailors at this Worlds. Despite switching to a new company and paying nearly double, the system continues to fail. They emphasized the need for full service and questioned whether the supplier contract guarantees on-site support throughout the event.

MA responded that tracker assignments are visible in the Coach App and acknowledged network issues at this event, which led to temporarily disabling the system to ensure fairness. The supplier, Metasail, has apologized and committed to improvements. MA noted that the system has worked flawlessly at other events and assured efforts to prevent future disruptions. In response to the question about on-site support at events, MA confirmed that the contract does not specify on-site support from the tracker supplier and suggested another Executive member might clarify the expense. KW explained that the current tracker contract costs between \$27,000 and \$29,000, up from \$20,000 with the previous supplier. The 2023 expense appeared lower (~\$16,000–\$17,000) due to a refund for non-performance and a shared import duty issue during the Argentina event. Although the full cost still appears under tracking, part of it was reimbursed by the organizers. The Regatta Committee will review the contract technically.

It was suggested by NED that perhaps the RFID tags could work for check out/in. This will be considered.

8. Annual Audited Accounts

Wee Tee, the IODA Treasurer, presented the 2024 Annual Report

The Financial Statements were presented with 2024 compared to 2023.

Financial Statement Key Highlights		
	2024	2023
Total Income	\$468,364	\$439,270
Total Expense	\$426,755	\$419,086
Net Income	\$41,609	\$20,184
Cash	\$455,154	\$426,534
Receivables	\$54,440	\$21,475
Payables	\$53,731	\$34,140

Gross Sales for 2024 amounted to \$417,250 as compared to \$391,570 in 2023 mainly due to the additional revenue from hosting the 7 IODA events. Adding the IODA membership subscriptions, the total income in 2024 is \$468,364 which is an increase of \$29,094 as compared to \$439,270 in 2023.

From an expense perspective, there was a slight increase in expenses of \$7,669 mainly due to the increase of tracking cost and the total expense for 2024 is \$426,755 as compared to 2023 of \$419,086. In summary, the net income for 2024 is \$41,609.

IODA's 2024 cash balance stood at a healthy balance of \$455,154 as compared to \$426,534 in 2023. Receivables have increased from \$21,475 to \$54,440 in 2024. Payables of 2024 increased by \$19,591 to \$53,731 compared to 2023. Balance Sheet continue to strengthen

AZE requested clarification on the \$76,000 expenses per the 2024 Financial Statements for "travel and meetings" and its distinction from 'cost of championships'. WT explained that "travel and meetings" includes Mid-Year Meetings and travel budgets for the Regatta and Technical Committees, including ExCom travel to the World Championship. "Cost of championship" primarily covers race officials' travel to events. AZE urged the Executive to consider reducing travel expenses by shifting to online meetings, citing successful virtual formats used by the Regatta Committee and the broader adoption of electronic tools post-COVID. They emphasized that savings could support development and benefit sailors directly. WT acknowledged the feedback and committed to taking it into consideration.

BEL asked whether ongoing lawsuits with equipment manufacturers are reflected in liabilities. WT confirmed legal expenses are provisioned in the 2025 budget, not the 2024 statements. NED raised concerns about the late upload of financial documents and emphasized the importance of timely access for national associations to review and

prepare. NED also requested more forward-looking financial planning including clarity on new income sources like the proposed RFID system and how they will be reinvested. WT acknowledged the delay.

Regarding debtors and outstanding payments, AZE questioned large outstanding amounts (\$17,000 and \$54,000). WT explained these relate to December events and unpaid membership fees, which are being followed up. KW added that no provisions are needed as the debts have since been settled, typical for year-end accounting. AZE requested for future AGMs financial statements be shared earlier and echoed NED’s concerns about delayed documentation and emphasized need for responsible financial oversight given the impact on youth development.

The 2025 Budget

The 2025 budget projects an income of approximately \$511,000, including revenue from Sail Digital. Projected expenses are around \$480,000, covering IODA events, expanded Coaching Clinics, legal fees, Sail Digital, tracking, payroll, and Secretariat restructuring. This results in an expected net income of \$31,000. As of May 2025, actual income stands at \$185,000, expenses at \$94,391, and net income at about \$90,000. However, major events like the World Championship are not yet reflected in these figures.

2025 Budget Update



Description	2025 Budget for Jan – Dec 2025	Unaudited accounts for Jan – May 2025
Projected Total Income (A)	\$511,050	\$184,810
Projected Total Expense (B) inclusive of the following fees	\$480,050	\$94,391
- IODA Events fees and Coaches Clinic	\$116,000	\$20,736
- Legal Fees and AGM expense	\$55,000	0
- Sail Digital Project Cost, tracking cost and prototype	\$55,000	\$10,873
- Payroll of full time staff	\$127,000	\$35,882
Net Income / Expenditure = (A) – (B)	\$31,000	\$90,419

9. Fixing the following year's annual subscriptions from its members, the organizing authority championship fees, and the price of sail labels.

No change to the current fees.

Current Fees



Description	2024
Annual Subscription	\$450 USD
Championship Fee	\$50 USD for each sailor and adult
Plaque Fee	\$60 USD
Sail Label Fee	\$15 USD
Spars Label	\$5 USD (effective when Sail Digital Project goes live)
Foils Label	\$5 USD (effective when Sail Digital Project goes live)

10. Proposals from the Executive Committee

- a) **Proposal 025-EC01** – To introduce the option of electronic participation at an Annual General Meeting.

Decision: Proposal 025-EC01 was not approved.

- b) **Proposal 024-EC02** – To amend Article 13 (3) to allow electronic AGM meeting because of exceptional circumstances or urgent matters

Decision: Proposal 025-EC02 was not approved.

- c) **Proposal EC 025-EC03** – To amend Condition 12.3 of the World Championship to include the correct reference to the 2025 World Sailing RRS.

Decision: Proposal 025-EC03 was approved.

- d) **Proposal 025-EC04** – To amend Condition 13.3 of the Continental Championships to include the correct reference o the 2025 World Sailing RRS.

Decision: Proposal 025-EC04 was approved.

- e) **Proposal 025-EC 05** – To add Condition 9.2 of the Optimist World Championship to include the correct reference to the 2025 World Sailing rule.

Decision: Proposal 025-EC05 was approved.

- f) **Proposal 024-EC06** – To amend Condition 10.2 of the Continental Championships to include the correct reference to the 2025 World Sailing Rule.
- g)

Decision: Proposal 025-EC06 was approved.

11. Proposals to Amend the Class Rules

- a) **Proposal 025-TC01** – To amend CR 3.5.2.9 to help with the longevity of masts.

Decision: Proposal 025-TC01 was withdrawn.

- b) **Proposal 025-TC02** – To amend CR 3.5.5.3 (b) to allow the use of a low friction ring system instead of a block on the sprit halyard.

Decision: Proposal 025-TC02 was approved.

- c) **Proposal 025-TC03** – To amend CR 3.2.6.1 to allow blocks on the inner hull bottom to be held upright by an arrangement if required.

Decision: Proposal 025-TC03 was approved.

- d) **Proposal 025-TC04** – To amend CR 3.5.5.1 To allow the use of low friction rings or a combination of low friction rings and blocks to no more than a 5.1 purchase system.

Decision: Proposal 025-TC05 was approved.

- e) **Proposal 025-TC05** – To amend CR 3.5.5.2 to simplify the class rule.

Decision: Proposal 025-TC05 was approved.

- f) **Proposal 025-TC06** – To amend CR 3.2.6.1 (i) t clarify the position of the strips of non-metallic metal.

Decision: Proposal 025-TC06 was approved.

- g) **Proposal 025-TC07** – To amend CR 3.5.3.8 to clarify the class rule.

Decision: Proposal 025-TC07 was approved.

- h) **Proposal 025-TC08** – To amend CR 2.4.8, CR 2.7.4 (a), (b), (c), CR 3.3.1.5 (a),(b), CR 3.4.1.6 (a), (b) and CR 3.5.1.6 to change the date of the implementation of the RFID tag date.

Decision: Proposal 025-TC08 was approved.

- i) **Proposal 025-TC09** – To amend CR 2.4.1 to change the measurement certificate to a digital one.

The Member from Brazil suggested that the proposal should be clearer, and therefore 'after January 1st' was added to the CR change.

Decision: Proposal 025-TC09 was approved.

- j) **Proposal 025-TC10** – to amend CR 2.4.3 (d) to change the measurement certificate to a digital one.

It was agreed that "after January 1st" should be added.

Decision: Proposal 025-TC10 was approved.

- k) **Proposal 025-TC11** – To amend CR 2.4.5 to change the process for a replacement registration book to cover the digital one.

It was agreed that 'after January 1st' should be added

Decision: Proposal 025-TC11 was approved.

- l) **Proposal 025-TC12** – To amend CR 2.7.3.3 to change the way serial numbers are assigned to the mast, boom, sprit, daggerboard and rudder.

Decision: Proposal 025-TC12 was approved.

- m) **Proposal 025-TC13** – To amend CR 3.3.1.4 to change the way the serial numbers are placed on epoxy daggerboards.

Decision: Proposal 025-TC13 was approved

- n) **Proposal 025-TC14** – To amend CR 3.4.1.5 to change the way serial numbers are placed on epoxy rudders.

Decision: Proposal 025-TC14 was approved.

- o) **Proposal 025-TC15** – To amend CR 3.5.2.13 to change the position of the IODA equipment labels on spars.

Decision: Proposal 025-TC15 was approved.

- p) **Proposal 025-TC16** – To amend CR 3.5.2.6 (i) to allow masts that have this system to be class compliant.

There was a question from the floor: The lower band is giving a chance for the lighter sailors to carry the sail a little bit lower and flatter, making their life easier. Perhaps the upper bands could be retained for safety—ensuring the top of the sail does not slip out of the mast. The lower band, is commonly known to be useful and it is only helping the light sailors.

OP: Thank you for that question, it was something that the Technical Committee will take time to consider.

Decision: Proposal 025-TC16 was approved.

At this point, OP asks the AGM to permit three more CR proposals that are a result of discussions with coaches, and the TC does not want to wait a further year to propose these CR. The AGM approved this request.

- q) **Proposal 025-TC17** – To amend CR 3.5.2.12 to allow the use of pin stop types available on the market.

Decision: Proposal 025-TC17 was approved.

- r) **Proposal 025-TC18**– To amend CR 6.6.3.3 & 6.6.3.4 to clarify the use of soft shackle sail ties is allowed.

Decision: Proposal 025-TC18 was approved.

- s) **Proposal 025-TC 19** – To amend CR 4.2 (a)to improve accessibility of whistles attached to personal flotation devices.

OP explained that when this CR was originally written, children did not wear bibs. For safety, the rule proposed allows children to wear the whistle outside the bib or vest, and it should not be carried in a pocket. In response to a question from the floor about where the whistle should be placed, the guidance is that it be attached to the shoulder of the life jacket, positioned inside the vest so it is not hanging loose, yet still accessible if the child reaches inside. Permission was granted to the TC to update the CR proposal retroactively to include jackets and other personal items.

Decision: Proposal 025-TC19 was approved.

12. Proposals from Members

- a) **Proposal 025 – ME01** – From the Member of Brazil to amend Article 7 to improve the management of the Optimist Class bringing Committee Members with more energy and new ideas by limit the term of office to not more than 3 two- year terms, plus an additional year if elected in a year other than the due year.

The Executive demonstrated that the IODA term length is similar to other Classes including World Sailing.

Decision: The Proposal was not approved.

- b) **Proposal 025-ME02** – From the Member of Brazil, to make the team composition more cost effective for the smaller teams by amending Condition 9.2 World and 7.2 Continental to allow either a Team Leader or a coach for smaller teams.

There was a discussion that recommended not making the change as they already permitted this on a case-by-case basis, but Members wished to have more clarity. MA proposed to create a friendly wording with Brazil.

Decision: The Proposal was not approved.

- c) **Proposal 02-ME03**– From the Member of Brazil, to amend Condition 3 and 4.d.i of the South American Championship and add an extra day to the program and improve the probability of completing the 10 races program.

There was a discussion about adding the extra day, but some Members were also concerned about extra cost.

Decision: The Proposal was not approved.

- d) **Proposal 025-04** - From the Member of Brazil, to amend Condition 3 of the South American Championship to bring in line with what has been done in past years and remove requirement to hold event at Easter.

Decision: The Proposal was approved.

- e) **Proposal 025-05** - From the Member of Brazil, to amend Condition 3 and 4.d.i of the North American Championship and add an extra day to the program and improve the probability of completing the 10 races program.

Decision: The Proposal was not approved.

- f) **Proposal 025-06** – The Member of Denmark to amend or add Condition 3 'Dates' to the Optimist European Championship, to clarify the intent of the conditions to be held in July – August and replace the word normally with 'must'.

During a lively discussion on this point, it was agreed to make a friendly amendment to the proposal stating that as of 2028, the event would be held between July 1 – December 31. (not before July 1).

Decision: The Proposal was approved

- g) **Proposal 025-07** – The Member of Denmark to amend or add Condition 3 'Dates' to the Optimist European Championship and remove the word 'usually'.

Decision: The Proposal was not approved.

- h) **Proposal 025-08** – The Member of Israel to Amend CR 2.4.2 to allow the MNAs to choose how to allocate their sail numbers.

Decision: The Proposal was not approved.

- i) **Proposal 025 – 09** – The Member of Italy to amend or add CR 3.2.8.2 to avoid variation of the hull weight without any control. (Buoyancy)

Decision: The Proposal was withdrawn.

- j) **Proposal 025-10** – The Member of Italy to amend or add CR 3.5.2.6 to improve the clarity of the rule. (spars)

Decision: The Proposal was withdrawn.

- k) **Proposal 025-11** – The Member of Italy to amend or add CR 3.5.2.9 to improve the clarity of the rule (spars)

Decision: The Proposal was withdrawn.

13. Confirm the Venue for the 2026 Optimist World Championship

Decision: Tanger, MOROCCO was confirmed as the venue of the 2026 Optimist World Championship to be held **June 18 – 28, 2025**.

14. Select the Venues for the 2027 Optimist World Championship

IODA received three bids to host the 2027 Optimist World Championship from MLT, PAR and ESP.

Decision: The bid from **Lanzarote, SPAIN** was selected as the venue for the 2027 Optimist World Championship to be held **June 24- July 4, 2027**.

15. Confirm the venues for the IODA Continental Championships 2026.

The following 2026 IODA Continental Championships have been confirmed:

- European Championship: Gdynia, Poland (July 24 – 31)
- African Championship: Benghazi, Libya (Aug 15 – Aug 22)
- European Team Racing Championship: Campione del Garda, Italy (Oct 13 – Oct 18)
- South American Championship: Montevideo, Uruguay (Oct 25 – Nov 1)
- North American Championship: Martinique, Caribbean (May 21-28)
- Asian and Oceanian Championships: Colombo, Sri Lanka (Dec 12 – 19)

16. Select the venues for the IODA Continental Championships 2027.

- a. **No bid was submitted for the 2027 Asian & Oceanian Championship.**
- b. **Five bids were submitted for the 2027 Optimist European Championship from GBR, ITA, ESP, MLT, and HUN.**

Decision: The bid from **Weymouth & Portland, GREAT BRITAIN** was selected as the venue for the 2027 Optimist European Championship, **August 21 – 28, 2027**.

- c. **No bids were received for the 2027 Optimist North American Championship.**
- d. **One bid was submitted for the 2027 Optimist European Team Racing Championship from IRL.**

Decision: The bid from **Cork, IRELAND** was selected as the venue for the 2027 Optimist European Team Racing Championship during **August 29 – September 3, 2027**.

- e. **One bid was submitted for the 2027 Optimist South American Championship from CHI.**

Decision: The bid from **Valparaiso, CHILE** was selected as the venue for the 2027 Optimist South American Championship during, **December 5 – 12, 2027**.

f. **No bid was submitted to host the 2027 Optimist African Championship.**

17. Information on World Sailing Meetings

No presentation.

18. Members: Neutrality Policy

Russia has requested to rejoin participation. This matter is being raised for discussion to gather views and opinions from the Members at the AGM, to enable the Executive Committee to determine the way forward. World Sailing's policy remains unchanged, and with a meeting forthcoming, IODA's position is expected to align with theirs, as no alternative suggestions or comments were presented.

19. Election of Members of the Executive Committee (Article 7)

Election of two Members for a two-year term

- a) Ricardo Navarro (BRA) is nominated by BRA and seconded by PAR and AZE and is elected as President.
- b) Carmen Casco (SUI) is nominated by (SUI) and seconded by LAT and ITA and is elected as the Vice President of Europe.

20. Election of members of the Technical Committee (Article 8)

Election of two members for a two-year term

- a) Olive Parker (IRL) is nominated by IRL and seconded by BRA.
- b) Ale Williman (URU) is nominated by URU and seconded by PAR
- c) Maho Udagawa (JPN) is nominated by THA and seconded by MYA and SRI.

Decision: Olive Parker and Ale Williman are elected as Members of the Technical Committee.

21. Election of the members of the Regatta Committee (Article 9)

Election of two members for a two-year term

- a) Miguel Amaral (POR) was nominated by POR and seconded by AZE and HKG.
- b) Masa Tanaka (JPN) was nominated by JPN and seconded by IRL.
- c) Martin Sanchez (URU) was nominated by URU and seconded by ARG.
- d) Abdur Rehmen Arshed (PAK) was nominated by MAS and seconded by TUR.
- e) Peter van den Bosche (BEL) was nominated by BEL and seconded by LUX.

Decision: Miguel Amaral and Masa Tanaka are elected as members of the Regatta Committee.

22. Election of the Auditor (Article 14).

IODA propose a change in Auditor for FY 2025 from "Beierholm" to "Grant Thornton"

Rationale for Change:

GT is a globally recognized professional services firm known for its accounting, tax and advisory services. It is a major player in the field, often ranked among the top 10 accounting and consulting firms worldwide.

Decision: Approved.

23. Any other business.

No other business.