

IACA AGM
10-11-25
Milford Cruising Club, Auckland NZ.

The meeting started at 08:00 NZT.

Present were
Bailey White (President)
Chris Bolton (Secretary)
Charles Beuche (Treasurer)
Paul Larsen (Technical Ctte Chair)
Graeme Harbour (Int Measurer)
Representatives of Nat Associations.
Lamberto Cesari ITA
Michal Kaszczuk POL
Micky Todd ESP
Darren Bundock AUS
Ian Michie AUS
Gordon Upton GBR
Rainer Bohrer GER
Robin Maeder SUI
Emmanuel Dode FRA

Presidents report – As you know through your local leadership, there is so much that has to happen to keep a class such as ours active. Imagine how many hours and volunteers around the world help at local, regional, country, and international class matters and events every year. Why? We all have our own motivations, but for me it is the pleasure of sailing this great boat and the relationships with the people in it. I think this probably true for most people in successful sailing classes. Please keep this mind and help it drive your interactions with the class.

For the IACA Committee for my term as president, we will build on the foundational work that Charles and the prior committee accomplished and focus on class activation and growth. I hope each Committee member will share insight during our meeting as they are an extremely talented group and one with great interest in the class's welfare.

As you may have seen from the WGM agenda, there are some exciting things happening and much to consider.

This is the first time I am in New Zealand and it has always been a place I've longed to go. I've watched Whitbread racing, America's Cups, Skiff racing, LiveSailDie news, for decades here whenever I could find it online. Auckland is the City of Sails, yet even in NZ I understand sailing overall is not as active as it once was.

I want our class to be one that bucks that trend. We had the largest World Championship in our class history last year. We have a tremendous number of carbon fiber boats throughout the world from so many builders it is hard to count. They are all great sailing vessels; some now better suited to light wind while others are suited for high speed. Let's use all of them and help our manufacturers continue to produce new ones.

Secretary's report – I'd like to thank everyone for having patience with me as I learn and try to remember new faces and names. I'd also like to thank Charles for all the work he did (and saved) that I can draw from.

We had 658 members in 2024, which is down from 710 in '23 and 712 in '22. The largest fleets are Germany with 116, USA with 105, Australia with 70, and Italy just edging out France with 65 and 64.

World Sailing reported 20 hull plaques sold to date in 2025. I have been unable to find the number issued in 2024. The numbers for past years seem to be somewhat cyclical; 37 in '23, 74 in '22, 31 in '20, and 61 in '19. Are people buying new boats every two years? Hopefully this is just a down year. We are down to just one manufacturer of open class boats, however.

It has been a bit of a challenge to find the right people at World Sailing and exchange information. That should improve over time, but their website is changing, and it's still not easy to find information on events, for example. Again, I think that will get better as I spend more time in this position.

I am still hoping to combine my Measurer and Secretary roles and try to establish an online certificate database, somewhat like the F18 class, but still working on the US part of that for now. That one has over 400 certificates in there, which has proven to be very useful when equipment is sold or certs are lost just prior to an event.

Again, thank you for this opportunity to help the class, and feel free to reach out to me for help with class issues or World Sailing or when Bailey is too busy being non-retired to get back to you.

Treasurers Report.

2024 IACA FINANCIAL AUDIT

The financial audit was conducted based on documents provided by the Assistant Treasurer.

2024 REVENUE:

The 2024 revenue is characterized by a significant increase in membership fees, due to the decision to double their contribution.

This increase more than offsets the decrease in revenue we would have seen had this decision not been made.

In fact, in 2023 we received €7,854.00 based on €10.00 per member; therefore, in 2024 we would have received only €6,307.50 if these fees had been maintained at this level.

We draw your attention to this point for the future, as this growth masks a decrease in the association's resource capacity.

2024 EXPENDITURES:

Expenditures also increased sharply (+33.10%), due to a recognition event for four individuals who contributed to and left their mark on the life of the class, the purchase of red circles for the Classic fleet competitors and weighing equipment for the new international measurer for our class in Europe. These were therefore exceptional expenses for which no observations were made.

RESULT:

The 2024 financial year showed a surplus of €2,404, which reinforces the association's ability to address fluctuations in membership within national associations, the source of the IACA's resources. Expenditures are spread across nine accounts and sixteen entries. A careful review was conducted to identify transactions, the difficulty of which is that they are carried out in different currencies (US dollars, CHF, and Euros). After discussions with the assistant treasurer, all entries were verified, allowing us to attest to the accuracy of the accounts.

To avoid laborious research, it is recommended that all accounting documents be in a single currency, the euro as defined by the association, even if they are subject to advances in another currency.

We recommend maintaining an account book that allows for the integration of these expenses; this would be more consistent with the rules of good bookkeeping. Indeed, the bank statement alone is not, in itself, an accounting document specific to the association.

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RECOMMENDATIONS

The balance of Assets (€56,740.94)/Liabilities (€53,236.90) shows a profit of €3,504.04, the result of sound and prudent management. The capital held by the association will allow it to consider recurring or innovative initiatives for the world and continental championships it awards.

OBSERVATION:

There is a one-year gap between the IACA membership fee requested from national associations and the reference amount used to establish its amount; therefore, national associations cannot provide for a possible increase in relation to the membership fee due.

Two major nations had expressed their opposition on this ground, as it would create a retroactive contribution.

Even though membership fee increases are not common, we recommend that the committee consider this principle, which makes it difficult to adjust the contributions of national associations.

This assignment will be the last due to the age of the auditor, who must devote it to me at the end of my term as president of the French association and allow me to organize the transition under the best possible conditions.

I thank the committee for its attention and trust. I would particularly like to thank Charles, both as President and now Deputy Treasurer, for his availability and responsiveness, which made my job easier.

Denis BRENDEL
IACA Financial Auditor
7 October 2025

Balance sheet at the end.

The New Auditor, Paul Neeskins, was duly elected

Technical Committee Chairman:

In the last year the TC became a little smaller losing a couple of members. I felt that was fine as we could still call on key people if certain, relevant expertise was required.

The current Technical committee now and going forward will be as follows:

Paul Larsen (Chairman)

Bruce Mahoney

Tymek Bendyk

Andrew Landenberger

... and with the new and welcome addition of Chris Bolton. Chris is also a class measurer who aims to step into the big boots of Graeme Harbour. Graeme is still often in contact regarding TC matters. His

knowledge and experience regarding the A class is vast so the fact the remains available when needed is a big asset.

Over the last year the only issue the TC was directly tasked with was to consider the issues facing the classic division regarding the rule of maintaining and policing the "One-Hull-In-The-Water" rule. The concern came from a sailing member who felt the vagueness of the rule was causing an "Ugliness" within the fleet and boat-park with accusations and suspicions of people violating and not being reprimanded.

The TC has spent a lot of time looking at all the issues surrounding this and these findings have been discussed with the wider IACA committee.

The fact is that the Classic division is proving to be very successful and the conflicts relatively few. It is generally felt that the majority of the fleet like the class as it is. On the other hand, the classics are naturally developing towards more flighty designs and thus are more likely to come into conflict with the rule. Some of the bigger regattas of recent times have been relatively light wind affairs where the ability to skim/fly hasn't been the main feature. That might change.

The TC feels well positioned to take the discussion forward if the class comes into conflict and wants an insight into its options going forward.

From our understandings we feel that there are options available to the classics that will protect all current investments in design paths from straight board to the latest "flighty" designs. At the core we would aim to avoid any obsolescence or open up new design paths.

Always remember that any choices would still have to be voted on by the membership with a 2/3rds majority being required for change.

National Associations/Fleet reports – Reports See below

Election of officers

All officers are remaining in post and a new position of 'Class Marketing Manager' (Title to be finalised) has been created to promote the class further that we are currently.

Lamberto Cesari has been appointed to this role and voted in.

Membership fees

These will stay as they are.

Selection of venues for World and Continental Championships

2026 – Euros Murcia ESP, June 26. Davis Island Yacht Club Tampa, Fl. Nov 26

2027 TBA – European nominations invited

2028 TBA – European nominations invited

2029 – McCrae YC, AUS Proposal attached. Euros nominations invited.

Entry fees were discussed with thoughts to maybe allow the host venue to decide the entry cost. As costs are increasing, it was also suggested that a base fee with add-ons could be implemented. This has yet to be reviewed and voted upon.

New proposals from National Associations or others

1. GER - Grand Prix style finish for the OPEN Fleet. A trial period of 2 major events was added before review and adoption. This was passed unanimously with 78 votes.

AUS proposed the Top Mark becomes a GATE, in the same manner as the bottom gate, proposal attached. A trial period of 2 major events was added before review and adoption. With 59 for, 19 against, needing a 2/3rd majority, this was passed. Those in favour were; AUS, BRA, FRA, GER, GBR, NZL, SUI, USA, CZE. Against CAN, DEN, ITA, POL, ESP. No votes were cast from AUT, BEL, IRE, NED, SWE, FIN, HUN.

- 2.

Regulatory and Technical Affairs

1. Open Rules – a discussion took place on foil tip length, but the class is currently stable design-wise, but options around this would be explored. Also, a discussion on metal foils, to replace some carbon rudder blades that sometimes go soft when used frequently. Discussions took place and to explore the pros and cons and costs would be investigated and reviewed and not based upon rumours and knee jerk reactions.
2. Classic Rules – The fact newer classic boats can be made to foil has resulted in potential issues. However, the race rules are quite clear on this and sailors should protest if they see this being infringed. To date no protests have occurred. Development are being monitored, and it was emphasised that the need to protect older boats is paramount.

Other business

Red dots to designate the Classic boat need to be added to all sails and will become mandatory through alterations to the Championship rules and it will become the skippers responsibility to ensure these are added. It is hoped that the sailmakers include these when adding sail numbers.

The meeting was closed at 11:05

I.A.C.A. Accounting - balance sheet (bilan)

Date : 7.6.2025

Bookings 01.01.2024 – 31.12.2024

Currency: EUR

BALANCE SHEET 31.12.2024					
Acc. No	Description	2024	2023	Difference	
1 ASSETS (actifs)					
1000	Cash	0.00	0.00	0.00	
1001	Banque Raiffeisen	55,340.94	53,236.90	2,104.04	
1300	Transitories	1,400.00	0.00	1,400.00	
	Total ASSETS	56,740.94	53,236.90	3,504.04	
				0.00	
				0.00	
2 LIABILITIES (passifs)					
2001	Provisions events	0.00	0.00	0.00	
2300	Transitories	0.00	0.00	0.00	
2800	I.A.C.A. equity previous year	53,236.90	53,328.24	-91.34	
	Total LIABILITIES	53,236.90	53,328.24	-91.34	
	Profit 2024 / Loss 2023	3,504.04	-91.34	3,595.38	
		(profit)	(loss)		

I.A.C.A. Accounting

Date 7.6.2025

Bookings 01.01.2024- 31.12.2024

Currency: EUR

PROFIT and LOSS ACCOUNT 2024

Acc. No	Description	2024	2023	Difference	Remarks
6	INCOME				
6001	Member fees	12,715.00	7,854.00	4,861.00	i1
6003	Sponsoring	0.00	0.00	0.00	
6102	Sales	0.00	0.00	0.00	
6201	Bank interests	0.00	0.00	0.00	
6202	Event income	0.00	0.00	0.00	
6203	Other income	0.00	0.00	0.00	
6204	Gain on exchange rates	0.00	0.00	0.00	
Total INCOME		12,715.00	7,854.00	4,861.00	
4	EXPENDITURES				
4101	World Sailing Fees	258.89	0.00	258.89	e1
4102	Support National Assoc.	0.00	0.00	0.00	
4103	Support events	0.00	0.00	0.00	
4104	World Championships	2,000.00	2,000.00	0.00	e2
4105	Continental Championships	0.00	0.00	0.00	
4108	Sponsoring	0.00	0.00	0.00	
4201	President expenses	0.00	97.77	-97.77	
4202	Secretary expenses	0.00	0.00	0.00	
4203	Measurer travel expenses	1,000.00	1,000.00	0.00	
4204	Other members expenses	76.00	0.00	76.00	
4205	Gifts for event organizers	0.00	500.00	0.00	
4301	Bank Fees	63.50	0.00	63.50	
4401	Mailing / phone	0.00	0.00	0.00	
4402	I.A.C.A. homepage	2,508.85	2,000.00	508.85	e3
4403	Publications	0.00	0.00	0.00	
4501	Purchases	0.00	0.00	0.00	
4601	Other expenditures	3,034.33	580.22	2,454.11	e4
4701	Loss on exchange rates	0.00	0.00	0.00	
4801	Web Costs	801.31	110.00	691.31	e5
4901	Insurances	568.08	557.35	10.73	
Total EXPENDITURES		10,310.96	6,845.34	3,465.62	
Profit / Loss		2,404.04	1,008.66	1,395.38	e6

Remarks:

- i1 doubled member fees, decision WGM 2024
- e1 World Sailing fee 2023 was paid at end of 2022
- e2 media support : 2000 to Punta Ala organisation
- e3 G. Upton and M. Delaite
- e4 red dots, artwork gifts to lifetime members, measurement scales
- e5 webhosting and wix for 3 years event sites
- e6 bigger expenses compensated through doubled fees

BUDGET 2026 (preliminary v1)

Acc. No	Description	2026	2025 budget	Difference	Remarks
6	INCOME				
6001	Member fees	12,000.00	12,000.00	0.00	i0
6003	Sponsoring	0.00	0.00	0.00	
6102	Sales	0.00	0.00	0.00	
6201	Bank interests	0.00	0.00	0.00	
6202	Event income	0.00	0.00	0.00	
6203	Other income	0.00	0.00	0.00	
	Total INCOME	12,000.00	12,000.00	0.00	
4	EXPENDITURES				
4101	World Sailing fees	260.00	260.00	0.00	
4102	Support National Assoc.	0.00	0.00	0.00	
4103	Support events	0.00	0.00	0.00	
4104	World Championships	2,000.00	2,000.00	0.00	e0
4105	Continental Championships	1,000.00	0.00	1,000.00	e1
4108	Sponsoring	0.00	0.00	0.00	
4201	President expenses	300.00	1,500.00	-1,200.00	e2
4202	Secretary expenses	0.00	0.00	0.00	
4203	Int. Meas. Travel costs	1,500.00	1,000.00	500.00	e3
4204	Other member expenses	0.00	0.00	0.00	
4205	gifts for event organizers	500.00	500.00	0.00	
4301	Bank fees	100.00	0.00	100.00	
4401	Mailing / phone	0.00	0.00	0.00	
4402	I.A.C.A. homepage	3,000.00	2,000.00	1,000.00	e4
4403	Publications	500.00	500.00	0.00	e5
4501	Purchases	0.00	950.00	-950.00	
4601	Other expenditures	0.00	700.00	-700.00	
4801	Web Costs	200.00	110.00	90.00	
4901	IACA Insurances	650.00	560.00	90.00	e6
				0.00	
	Total EXPENDITURES	10,010.00	10,080.00	-70.00	
	Profit / Loss	1,990.00	1,920.00	70.00	

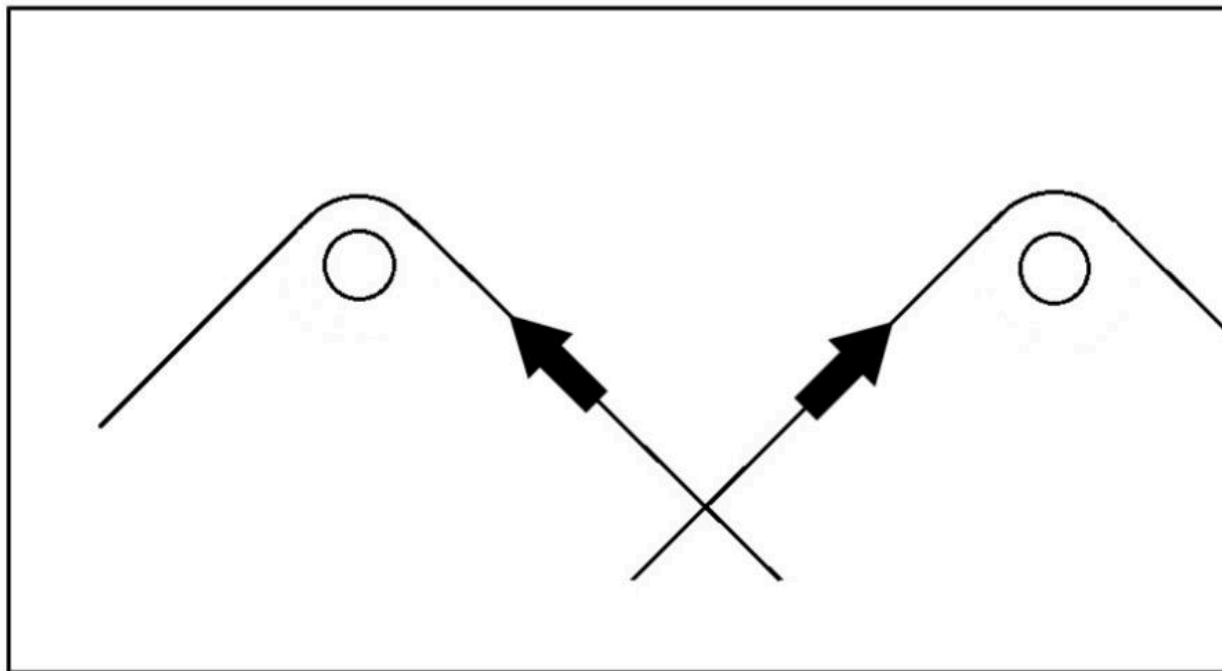
Remarks:

- i0 2026 fees not paid yet so no idea about the evolution of the membership
- e0 Support for Worlds in USA
- e1 Support for Euro in Spain
- e2 Worlds is in the president's country
- e3 US measurer for US worlds, Graeme For Euro ?
- e4 Worlds outside Europe (2000 + 1000)
- e5 Mathilde Delaite Instagram work
- e6 insurances paid in CHF with weak Euro

Proposal to Implementing a Windward Gate

A number of A-Class national fleets have been trialing windward gates as seen in SailGP, Americas Cup and Moth racing with a lot of success.

Mark 1 and 2 which normally provides the offset top marks is replaced with a windward gate and operates very similar to our current leeward gate.



Advantages

- Tactical options, it is no longer a follow the leader race around the top mark and out to the left hand side of the course. Both sides of the course can be utilized equally.
- It will discourage boats coming to the top mark on port and tacking in the 3 boat length zone.
- Boats are no longer forced to overlay the starboard lay line in fear of having to double tack at the windward mark if they underlay.
- The fleet is split and the race course is less congested

Disadvantage

- Potentially 1 more Port/Starboard encounter in a confined area but no different to the port boat coming into the current top mark to round to port.

The proposal is: Test of the Top Gate at the next three events (World and Continental Championships), starting in Spain and USA 2026 f. Afterwards based on the outcome of the test necessary adjustments and final decision making on the adaptation of the Championship Rules will be done.

AUS Report: Whilst the membership/fleet doesn't grow, neither does it decline.

Membership remains steady at around seventy with healthy turnout at both regional and National titles.

National titles continue to attract between fifty and sixty entrants, whilst regional title entrants hover between twenty and thirty.

Classics tend to outnumber open boats around two to one. Regardless, competition remains tight in both fleets with no one sailor dominating either. Which is healthy.

Australia remains well represented at the international level with thirteen sailors travelling to Punta Ala in 2024 and twenty-two presently in New Zealand for the 2026 world championships.

As mentioned at last years' AGM, a Melbourne based club, has approached us to bid for the 2029 World Championships in February of that year.

Hopefully a bid proposal can be distributed by tomorrow's meeting.

It would be eleven years since the very successful Hervey Bay Worlds of 2018.

Not much discussion regarding the Grand Prix style finish as our fleets tend to stay relatively compact. Our members overwhelmingly support, and have universally adopted, without major issues, the windward gate course arrangement.

The United States A-Class Association Report We currently have 96 members in the USACA, representing 21 of our 50 States and the District of Columbia. Although our fleet is dominated by Classics, we have a very active corps of Foilers. We are also proud to count among our membership representatives from Canada, France, Poland, Argentina, Germany and Spain. Our most southeastern State, Florida, is home to the largest number of members and is host to a very active winter circuit of racing, from October through April each year. Summertime in the US sees the majority of A-Cat regattas hosted in the northeastern part of the country, although, our most recent North American Championship was held in Long Beach, California at the Alamitos Bay Yacht Club. Next year, the North American Championship will be hosted in the Midwest part of the US, by the Carlyle Sailing Association in Illinois. Also in 2026, the World Championship return to the US and will be hosted by the Davis Island Yacht Club in Tampa, Florida. Information on that event can be found at usaca.info

NZ: The New Zealand fleet has maintained around 20 members for many years now, however participation has decreased in the last couple of years. Our last Nationals had 14 boats.

The last year we have been busy organising the worlds with the support of Milford Cruising Club and the New Zealand Multihull Yacht Club, now it is underway, we are pleased to see everyone here having a great time. The Auckland fleet, currently the largest in the country, will now be based at Milford where we have space to keep boats rigged up and hopefully grow.

Our fleet is majority Classic, and we have had some try foilers and go back to classics.

POL: The Polish fleet has 16 boats - 11 Open and 5 Classics, most of which are located at NAVIGO Sailing Club in Sopot. Currently we have 2 young sailors (20+ yrs old) in the Open division. We held 4 major regattas. At the Polish Nationals, we had 17 competitors, including three from abroad. We also held 5 one-day training regattas (4 short races).

At the 2025 World Championship in Auckland Poland is represented by four competitors including the current World Champion - Kuba Surowiec.

Our club has sizeable Moth fleet. We observe that many sailors are now interested in switching back from the Moth to the A-class catamaran in next 1-2 years (at least 4-5 cases) due to rising cost of a competitive Moth boats (e.g. steel foils).

ITA: The Italian fleet has just over 60 registered members, about 2/3 of whom are classics and the rest are foils. We're incredibly proud to have organised back-to-back world and European championships in 2024 and 2025, with a huge number of participants.

At the 2025 Italian Championship in Senigallia, there were around 45 boats in total (15 foils and 30 classics). Every year we try to organise races together with other European classes to pool resources and optimise costs for the sailing clubs. We also manage to run zonal championships, and over winter in Calambrone, Tuscany, a group of ~15 boats trains every weekend.

We're pleased with the results we've achieved, especially with a few young members joining the fold. By now the two divisions have well-defined rules, and it's desirable that they remain stable for a long period – this would encourage even more racers to join us.

A huge personal thanks to Lamberto for representing the Italian Class at the Worlds in New Zealand – keeping our flag flying high.

ESP: A-Class Spanish fleet now has two faces:

On one side is the Spanish fleet, unfortunately going down, with just over ten boats in the National Races.

On the other hand, winter training and races with long standing European Sailors was a real success. All winter long, some Europeans Sailors has been in Valencia, sailing with Valencia Sailors. Vlada, Karol, Kuba and Matti were training and sailing with us many long weekends. Manolo Calavia also joined the fleet, in order to make it more competitive.

We started races in March, a race in CAR MAR MENOR, just the place for the 2026 EUROPEAN CHAMPIONSHIP. Racing:

- Open 8 Sailors (4 Spanish, 2 Polish, 1 Fin, 1 Cze)
- Classic 10 Sailors (8 Spanish, 1 Fra, 1 Bel)

Two days many races in different wind conditions.

Not only the races, but the sailors were happy enjoying the place, the wind and the sea, as Mar Menor is an inner sea, salty but no or small waves.

Special mention for best sailors in both categories:

- OPEN: 1.- Kuba Surowiec, 2.- Manuel Calavia, 3.-JuanLu Paez.
- CLASSIC: 1.- Gustavo Doreste, 2.- José A López, 3.- Andrés Grau.

A race where we held both WORLD CHAMPION: Kuba & Gustavo.

Special mention for foreign sailors:

Walter Gonzalez (BEL 87), Eric Bernard (FRA 436)

Kuba Surowiec (POL 41), Matti Niemen (FIN 1), Karol Kwiatkowski (POL 100), Vlada Ptasnik (CZE 1)

By the end of May, just one week before the Europeans, we had the Spanish Cup, in Valencia. Only 10 A-Class were in the races, mixing Classic and Open fleets. Toni Ballester (ESP-75) was the champion after 9 wonderful races, with winds 9 to 12 knots.

By the end of September we had the Spanish Championship in Cambrils. Again just 10 A-Class, again mixed fleets. Two low wind days allowed six races, and the last day, strong winds and huge waves allowed just one race.

Finally October comes again and Vlada, Matti, Jarek (POL 3) are back, many good trainings are on the way during this winter. Also, some more Sailors are coming after the Worlds.

We would like to highlight that any A-Class is welcome to Valencia to stay and train the whole Winter and Spring until the Europeans. We have an agenda in order to sail all together as much as possible during this winter.

DEN: The current status is that we have 10 paying members of DAA. Of these, 5-6 are active on the racing circuit. 100% of the Danish sailors active in racing are foilers.

In 2025, we held two regattas in Denmark. We were visited by 5 German participants at the Danish Open in Kerteminde. In addition, we had sailors participating in two regattas in Germany (Buchholz Cup and Mövenstein Regatta). One sailor - Jan Saugman - also took part in the Polish Championship, where he finished in 2nd place overall. The final regatta of the year for the Danish sailors took place on September 6-7 in Hellecat, where three Danes competed - with Thomas earning a podium finish in 2nd place.

In 2025, it was also the 20th anniversary of Thomas Paasch founding the DAA. And with 20 years as number one on the Danish ranking list, we must acknowledge that Thomas continues to sail both fast and consistently.

At the moment, we unfortunately find it difficult to recruit new members. Perhaps this is because we do not currently have any active Classic sailors, making it harder for newcomers without prior cat sailing experience to enter the class.

For 2025, the plan is to continue hosting the Danish regattas and to participate in those held nearby. Several of us are very much looking forward to taking part in the combined Dutch and German Championships in Hellevoetsluis, the Netherlands.

We wish all A-Cat sailors steady winds, flat water, and no seaweed.

GBR Reported that whilst levels of members have yet to get back to pre-COVID levels, there are boats getting bought and sold, so the fleet is expanding, although half of them don't want to join the association and never travel. We have organised tuition weekends with Hugh MacGregor, our top sailor, which several members keenly attended at Grafham Water SC. The GBR Nationals in 2026 will be part of the 4 Nations cup, at Hellecat in September and many are already talking about this.

GER: The Netherlands + German Open 2025 at FVM Malcesine on Lake Garda was the major event of the year and a great success. We hosted 80 international sailors under excellent sailing conditions, with an almost equal split between the Classic and Open disciplines.

We successfully trialed an Early Finish system (for the Open) and a Gate mark at the windward turn, both of which functioned effectively. FVM Malcesine is a superb club also known for its excellent media coverage. We think it fits our class well. Together with the Italian Association, we plan to establish a regular regatta at this prime location.

Membership and Activity Figures

Our membership numbers have remained relatively constant. So far this season, we have seen a slight decrease from 112 members (in 2024) to approximately 109.

Among the very active sailors who regularly participate in regattas, there are still about 30 foilers and 20 classic sailors (with a few actively competing in both disciplines).

Outlook and Invitation

We warmly invite you to the Netherlands + German Championship 26, which will take place from September 4th to 6th, 2026, in Hellevoetsluis, Netherlands. This venue is known for its reliable wind and flat-water conditions. We look forward to seeing you there!