

Minutes of the 21st World Council Meeting 2nd August 2022

The meeting was called to order at 20.00 hrs by the Class President,
Joan Mollerus at CN El Balis, Spain

Executive Committee Members Present:

Joan Mollerus – President
Csaba Csereb – Vice President
David Campbell James – Class Treasurer
Paolo Portiglia – Builders Representative
Pippa Kenton-Page - Executive Director

Opening: The Class President opened with a welcome and introductions of the Executive Committee.

1 Apologies for absence:

Greg Gigliotti

2. Minutes of the 2019 meeting:

The minutes of the 2019 meeting were circulated after the meeting in 2019 and approved. No further action required.

3. President's Remarks

Joan spoke about how well the 29er Class and its members managed the period of uncertainty surrounding lockdown and all the covid related restrictions. The Class were very careful with finances and financial management emerging strong and stable, adapting in 2021 and with 2022 events proceeding on schedule. Looking forward to the commitments for 2023/24 already in place and beyond.

Whilst looking ahead the Class has some important goals:

Evolving the class – being responsive to the needs of the growing International 29er Class moving forward towards 2023 and beyond. Joan's term as Class President will end in 2023 and the Executive Committee is planning for the

changeover. Volunteer manpower is not enough to run the Class, so the committee have decided to expand the role of the Executive Director to cover more of the responsibilities and offer more consistency during the transition.

In 2019 we decided to have a stronger, more professional media presence throughout the year. This plan was disrupted with Covid and lockdown. Now in 2022 the Class is ready to move ahead, provide more contemporary support and promotion of the class to provide a greater reach and enable NCA's to use this media for their development. We want to support a modern and global development plan to include coaching clinics and virtual assistance – leaving a bigger footprint than we would have otherwise.

Joan explained the voting process and that only voting rights holders can vote - number of votes per NCA is weighted by membership numbers as per the constitution.

40% quorum required and achieved so voting could proceed.

4. Old Business

Old business: President's report was circulated before the meeting.

5. Financial Report

Due to the pandemic these are a little different than normal, but we have used the comparison of the previous 2 years to offer more clarity.

The balance sheet is in a healthy position of actuals vs. budget. When comparing actual figures – there is an even spread across the years and we feel coaching and development of the class is on our priority list.

6. Submissions

Resolution 1 – Proposal for modifying the 29er International Class Rules C.9.6 (a) (i) rule

HUN wanted to discuss this proposal further to see if this submission is something the class would support.

Comments from Paolo Portiglia: concern about entrapment issues with floating rope vs. wire and this causing issues with young sailors. Also concern about

creating an arms race as rope will require a high level of splicing and so will either end up with people having to buy more equipment/pay for the work to be done or it not being looked after correctly causing more gear failure and therefore more risk of injury and damage. A few members shared concern about the rope trapeze wire snapping at the spreaders (from 49er experience) and shared the concern of injury risk and negative impact on new sailors entering the Class.

Paolo wanted to add a friendly change to the submission to allow for shortening the current trapeze wires to allow for a more comfortable (higher) trapezing position.

Further to this discussion, Resolution 1 is withdrawn by HUN and the shorter trapeze wires submission will be looked into for 2023.

7. Re-Elections

Two officers are up for re-election:

David Campbell-James as Treasurer
Greg Gigliotti as Vice President

Questions to the floor – none

Votes were taken by paper ballot to be calculated after the meeting. See results on final page.

8. New Business - none

Date for next World Council meeting: 2023 World Championships in Weymouth

9. Other business/General discussion: (No decisions can be made within this time)

Chris Turner at Ovington brought a new jib with a heavier cloth which, all being well, he will propose at the WC Meeting Weymouth 2023. Working with Mckay boats – the sail and film are made of heavier material (a 49er weight cloth - a known product) and should be more durable. Testing will begin immediately with the British team in the UK and pass through Europe.

Ovington will do their own testing through The Andrew Simpson trust, with their own boats so can ensure it's done properly including in cold and hot weather conditions.

It was raised in AUS that some people have begun making their own (not Class legal) sails to train with and it was made clear by the NCA representatives that this is not supported or seen as a favourable choice especially by coaches - as learning to sail with an incorrect sail can also be detrimental to learning.

UK discussed whether it would be possible to allow measuring in of two jibs to an event in the case that a windy day early in an event damages the jib badly as done in Flying fifteens. There was concern that this would lead to more expense as some would see this as an opportunity to measure in two sails and upgrade whenever needed whilst others did not have this option.

Ovington asked for early contact with regard to booking charter boats for Worlds and Europeans next year because next season will be very busy and this will help ensure they are equipped to meet demand. 30 boats are planned from the Youth Worlds. World Sailing requires 29er to give boats free of charge to the Youth Worlds so it is a huge service to the class and one we are very grateful to Ovington for.

HKG raised why we don't have a separate female fleet at the Worlds and Europeans as per some other classes eg. 420. It was also asked why we don't run a Youth age group such as U19 to tie into the Youth worlds. Joan pointed out there are not many over 17 and under 19 sailors so would be a small fleet. The question of the separate women's fleet is something the Class is keen to re-address, as to date there has been no consensus and we are keen to understand the wishes of the fleet and reflect that. 420s and Radials have separate race courses at the Worlds but not Europeans. Traditionally there were not many girls in the fleet. In 2015 we asked WS to award a Women's title at the World Championships and after that we have increased female participation hugely.

We want to know what the female teams in the fleet want. In 2019 we took a survey and it was around 87% that they didn't want separate fleets. Would it significantly benefit the girls to have a separate girls race course? We think it would be good to do new survey on this topic. We need input from the female sailors themselves and their coaches – perhaps only for one regatta a year we

could have a split fleet or just for Gold fleet racing – the pinnacle championship of the year. Do we need a minimum entry level for own fleet?

GBR agreed the results can be weather dependant and thinks their fleet would not be interested in having a girls fleet. A possibility might be having a separate result for the girls – scored separately within the fleet. Or qualifying races together then carry points forward and Gold fleet finish in separate fleet. Survey should include female Youth Worlds fleet because they have done it.

Richard AUS – asked for the council’s vision of the next few venues for the World Championships – would they remain in Europe and Northern hemisphere? Joan explained there will not be a charter boat supply outside Europe by 2025 – we would need at least 75 charter boats available. Long beach had 85 charter boat requests. With that in mind the Class has made a commitment to simultaneously help develop 29er sailing in other continents to support sizable Championships. Asian circuit – Royal Hong Kong YC is holding a Continental Championships – set to take place in February as part of the race week. If other countries in Oceania are interested in doing so, we are keen to support and work with you to meet WS requirements and build fleets.

In 49er and 49er FX – Oman, CAN, USA, more people go to European events than the big championships. We need to maintain our status of minimum teams from minimum countries otherwise would lose our status to hold championships.

GBR Worlds 2023 – Weymouth – they would like to follow Sail GP and sustainability will be a prime focus for the Worlds with World Sailing’s and the sailor’s support. Big push for agenda 2030.

Joan - The Class worked with Sail GP and Sail GP DEN this summer and we are looking to see where who we can work with to support Class sustainability initiatives for 2023 and beyond.

Zhik are not providing sponsorship this year. We are not currently in discussions with anyone for sponsorship. In all of our contracts we reserve the right to have title sponsors, but we don’t want to prevent the organisers getting sponsors. Zhik looking to sponsor GBR.

AUT – shifting more to 29er – asked regarding size of events are we planning to cap entries? Joan explained the tradition of having an Open championship is a

long in the 29er. The fleet enjoys the fact that anybody can come, and we choose venues that can manage the numbers expected.

Going forward we would like to find a better way to get feedback from the class chairs. We want to understand how the best, most effective way is to engage with you so we can be talking throughout the year and receiving thoughts and feedback.