

**Minutes of the 16th Meeting of the World Council
August 10, 2015**

The meeting was called to order at 5:40pm by European Vice President Ben Cooper, at the Plas Heli Sailing Centre, Pwllheli, Wales.

Executive Committee members in attendance:

Joan Mollerus	Treasurer	USA	via skype
Ben Cooper	VP Europe	GBR	
David Price	VP Australasia	AUS	via skype
Duncan Hepplewhite	Builders Rep	GBR	
Arthur Allen	Chief Measurer	GBR	
Jerelyn Biehl	Executive Director		

Apologies for absence: from Barry Johnson, President, Amish Ved, Member at Large, Rob Woodbury, VP North America, Julian Bethwaite, Builders Rep., Andrej Janezik, SLO.

Representatives of the following National Associations:

Scott Siganto	AUS	
Leo Becker	BEL	
Felipe Novello	BRA	
Kevin Black	CAN	
Jacob Michelsen	DEN	
Eduard Rodes	ESP	
Fabrice Jaunet	FRA	
Christian Kramer	GER	
Clive Grummett	GBR	
Rory Godman	HKG	
Ajit Diaz	IND	
Joshua Camilli	ITA	
Sipke Schuurmans	NED	
Christian Kramer	GER	
Sipke Schuurmans	NED	
David Gunn	NZL	
Anders Perols	SWE	
John Papadopoulos	USA	via skype

Minutes: A motion was made by David Price, seconded by Joan Mollerus to accept the minutes from the 2014 World Council meeting as previously distributed. The motion carried unanimously.

President's Report: Barry Johnson (as previously distributed)

Firstly may I take this opportunity to pass on my sincere apologies for not being able to be with you all this evening and to personally present my report. Having thought long and hard about the future of the International 29er Class in the wonderful world of our chosen sport I wish to advise you all that for the

betterment of the class I will not be standing for re-election as the International 29er Class President for this coming year. I do not feel that I have done the class justice over the past 24 months due mainly to my geographic status and the slow progress of some areas within my management.

My firm belief is that the Class President should come from within the Northern Hemisphere based on the following reasons, fleets, events, strong national bodies and cost.

A resident of the Northern Hemisphere has at his/her "backdoor" ISAF, Euro cup and many other attributes, something that I living in Western Australia am far removed from.

Yes it can be argued that with all the latest electronic variables available to us in this age that such should not make a difference but alas I believe it does.

I made a personal decision not to come to the 2015 Worlds and the World Council meeting as I cannot justify the costs to the class and the event organisers who are required to outlay the required funds in order for me to be with you all,

1. Return airfares
2. Accommodation throughout the event
3. And to be a spectator at the expense of others.

Costs for running events of this magnitude are enormous and it is the teams or in most cases the parents who outlay the entry fees which incorporate a percentage to cover the above costs. I am not an advocate of a "free meal".

Looking forward the class has a few "mountains" in front of them and it will be necessary for it to work with its builders and ISAF in ensuring that the 29er retains its Youth Worlds status. Here again a Northern Hemisphere based chairperson has the quick access to those required (ISAF).

To Ovington Boats (OB) I say thank you. OB has been absolutely magnificent supporters of our class and I sometimes think we just take them for granted. They are a business who like others are facing tough times but they are always there when sought by us.

We are facing a downturn in new boats being built to which I am not sure why, but then so are other class builders.

We need to further encourage growth in Asia in particular with a World Championship coming to Hong Kong. This region has a huge potential in my view, and we should tap into it now otherwise others will.

Although saddened to make the decision I have I do have to look long term for the betterment class. The demands are becoming unmanageable in some cases in a sport that suffers from the lack of adequate sponsorship yet we try very hard to obtain such. In some instances we are hamstrung whereby support from others is not forthcoming.

To the Class members, the World Council and the hard working members of my Executive I can only say thank you for the support afforded to me over the time I have been fortunate enough to act as your Chairman. I first began with the class in early 1999 and vividly remember the ISAF Conference in Sydney (AUS) where Julian, John Reed (the then class Secretary) and I fought long and hard to have the 29er admitted to the ISAF system as a Recognised Class. We then became after again a very hard battle an International class in 2002 and in my view have not looked back.

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I would ask that the Technical Committee become a little more active (Arthur I am aware of your recent personal issues and you have my condolences as such). I will continue to provide support to the TC should they feel that assistance is required from me.

It would be remiss of me not to pass on sincere thanks to Charles Glover the past class President and who continues to support us very much on the ISAF Youth Worlds committee.

I leave you with my best wishes and ensure you all that I will always be available to assist in way should you feel the need is there.

Constitution

As you would now be aware there is a submission to the World Council from the President to amend and update the current Constitution. A great deal of thought has gone into the submission and I believe the proposal will be beneficial to the class going forward. I would urge all delegates to consider and vote for the amendments as put.

Office Bearers

As has been written above I will not be seeking re-election for the reasons as stated. I would again urge you all to consider the nominations and vote accordingly. Those who have offered their time I am sure will represent the class extremely well and ensure its standing within the sailing world. I have offered to continue within the technical area should the World Council approve my continuation in this area.

Future World and European Championships

The class will need to be careful when planning future World Championships and in particular over the next 3 years with the ISAF Youth Worlds being already allocated to Asia/Middle East.

It is paramount that future World Championships provides a platform for ALL 29er sailors to compete in. It is essential that the class look at the school holiday period for both World and European Championships.

The Class is reliant on a good fleet of charter boats being available for those who for financial and other reasons are unable to bring their own equipment. I would therefore ask that the World Council consider the overall good of the class when determining future major events.

The Euro Cup continues to grow and a great deal of acclamation must go to Ben Cooper and Ovington Boats (Duncan) for the support and enthusiasm with this format. Congratulations and a BIG thank you from the class.

Technical

I will leave this to Arthur to report on.

Finance

Again I will leave to our esteemed Treasurer to provide the World Council with a financial report. Joan thank you for your work over the past 12 months, I for one value your contribution and also the time and effort you have provided to the class.

The Future

It will be hard but the International 29er Class will survive. The word transparency has recently been mentioned within the corridors may I say the Executive have always been transparent in its decision making and will continue to be so.

May I say how grateful I am to have had Jerelyn working and supporting the class. Jerelyn's experience in One Design classes and her management is unquestionable and I say the class is very fortunate to have someone of this stature with us.

Finally thank you all for your dedication to the class and your support shown towards me over the past 24 months, I have enjoyed it and I do look forward to still being part of the 29er family for years to come whether just helping out at the local club or providing a platform for my grandchildren to reap some enjoyment. Best Wishes to all for a successful 2015 Worlds and for a long and sustainable future.

Old Business

Class Development Planning: – Coaching Clinics

Since approval by the 29er WC in 2013, many clinics have been held in various countries. The 29er Class is hosting a 2-day pre-Worlds clinic for developing 29er country teams and their coaches prior to racing in Pwllheli. Sailors from all these countries (except POR & HUN) are represented at the 2015 Europeans and/or Worlds.

2013	dates	coach
Estonia	25-26 June	Duncan Hepplewhite
Russia	29 June-July 5	Rob Partridge
Portugal	3-6 July	Matt Thomas
Italy	26-27 Oct	Duncan Hepplewhite
South Africa	December 6-10	Clynton Wade Lehman
2014	dates	coach
Netherlands	April 30-May 4	Matt Thomas
Russia	June 25-29	Rob Partridge
Czech Republic	June 28-30 or July 3-6	Rob Partridge
Estonia		Duncan Heppelwhite
2015	dates	coach
Poland	May 22-24	Pierre Baad Jensen
Hungary-ISAF ENP	May 9-15	Matt Thomas

The 29er Class office and Ovington coordinated with ISAF to have 29ers at the Emerging Nations Program (ENP) clinic in Hungary where teams from POR, LAT & CZE were able to participate.

The 29er Class office and Ovington are working closely with ISAF and the YW Committee to organize a skiff clinic in Malaysia prior to the YW.

Duncan Hepplewhite commented that present at the ENP in Hungary were coaches, performance managers for MNAs and sailors.

Technical Committee Report:

Sail Cloth update: Julian Bethwaite

Dimension Polyant (a Germany company) is the biggest sail fabric manufacture in the world, and the base material that the 32 SCN is made from has been discontinued. Early in 2016 the availability of getting 32SCN will be severely limited. The new material being proposed, "bench tests" very well. Price-wise of the new spinnaker cloth, it can't be known yet because this live trial is critical to that process, but if it's a better cloth and longevity is up, then bang for buck is also up.

Discussion ensued on reinforcement of the clews and head to extend longevity. This will be discussed with the sailmaker. Questions on color availability and date of availability. These will be distributed following the Worlds when answers can be received.

Vote to accept new spinnaker cloth: all in favor, 1 abstention.

Foil Update: Duncan Hepplewhite

Discussion on the lack of availability of aluminum stock material to further produce sufficient blades for future boats. Thus the push to the GRP foils. All 2015 ISAF Youth World boats will be supplied with these blades.

- Price: they will be more or less the same as the existing foils and Ovington will freeze the price until January 2017.
- Testing: The blades have been tested to 260kilos of weight, which is more than the aluminum can withstand.
- Repair: The new blades can be filled & fixed as opposed to the current aluminum which cannot.

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Questions:

- Performance: **nothing** noted in testing.
- Adjustments: some sailors may have to add or remove packing to make the new blades fit properly
- Global Availability: Julian will have to make the decision on who/how many will produce blades. Ovington currently has 3 sets of moulds ready to go.
- Construction Manual: this is considered a builders specification, which ISAF approves and then the construction manual is updated.
- Weight: foils are not currently weighed as part of the measurement process

If approved by ISAF, the Int 29er Class suggests a November 1, 2015 date for allowance. This will enable use for the Southern Hemisphere countries going into summer seasons.

Vote: 25 in favor; 0 against; 10 abstentions.

Finance – Joan Mollerus, Treasurer

The class is in excellent financial shape, with funds available for all usual expenditures. We are grateful to Sherri Campbell for her consistent, thorough and professional work on the finances and to Jerelyn Biehl for her thoughtful guidance and management.

The fiscal year for the class runs from January 1 to December 31. The 2015 budget was approved via email in February 2015. The following notes highlight changes and additions to the budget made for 2015.

1. **Championship Support:** to support our regatta organizers and hosts, the class agreed to a new fee structure for world and continental championships. If 100 or more boats register for the regatta, the class will receive \$35 per entry; if fewer than 100 boats register for the regatta, the class will receive \$15 per entry. As of June 29, more than 100 boats are registered for the 2015 World Championship and we anticipate that attendance at the 2015 European Championships will be similar. As a result, we anticipate that this new fee structure will not affect income in 2015.
2. **Championship Support:** to support our regatta organizers and hosts, the class will share with the organizers the fees charged by Regatta Network for world and continental championships. At the time of the WC meeting, we will present an estimate of those expenses for 2015.
3. **One-time expense for 2015:** the class purchased equipment for the electronic sign-in/sign-out system to be used at world and continental championships.
4. **Coaching clinics and development and promotion:** the class increased the funds allocated to these items for the 2015 fiscal year. As of June 30, 2015, the class has spent \$23,000 on coaching clinics (over 3 years) and \$107.00 on development and promotion (for 2015).
5. **Surplus income:** we projected a surplus of approximately \$6,000 for 2015 and are on track to maintain that surplus.

Questions were entertained regarding the income & championship fees. Explanation was given later in the meeting with breakdowns for both Kiel & Kingston events and that the exchange fee was unfavorable last year resulting in a smaller income. Discussion was held over the Championship support fees charged by Regatta Network. The Executive will investigate the various programs available and their fees for analyzation and possible cost effective solution. Vote to accept 2014 Financial Statements are presented: unanimous.

Ordinary Resolutions were tabled until after Special Resolutions

Special Resolutions:

Proposed by 29er President, Barry Johnson

1. Proposed changes to the 29er Class Constitution

AMENDMENTS AND STATEMENT OF PURPOSE

Below please find two sets of proposed amendments to our class constitution. I put forth these slight changes to allow the class to govern more efficiently and to take advantage of opportunities to meet and vote electronically. Our goal with all of these amendments is to help the class to engage more efficiently and effectively with the needs of the organization.

Proposed amendment regarding WC and Executive Committee meetings and voting Section 7 World Council

Propose to **add** the following:

7.18 The World Council is authorized to utilize for meetings electronic/telephonic communications providing all participants can hear and participate in all communications.

Section 10 Executive Committee Meetings

10.6 The Executive Committee is authorized to utilize for meetings **ELECTRONIC**/telephonic communications providing all participants can hear and participate in all communications.

Proposed amendments regarding officers:

Section 8 Officers

8.1 The World Council of the International 29er Class Association shall have the following officers:

- (a) President
- (b) ~~3~~ **2** Vice Presidents, from at least two continents
- (c) Treasurer
- (d) Chairman of Technical Committee
- (e) ~~Honorary President~~
- (f) Executive Director

Section 9 Executive Committee

9.1 The Executive Committee shall consist of the following:

- (a) President
- (b) ~~3~~ **2** Vice Presidents, from at least two continents
- (c) Executive Director
- (d) Treasurer
- (e) ~~1 Member at Large elected by the World Council~~
- (f) ~~29erXX Representative~~
- (g) 2 representatives appointed by the Copyright Holder
- (h) Chairman of the Technical Committee

Add new section

9.4: The Executive Committee may appoint any subcommittees, and co-opt any person to such subcommittee as may be required from time to time to investigate any matters of interest to the Association.

Vote: Proposal passed unanimously

Proposed by GBR Association

2. Proposed changes to the 29er Class Rules

Reasoning: The class rules as written do not reflect current thoughts or practice as to how our boats should be rigged, and as a consequence many would be deemed 'illegal' if the rules were strictly applied. The proposed changes aim to make most current common practices legal and clarify points where ambiguity and discussion regularly arises, while maintaining the principle of the 29er being a 'one-design' class.

The proposed changes are summarised below:

- 1) C.5.1(e) added to allow use of camera recording and race tracking equipment where permitted by NoR etc.
- 2) C.6.1(g) altered to refer to correct clauses
- 3) C.6.1(m) added to allow springs or risers of any material to hold gennaker blocks upright.
- 4) C.6.1(n) added to allow the use of thimbles and rings etc. to direct control lines and shock cord.
- 5) C.6.1(o) added to allow handles or balls to be added to the ends of control lines.
- 6) C.6.1(p) added to allow fitting of toe straps from suppliers other than the manufacturer.
- 7) C.7.5 altered to clarify that attached kicker, downhaul, and gennaker blocks are included in the hull weight.
- 8) C.9.6(x) altered to clarify that handles can be added to the trapeze arrangement.
- 9) C.9.6(xi) added to permit trapeze elastic to be directed in any way.
- 10) C.9.6(xii) added to permit use of calibration marks for kicker and downhaul.
- 11) C.9.6(xiii) added to permit use of shackle, clip, or ball for attaching halyards to sails.
- 12) C.9.6(xiv) added to permit a sailcloth loop to be added to retain the mainsheet close to the boom.
- 13) C.9.7(a) amended to acknowledge new C.6.1(n) for directing running rigging.

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Discussion was held over the need to have a standard rigging guide for the 29er as delivered from the factory, led by Arthur Allen. Duncan Hepplewhite commented that Ovington used to supply this and the most likely a new one could be developed and presented. Ben Cooper commented to ask Julian Bethwaite to publish a standard rigging plan by August 31. (Date pushed to September 30).

Thanks was given to Clive Grummett for the outline of changes.

Vote: proposal passed unanimously.

Ordinary Resolutions

Given the new changes had been approved by the World Council, the Officers

1. Appoint Chief Measurer: Barry Johnson proposed
2. Election of Officers
 - a. President – Joan Mollerus
 - b. VP - Sandra Usman - NED
 - c. VP – David Price - AUS
 - d. Treasurer –
 - e. Chairman Technical Committee – Barry Johnson

Vote: officers passed unanimously

New Business

1. Spinnaker Cloth: Julian Bethwaite

See Technical Report

2. Submitted Resolutions

Clarifying Annual European Championship – Ben Cooper, VP Europe

Reasoning: to give proper weight to the World Championship while continuing to hold annual European Championship events.

The 29er European Championships are to be held annually.

The 29er Executive and World Council feel that more weight should be placed upon the World Championship and teams should be encouraged to attend this event as the pinnacle event for the 29er Class. However, the Executive realizes that travel outside of Europe can sometimes be costly and have obstacles that make attendance difficult, such that many teams opt to remain home. The Exec proposes:

- a. in years where the World Championship is held in Europe, the European Championship in that year will be a maximum of 4 racing days in length.
- b. in years where the World Championship is to be held outside of Europe, the European Championship will be a maximum of 6 racing day in length

Discussion was held including the practice of carrying the place rather than points when going from the qualifying series to the final series. The Resolution was tabled with a survey of sailors to be taken for their input and further recommendations to be presented and voted upon in November with a final vote by December. In addition, a note was made of consideration if the qualifying series is extended to the third day, leaving only one day for the final series.

A sub-committee will be created to review race documents, practice & procedures by year end.

Event Scoring Change – GBR Association

Proposed Resolution: To require that the scoring for all 29er racing events and series of 29er racing events recognised by the International Class is based on the performance of a skipper:crew pairing sailing together as a team.

Reasoning: Currently, in the 29er Eurocup series, the series scores are based solely on the performance of the skipper. The skipper may change their crew as many times as they wish, and they receive an overall series score based on all the events in which they participate. Conversely, a crew may change their skipper as many times as they wish, win every race they participate in, and receive no series score whatsoever. We believe this is profoundly wrong. 29er sailing is a team sport, with skipper and crew performing different but equally important roles. We believe

that scoring in series recognised by the class should be based on team performance, and not on the historic but (in our view) wholly wrong view that it is the skipper who is entirely responsible for the performance of a boat. We would like to require that the scoring system of any event or series of events sailed under the auspices of the International 29er Class Association is based on the performance of a skipper:crew sailing together as a team. For the avoidance of doubt, if there is a change of either skipper or crew, then this constitutes a different team and as such this different team will receive its own separate score.

Vote: 13 in favor, 7 against, 6 abstentions. Motion passed

Event Bidding Process – GBR Association

Proposed Resolution: That no International Event (such as the European or World Championship) shall be awarded without a transparent bidding and voting process in which all relevant member national associations are invited to participate

Reasoning: We are concerned by the apparent lack of process followed in awarding the 2015 European Championships to the Netherlands, and are keen to ensure transparency over the awarding of any future World or Continental Championship. We wish to propose the following resolution:

Before any World or Continental Championship is awarded to any venue:

- 1) The Officers of the International Class Association must invite bids from all relevant National Class Associations (“NCAs”) (e.g. all European NCAs for a European Championship, all World NCAs for a World Championship, etc.) with sufficient time given for nations to prepare and submit a bid.
- 2) The Officers of the International Class Association must allow all relevant NCAs to vote for their preferred bid after being allowed due time for consideration of the bids made.

Discussion was held and proposal passed with majority in favor and 4 abstentions.

Note: The Int 29er Class acknowledges an error in moving the European championship vote for 2017 up rather than following the date published on the website. Spain is invited to bid for the 2020 Worlds.

Collaboration between Int Class organizations for 29ers, 49ers & 49erFX - NED Association

Proposed Resolution: Collaboration between International Class Organizations for 29ers and 49ers/FX

Reasoning: Growth of the 9er Classes as a whole. We would like to ask the International 29er Association to seek collaboration with the 49er International Class Association in order to (further) enhance the career path of 29er sailors into the FX resp. 49er. The ultimate goal of this collaboration should be to attract sailors to the 9er classes by providing a clear path for progression as the sailor develops.

In the Netherlands and as far as we know also in other countries, many sailors struggle with the transition from the 29er to the FX and 49er. Barriers are that many FX regattas are only open to female teams, whereas the jump by male teams directly into the 49er is seen as too large. Also, many international regattas for the FX and 49er are at Olympic level, which makes it very difficult for teams transitioning in the FX and 49er to tag along.

The Dutch 9er Class Organization represents both 29er sailors and FX/49er sailors. We have taken initiatives to establish an Eurocup circuit, likewise as organized in the 29er, with events open for male, mixed and female teams for both the FX and 49er, aimed at providing a circuit for the beginning and intermediate level. However, we feel that there are mixed opinions in the International 49er Class or at least a lack of action on their side, as the focus in the International 49er Class seems to be on events at Olympic level. In our view, this hampers the attractiveness of the 29er class if a sailor takes a longer term view on his or her development. To overcome this, it would be beneficial in our view to have a stronger cooperation between the International 29er Class and the International 49er Class. On local basis, the Dutch 9er Class is collaborating with the Royal Dutch Watersports Association.

Discussion: Ben Cooper offered that it is not up to the Int 29er Class to organize other class regattas.

Collaboration with other classes is good & welcome, but the other class must coordinate their own event.

Joan Mollerus encouraged organizers to work with the 49er/FX so as not to overlap events and possibly add 49er/FX courses where it makes sense.

Vote: Majority in favor; 0 against, 5 abstentions.

Participation of Mixed Teams to ISAF Youth Worlds – NED Association

International 29er Class Association

Proposed Resolution: Participation of Mixed Teams to ISAF Youth Worlds

Reasoning: Mixed Teams have presently no change to participate in ISAF Youth Worlds.

The 29er Class is ideally suited for teams that consist of mixed gender. In the Netherlands, we have many strong mixed teams that do not have the change to qualify for the ISAF Youth Worlds. In order to provide the opportunity for these teams to also sail at the highest level of competition in the 29er Class, we propose to open the male event at ISAF Youth Worlds also for mixed teams, while maintaining the female class at the same event.

We acknowledge that the International 29er Class is not in the position to decide on this, however it is in the position to make a proposal for such to the International Sailing Federation.

The Dutch Association withdrew their proposal.

Reports from countries: as previously distributed and attached separately

Schedule for major events for next 5 years: as previously distributed and on the 29er.org website

As noted above: the 2017 bidders were moved to 2018.

29er Worlds

**** the 29er Executive voted to change the 2017 & 2018 rotation so as not to conflict with the ISAF Youth Worlds**

<i>Year</i>	<i>Rotation</i>	<i>Venue</i>	<i>Date</i>	<i>bid</i>
2015 	Europe	Pwllheli, GBR	Aug 8-15	approved
2016	Europe	Medemblik, NED	July 25-30	approved
2017	N America	Long Beach, CA, USA	July 29-Aug 5	approved
2018	Aus/NZL/ Orient/SA	Hong Kong	Dec/Jan	approved
2019	N America			1 mo to AGM 2016
2020	Europe			1 mo to AGM 2017
2021	Europe			1 mo to AGM 2018

A comment was made that it is beneficial to have future PROs to attend and observe events.

29er Europeans

<i>Year</i>	<i>Venue</i>	<i>Date</i>	<i>Notes</i>	<i>Date bid due</i>	<i>bid</i>
2015	Medemblik, NED	July 17-21	South		approved
2016	Tonsburg, NOR	June 29-July 4	North		approved
2017	Quiberon, FRA	July/Aug	South		approved
2018			North	Nov 2015	
2019			South	1 mo to AGM 2016	
2020			North		

World Council Meeting: site and date to be determined with 2016 regatta organizers and Executive

Other Business

- New Rig: Ben Cooper explained that Julian Bethwaite has designed, built and tested a new 2-piece carbon mast. The new rig would also need newly designed sails. David Gunn (NZL) commented that the mast has been tested rigorously in NZL. It has allowed bigger kids to stay in the boat longer.

The Technical Committee will work with Julian to follow the Class procedure for testing new equipment before any vote is taken.

Meeting adjourned at 9:00pm