

**International 29er Class Association**

**Minutes of the 18<sup>th</sup> Meeting of the World Council  
August 3, 2017**

The meeting was called to order at 1837 pm by President Joan Mollerus at Alamitos Bay Yacht Club, Long Beach, California, USA.

Executive Committee members in attendance:

Joan Mollerus	President	USA
David Price	Vice President	AUS
Barry Johnson	Chief Measurer	AUS
Nicky Bethwaite	Builders Rep	AUS
Rory Godman	Builders Rep	HKG
Jerelyn Biehl	Executive Director	

Apologies for absence: Sandra Cramer, Vice President; George Stent, Treasurer, AUS

Representatives of the following National Associations:

Kevin Frost	CAN
Jason Morgan	NZL
Larry Cargill	AUS
Toni Rivas	ESP
John Papadopoulos	USA
Paul Hammett	GBR
Fabrice Jaunet	FRA
Rory Godman	HKG

It was determined that a quorum was not present. Given that no quorum was present, Joan proposed to hold an Email vote to all National Reps to elect a new executive  
Paul Hammett suggested that a recommendation be made to the NS for a vote in the following week.

**To be voted online:**

- Resolutions & spec change
- Approval of minutes & finances
- Venue for 2018 meeting

**President's remarks:**

As we open the annual meeting of the 29er Class World Council, I must first take a moment to thank the people who have been essential to the operation of the class. Jerelyn Biehl, our Executive Director from One Design Management, is an integral and vital part of Class management and her partner, Sherri Campbell, continues to keep our finances in good order. We are grateful to them for their hard work and support. Our partnership with Zhik has flourished and we thank Zhik for its financial support of the Class as well as the World and European Championships. I am deeply appreciative of the hard work and dedication of our volunteer Executive Committee, which includes David Price, Sandra Cramer, George Stent, Barry Johnson, Rory Goodman and Chris Turner. Sandra and George are moving on to other things and we wish them the best. Ovington's support of the Class and our sailors has been unparalleled and 29er sailing is flourishing world-wide as a result of Ovington's dedication to our skiff sailors. Finally, the volunteers at ABYC have worked tirelessly to put on this World Championship and we extend our heartfelt thanks to them. All of us know the enormous volunteer effort necessary for a successful world championship so I ask each of you to thank the volunteers you see in the boat park tomorrow.

2017 has been a year for quiet growth and strengthening for the Class. The class is healthy, robust and growing and we see growth and interest in new areas around the globe. We have seen a steady increase

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in the number of girls sailing the 29er and hope to build on this momentum in the coming years. The Class's financial situation is stable and healthy, despite a projected decrease in championship fee income for 2017 and 2018. We are looking forward to working with two new members of the Executive Committee in the coming year.

The Strategic Planning Committee, created at the 2016 World Council meeting, has met numerous obstacles. I have submitted a proposal to this World Council for a revised mandate for the Committee that would provide better focus and direction and allow the Class to move forward on the question of a new mast and sail plan more efficiently and with better information.

Looking forward to 2018, I am excited about several new initiatives.

- We have an opportunity to work with World Sailing's Working Party for Women to explore ways in which the Class could gain approval to award a Women's World Champion title.
- We will engage the Class, its sailors and interested parties in an inaugural annual on-line survey that will allow the Class to gather information about our events, championship management, equipment and other issues relevant to 29er sailing.
- We are fine tuning our system for selecting venues for our championship events, using a new online bid form and continuing with the online voting system established last year. When possible, we will coordinate our venue selection with World Sailing's venue selection for the Youth Worlds to make more efficient and effective use of charter boat resources.
- We will study our clinic program, with the help of information gathered in our survey, to devise a program that provides effective support to emerging fleets globally, including support for increased girls' participation in the Class.
- We will investigate a revision of our websites and other systems, including social media activity, all subject to cost.

Thank you for the privilege of serving as president. I am looking forward to another good year for the Class and, as always, welcome feedback and suggestions from our World Council members.

### **Old Business**

#### Strategic Planning:

Class Development: coaching clinics have been slow and we want to reach out for future clinics

Technical - twin tiller discussion (and helm/crew) to be clarified before the 2017 Europeans.

Spec changes: Scuppers. Discussion that WS/Class & builder must approve. Joan presented that minor spec changes may be approved without World Council approval, but through the technical committee. Discussion of drainage of "new" scuppers--should be part of the mould. Gudgeon was also changed (stainless steel through aluminum now). Nicky Bethwaite explained the "trench" to accommodate the flow of water off cockpit floor. Concerns of cockpit floor and drainage and new parts now with the gudgeons. Surprise was raised that no one knew that there is a major change of scuppers from two to one. Suggestion to builder/designer: communicate & educate to the 29er owners and accept feedback before making any changes. Joan took feedback and will go back to Chris to see the status and if more information can be distributed. Nicky asked about the change process, which was explained. Joan explained the scupper was a lower level change. Discussion from the majority in attendance was that this changed needed to go to the World Council.

Question on Pins, rings & blocks rule: Barry was asked to look at for better clarification.

### **Builders Report – Julian Bethwaite**

There are presently 4 licensed builders in the World with moulds and capability of building boats. Ovington Boats build 95% of the demand and are at full capacity, producing approximately a boat a day. They have been doing this for some time, and there is no sign of a slowdown.

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They have also been very active in expanding the reach of the 29er across Europe, particularly into the Eastern parts, and we have worked together supply areas further afield.

Xtreme boats in Indonesia have also been active this year supplying boats to South America and locally. Rio Techna in Argentina, have been looking after the local market as have Up Marine in HK.

I have little doubt that there will be increasing demand, for one of these builders to "upscale" in the next 6-12 months, possibly re-locate and due to the tyranny of distance this will be in the antipodeans. India & NZ are likely venues.

FRP foils have been fully accepted and that has been particularly evident in older boats! It has been very welcomed there. In particular, my initial concern, watching small Asian girls struggling with swollen alloy 29er rudders, is a thing of the past! They are now just having fun.

The new moulds have been a success, following from the 49er experience, with symmetry aiding in the simplicity of the build process, the moulded in foot rails have also reduced time and warranty, and the new trench that is being incorporated into the plugs as we speak will have an even more dramatic effect on time reduction and longevity while doing virtually exactly the same job as the scuppers they replace. You are likely to see these boats in Sanya or HK.

The new spinnaker cloth (brought on by the changes to Air-Bags in VW-Audi) is also working its way through with virtually no adverse effects but we do expect to see greater longevity in the coming years from this change.

Some minor changes to the existing alloy rig are being suggested to overcome the increasing cannoning that is a result of great rig tension, brought about by a new breed of sailor who are pushing the boats ever harder, this is simply evolution.

Looking ahead, the only minor change forecast is a possible change in the supply of rudder stocks. This would be an extruded alloy "envelope" and milled and welded on "gudgeons". The reason for this is the reduction on the cost of milling and the ability to provide a far more accurate and significantly tougher rudder stock. Again, following on from the example of the 49er, we will see breakages in rudder stocks at some stage, given the boats are being driven harder, unless we do something. But this is not slated to start for 6-9 months. Yes, we will be doing the 49er this way also, very likely first as there is a more pressing need.

The other significant change is the ongoing work with an all carbon rig. The data that is coming out of Austria right now, is very illuminating. Need to stress that the driving force is the inevitability of the need to switch due to a range of factors and the dramatic reduction in running costs that come from such a change.

Possibly the single greatest factor in the present reduction in the real cost of campaigning a 49er. Again 5-year-old masts are being used at the very top level in the 49er. You are likely to see that rig in Sanya and HK for you to "take for a spin".

Once I finish designing the rig that will all be passed over to Chris Turner for implementation.

Last 2 years have been very strong, growth has been excellent, and there is every sign of this accelerating rather than slowing down. I wish you all a great championship, and look forward to seeing you in HK or around the traps!

**Financial Statements** - to be approved online

### **Ordinary Resolutions**

Appoint Chief Measurer - to be voted on in September

Election of Officers - to be voted on in August

### **Resolutions:**

Strategic Planning Committee - to look globally at the boat and the carbon mast & new sail plan (equipment only). Long term look at the boat. Narrows the scope and to work in conjunction with the survey: should it be phased in or an overall change. Prototype masts & sails must be made & tested with a plan that is outlined. Committee can then make a decision of viability.

Spec Change proposal: Mast Cannonig - Julian is suggesting bearing surfaces and a t-fitting. Discussion of this is a small or large spec change and how it would be considered. Julian will be asked to provide a drawing.

Rudders & Centerboards: Discussion of adding a plastic insert on the trailing edge. Barry read the 2016 minutes where Chris & Julian were to discuss.

Toe rail retro fit was also to be completed.

Jib zippers: Discussion of zippers added to jibs that have not been done. Barry will follow up on the foils, toe rail retro-fit and jib zippers.

Sail numbers/country code: Discussion of black ball provided on sails by manufacturer with owner to purchase a set font & size in white. Ovington document is incorrect.

### **New Business:**

Championship rotation: 29er Class would prefer to wait until WS decides their Youth World venue before finalizing our championships.

WC meeting 2018: discussion of meeting in Hong Kong or Finland. Defer decision until registration list is determined.

Discussion on compliance and World Sailings new procedure. Discussion of trying to find the correct level: not Olympic and not beginner. Many sailors have not read the Class rules. Discussion of creating a forestay tool that is standardized and available in various continents.

Meeting adjourned at 2028pm