

MINUTES OF THE 19TH WORLD COUNCIL MEETING 9TH AUGUST 2018

The meeting was called to order at 20:08pm by the Class President, Joan Mollerus at the Radisson Blu Seaside hotel, Helsinki

Executive Committee Members Present:
Joan Mollerus – President
David Campbell James – Treasurer and Class PRO
Stephanie Banham – Executive Director
Julian Bethwaite – Copyright Holder

Opening: The Class President gave a welcome and introductions.

1 Apologies for absence:

Apologies were received from Thomas Moss, Class Vice President, Barry Johnson, Class Measurer & Paulo Portiglia the Builders Representative.

Countries represented at the meeting with voting rights:

GBR HUN USA AUS SWE GER
CAN FRA POL NZL NED
MLT HKG NOR RUS ESP

2 Minutes of the 2017 meeting:

The minutes of the 2017 World Council Meeting were approved without discussion. Seconded by John Papadopoulos of the USA.

3 President's remarks:

Joan thanked the following:

HSK and FSRO for hosting the Europeans.
The Executive for their efforts this year.
All the volunteers and National Class Chairs.

Joan Mollerus gave an overview of the projects the class had worked on and the changes that had taken place this year, including

Membership Systems, Event Registration/Regatta Systems & GDPR compliance.

While the class appreciated people have busy lives, Joan appealed to individuals to get involved in the class. An open VP position remains vacant and the class would like a full Executive.

4 Old Business

President's report was available. Technical Committee report was available. Builders report not available.

5 Finances

David Campbell James presented the Accounts highlighting the differences between admin service costs and how the class has split the administration and accounting function.

Motion to accept the Financials: Seconded by John Papadopoulos (USA) and Julian Bethwaite (Bethwaite 360).

6. Submissions

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

Submission 1 - Reappointment of the Class International Measurer

John (USA) asked if anyone had applied. Joan explained that the Class Measurer is appointed by the Executive.

Submission 2 - Rhombus

Joan gave the reasoning behind the submission. The Class had worked with the World Sailing Events Committee on a submission to allow Class Associations to award Female titles in mixed fleet racing.

Given females would now race for a World title of their own within the fleet, the class believed that all female pairs should be identifiable to each other on the race course.

The class can still race the genders separately if it wishes when we deem there is a significant number of female teams.

Barry Johnson will be consulted to decide where the Rhombus should be placed.

Open discussion: GBR felt the girls would be more identifiable on the start line and be singled out by Race Committee.

GBR also felt that recognising the mixed teams was important. Joan explained the system within the 420 Class where they have an Open & a Women's division.

Submission 3 - GDPR

This submission was fairly self-explanatory. It is distinguishing between National Class data and the International Class data.

Submission 4 - Memberships for Votes

John (USA) asked which countries generally carried the biggest memberships. The Executive Director gave examples of historically large member countries and explained that members often do not register their boats and therefore the national classes are missing out on votes.

It was widely agreed that sailors would only join the International Class when they were attending an event. The German representative suggested that if sailors were not sailing at International events then they should not be included in the new tally.

It was widely agreed that the class performs other functions and being a member of the International class was important and therefore all members should be included in the count.

Submission 5 - Votes allocation if membership based

Joan Mollerus explained the formula below. It was clarified that sailors need to be members of the International Class and this has no relation to National Class Membership.

- **Current formula:** (Section 7.12)
 - 1-4 boats = 1 vote
 - 5-19 boats = 2 votes
 - 20-49 boats = 3 votes
 - 50+ boats = 4 votes
- **Proposed new formula:**
 - 1-10 members = 1 vote
 - 11-50 members = 2 votes
 - 51-100 members = 3 votes
 - 101-150 members = 4 votes
 - 151+ members = 5 votes

Submission 6 – Forming of Events Committees

Joan explained the rationale behind the class's desire to move to an Events Committee based selection process for major events. Current practise was WC bid out for events 2-3 years in advance and that we had to work with event organisers to ensure that they understood the requirements for hosting a championship and were prepared to fulfil those requirements. While this practise made sense when the class was formed, the process is not fit for purpose now given the size of the class and expectations of delivering a Major Championship event. There were two strong event bidders for 2020 and the Class would have liked to be in a position to offer the unsuccessful venue the opportunity to take an event in 2021. This was not possible under the current system. The move to a committee will allow the class to source better venues.

Currently very few Class Chairs participate in the voting process or comment in the forum. Voting is not representing the entire Class.

Worlds Events Selection Committee would be made up of:

2 Class Officers
1 Class Rep from each Continent

Europeans Committee would be made up of:
2 Class Officers
3 Reps from Europe

Discussion: GBR thought that it was possible to have a check & balance system where we did not field inappropriate bids for voting and wanted assurances that there would be a robust format for selecting event hosts.

They made a point that committee members change and the class needed to ensure that standards were transferred to new members of the committee.

Submission 7 – Carbon Rig Spec Change

Joan explained this was a YES/NO vote, only the Carbon Rig and the Square top Mainsail was on the table. Other potential changes that were not in the submission were the Boom, Vang, Spinnaker, plans and production.

Joan explained the process for approval:

- 1 Approved by the copy holder – successful
- 2 Approval by the class
- 3 Approval by World Sailing Technical Committee

We were at the 2nd stage of a 3-stage process.

Discussion: Julian Bethwaite took the floor and gave reasoning for the change which prompted questions from the following:

Nutti: Finland boat dealer had concerns over pricing.

JP (USA) asked if the boat with a carbon rig would be faster or slower.

JB suggested it was marginally faster.

The GER Rep asked if there would be any change in weight of crews.

JB gave a lengthy explanation surrounding the use of the controls and the calculations regarding the increase in size of the square top Main. However, he stressed the rig had been designed to maintain the current combined crew weight.

JB described the advantages, the price increase and the longevity of the rig. He expressed that he would not be unhappy if the class voted against it but if we did “go for it” then a date should be set for its implementation.

He suggested the rig would not be available for 16 months. GBR asked how many rigs had been built so far and JB's response was 20 and that the Chinese had implemented the rig.

Other questions from the room:

JP (USA): Could you use the existing sail with the carbon rig?

JB response: "you could put it up the mast but you would not go anywhere".

POL – had concerns if sailors are in their last year and wanted to change now.

Cate Mollerus (USA) asked if new shrouds would be required. JB answered, YES.

GER expressed that costs are simply too high for a youth class. They would vote against the submission. They saw no upside for a new rig right now and current crew weights were not an issue. GER thought the class was brilliant at the moment so why change?

Further comments from Germany were that 29er is a youth boat and it is already fast with a 3 year window. This is where sailors learn to sail a Skiff. Costs are high enough already so why add an additional cost burden to the class and the sport as a whole.

GER further suggested that sailors are not ready to change equipment and they believed they would lose 30-40 boats. Sailors & families simply do not have the money to fund this upgrade and the German class would suffer.

JB commented, "Everyone is going carbon". Classes that have not modernised are at the most risk at Olympic level. He could not envisage a youth class without a carbon rig and that eventually the change would happen. He also commented that this discussion had been going on for 5 years and it was time for a decision.

Further concerns were based on crew weights. Would the new rig & shrouds support very lightweight crews of 110kgs?

JB gave a lengthy explanation surrounding the use of the downhaul and used the 49er square top mainsail as an example. Mast bend in the carbon rig is a lot less.

JP (USA) asked if the rig had been tested extensively and JB answered YES.

There was further discussion from the coaches regarding the crew weights in the 49er.

Joan pressed on testing. The proposed rig is an M8, modified from the M7. Joan asked the following question. "The thesis is based on the M7 and therefore what testing has been done with the M8 and with what crew weights"?

JB admitted NO testing of the M8 had taken place and that it was a simple transfer and that the height of the M8 mast had been reduced marginally.

New Business – None

Any other business

Joan asked those present when was the best time during a regatta to hold a World Council meeting and forum where it would be most likely to attract a higher attendance and achieve a quorum for voting. Still to be determined.

Last items for general discussion:

No decisions could be made during this time:

Joan gave background on the Women's title and the work that was done with World Sailing.

GBR coach, Niall: Commented that sailors like the fact that they race together and perhaps rather than a female division, weight range could be considered.

Joan – David Campbell James had worked on the accident in Long Beach and the review was available for sharing.

The meeting closed: 21:31

RESULTS OF BALLOTS

Total number of available votes in the room: 38

Submission 1: 38 (Reappointment of Barry Johnson)

Submission 2: 25 (Rhombus)

Submission 3: 38 (GDPR Compliance)

Submission 4: 30 (Boats to Members)

Submission 5: 30 (Vote Allocation membership based)

Submission 6: 37 (Moving to Event Selection Committees)

Submission 7: 7 (Carbon Rig)