

Minutes of the 17th Meeting of the World Council July 23, 2016

The meeting was called to order at 1610 by President Joan Mollerus at the Medemblik Sailing Center, Medemblik, Netherlands

Executive Committee members in attendance:

Joan Mollerus	President	USA	
Sandra Cramer	Vice President	NED	
David Price	Vice President	AUS	via skype
Chris Turner	Builders Rep	GBR	
Paolo Portiglia	Builders Rep	ITA	
Jerelyn Biehl	Executive Director		

Apologies for absence: Barry Johnson, Chief Measurer, George Stent, Treasurer

Representatives of the following National Associations:

Larry Cargill	AUS
Henry George Buuck	BRA
Kevin Black	CAN
Claus Ladefoged	DEN
Joan Gelpi	ESP
Fabrice Jaunet	FRA
Paul Hammett	GBR
Susanne Meyer	GER
Rory Godman	HKG
Leo Becker	NED
Tonje Edland	NOR
David Gunn	NZL
Ender Bolat	ROU
Vadim Pushev	RUS
Barbara Verderber	SLO
John Papadopoulus	USA via skype

Minutes: A motion was made by David Price, seconded by Paolo Portiglia to accept the minutes from the 2015 World Council meeting as previously distributed. The motion was carried unanimously.

President's Report: Joan Mollerus

Welcome to the 2016 World Council meeting. I would like to thank everyone who has taken the time to attend this important gathering of our Class World Council. We meet here in Medemblik at the beginning of the largest 29er World Championship in class history, a regatta that demonstrates the growth and strength of the class throughout the World.

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It is important to recognize a number of people who have devoted countless hours to the class over the past year. First, I would like to thank the organizers of this amazing regatta, who have devoted countless hours of volunteer time over the past years to make this event a success. As you walk about the boat park, please thank every volunteer you see. Next, I would like to thank Jerelyn Biehl, our Executive Director, whose many years of experience with the class have made it possible for the class to be managed with consistency and excellence. I am also grateful to Sherri Campbell, who manages our finances and keeps all of our money matters in track. Finally, I am deeply grateful to our Executive Committee, a group of committed volunteers who work to administer a class that has a great global reach and a diverse set of needs. The Executive Committee's commitment to serving the needs of the class as whole has been remarkable and it has been a privilege to work with all of them.

I am happy to report that International 29er Class is healthy, thriving and growing. The statistics from this World Championship speak clearly to this: 228 boats, 29 countries, 7 continents. As we grow and thrive, we are seeing a greater participation among female sailors. With 63 all-female teams and a large number mixed teams, approximately 41% of the fleet is sailing with at least one girl. As we examine the growth and health of the class, I would like to remind every national representative of the importance of membership in the class. As a matter of good citizenship in every boat class, membership is vitally important and I urge you to encourage all of your sailors to register themselves and their boats as members of the international class.

We have had a busy and productive year.

The executive took on a review of many housekeeping and administrative matters that remains on-going. This includes a review of our race management guidelines, our bidding process, our contracts with regatta hosts, and the method for voting for World and European Championships. We tested a new, online discussion and voting system for selecting the 2018 European Championship that allows for greater access to the bid details and transparency of process and creates a forum for thoughtful discussion. We have decided to use this online system for future selection processes. In addition, we changed the rotation of our championship events globally to recognize the significant presence of the class in Europe.

Working with the 29erXX Class and the 49er Class, we secured a grant from the XX class to support girls sailing. The executive is currently examining the best way to put this money to use and it welcomes input from all of you regarding effective ways to utilize those funds and to support and promote girls sailing.

Over the past 12 months, we have also spent considerable time with Julian Bethwaite, our boat designer, as he has engaged us in discussions about potential equipment development. The Executive Committee has been firmly committed to ensuring that any proposed changes will be supported by fact-based and data-driven information that is supplied to all of our members before any formal consideration would take place. Full information and transparency are our touchstones. Most recently, Ovington's

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involvement has been a positive step in that direction and we are grateful for Ovington's broad-minded and pragmatic approach, which always focuses on the overall best interests of the class and its sailors.

Finally, as we look ahead to 2017, please keep in mind that officer elections will take place that year. We encourage classes globally to consider nominating effective and qualified people for leadership in our class.

Thank you for the privilege of serving as class president for the past 12 months. I am looking forward to a productive and positive year going forward.

Old Business

Development Clinics:

In 2015 we held several clinics most notably in Hungary with ISAF and the ENP. We followed up with a pre-worlds clinic in Pwllheli for several new teams. For 2016 a pre-worlds clinic was also held and the Class is exploring additional opportunities for the remainder of the year.

Technical report: Barry Johnson

Please find below a brief report relating to technical matters placed before the International 29er Class Technical Committee for the period June 30 2015 to 1 July 2016.

1. Following an extensive consultation period the class through its Technical Committee and National Class Associations submitted to World Sailing (ISAF) a number of class rule amendments based on general housekeeping of the then current rule and items requiring clearer language. Following World Sailings approval the amendments took effect 1 Jan 2016.
2. The introduction of the GRP foils was an area that required some tidying up and in conjunction with the manufacturers little "teething" problems that had been raised were attended to. To date the technical committee has received very little feedback from its members as to the acceptance and performance of the GRP foils.
3. Over the past 12 months the class has been busy assessing the move to a carbon mast for the 29er class. The structure of the class technical committee placed the Executive in a difficult situation as a perceived conflict of interest arose with a number of the current TC committee members. Based on the perceived Col the matter was referred to a small working party for consideration and recommendation. Unfortunately response from that group was to say the least very disappointing in that limited feedback was received. Based on the lack of feedback received the matter was referred back to the Copyright holder to provide more detail. The matter has now become a work in progress item.
4. Please accept my apologies for my non-attendance at this evening WC meeting as I am required to fly back to Australia this evening.

In closing I wish to record the following:

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The International 29er class is managed by a team of committed volunteers some of whom have been with the class since its inception. I have seen the class “battered and beaten” by many yet some of us still remain today in order to ensure a fair and fun time for all that sail the 29er. Over the years some have taken great joy in directing unfair and hurtful accusations and finger pointing to those that have generously committed their time and in some cases their own funds to ensure the class moves forward. For the class to prosper we ALL need to work together. I therefore seek the support of ALL going forward.

To our President I say congratulations on the way you have led the class under difficult situations over the past 12 months. The professionalism and commitment displayed has further enhanced our class reputation throughout the sailing fraternity. On behalf of the members of the International 29er Class I extend our sincere thanks.

Finances:

A motion was made by Chris Turner and seconded by David Price to accept the financial statements for the year ending 31 December 2015, as previously distributed. The motion was unanimously approved.

Ordinary Resolutions:

Chief Measurer appointment: Barry Johnson was appointed unanimously to serve another term.

Special Resolutions:

Submitted by: President Joan Mollerus

1. Create a Strategic Planning Committee for 29er Equipment (ESPC)

Reasoning: Currently, the International 29er Class Association does not have a mechanism for reviewing the status of its equipment or formulating a long term plan for equipment. This proposed strategic planning committee would create a process for long term planning and would be known as the Equipment Strategic Planning Committee (ESPC). Please see below for details.

Committee Composition: the ESPC will be comprised of the President, one Vice President, the Chair of the Technical Committee, and the Chief Measurer of the International 29er Class Association; one representative of the Copyright Holder who has been appointed to the Class Executive Committee pursuant to Section 9.1(e) of the Constitution; and one representative of a National 29er Class Association from each continent. The LREPC shall elect a chair from its membership.

Mandate: the ESPC shall review the status of all equipment used in the 29er class in order to create proposed 5 and 10 year strategic plans for class equipment, to be considered at the 2017 World Council meeting.

Details: The ESPC shall take input from National 29er Class Associations through their representatives, as well as from builders, sail makers, and others at the LREPC's discretion. It shall meet regularly, no less than bi-monthly, and is authorized to hold electronic meetings. The

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ESPC shall submit a proposed strategic plan to the Executive Committee by April 1, 2017. The Executive Committee shall review the proposal and make comments and recommendations by April 15, 2017. The ESPC shall review those comments and recommendations and make revisions to the proposed strategic plan by May 1, 2017. The proposed strategic plan will be made available for review and comment by all national class representatives from May 1 to May 15, 2017. The draft proposed strategic plan will be made available for review and comment by all national class representatives from May 1 to May 30, 2017. The ESPC shall review and consider all comments and feedback and submit a final proposed strategic plan to the class Executive Director for consideration at the 2017 World Council meeting no later than June 10, 2017.

Motion was amended to include 2 representatives from Europe. Amended motion passed by majority vote.

2. Clarification of Country Code at Major Championships

Submitted by: 29er Executive

Reasoning: No rule currently exists to identify the country represented for helm or crew

Motion: "All teams when racing in the International 29er World championship and Continental Championship events shall display the national letters of the helmsperson."

Motion was passed by majority vote.

3. Replacing the alloy tube footrails with FRP moulded foot-rails similar to the ones in a 49er.

Submitted by: Julian Bethwaite & Chris Turner

Reasoning:

We have milled a new set of plugs for the production of the next lineage of 29er moulds. While going through what changes could be made that would save cost and reduce issues with the boat, the question of footrails came into focus. Given the existing understanding of the 49er process and ways and means to make that, similar technology could be employed on the 29er, so that these rails would be mould FRP rather than multipart Alloy Plastic and screws.

The big advantages are;-

- o 99% of leaks that happen on a 29er happen at the footrails, it's a ongoing source of frustration
- o It's a extra part that has to be pre bent and fitting and it simply not cheap.
 - o Just makes for a simpler nicer boat.
- o We have confirmation that there "grab" function is well replicated by the swing straps.

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Additional notes from discussion: covers will be made to retrofit the existing boats if the owners choose to remove the footrails. The covers can be installed using sparbond, epoxy or plexus.

Motion passed by majority vote.

4. Switch from Cast alloy rudderstocks to Extruded/Milled alloy rudderstocks.

Submitted by: Julian Bethwaite and Chris Turner

Reasoning:

We now have access to Hi quality extrusions and milling facilities which have not been available before. Due to the nature of the process a Extruded/Milled part will be stronger and far more reliable than its Cast counterpart. It is very likely that we will be heading this direction with the 49er plus some other classes (that may well use the 29er section) in the near future so not only will there be structural and reliability benefits but we could end up with a more cost effective product.

The other benefit, should the multiple classes transfer across is that we can engineer a urethane fillet or soft plastic packers to replace the carpet that protects the foil. Much neater and simpler than the present practice.

Motion failed by majority vote.

Builders Report: Chris Turner

It has been a slow year since the last Worlds.

Charter boats from Pwllheli were not all sold until early 2016 coupled with a double fleet build for the Youth Worlds in Malaysia over the Christmas period sales were slow whilst customers waited for the Youth Worlds boats to return.

Youth Worlds, just under sixty boats were supplied free of charge to the Malaysian event. Half of the fleet were distributed through the Southern Hemisphere and the other half returned to Europe. There was a delay to the return of these boats due to an over spend by the YW's organisers and the non-payment of the return shipping further adding to the cost exposure of supplying the Youth Worlds.

At this Worlds in Medemblik there are still ex Malaysian YW's on charter and a further six in Hong Kong left un-sold...

Ovington are about to start the build run for the next YW's which will be now held in New Zealand rather than the originally planned Oman, these boats will be available in New Zealand to purchase after the event.

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Just six months later will be the Israeli YW's where further boats will be required.

The latest build run for the YW's will all be from the new CNC milled 29er moulds which are due for completion any day now, these will be the first boats available from the new tools.

These new moulds have been produced over the past two years, starting with the digital scanning of several boats...From these scans a digital file was created and made symmetric. The existing boat has some asymmetry anomalies mostly above the chine line and around the sheer.

These went to milling in April of this year and new hull and deck plugs have been produced, these plugs did need some 'hands on' finishing by adding fitting points, toe strap mounts, pole landing etc etc...I signed these plugs off with Julian just before this meeting.

I would urge the Class to vote for the 2019 Worlds to be held at Gdynia Poland due to the Youth Worlds being held just before; it is the only way that Charter boats can be provided this year.

Following the feedback from the Open forum meeting on Tuesday and I will pass the information to Julian re the Carbon mast development. Jerelyn has very kindly passed me the notes from the meeting to write up, two items that strike me should be considered for immediate spec changes (subject to cost) are an adjustable mast step and adding a zip luff to the current jib...The mast step would be a retro fit, I would not advise to allow the zipper to be.

I would formally propose these in AOB that I report back on the above to possible spec changes to the executive with costs within one month of this meeting, it would be good to implement the mast foot prior to the Youth Worlds if possible as requested by the coaches in the Open forum.

Additional discussion: Chris will look into suggesting changing the jib luff to a zipper as well as investigate a adjustable mast step.

Schedule for major events for next 5 years:

As posted on the 29er website and distributed to all National Representatives via email, the discussion and vote for the 2019 Worlds and Europeans will take place over this September/October timeframe via the secure forum for National Representatives. Information will be sent with links to the various proposals and the discussion and voting period set for an informed vote. The decision should be made by mid to late October.

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New Business:

Joan Mollerus proudly announced the Int 29er Class 3-year sponsorship deal with Zhik as the official clothing supplier for the Int. 29er Class. The sponsorship is a annual cash and product sponsorship in the amount of \$36,000 to begin in 2017. Support is for the World and European Championship.

World Council Meeting: it was agreed to be held the evening of the first day of racing at the 2017 Worlds.

EuroCups: Sandra Cramer asked each European National Representative to contact her with regards to the 2017 EuroCup schedule.

General Discussion:

GBR raised the request for additional support of women's teams. Recognition through the top 3 female teams at the Europeans and other events was requested. The Class will add to the bid documents and require organizers to apply the gender and age divisions to the overall results.

NZL discussed the fragility of the foils. Chris Turner suggested that he and Julian discuss adding the plastic insert rod into the back of the blades, to avoid chipping.

NZL also discussed the jib cloth that does not seem to be lasting as long and inquired when the new spinnaker cloth will be available.

Meeting adjourned at 1720.