

**Minutes of the 15th Meeting of the World Council  
July 27, 2014**

The meeting was called to order at 6:05pm by Treasurer Joan Mollerus at the Portsmouth Olympic Harbour, Kingston, Canada.

Executive Committee members in attendance:

Barry Johnson	President	AUS	via skype
Joan Mollerus	Treasurer	USA	
Ben Cooper	VP Europe	GBR	via skype
David Price	VP Australasia	AUS	via skype
Blake MacDiarmid	VP North America	USA	
Chris Turner	Builders Rep	GBR	via skype
Harry Bethwaite	Builders Rep	AUS	
Jerelyn Biehl	Executive Director		

Apologies for absence: from Amish Ved, Member at Large, Agnes Lill, Chief Measurer, Kenneth Meier-Andersen DEN.

Representatives of the following National Associations:

Kevin Frost	CAN
Fabrice Jaunet	FRA
Christian Kramer	GER
Sally Budden	GBR
Nick Hollis	HKG
Marc van Dongen	NED
Christian Kramer	GER
Nick Hollis	HKG
Kim Rogers	NZL
John Papadopoulos	USA

**Minutes:** A motion was made by David Price, seconded by Nick Hollis to accept the minutes from the 2013 World Council meeting as previously distributed. The motion carried unanimously.

**President's Report: Barry Johnson**

I wish to take this opportunity to pass on my sincere apologies for not being able to present my report personally this evening. Unfortunately a family medical matter arose recently whereby my wife was hospitalised and recovering from recent surgery.

2013 Worlds "After Party": Although this particular matter has now closed it would be remiss of me not to advise the World Council of the contribution made by the Class Association as a gesture of goodwill following a very damaging after party held at the venue following the closing ceremony. The Class Executive was placed in a position whereby to retain some form of respect offered an amount to help

offset the damage that occurred during the non-class sanctioned party. I would hope that for the future we do not see a reoccurrence of such activities that took place in Denmark.

Future World and European Championships: The class will need to be careful when planning future World Championships and in particular over the next 2 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. This year has been a battle but we have survived. I would therefore ask that the World Council consider the overall good of the class when determining future major events.

2014 has seen very good fleets attending the Euro Cup 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 Agnes to report on. The class has been fortunate to have Arthur Allen as an IM for many years and 2014 has seen Arthur step up when approached to attend events at the last moment. Thank you Arthur your support to the class does not go unnoticed.

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 it also is appreciated by all.

The Future: The future I believe is bright for the International 29er Class as I see an influx of young sailors into the class with the aspirations of moving towards its big brother (49er) and its sister (FX). Personally I would encourage event organisers to look at ways of encouraging the 29er and the FX at joint events. Many European teams are now moving from the 29er to the 49erFX either as boys, women's or mixed class. I would ask that you have a think about the concept and where able have your event organisers consider a joint 29er / 49erFX event on their calendar. 2015 will see the Class Worlds in Wales. This will be an event of huge proportions and will need the support of the class. Charters, accommodation etc. need to be looked at now therefore I urge you all to go back to your members and spread the word of the urgency in putting in place these requirements. May I say how grateful I am to have had Jerelyn working and supporting the class? Jerelyn's experience in One Design classes and their management is unquestionable and I say the class is very fortunate to have someone of this stature with us. Thank you Jerelyn and those at ODM. Finally thank you all for your dedication to the class and your support shown towards me over the past 12 months, I have enjoyed it and I do look forward to working with you all again over the next 12 months. Best Wishes to all for a success 2014 Worlds.

### **Old Business**

#### **Class Development Planning:**

**Asia Cup:** the 29er has now been included in the Asian series and we hope to promote the boat and gain new sailors and countries. Membership must be urged as part of the Asian Cup.

**EuroCup:** Ben Cooper outlined the proposal to add regional events to lead up to the EuroCup with 12-14 events and the number of qualifying events to 5 with the final at Lake Garda.

Baltic Region to have 3-4 events	\
Southern Europe	2 or 3 qualify out of 5
West/Northern Europe	/

## **International 29er Class Association**

1 or 2 of these events will be held in the summer period.

Discussion was to invite the FX to the GranPrix & EuroCup events as a pathway for skiff sailors as well as jury and race official experience.

**Coaching Initiative:** 5 clinics were held in 2013 in: EST, RUS, POR, ITA, RSA and another 4 so far in 2014 in: NED, EST, RUS, CZE. We have had overwhelming enthusiasm and thanks for the Class support. More clinics are planned for 2015 and inquiries for coaching clinics for coaches as well. Hong Kong has offered to hold a clinic of training during their race week as part of the Asian Cup series.

**ISAF Youth Worlds & Worlds Calendar:** Separate girls & boys fleets have been confirmed for 2015 onward at the Youth Worlds. With the timing of the 2016 YW in Oman, the Executive changed the rotation of the 2017 Worlds from the southern hemisphere to the northern so as not to clash with dates. Those bids for 2017 from s. hemisphere bidders are now considered for 2018. Bids have been requested for the 2017 Worlds venue due by Sept. 1, 2014. ISAF does not know the venue for 2018, so there is a potential for clashing of dates.

**9er Development:** several countries have combined their 29er, FX and 49er associations to better coordinate regattas and clinics as a skiff pathway. Requests to share information to those countries having success which include GER, NED & AUS. Australia is on a 3-year project combining resources for all classes.

## **Technical Committee Report: Agnes Lill**

### **2014 ACTIONS**

Technical Committee performed a task to contact all the Licensed Builders and / or their Sub Contractors seeking information as to the current status and in particular the following:

1. No. of Hull and Deck more in their possession and if applicable the mould number
2. No. of hulls built since 2012
3. Licensed Builder or Sub Contactor and to whom.

### **CLASS MEASURERS**

29er Class has currently 6 IM's. Arthur Allen (GBR), S. V. Balachander (USA), Joseph Ajit Eymard Diaz (IND), Johnson Barry (AUS), Lill Agnes (EST) and Don Martin (CAN).

Countries that need support to develop their national measurers are encouraged to contact the Class, to help them find ways of accomplishing this using the ISAF seminar / clinic scheme as much as possible. National measurers who wish to be trained in event measurement are more than welcome to join the measurement teams at our class events.

### **RIG AND SAIL DEVELOPMENT**

The 29er Class has had many Skype calls regarding the rig and sail development and has asked Julian Bethwaite to come up with his ideas and go on with the rig and sail development.

Decisions made to take in consideration:

- 29er TC to establish base cost of what we have now (Chris is working on it)
- 29er should have at least two piece mast to make travelling easier, replacing of one section instead of the whole mast
- 29er mast to be carbon or not – to let the designer have freedom to develop and then the Class have the right to decide whether this is better than what we have now and if we wish to adopt this new development

- 29er rig to have modern look
- No change to 29er spinnaker needed for now
- 29er upwind sail area/righting moment to be in line with what we have now
- Single spreader, fixed (one design)
- Easily taken apart for travel/replacement
- Price % above base cost to be decided by Executive Committee

**Foils** – two manufacturers working on proposals for aluminum 1 piece foils, these should be available for review week beginning 3rd of March.

**Moulds** – only Ovington moulds have been audited although there are several moulds and manufactures around the world making licensed manufacturer parts (masts, foils etc.)

Once final mast is submitted to the Class for review, we propose a global ballot be taken as this is a big decision and should be made by the wider community rather than the Executive in office at the time.

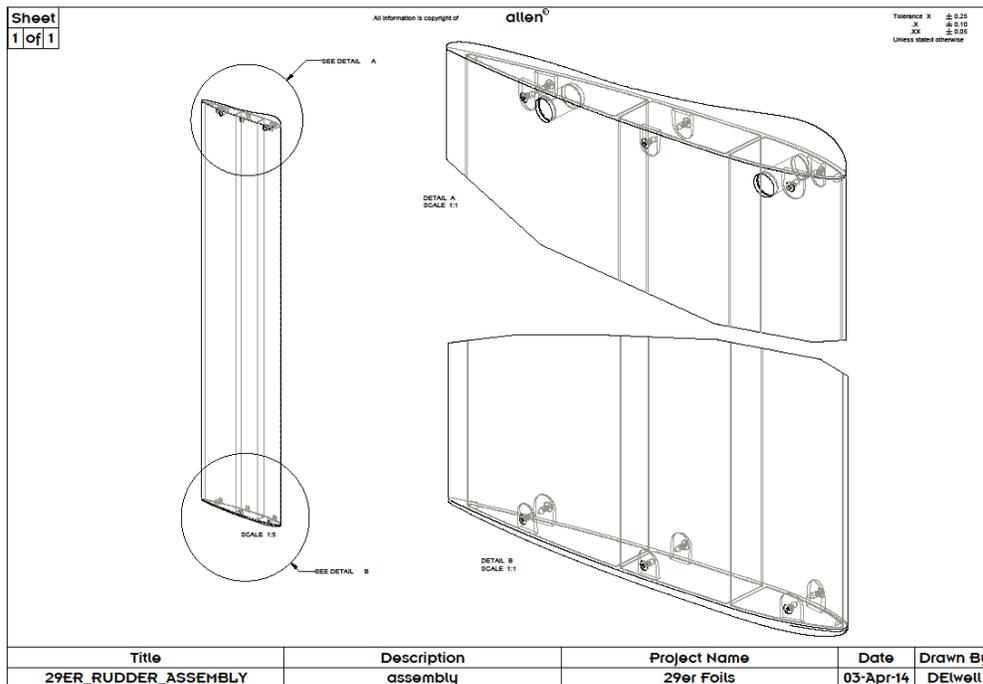
**Spinnaker Pole:** the aluminum insert is no longer provided and poles are crushing. It was suggested that the composite ring should be added. The Class should approve it and ask Julian Bethwaite to agree and provide a “one Design” specification and then ISAF finally needs to approve it.

**Turnbuckles:** TC waiting for a National Rep to submit a resolution by this year’s AGM.

**Foils Report:** Chris Turner

As you may have read in Julian’s mails, the alloy foil single extrusion does not look viable unless the Class commits to alloy foils for a seriously long time in the future...Whilst the foil price would work out similar the cost of the tooling to produce them would be extreme and the minimum quantity run are very much on the high side at almost five years’ worth, a very big investment.

Please see attached drawing of our preferred option, the Selden one was not so thorough, this is the Allen drawing.



## **International 29er Class Association**

Here is the final text from Darren at Allen's; The main points are :-

- New one piece extrusion for each foil.
- Injection moulded handle and end caps based on current design shapes.
- High density foam inserts for inside the foil.

After much thought we came to the conclusion that the best way of fixing the end caps would be with self-tapping screws. However due to the nature of the job we have gone for quite small no.2 screws. The advantage is that we can then assemble the foil in our assembly area and not have to be moving them around so much. We appreciate that care would need to be taken to achieve as a neat looking result as shown in the e-drawing but we think it is possible. However if you are really against the heads of the screws showing we could cover them after assembly with filler... giving an appearance much like the current keying holes.

The main thrust of the design is to seal the foils as well as possible but if during use the seal gets knocked or broken then there should be very little area for the water to get to. The end caps will be solid with small tags for the fixing screws. These tags will be forced past the foam and clamped in place while the self-tapping screws are fixed. Sealant could be applied to the face of the moulding if required and any excess wiped away after assembly. The holes for the rope handle will already be in place in the foil and we will then use a hot bar to remove the foam from inside to allow the rope through and hopefully seal the edge. We are a little concerned about the stiffness of the dagger foil as the sample had a length of tube inside which we assume was related to the stiffness. Although the new one piece extrusion has an extra web it may not be enough to match the sample. Currently the wall section is around 1.6mm and it might be worth going up a to 2.0mm to try and get more stiffness. However there is a certain amount of guess work going on here.

My recommendation would be for the builders to pursue moulded end caps for the existing foils, unless the executive feel they should reopen the discussion on GRP versions.

I think the moulded end caps would be a big improvement on what we have now and in keeping....as previously discussed the GRP foils are a move forward (or away) from what the Class has currently...

Safety Committee: David Price discussed the formation of a Safety Committee and that the Googledoc form had been distributed and is on the Class website, but only 8 submissions have been made. We encourage people to use to monitor our boat & sport. The initial impetus of the Safety Committee was on head injuries, and now the FX & 49er sailors are wearing helmets.

### **Finance**

A motion was made by Blake MacDiarmid and seconded by Sally Budden to accept the financial statements for the year ending 31 December 2013, as previously distributed. The motion was unanimously approved.

Treasurer Joan Mollerus reported that the Class is financially sound. The Coaching Clinics have gone over budget, but all agreed this was acceptable and the Class could afford it. A motion was made to increase the budget for coaching clinics for the 2015 year, which was passed unanimously.

As the 2013 WC meeting approved budgeting in November of preceding year, this will continue. A reminder to all to be diligent to collect dues from members.

## **Ordinary Resolutions:**

**Chief Measurer appointment:** Agnes Lill had submitted her resignation after a year. A motion was made by Ben Cooper, seconded by Harry Bethwaite to appoint Arthur Allen (IM, GBR) – motion approved.

## **Special Resolutions**

A resolution from the Australian Class and amended by the US Class (amendment accepted):  
The International 29er World Council Executive Committee resolve that the shroud may be fitted with a turnbuckle between the wire end and the hull fixing point. Was passed unanimously. It was suggested to work with ISAF on wording such that adjustment was prohibited while racing.

Australia proposed and unanimously approved

## **New Business**

Proposal from NOR, SWE, DEN, FIN Associations to allow European Championships for each year. Discussion was held to elevate one of the EuroCup events and that World Championships have priority of dates (end July –beginning August) and that the European Championship should never clash in dates with the Worlds. Motion passed. 16 in favor, 3 opposed, 7 abstained.

**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.

**2018:** bids received from: Royal Geelong Yacht Club (AUS) Royal Varuna Yacht Club (THA) and Royal Hong Kong Yacht Club (HKG). After much discussion and a close vote, 2018 was awarded to Royal Hong Kong Yacht Club, January 2018.

**2017:** bids requested from S. Europe and North America, due into 29er Class office by Sept. 1, 2014

**World Council Meeting:** site and date to be determined with 2015 regatta organizers and Executive

## **Other Business**

- Race Protocol documents: sub-committee has been formed to evaluate
- Mast Chocks- the question was raised on providing mast chocks for Youth World boats. Chris Turner responded that it is not supplied equipment in the builders manual.
- Scoring System – discussion on carrying place or points from qualifying. Answer was the 29er Exec has discussed this several times and the consensus was to keep to carrying the place.
- Sailors Forum notes: Nick Hollis presented the questions:
- Forestay: currently this is fixed for a regatta. Discussion on why allowance be made for adjustment. The Technical Committee will discuss.
- Mast Wedge: discussion of one design & builders manual
- Trapeze wires: can they be made from dyneema. Answer was that Julian Bethwaite as copyright holder has not approved in the past for safety & liability issues.

## **International 29er Class Association**

- Class Direction: question of if the 29er is considered a high performance skiff or a youth class. Answer: both. Class will remain open.
- Youth Worlds: clarification on fleets was made: separate fleets for boys & girls beginning in 2015.
- Close Championships: after much discussion among the sailors, it was decided not to close the championships or limit entries.
- 2014 Worlds: 3 fleets for finals. Discussion among the sailors at the forum was they agreed to 3 fleets with 25 for gold.

Meeting adjourned at 9:05pm