

**MINUTES OF THE 2ND MEETING OF THE WORLD COUNCIL
OF THE 29^{er} CLASS INTERNATIONAL ASSOCIATION.**

**The meeting was held in the Press Lounge of the Portland Olympic Harbour,
Kingston, Ontario, Canada, on Wednesday 18th July 2001, commencing at 1800
hrs.**

Present:

The meeting was chaired by the Class President, Gerardo Seeliger, supported
by Executive Committee members,

David Bernal
Ian Bruce
Takao Otani
John Reed. Executive Director

National Class Association Representatives,

Argentina, Santiago Zizzi
Australia. Graham Dorrton
Canada. Kevin Frost.
Japan. Shinichi Nagahori.
New Zealand. Lindsay Kennedy.
U.K. David Hobson.
U.S.A. David Bernal.

Observer.

Denmark. Helle Orum Nielson

Apologies:

Martin Billoch
Jenni Bonnichs
Magnus Gravare

1. Minutes of the 1st World Council meeting.

These minutes, having been previously circulated, were agreed as a true record
and signed by the Chairman.

2. Matters arising.

It was noted that the Class Rule interpretations would have to be considered at
the next meeting with the aim of either converting them into Class Rules or
deleting them.

3. Finance.

Copies of the accounts for the year ending 30th September 2000 and the budget for the year ending 30th September 2001 were circulated.

From the accounts, it was agreed that the management fee arrears should be deferred, not waived.

(note: the building fee plaque was incorrectly reported at the meeting. The cost is £30, of which £15 is paid to ISAF)

The accounts and budget were approved unanimously.

The Chairman recorded that it was important for the Class to have open, transparent financial statements such as had been presented.

4. Submissions.

There were no submissions before the Council. This probably was a reflection on the newness of the Class – several of the NCA's having only been recently formed. It is also a positive sign that the boat is generally giving satisfaction.

5. Nominations for office.

No nominations had been received.

Council recorded that, at its discretion, officers who did not attend 2 consecutive World Councils, might be invited to consider whether they should offer their positions to other candidates.

6. Next meeting.

It was agreed that the 3rd World Council meeting would be held in Sydney, Australia on the afternoon of the 3rd January 2002, the day before the World Championship prizegiving.

7. General discussion.

The following topics were discussed.

- There is general enthusiasm for the sail one design/supplier concept. We might consider a regular sail bidding process, similar to the 49ers. Perhaps using the same sailmakers as the 49ers would introduce economies.
- Mains and jibs are lasting well but an improvement in the stitching on the spinnakers is needed. A review of the construction of the spinnakers would be welcomed.
- It was noted that the procedures for initiating a specification change would be for an approach to be made to the 29er license holder, following a World Council approved submission.

- World Championships should have titles for "Overall", "Youth Male" and "Youth Female".
- The preference for the future programme of World Championships was to defer the Argentinean event until 2004 and to organise the 2003 Worlds in Europe..
- This latter would create an 18 month gap between the 2001 and 2002 Worlds. It was suggested that a major event should be organised during the Summer holidays in Europe, with a prestige trophy and title. If this was successful, it could lead to a Winter/Summer major 29er Championship programme.
- A future combined 29er/49er Championship was an idea that was well received.
- All Continental Championships should have "open" entry
- The availability of charter boats is a high priority for World Championships, but this is largely a factor decided by having a 29er builder in close proximity. It was suggested that the builders might get together to pool resources, with the aim of having at least one boat per country available for charter at each World Championship.
- It was observed that girls, and lighter weight sailors, struggle to control the 29er in winds of 15+ kts. A softer sail could be the answer.
- The ISAF World Championship in 2003 is a great opportunity for the 29er. However, some countries seemed to be adopting a reactionary stance towards the choice of the 29er as the double handed dinghy and it was crucial that we did everything possible to help those who did not have domestic fleets. It was suggested that 2 training camps be set up prior to the Championship, one in Europe and the other in North America.

There being no further business, the meeting then ended.

