

MINUTES OF THE **3rd** MEETING OF THE WORLD COUNCIL
OF THE INTERNATIONAL *29er* CLASS ASSOCIATION.

The meeting was held in the Committee Room of the Australian 18 footers
League Clubhouse, Sydney, Australia, on Thursday, 3d January 2002,
commencing at 1900 hrs.

Present:

The meeting was chaired by Jenni Bonnitcha AUS, supported by Executive Committee members:

Takao Otani
Julian Bethwaite - alternate for Ian Bruce. John Reed - Executive Director.

National Class Association representatives attending:

Argentina	Pepe Bettini
Canada	Hunter Lowden
Denmark	Helle Orum
Japan	Robert Fry
New Zealand	Lindsay Kennedy
South Africa	Rob Tarboton
Switzerland	Joelle Mueller
U.K.	David Hopson
U.S.A.	Dean White

In attendance:

Arthur Allen	Deputising for Barry Johnson - Chief Measurer
Alex Bernal	Representing David Bernal

1. Apologies.

Gerardo Seeliger. Class President.
Martin Billoch
Magnus Gravare

2. Minutes of the 2nd World Council Meeting.

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

3. Matters arising.

- i. The suggestion that a softer sail should be available for lighter weight crews was rejected. The Council insists on keeping the pure "one design" principle for the 29er.

ii. Worlds 2004. The Argentinean delegate restated their intention of hosting the 2004 Worlds in Argentina. The Council generally approved of the proposal, although recognised the current financial and political difficulties being experienced by that country. A cancellation at a late stage would be a serious matter and it was decided that the Class Association prior to the next World Council meeting must receive a formal bid, accompanied by the standard bond of US \$ 2500.

4. Finance.

Copies of the accounts for the year ending 30th September 2001 and the budget for the year ending 30th September 2002 were circulated and approved unanimously.

5. Submissions.

The following Interpretations were approved as Class Rule changes and would be submitted to ISAF for approval at the November 2002 Conference:

i. Centreboard and Rudder Packing.

Centreboard and Rudder trunks may only be packed with a soft material (ie carpet or felt). Such packing shall not extend more than 40mm from the top and bottom of the trunk. The use of wood, epoxy or any other form of urethane is prohibited.

(Barry Johnson was to be asked to make a redraft to confirm that the cloth may be fixed in place with contact glue and not faired at the bottom)

ii. Trapeze Wires.

Trapeze wires shall consist of a minimum of 3500mm x 2.3mm diameter stainless steel wire with the remaining length optional (ie wire, cord or rope).

There was discussion about the "taping" of centreboards to aid fixing in the trunk. This should be looked at for a possible future submission.

6. Nominations for Office.

No nominations had been received. The present membership of the Executive Committee was therefore confirmed as follows:

Gerardo Seeliger	Chairman.
David Bernall	
Martin Billoch	
Jenni Bonniticha	
Ian Bruce	Builder's representative.
Magnus Gravare	
Takao Otani	Builder's representative.
John Reed	Executive Director.

7. The 4th World Council.

It was agreed that the next meeting of the World Council should be held during the period of the 2003 World Championship in Spain.

8. General Discussion.

i. An anomaly had been recognised in the Class Rules parts list, which had resulted in different builders making different interpretations on the methods for jib sheeting. This was undesirable. Investigations by the Chief Measurer had indicated that this was due to a drafting error and could be rectified without recourse to a Class Rule change. It was the view of the Council that it should be permissible for owners to use up to 4-1 sheeting.

ii. The builders should specify the weight of boats before issuing them. This would rectify the present situation necessitating the addition of correctors at championship venues or at events where weighing was carried out.

iii. Several members asked that the present system of using World Championship ranking positions as sail numbers be reviewed. It causes problems and expense when changing sails or buying new ones. Some other method of publicising previous world champions might be preferable.

There being no further business, the meeting then ended.