

International 29er Class Association

Minutes of the 12th Meeting of the World Council July 16, 2011

The meeting was called to order at 6:10pm by President Jennifer Morgan-Glass (via Skype) at the Centro Dannemann, Brissago, Switzerland.

Executive Committee members in attendance:

Jennifer Morgan-Glass	President	USA (via skype)
Charles Glover	co-President	GBR
Willie McBride	VP North America	USA
Christian Kramer	VP Europe	Germany
Chris Turner	Builders Rep	Ovington
Eduard Rodes	Builders Rep	Spain
Jerelyn Biehl	Executive Director	

Apologies for absence: Barry Johnson, Amish Ved

Representatives of the following National Associations:

Ben Cooper	GBR
Marie Hysten Klippenberg	NOR
Peter MacDonald	USA
Lene Quorning	DEN
Stefano Zubboli	ITA
Hans Duetz	NED
Martin Hofmann	SUI
Christian Kramer	GER
Eduard Rodes	ESP
Caroline Warmerdam	BEL/NED
James Sly	AUS

Visitors: Finn Jensen, Ida Baad Nielsen & Jens Quorning (DEN)

It was determined a proper quorum was established and introductions were made around the room.

The minutes from 2010 were approved as distributed and are to include the comments submitted previously.

Presidents Report: President Glass welcomed all and thanked Charles for being on-site. The 29er Class continues to grow internationally with great participation and attention in the press and media. We are expanding to new areas: Iceland, Israel, Asia & Africa. The 29erXS has begun with leadership from Eduard Rodes. The 29erXX has become a recognized class by ISAF and we were successful with others in entering the women's skiff for the 2016 Olympic Games. Europe continues to host large events and with everyone working together we will continue to grow.

Old Business:

- The Class would like to continue to emphasize that fleets be scored & sailed together, but to have designations for top youth and female teams within the results. It was reiterated that the women preferred to race with everyone.
- Carbon Mast & square head mainsail. Discussion was held and it was a unanimous decision (31 against) not to pursue a new mast or sail design at this point. The following points were agreed upon:
 1. Development should be sailor driven.
 2. The World Council felt that small improvements are good but the boat does not need a major overhaul.
 3. There was not enough information presented to make an educated decision.

For future changes the following was suggested:

International 29er Class Association

1. Creation of a Class Technical Committee (see new proposals) to establish the process of evaluating proposals which should include:
 - a. Performance benefit
 - b. Cost
 - c. Sailors input
2. Sail Development (8 year sailmaker review)
 - a. Provide longevity information if a change in sail cloth
 - b. Provide cost savings

Finances:

It was recommended to put off approving the 2012 financial statements and 2011 budget until the finances are finalized based upon unknown sail royalty information. The goal is to have these completed by 31 August to circulate to the World Council members with 14 days for comment & response before a vote will be taken.

Discussion was also held of separating 29erXX finances from 29er in the future.

Ordinary Resolutions:

- Jen Morgan-Glass motioned to appoint Barry Johnson as Chief measurer. Willie McBride seconded. Motion passed unanimously.

Elections:

President: Charles Glover was elected unanimously

VP Europe: Christian Kramer was elected unanimously

VP North America: Willie McBride was elected unanimously

VP Australasia: Mark Long was elected unanimously

Treasurer: Peter Marchart was elected unanimously

Charles, Jen, Peter and Sherri Campbell will review 2010 with Peter and discuss the Treasurer's role and observe and make recommendations for the future at the 2012 World Council meeting.

Jen Morgan-Glass thanked everyone for the past 2 years and to Charles and everyone for the 29erXX support.

Special Resolutions:

1. Submitted by Builder's Rep: Eduard Rodes

Special Resolution, change Class Rule C.10.3 a

The current sail numbers are creating confusion in too many areas. The sails are transparent and in many cases the boats arrive at the finish line in groups and very close to each other and the committee staff may have problems to identify them properly. My proposal at this point is to put the sail numbers on a white zone on the main, exactly the same as in the case of the 49er.

Motion failed: 3 in favor, 25 against, 3 abstentions.

1. Submitted by Builder's Rep: Eduard Rodes

Special Resolution, change Class Rule C.10.3.v.1

"If either of the crew has finished in the top 25 in the preceding 29er World Championship their sail number shall ~~shall~~ **may** be that place, 1st to 9th single digit, otherwise two digits."

Reasoning: When those sailor have to hire a boat to take part in an official regatta they have to remove the existent sail numbers and put their own and after the regatta the original numbers have to be replaced. This can even damage the sail.

Motion passed unanimously.

2. Submitted by Builder's Rep: Eduard Rodes

Special Resolution, change Class Rule C.10.3 a.v.2

"Otherwise, the sail number shall be that shown on the ISAF hull plaque"

Reasoning: This creates a problem to the dealers when they have boats in stock for a long time, which unfortunately happens quite often. The hull number shown that it was made for instance the year before, or even earlier, and it cannot be sold at the same price than another boat with a higher number in spite

International 29er Class Association

they both are brand new. My proposal at this point is that the hull number is assigned when the boat is sold to the final user.

Motion withdrawn due to incorrect submission information.

3. Submitted by Technical Chairman, Barry Johnson

Special Resolution, International 29er Class Rule amendments

These rules are to take effect December 1, 2011

The amendments as proposed are to correct comprehension and remove the IHC acronym from the current class rules and replace with "9er Certified Equipment."

Reasoning: The IHC is an ISAF license agreement to which the class has not signed on, and it is only sails that are ISAF IHC certified at this time.

Motion passed unanimously

4. Submitted by Technical Chairman, Barry Johnson

Special Resolution, change Class Rules C7.1.h

"The daggerboard case packing may be **packed with any** ~~replaced by any compressible~~ material and shall not extend less than 20mm or more than 100mm from the top and bottom of the case.

Motion passes unanimously. *Note from Chris Turner; builders can provide an insert for those wide centercases after Nov. 1 adoption date.*

5. Submitted by Technical Chairman, Barry Johnson

Special Resolution, change Class Rule C.10.3.a

A white panel will be applied at the manufacturer on the starboard side of the mainsail between the 2nd and 3rd battens.

Reasoning: this will make for better visibility of the sail numbers

Motion failed: 3 in favor; 25 against, 3 abstentions.

6. Submitted by Technical Chairman, Barry Johnson

Special Resolution, change Class Rule C.10.3.a.ii and iv

ii: "National letters shall be placed ~~in front of~~ **above** the sail numbers and both shall comply with the specifications in RRS Appendix G1.2 for boats under 3.5 meters."

iv: "The base of the national letters ~~and the sail numbers~~ shall be approximately parallel to the batten pockets **with the sail numbers equally parallel beneath the national letters.**"

Reasoning: This will allow for the increasing hull numbers with more boats produced and the class will be prepared for the future.

Motion passed unanimously in theory with intention to work with ISAF to make it work. Possibly moving the country code above the battens.

Housekeeping:

C.1.1 RULES

- (a) RRS 50.4 shall not apply.
- (b) If the wind is consistently 10 knots or above, measured at deck level, the Race Committee may permit "pumping, rocking and ooching" as stated in Appendix P5 of the RRS. If the Race Committee display Code Flag "O" before or with the warning signal, these actions are permitted from the preparatory signal. **This changes RRS 42.2(a), RRS 42.2(b), RRS 42.2(c).**
- (c) RRS 49.1 is amended such that 1 member of the crew may use a trapeze.

In order to clarify to which appendix the class rules are referring to the following class rule change is also suggested:

International 29er Class Association

C.10.3 MAINSAIL

(a) IDENTIFICATION

(i) The national letters and the sail numbers shall be black and shall comply with the **RRS G1.2** except where specified in C.10.3(a)(ii).

The proposed amendments tidy up the rule and clarify any possible conflict with 86.1 (c).

Class Technical Committee

The World Council proposes to co-opt 2 builder representatives to the Class Technical Committee. For clarification, this committee will be made of the Class Measurer, 2 class audited builders and 2 sailors. This committee will be chaired by the Class Measurer. All future technical development and specification changes are to be approved by this committee before forwarding to ISAF for approval. The Class Technical Committee will report to the Class Executive.

Motion passes unanimously.

Major Regatta Schedule for the next 5 years

29er Worlds

Year	Rotation	Venue	Date	Notes	bid
2011	Aus/Afr/SA/Asia	Argentina	Jan 1-9	alone	approved
2012	Europe	Germany	July 22-28	alone	approved
2013	Europe	Aarhus, DEN	July 20-27	29erXX	approved
2014	NA	San Fran, CORK, Boston, MA		alone	revisit
2015	Europe	Pwllheli, GBR Medemblik, NED ESP			Submitted Submitted
2016	Aus/Afr/SA/Asia	AUS interested			

It was decided to circulate the various bids by Sept. 30 with a decision to be made via e-mail ballot by October 31.

29er Europeans

Year	Venue	Date	Notes	bid
2011	Locarno, SUI	July 14-25		approved
2012	Sopot, POL	July 14-20	Before Worlds	approved
2013	Weymouth, GBR Voted not to hold this year	Aug 2-9		no
2014	NED or GBR			
2015				

Country reports will be circulated via e-mail after the meeting.

Meeting was adjourned at 9:30 pm to be reconvened at 9:30am the next morning for development discussion.

Development discussion

- Charles will create an events team to oversee major championships.
- More involvement with the builders was expressed.

Respectfully submitted;

Jerelyn Biehl
Executive Director