

International 29er Class Association

Minutes of the 11th Meeting of the World Council July 3, 2010

The meeting was called to order at 6:24pm by President Jennifer Morgan-Glass at the Club de Vela Allegna Ballegre, Costa Brava, Spain.

Executive Committee members in attendance:

Jennifer Morgan-Glass	President	USA
Willie McBride	VP North America	USA
Christian Kramer	VP Europe	Germany
Eduard Rodes	Builders Rep	Spain
Jerelyn Biehl	Executive Director	

Proxies held for Executive members not in attendance

Julian Bethwaite for Amish Ved & Barry Johnson: Member at Large

Lizzi Rountree for Chris Turner: Builders Rep

Apologies for absence: Barry Johnson, Chris Turner, Amish Ved, Clyde Freeman & Gerardo Seeliger

Proxies held for Executive members not in attendance

Representatives of the following National Associations:

Charles Glover	GBR
Kyrre Tjoem	NOR
Francois Screve	USA
Klavs Holtug	DEN
Stefano Zubboli	ITA
Tiina Kotamies	FIN
Fabrice Jaunet	FRA

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

The minutes from 2009 were approved as distributed and are to include the comments submitted previously.

Presidents Report: President Glass welcomed all and thanked the Spanish 29er Class for organizing and hosting the event which was a great success.

29erXX: The 29erXX is growing quite well with assistance from Lizzi Rountree representing Ovington who is at each event helping to promote the skiff. A successful event was held last year in Garda with all rigs sold and the interest in Europe remains high. The event held in Miami in January was also a success with Olympic sailors joining the regatta. The 1st 29erXX Europeans are being held here in Ballena Allegre with 15 boats. A skiff-cross is planned with a round-robin, knockout style. This should promote good media attention. Argentina and Australia are also holding events in 2010. Seiko continues to contribute financially and we are grateful for their continued support. The 29erXX still is under the 29er Class and we ask that each country administer 29er, 29erXX and 29erXS. Our call to action is for more participation at these events. Lizzi attended the ISAF Spring meeting and sailed the XX in Hungary. We are currently working with Seiko to assist in having more women attend the ISAF meeting in Athens in November. The first 29erXX North Americans will be held at CORK in Canada.

29erXS: The rig and sails will be completed by September 1 and ready for purchase. Currently there is 1 rig in Europe, traveling to Italy. The initial request for the smaller rig came from the French Federation. So far 1 rig has gone to Finland and 1 is in western Europe.

European Committee: this was approved for formation at the 2008 World Council meeting and consists of all national representatives in Europe, headed by the VP Europe. The EuroCup will be coordinated by this committee.

School Holiday Calendar: The calendar was circulated and there are some conflicts; with the middle of summer the best time. Major regattas (Worlds, Europeans) should be scheduled between the 3rd week of July through the 1st week of August to lessen conflicts.

Olympic Commission Report: Jen commented on the report and summarized with the 5 themes: Appeal ability; Reduction of Costs, Universality, Continuity, Youth. Exciting equipment has also been called for.

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Sail Royalty increase: the Exec voted earlier this year to increase the sail royalty fees in order to help grow the class account and to have the funds to support the desired activities and class growth.

Old Business: none

Finances:

- 2009 financials were approved by a majority vote
 - 2010 budget was approved by a majority vote
- Charles Glover, representing GBR asked for a balance sheet for future meetings.

Ordinary Resolutions:

- Julian Bethwaite motioned to appoint Barry Johnson as Chief measurer. Willie McBride seconded. Motion passed unanimously.
- ESP and DEN motioned to create separate championships for youth and female. After some discussion, the female sailors voiced that they would prefer to sail amongst the men and were happy to have the top female trophy (2 females) awarded. Julian Bethwaite motioned to apply to ISAF in 2011 for the 2012 sailing year for female, youth and overall World champion, but in a mixed racing (ie: all sailed together, scored overall & separately). Klavs Holtug seconded. **Motion carried unanimously.**

Special Resolutions:

1 Submitted by GER 29er Class Association

Special Resolution, Change Class Rules C9.6 (a) (i). (please also see SR 3 from Class Chief Measurer)

C.9.6 RUNNING RIGGING

(a) MODIFICATIONS, MAINTENANCE AND REPAIR

(i) The trapeze wires may be replaced with stainless steel wire of not less than 2.0mm diameter or by lines of any material of not less than 3.0mm diameter. ~~Trapeze lines shall include a minimum of 3500mm of stainless steel wire~~
C9.6 (a) (i). Last sentence (the trapeze lines shall include a minimum of 3500 mm of stainless steel wire.) shall be deleted.

Background: This sentence does not work with the first sentence. I thought that our intention was that – as in 49er or XX – sailors may use dynema lines.

This resolution was withdrawn by the German 29er Class Association.

2.Submitted by GER 29er Class Association

Special Resolution, Change Class Rules 9.6 (vi)

(vi) Gennaker halyard may be lead externally. If led externally, no additional fittings shall be used.

In Section 9.6. (vi): we would like to use a fixed built in gennaker top block instead of the external. This is typical for many other boats classes. This would very much improve the gennaker handling, it would eliminate the possibility of cut masts and it would eliminate an external rope which is more rope which may cause danger. We also would recommend that new masts are equipped like this.

This was considered a specification change and the Builders will investigate potential solutions to solve this issue. A sunset clause was voted in: the new exit blocks will be mandatory in the gold fleet beginning with the Europeans or Worlds in 2012; whichever comes first This assumes a 12 month availability prior to the sunset clause. Motion passed: 7 in favor, 2 against, 2 abstentions (Julian Bethwaite & Chris Turner)

3.Submitted by 29er Chief Measurer

Special Resolution, Class Rules

B.2.1 **Mast**, spreaders, gennaker pole, ~~forestay~~, **daggerboard** and **rudder** blade shall carry an ICA 9er IHC sticker.

Friendly amendment by Julian Bethwaite seconded by Francois Screve; add gennaker back, remove forestay.
Motion passed unanimously.

C.1.1 RULES

(a) RRS 50.4 shall not apply.

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- (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 Part 5 of the RRS.

If the Race Committee display flag “O” before or with the warning signal, these actions are permitted from the preparatory signal.

Motion passed unanimously

C.7 HULL

C.7.1 MODIFICATIONS,

- (f) No holes may be made in the **hull** or deck mouldings except:
- (i) for fittings specified in C.7.1 (a) and (c)
 - (ii) for the purpose of making repairs.
 - (iii) for the purpose of converting to the 29erXX racing configuration

Motion passed unanimously

- (g) The **daggerboard** case packing maybe replaced by any compressible-material and shall not extend less than 20mm or more than 100mm from the top and bottom of the case

Decision of the Executive post-WC meeting to let C.7.1 (g) stand as currently stated in the Class Rules and continue to investigate alternatives.

C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (f) Tufts or ribbons attached to the rigging are permitted ~~in the rigging.~~

Motion passed unanimously

- (g) The shrouds may be fitted with a turnbuckle ~~between the shroud plate and the hull fixing point~~

Motion rejected unanimously

C.9.6 RUNNING RIGGING

(a) MODIFICATIONS, MAINTENANCE AND REPAIR

- (I) ~~THE TRAPEZE WIRES MAY BE REPLACED WITH STAINLESS STEEL WIRE OF NOT LESS THAN 2.0MM DIAMETER OR BY LINES OF ANY MATERIAL OF NOT LESS THAN 3.0MM DIAMETER. TRAPEZE LINES SHALL INCLUDE A MINIMUM OF 3350MM OF STAINLESS STEEL WIRE THAT IS NOT LESS THAN 2MM IN DIAMETER~~

Motion passed unanimously

C.10 SAILS

C.10.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (d) Tell Tales may be added to ~~on~~ the sails.

Motion passed unanimously

F.3 IDENTIFICATION

The **mast** and spreaders, ~~and genaker pole~~ shall carry an ICA 9er IHC sticker.

Motion did not pass

4 Submitted by 29er Executive

Special Resolution. Proposed new Constitution, see attached.

Christian Kramer proposed the motion, seconded by Hans Duetz. Motion carried. Abstentions: GBR and Julian Bethwaite.

Country reports:

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Japan: We have 16 29ers in Japan and most of them are sailed at the youth events. 9 are in Karatsu, 3 in Wakayama National Training Center, 4 are in Enoshima. We have some more, but they are not active on the water. December 2009 we managed a national championship with 16 entries and some sailors shared boats to complete the regatta. Yumiko Shige, who is the president of the Japanese 29er Association won the event with her female crew. 2010 – Japanese National Championship will be held in Enoshima and we are trying to encourage some new comers to try out the 29er. We are hoping to send 1 team to Argentina, but lack funding. At the moment, the Japanese Youth Committee is encouraging 420s more and the 29er must wait a year for funding. We need to further develop our class. Our plan is to have better quality for the 2010 Nationals, send 1 team to Argentina for the World Championship and then send a youth representative to the ISAF Youth Worlds. We also plan to encourage some ladies who are interested in the future Olympic campaign 2016 and beyond. Our progress is slow, but it is getting more positive. Aiko Saito, 29er Association secretary.

Denmark: Currently we have 53 members and 70 boats. At our nationals and grand prix series approximately 20-25 boats participate meaning that more than 80% in general show up at major national events. More than 50 % of our boats are club owned and a number of sailors are introduced to the class, some of these go on to become dedicated 29er sailors and members. For this reason we have small growth in membership numbers, which we regard as a relative success on a background of decreasing numbers of sailors nationwide. We have the privilege of being the youth class for 2 person dinghy in Denmark and have the full support of the Danish Sailing Association. For the past year we have worked along several lines to increase the attractiveness of the class. Currently we have limited our youth grand prix series consisting to 4 regattas including youth nationals and in addition an open youth nationals. To increase competitiveness we urge our sailors to participate in primarily Eurocup events and do try to provide some economic compensation to some. Last year Danish sailors were represented 132 time at Eurocup events. Also we actively try to influence the dates chosen for national regattas so that they don't coincide with Kieler Woche, Dutch Open,, In addition we plan clinics in conjunction with the Easter Eurocup in France and an early clinic in southern Spain in week 7 and 8 which is our schools skiing holidays. Locally yacht clubs are asked to collaborate to have a minimum of 6-10 boats to improve training conditions and during winter we nationally have 6 open training weekends. One problem we have faced the past year apart from the difficulties of recruiting sailors is sailors leaving the class, mainly from feeling too old for a youth class or becoming too heavy and they unfortunately stop sailing. To provide an alternative we have created a Benjamin 49er class for the 18 to 23 year old, which will have an independent place in our youth grand prix series. An extra advantage has been the current surplus of old rigs which have made it economically feasible. To have a sufficient number of sailors this will be done in collaboration with northern Germany especially Kiel but also the Scandinavian countries. Right now we are trying very hard to establish a small fleet of 29XX for the girls to be part of the same program.

Norway: Norway is experiencing a constant activity level in the 29er class. This June 23 boats were competing in the Nationals, of a 30-35 boat fleet total. One female crew is competing in the Worlds XX. A prosperous new season is foreseen with fresh crews joining the class, primarily from the Opti-class. The Norwegian Class Association will be bidding for the 2014 European, and also willing to organize an EuroCup event coming years.

Germany: The fleet is extremely active with sailors attending many events. In Germany we have a way to assess activity of youth boats and have determined that the 29er activity is much higher than the 420, which is 4 times less than the 29er. This is very encouraging for the growth of the class.

Schedule for future events:

29er Worlds – votes were taken and the following venues are:

2013: Aarhus, Denmark

2014: San Francisco, CA, USA

29er Europeans

2011: Bids open for Croatia & France – voting to take place 1 month following the meeting.

2012: Sopot, Poland – to end July 20, 2010 – 3 days – then Worlds in Germany

2013: Weymouth bid pending

2014: Interest from Oslo, Norway

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The next World Council meeting will take place at the 2011 Europeans on the 2nd day of the schedule or as best accommodated.

Open Discussion

- It was suggested to adopt the white band above the 3rd batten for sail numbers and ease of reading finishers
- Discussion of the personal sail numbers per 49ers
- The builders were asked to investigate some failure in the spreaders (welds)
- It was requested to discuss ties in the regatta guidelines when qualifying for gold fleet
- For coming years, each country will be requested to submit a report on their activities prior to the WC meeting
- It was suggested to discuss future strategic plans for the Class

Meeting was adjourned at 10:45pm

Respectfully submitted;

Jerelyn Biehl
Executive Director

DRAFT