

Wednesday 6th August, 2025

18:30 hrs

BBDouro, Portugal

World Council Meeting Minutes

Peter Lubeck, Class President opened the meeting and introduced Joan Mollerus as the former president of the class to moderate the meeting in order to meet time requirements with the high amount of submissions to get through.

1. APOLOGIES FOR ABSENCE

Leo Sanchez – Class Measurer

Cecile van Steenberge – Outgoing vice president

2. MINUTES OF PREVIOUS WORLD COUNCIL MEETING

approved by email

3. PRESIDENT'S REMARKS

Peter thanked everyone who is involved in the class – coaches, parents, NCA's that work hard within the Class and related activities. Peter thanked Pippa for the hard work, stability and growth of the class and ran through some topics that the class has been focused on and plans to continue to work on in the 2025/2026 season:

1. Testing the design of jibs – the class took on this project over the previous year as before this there were some samples generated, but no one overseeing testing in a controlled way. Csaba Cserep, technical committee chair has been overseeing this project, with Federico Garcia running the testing and providing the data. The Class presented an update on this project and the planned next steps at the open forum and welcomes any further questions about the project.
2. In September 2024 the Class reestablished the technical committee to oversee all technical aspects of the class.

3. We have invested more in media this year to help promote the Class globally and we are seeing results already with a widely increased reach of over 5 million in the last 9 days and managing to attract a Sponsor to work with the class offering many benefits to our members. We will continue to do so and try to find more sponsorships.
4. Working in Asia – 1.5 yrs ago Peter was invited to Asia to meet with many of the countries in Asia – many came to speak with us and discuss how to grow the fleet in Asia. Each country has its own structure and therefore most need an individualised strategy. They say it takes much longer to learn the 49er when you have not sailed the 29er so they recognise the benefits.
5. Bids – there has been some criticism of our bidding documents and we are already reviewing and updating our documentation. As a growing fleet, we are being asked by our members to continue to keep our standards high and consistent throughout our event circuit so many of our requirements are in place to reflect this.
6. The class has a healthy balance sheet and David will explain in more detail the financials later in the meeting.
7. We have worked hard to achieve getting the 29er into the Asian Games so now we feel it is very important that we have a builder in Asia and focus on supporting growth in Asia.
8. We have had an expression of interest in a World Championships in NZL so we will continue to explore hosting a Worlds outside of Europe.
9. We are working on finding a Class development coach to help establish new fleets and support developing ones across the world, including Asia.
10. Strategic review – Joan Mollerus and Jane Gibbs are conducting a strategic review for the International Class, collecting feedback from all stakeholders and will propose a class strategy in the next 90 days.
11. We have been alerted to inconsistencies in our EuroCup series so we are working on how to achieve that, we already have a hosting agreement, but maybe this needs to be more detailed and the class to send someone to some of the events.
12. Open Form – this meeting was a great success and we will continue to hold this at all European and World Championships in coming years.
13. There is the feeling that we are a closed forum and we are focused on improving this feeling amongst the fleet - we are working to create more

opportunities for communication and liaise more closely with NCA's, coaches, parents and sailors.

14. We need more support for the growing Class. Most of the Executive Committee, David, Csabi, Paolo, John, Leo and myself are all volunteers so we plan to hire more people in an admin role in the class to support Pippa in her growing role as Executive Director. We have already hired Alexia and Emilia and will be employing a class coach so we would like to spend some money strengthening the organisation helping to us grow and improve globally.
15. We will have a new structure to present in the next few months which we will present to you at the earliest opportunity.

4. OLD BUSINESS

Csabi – Technical Committee Chair

Thanked everyone for their hard work, very happy to be supporting and helping the best youth class. The technical report has been circulated so he summarised a few points. The technical committee started last September, we had some projects including suages, we are working to establish a builder in Asia and the biggest project was the jib over the winter with Federico Garcia who has worked very hard on this project through the year. Measurement topics – Leo Sanchez and Nuri are taking care of these topics – you can read the report in the agenda paperwork.

5. FINANCES

David ran through the accounts, the budget from 2024, 2023 and 2022.

- Income – things are very much in line with what we expected.
- Bank Interest – we have moved our banking from NY to the UK where we are now getting interest each month.
- Media – as mentioned by Peter, we have supported hiring Alexia and Emilia throughout the year to improve and increase the Class media which enabled us to successfully find a sponsor for the Europeans

- and Worlds Championships. We will continue this for the next season with the aim of attracting more global sailors and interested sponsors.
- Overall the budget for 2025 is a small loss as we are reinvesting more in media and class development

Balance Sheet

Cash is held mainly in US Dollars. Our accounts are strong and have been built up over the last few years, by careful management of outgoings.

We have a large cash balance and we are working in an ordered, balanced way to use these assets to support the class growth and longer term we will likely not be creating more profit unless we have more sponsorship income in the future.

FIN – questioned – do we have a target of what we are aiming to raise through sponsorship? David answered that it has been many years since we have had financial income from a sponsor so not at the moment – we are open to conversations.

6. ORDINARY RESOLUTIONS FROM THE NATIONAL CLASS ASSOCIATIONS AND EXECUTIVE COMMITTEE

Joan explained that this is a meeting of the International 29er World Council – the global NCA's and the Executive committee. It was explained that only the NCA chairperson or named proxies were entitled to speak during the submission discussions and that all other discussion is welcomed in the general discussion section later in the meeting.

If you ask a question please identify yourself and the country you are from. Each submission will be managed in the following way - the proposer will have 1 min to present the submission (all submissions have been circulated 6 weeks in

advance of the WC Meeting), the Class Executive 1 min and then the floor will be open for discussion for 5 minutes.

Submission 1 – GER

Robert (GER)- Two German bids – sailing club must signed a declaration that the club has financial requirements to hold a European or World Championships. This requirement and others mean the German Class ask that the bidding documents be updated with their proposed changes.

Peter (29er Class) – The Class welcomes updates and suggestions to our documents which we are doing on an ongoing basis and we many opportunities to give feedback. One thing this submission focuses on that we don't agree with is the suggestion that host clubs use their own officials, race officers and jury. This way we would have no control over the standard of racing delivered and this is a major concern for the class.

This is a special resolution requiring a change to the constitution – 2/3 majority

Discussion

Holger (RSA Proxy) – The Class demanded Warnemunde signed a contract which they didn't want to do and we demanded Kiel changed the dates of the Championships.

Robert (GER) – the way it is written now creates a misunderstanding for many potential organisers . German class was supporting a location - Warnemunde to host a Worlds, but the requirements from the Int 29er Class were too high.

Pippa (29er Class) clarified that no contract has been asked to be signed and that Warnemunde didn't bid for the World Championship event in Germany. Kiel bid for the July dates in their bids originally and the German class asked them to be changed.

David (29er Class)

The class are keen to keep to early July for the World Championships to enable as many teams as possible from outside Europe who often visit to attend Kiel week to also compete in the Worlds in one trip, minimising costs to non-europeans and aligning holiday dates where possible.

We try to go to the most professional venues and going to a club which has to employ an event manager becomes a large additional expense. Peter Ramcke was saying they were going to host the regatta with their own people and did not agree to many requirements in our bidding documents including the Int 29er Class bringing the PRO, IRO's and International Jury members (all voluntary)

Submission 2

Robert (GER)

Involvement of the NCA in the planning of the documents and events

Peter (29er Class)

It is the Int 29er class responsibility to host the events and we take responsibility to run World and European championships. Of course we support working with the NCA but a committee of 50/50 is not going to work as many countries don't have this support nationally and some countries do not have an NCA. The standards of a Championships should reflect the global interests and not just the national ones.

This is a special resolution requiring a change to the constitution – 2/3 majority

Submission 3

Robert (GER)

Proposals for venues should come from the NCA – which should suggest host venues rather than host venues bidding for events.

Peter (29er Class)

Not many countries have a class association – it is very few clubs that can host us and even if we go to professional venues we still have some issues so we need to ensure that the venues we go to are able to put on appropriate level championships.

This is a special resolution requiring a change to the constitution – 2/3 majority

Discussion

Robert (GER) – the NCA was not involved in the decisions for the German championships.

Joan points out that these submissions strip the class of all involvement and ability to ensure a consistent standard for championships.

Holger (RSA proxy) – we would like to see a nation bidding 2 or 3 years in advance. We gain nothing here locally, why are we here in Portugal.

Submission 4, 5 and 6

Robert (GER) – we like to ask the international class and respect that the NCA's and coaches are the basis of 29er sailing, we are creating the new

29er sailors. We produce the sailors which come into the International Class so the international class should give us money. Most NCAs are run by volunteers and run by tax laws so it is not possible for the money to be used in a different way.

Submission 4

David (29er Class) – this submission would drain 100% of the class assets over a couple of years. As discussed earlier, this is not the way we should be spending our money. It's up to the National Class Associations how they raise finances and we have discussed this with them.

This is a special resolution requiring a change to the constitution – 2/3 majority

Holger (RSA Proxy) - ISR came with 2 boats to the Europeans. One dad has bought 5 boats in ISR. Holger also supported TUR. We need to support them with no entry fee, low budget charter fee, emerging nations. Greece, Croatia, Baltic nations.

Submission 5

David (29er Class) – we have around 10-12 Eurocup events per year. All the money is collected by the organising club. What the submission is saying is that the Class should give 50% of entry fees to the club – which doesn't make sense we don't take any of the entry fees and would cost the class 100,000 Euros.

The proposal requires the class to calculate 50% of the entry fees and refund them

This is a special resolution requiring a change to the constitution – 2/3 majority

FIN – the entry fees are not the most expensive part of a EuroCup – the reimbursement is not really much of an addition

Submission 6

David (29er Class) The way this currently works is that the Class collects the entry fees – 50% of all that are collected by the standard closing dates are immediately transferred to the host club. The total entry fee minus class levy and Paypal fees all goes to the hosts. For example in Porto, total entry fees are around 110k and the club will get around 95 K

This is a special resolution requiring a change to the constitution – 2/3 majority

Submission 7

Robert (GER)

More transparency with published minutes for all meetings including from technical committees and executive meetings please

Peter (29er Class)

We support the transparency and we agree

Submission 8

Robert (GER)

Spoke to Pippa – we would like to see more support for new countries to build up the class and install national coaches where we can.

Peter (29er Class)

We would like to do what we can to grow the class outside of Europe so we therefore support this submission

Submission 9

Robert (GER)

We would like to have entry fees not over 500 Euros. We would like to integrate teams which have come from another continent.

David (29er Class)

Entry fees in 2025 were 500 Euros at both events. 2 years ago we had higher entry fees. It is very difficult to do a budget for an event like this – so the budget is done guessing how many entries we will have. The Class needs to control the costs with 2 vs 3 courses. We have worked very hard to have the entry fees as low as possible.

Submission 10

Pieter Van Leijen (NED) - coach representing the NCA class chair. I'm here to propose a critical safety element – we want to add that every sailor should wear a helmet (Nacra 15/17 standard) – when flag is flying.

David (29er Class)

In 29er sailing there is no evidence of an increase safety risk compared to foiling classes. There can be a risk to the other side of the brain if you hit your head and there is more chance of hitting your head with a helmet on.

Pippa (29er Class)

Pippa spoke to the owner of Forward WIP yesterday on this topic and he advised that for foiling boats travelling at high speeds the advice is for sailors to wear a helmet, but for non-foiling boats that are travelling at slower speeds, this is not necessarily a requirement and that a helmet won't prevent a concussions. As a class we allow people to wear helmets so if they wish to they can.

Rule Changes require a 2/3 majority

Submission 11

Pieter Van Leijen (NED)

Bow guard – designed to minimise tape and wastage. Lightweight, non-structured cap to go on the bow of the boat.

David (29er Class)

We think it's really a great addition.

FIN have you had issues with it falling off?

Julie Sitzman (USA) - what are the thoughts on manufacturing

Pieter - we have a designer who made it and we have a company that can produce and sell it.

Doug Walker (GBR) - how much would they cost?

Pieter - once in production would be around 50 euros

Olivier (FRA) - should not limit to soft plastic – could it be a different material?

Csabi (29er Class) – should it be produced by one company or by multiple ones

Rule Changes require a 2/3 majority

Submission 12

David 29er Class - Rule 42

Aiming to bring the 29er Class in line with the 49er class which has certain rules about pumping and skulling and it is unnecessary to have the Oscar flag in 29ers.

Doug Walker (GBR)

1. Removal of Oscar flag – given the range of competitors would have a dramatic effect
2. Skulling is currently not particular issue

Felipe Brito (BRA)

29er sailor is the stepping stone to the 49er, but can also be stepping stone for 470 crew or skipper so he thinks it's an important skill for future boats

David (29er Class)

Find it's a strange technique and not in line with traditional sailing

Holger (RSA Proxy)

The rule at the moment works well. Everyone knows it works well with the flag. Without it it's more jury dependant and we have a clear rule with flags currently.

AUS – David would you consider splitting this submission and re-writing the skulling part and resubmitting for a vote

Joan – confirmed you can resubmit for electronic vote in the weeks after the meeting.

David (29er Class) agreed to withdraw the submission, re-write and resubmit for electronic vote in the coming weeks.

7. OFFICER ELECTIONS

JANE GIBBS BIO (VP)

Jane Gibbs (AUS) is an experienced sailing and public administrator who is familiar with the 29er Class and a qualified Race Officer. In her professional role, Jane is an experienced executive and Board director and specialises in sustainability. She holds degrees in environmental science, environmental law and public administration. Jane is also a Graduate of the Australian Institute of Company Directors.

PETER LUBECK President

8. NEW BUSINESS

David (29er Class)

Future Championships

We are going to GER Kiel 2-9 th July, 2026 for the World Championships and 1-8 th August 2026 CZE Lake Lipno for the European Championships. We are working on the possibility of 2-9th July 2027 Marseille. We are about to send out bid documents for 2027 Europeans and Worlds and Europeans 2028.

NZL Dec 27/Jan 28 expression of interest. Expect lower entry numbers of 120-140 compared to 200-250. If we go ahead in NZL its important that we have enough charter boats.

If we have a worlds in NZL at the time, we could make an extra championships in the summer 2028.

GBR and others – please don't have another event as it just raises the expense to all sailors and makes them less likely to be able to afford and make the effort to attend the Worlds in NZL.

Holger (RSA Proxy) – why are we suddently going to Marseille?

Olivier (FRA) – we have many nice places in France and Marseille is not the only one. They hosted the Olympics, the place is great, the infrastructure and organisers know how to arrange big events. Yes Marseille can be very hot in summer, but similar to Porto. Wind can be strong or light, the same as here. Security – if you don't go to the North area of Marseille then there is not particular issue along the sea. For your information during the Olympic games no athlete reported a crime.

HKG asked if Marseille bid for the 2027 Worlds in the deadline to which Olivier responded yes to all questions.

Holger (RSA Proxy) –strongly supports a NZL Worlds, but not everybody can expect to get a charter boat. Many people can send a boat there in containers – it is very possible. Loading a container – 14 29ers can go in a 40 foot container.

9. Agreement of next year's World Council meeting - 7th July Kiel 2026

10. General Discussion

Holger (RSA Proxy) - why is our entry fee higher than 420?

David - we aren't sure, we are doing everything we can to drop the cost of entry fees.

Holger (RSA Proxy) - we should limit the size of events to 4 fleets of 55. 220 maximum boats.

We need to come to a limit at some point.

FIN - concered about Lipno – sons were there last year – accomodation is very limited. Grocery store was a taxi ride to get food.

David – we work hard on going to venues and to support smaller fleets so we need to be a bit open minded about venues.

Last year we had a bid from Spain and we felt that we went to Spain twice in the last four years

FIN – supports the idea of going to other venues and supporting emerging fleets

David (29er Class) – this is why we try to bring the most experienced race officers and jury so we can ensure a high standard of racing

Pippa (29er Class) – most venues we go to have some challenges, so it's great to try to understand the challenges before we arrive so we can prepare to manage the issues together with the venues and try to come up with solutions.

James Polson HKG – are Kidzink bringing money or what do they bring to the Class .

David (29er Class) – yes Kidzink have given the class money plus hosted 4 creativity workshops at Europeans and Worlds, giving away free sails as prizes and work experience in Dubai. The owner of Kidzink is a very enthusiastic sailor and we are hoping that they have found the support of the class a success and will continue to support and work with the class moving forwards.

James Polson HKG – why is there no rules about suages, we should do something about this to stop people bending their spreaders

Csaba – 29er Class

Class rules at the moment say you can manufacture the shrouds at home. The other issue is the shroud is just a mark. If you had two suages it would be the only way to regulate.

Pippa (29er Class) Mackay last year was not putting suages on and Ovington was putting suages on so it was creating some inconsistency. It also doesn't say in the rules whether the spreader must go below or above the suage so some people were doing both and the suages were apparently being put on quite high (we don't have the measurement as it's in the builders manual which we cannot see) so to get the spreader above the suage the sailors were having to bend the spreader up a lot. If we want to regulate it we need to probably have it in the class rules and or two suages, but they need to be in consistent places.

Holger (RSA Proxy) – why are we having the Worlds at the beginning of July

David (29er Class) - Kiel bid for beginning of July. We feel strongly that we are extremely european centric and we have stayed in Europe for some time with

our major championships. This year many overseas teams came to Kiel week and then came to the Europeans so they can do two championships in one trip to Europe. It doesn't seem fair that we don't run the Worlds at that time when more people from overseas can attend. One of the reasons that we are talking about it is term times – Pippa did survey of all the different countries there is not an obvious conclusion that we should be having the event in August not July.

FIN - we get a lot of publicity to the local marina and local town – can we ask for more support.

HKG – they can get money from the government. Working with the NCAs to raise money locally.

Joan - many European venue get some funding from local town/buisnesses so we have to be careful that our class sponsors don't conflict

Marc Chapon (ESP, FRA, AUS) totally agree with trying to encourage sponsors. Invest some money we have to try to find more sponsors.

Bow guard - its really great and can waist a lot of tape – 3D printing – upload the design online

Jib – can we put sponsorship branding on the jib?

David

Pumping/skulling – if he resubmits adding a clause around skulling - hands up who would support a split. Rewrite it and submit to for an electronic vote.