

**Minutes**  
**International 14 World Council meeting held in Sydney, Australia**  
**on Thursday January 7<sup>th</sup> 2010**

Attendees: Pete Mohler (President), Colin Smith (Secretary), Andrew Penman (Treasurer), Stewart Vickery & Mark Kristic (Aus), Ed Clay & Andy Partington (GBR), Kirk Twardowski (US), Seiji Kikuchi (Jpn), Mark Schuerch (Ger), Chris Leigh & Jason Lemieux (Can), plus approx. 15 others

**1 President's welcome**

**2 Minutes from last meeting in Warnemuende – approved**

**3 National Reports**

AUS – 48 boats at this event. Some new people but still concern that fleet overall is aging. Perth and Melbourne fleets in good shape, Adelaide smaller, little real presence in Sydney

JPN - stable with 15-20 active current boats, 8-10 at Nationals. Trying boat loan programme to encourage new members

USA – fairly flat at 40-45 boats, of which 20-25 active and some good recent turnouts

GBR - 40 at POW, 26 at Worlds. Class focused at Itchenor and Hayling, small numbers of boats scattered elsewhere. Boat loan programme has been successful in past although suspended this year due to shortage of suitable boats.

GER – stable overall, although North German (especially Kiel and Warnemuende) fleet stronger, Southern (and Austrian) fleets weaker. Approx. 76 boats, 40 active

CAN – about 42 boats, spread between Toronto, Ottawa and a new fleet at Calgary. About 20 new boats built recently, 14 at Nationals. Running varying mix of regattas and training programmes.

**4 Financial Review:** Andy Penman explained that the World Council's only expenses relate to the annual ISAF fee plus expenses for attendance at the ISAF meeting. Expenses are divided between countries based on number of boats. We will also ask for contributions towards website costs – see below

**5 ISAF update:** Colin Smith said it was generally quiet on ISAF front, although a discussion paper is circulating proposing that a minimum number (8) of countries would be required for a Worlds to be "valid". And that this would only be determined at the start of the event. We are lobbying against this at ISAF, and help from member countries would be appreciated. We can help ourselves by encouraging boats from additional countries to attend.

**6 Class rule update:** Colin Smith noted that results of the recent rule vote had been circulated. Formally ISAF have already approved the abolition of the rule requiring spinnaker reaching legs at major events. They were still reviewing the other proposals.

There was discussion of the requirement to have ISAF plaques for new boats. Each country should decide whether they will ask individuals to buy their own plaques, or whether to centralise this through the class in each country.

*Action: CSmith to confirm ISAF payment details for plaques*

*Action: each country to decide how they wish to manage payments (centrally through the class or for individuals to make their own payments)*

There was discussion of spinnaker reaching legs and that, although these were no longer formally required by class rules, we wished to continue having them

*Agreed: The World Council unanimously approved a proposal that the class should, as a matter of policy, continue to have spinnaker reaching legs at major events. This should be agreed with event organizers and enforced via NOR/SI's*

The new mainsail measurement rule was discussed under "Any other business" – see below

**7 2011 Worlds in Weymouth:** update from GBR – event to be held in September 2011, social side to be in Weymouth town. Weymouth offers plenty of accommodation and more social venues than the sailing centre from which boats would be launched. September was a good time of year for wind in the UK. The POW race would be run as a separate (open to all) event on one day during the regatta.

**8 2013 Worlds Proposals** – the only proposal was from Canada, for an event at the Royal Canadian Yacht Club in Toronto in September 2013. A detailed presentation was given. One question concerned wind strengths; the Canadian response was that September had been chosen as the best time of year for wind, before the water became too cold. Although the climate was variable, there should be a good expectation of reasonable winds. A question from the floor asked for statistics on this.

*Agreed: the 2013 Worlds would be in Canada as per the Canadian proposal*

*Action: Canada to publish statistics on historic wind strengths at the venue at the relevant time of year*

## **9 Class webiste**

Colin Smith explained that the current webmaster was looking to pass on management of the site. Also, current hosting arrangements were fairly informal and we should bring these under class control/ownership. Rich Dobson volunteered to help; volunteers from elsewhere were also welcome. Andy Penman explained that costs incurred from hosting the site more formally in the class's name would be shared between the countries, although amounts involved should not be large.

A central hosting arrangement could include the various country sites and could be cheaper overall; it would however be up to each country to decide whether they wished to opt in to this; and even if they did, countries would remain responsible for the content of their respective sites.

*Agreed: hosting arrangements for the world site would be moved into the class's name, costs to be shared between member countries in the usual proportions. Individual countries could decide whether they wanted their country site included in this hosting arrangement.*

*Action: RDobson to pursue new hosting setup and initiate review of site operation/content*

**10 Election of Officers :** The President, Secretary and Treasurer were re-elected

## **11 AOB**

(i) Peter Moor raised concerns over both the cost of the boats, and that rigs had evolved such that the class found it difficult to sail in winds over 25knots, which he felt was too low.

(ii) Andy Bates raised concerns over increased professionalism, which could lead to undesirable changes in the culture of the class, and/or increased “policing” costs

(iii) Mainsail measurement. Chris Leigh explained that Canada had abstained on the recent rule proposal as they had not fully understood it; having subsequently measured some sails, they were concerned that effective area may need to be reduced by up to 0.5m<sup>2</sup>. Dave Alexander said that designing sails to the new rule was difficult as sailmakers' software packages did not allow for the approach used; he preferred a “maximum angle at the head” approach. Mark Schuerch was concerned that the process of agreeing an approach mutually between the various measurers and sailmakers did not seem to have worked as intended.

*Agreed: we should delay implementation of the recent rule change while the various concerns raised were discussed between the various national measurers and sailmakers*

*Action: CSmith to ask ISAF to suspend approval of the rule change*

*Action: PMohler to arrange followup discussion between national measurers and sailmakers*

(iv) Dave Alexander pointed out that rule changes should not come into effect just before major events, timing of changes needed to be more carefully considered. *The meeting agreed*

(v) Mark Schuerch proposed that we should not in future have split fleets at the Worlds. Ed Clay suggested that, although generally split fleets should be avoided, a complete ban could rule out some venues which we may otherwise wish to attend. *It was agreed that, at a minimum, it should be made*

*clear at the time of proposal whether a given venue would need the fleet to be split, so that this would be understood when voting whether or not to go there.*