

The UK 29er
Class Association

www.29er.org.uk



Members' Book
2010

The UK 29er Class Association Contents

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The UK 29er Class Association Members' Book 2010 Introduction

Dear *29er* Sailor,

This Members' book is produced by *The UK 29er Class Association*, for the benefit of *29er* sailors and is intended as a reference source, full of useful information that you will need to have to hand if you choose to maximize the fantastic opportunities that *29er* sailing can offer you.

To find the latest information, news, forthcoming regattas, open training dates and results please visit the Class Associations' website www.29er.org.uk. Remember that it is always advisable to check with host clubs before travelling to open meetings.

If you would like to have a chat about a specific issue, or would like to get involved and offer your help, please feel free to contact me at walkers@draycyote.org. Alternatively you can contact any committee member – see Class Directory, or talk to *29er* sailors in the boat park who are all very friendly and will try to help their fellow sailors.

Any updated information applicable to the information in this book will be published on our web site www.29er.org.uk, so please refer to the website which is updated regularly. Should you have any news or information you wish to post on the site please email this to our web coordinator Fiona Diamond.

As well as publishing news on the website, we may make announcements via e-mail, using the e-mail address you supplied on your membership form. If you find you are not receiving ones that others in the fleet are please send me an e-mail and I will check that we have the correct address for you.

As Class Rules state, to enter Class open meetings and training sessions **both helm and crew** are required to be members of *The UK 29er Class Association*, so please keep your membership card in a safe place and have it available for presentation if requested.

May I extend a warm welcome to you upon joining the 29er Class.

Barbara Walker
Class Coordinator

Chairman's Welcome

Welcome to the 29er year book to both new and existing members.

The 29er Class Association will again run a comprehensive training program over the winter and spring months this year. All details are available on the class association web site <http://www.29.org.uk> or by contacting our class co-ordinator Barbara Walker Tel : 01926632239

Once again this year we will run a full racing program with many 29er open events, we are also going to attempt some one day events around the exam periods. The Zhik Nationals this year will be held at Pwhelli sailing club, With the Inlands at Grafham. Northampton will host the final event of the Harken Nationwide series one not to miss as it has to count. The Europeans this year will be hosted by the Club Vela La Ballena Alegre in Spain.

The association would also like to encourage as many sailors as possible to make the trips to Europe to take part in the Euro Cup series.

I personally found it an unbelievable sight with so many 29er out on Lake Garda for the 2009 World Championships.

I am pleased to announce this year that due to some great work by the committee we will also continue to run the Harken sponsored Nationwide Grand Prix series made up from six of the 29er events with four to count. Once again we are planning a final weekend and prize giving at the Northampton Inlands/Grand Prix event in October

The association is very pleased to announce that as we go to press Zhik will once again be sponsoring the 29er nationals.

Please refer to the web site for the latest information.

Dave Hall, a great support to the class, has decided to move on from his role at Ovington. He will still remain as a committee member and class sailor, still a great person to grab in the dinghy park if you need advice. Dave has provided his top 10 tips in this book along with some great technical advice on the web site.

Ovington are working on a replacement for Dave and have expressed their continued support to the class.

The class is moving forward with the proposal following the vote at last year's Inlands for an International rule change to allow the use of Turnbuckles. I can confirm that this has now been included in the proposed rule changes to be presented at the next world council meeting at the Europeans in Spain

The committee is made up of volunteer parents some of whose children sail in the class, all of us therefore strive to promote and see the class grow along with trying to provide good sailing events and promote great racing. The class has now grown progressively for the last few years and I would like to personally thank all those who have been, and are still involved. All committee members are friendly and approachable and we are all open to feedback both good and bad so please come and talk to us.

Good luck to everyone in 2010

John Hilton UK Class Chairman.



Welcome to the *29er* fleet!

Ovington Boats congratulates you on joining the *UK 29er Class Association* and the world of high performance sailing.

Ovington is your resource for all things *29er*. We can take care of everything from spares and repairs, to charter boats and regatta support. We're also here to help you with information on rigging, training, care and maintenance.

Visit our online store at www.ovingtonboats.com to view our catalogue of spares and accessories, and our current promotions.

If you're on the go, you can always contact us directly at 0191 2576011.

We look forward to seeing you on the circuit.

Good luck sailing this season,

Ovington Boats

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29er Class Association 2008/2009 Committee

Role	Name	Contact details
Chairman	John Hilton	14, Larkspur Gardens, Holbury, Hampshire, SO45 2QH 02380 894135 mob.07802471182 email:- john.rj.hilton@bt.com
Vice Chairman	Steve Larvin	98, Welwyn Park Drive, Hull, East Yorkshire, HU6 7DX email:- steve_larvin@hotmail.com Tel:- 01482 802067
Secretary	Lucy Carlisle	lucy.carlisle@btopenworld.com
Treasurer and Class Coordinator	Barbara Walker	Sunrise Cottage Draycote, Nr Rugby, Warwickshire, CV23 9RB 01962 632239 email:- walkers@draycote.org
Sailing Secretary Racing	Dave Hall	7, Exmouth Drive Raleigh Essex SS 6 9PJ 07802 611599 email:- davehallsail@googlemail.com
Builders Representative	Chris Turner	chris@ovingtonboats.co.uk 0191 2576011. www.ovingtonboats.com

Membership	Jane Furness	1 Brocket Place Rugby CV22 7GX email:- jane.furness@gmail.com Tel:- 01788 819655
Measurer	Arthur Allen	2, Woodcombe Close Brierley Hill West Midlands DY 5 3PQ 01384 422427
Class PRO	Ken Twemlow	See 29er website for e-mail address
Safety Officer	Graham Smith	Mobile:- 07970876395 See 29er website for e-mail address
Committee Member	Nigel Furness	1 Brocket Place Rugby CV22 7GX email:- nigel.furness@gmail.com Tel:- 01788 819655
Web Site Co-Ordinator	Fiona Diamond	email:- fi_diamond@yahoo.co.uk Tel:- 01489 572526 Mobile:- 07880 736766
Web Master	Jamie Wilkinson	3 Victoria Glade, Gashouse Hill, Netley Abbey, Southampton SO31 5AP Email:- jamie@sailor.org.uk Tel:- 023 80456076 Mobile:- 07748 992874
Sailor Rep	Lilly Carlisle	Please use the web site to contact
Sailor Rep	Jilly Darling	Please use the web site to contact
Sailor Rep	Will Glover	Please use the web site to contact
Sailor Rep	Henry Collinson	Please use the web site to contact
Sailor Rep	Tim Walton	Please use the web site to contact

The UK 29er Class Association Constitution

1. Title

The full title will be The UK 29er Class Association (the Association).

2. Objects

The objects of the Association are to promote and further the interests of the *29er* Class throughout the UK. This will be achieved by:

- (a) Improving the skills of *29er* sailors through effective training and other complimentary development programmes.
- (b) Organising a competition programme at both National and Regional levels and promoting competition at International level.
- (c) Promoting the benefits of membership of the Association to new owners.
- (d) Informing members of Association activities and technical developments relating to the *29er*;
- (e) Ensuring that class rules are maintained and liaising with the International *29er* Class Association (International Association) on relevant class matters.

3. Membership

3.1. The following classes of full membership are recognised:

- (a) **Individual Member** - available to any individual;
- (b) **Family Membership** – available to individuals from the same “nucleus” family, with no more than two boat ownership;
- (c) **Honorary Member** - Awarded at the discretion of the Committee to any individual for special service to the *29er* and/or the Association.
- (d) **Group Member** - where a voluntary organisation owns two or more boats on behalf of their members

3.2. Temporary Membership may also be granted to non-members for a one or two day event. Temporary members will be eligible to be awarded prizes/trophies for the event but will not enjoy any other benefits of full membership.

3.3. Where the Association is the organising authority; only full members will be eligible to compete in the event.

3.4. All full members of the Association will automatically be members of the International Association.

3.5. A Register of members will be maintained and updated as necessary

3.6. Any person who serves on the Management Committee but does not sail in the Class shall be deemed to be an Individual Member for the period they serve on the Committee.

Subscriptions and Registration Fees

4.1. The Association’s subscription year will run from 1st January to 31st December and annual subscriptions for full membership will become due on the 1st January of each year. Where members join after 31st August, their subscription will cover the whole of the following year.

4.2. The level of subscriptions will be decided at the AGM for the following year to cover:

- (a) Full membership.
- (b) New members joining after 1st January.
- (c) Temporary membership.
- (d) Registration fees for full members on joining the Association.

4.3. Any person who has not paid the appropriate subscription fee by 1st January of the subscription year will not be entitled to the benefits of full membership and this shall include eligibility to take part in Class Competitions and open training. Save that payment of the full fee in the Subscription year shall enable such benefits to be enjoyed from the date of Issue of the Class Association Membership card

Management of the Association

- 5.1.** The affairs of the Association will be managed by the Management Committee (Committee), subject to the provisions within this Constitution and in particular, to the objects of the Association, as expressed in Rule 2
- 5.2.1** The Committee will be elected at the AGM from members of the Association and will consist of a maximum of 12 General Members, 5 Sailor Representatives and one representative from each region (as defined by the Committee), all of whom shall enjoy full voting rights at Committee meetings. In addition, an Independent Examiner will be appointed by the meeting to certify the Annual Financial Statement At their first meeting after the AGM, the Committee will elect the Officers of the Association i.e. Chairman, Vice Chairman, Hon Secretary and Hon Treasurer and agree other responsibilities for the effective management of the Association. It shall be a condition of continuing membership of the committee that the member shall obtain a Disclosure Certificate issued by the Criminal Records Bureau as soon as practicable after election
- 5.2.2** The committee are allowed to co-opt voting members onto the committee but they are then subject to approval at the AGM
- 5.3.** The UK licensed builder will be entitled to appoint a non-voting member to the Committee, as his representative.
- 5.4.** The Committee may also co-opt other non-voting members to the Committee, whether a full member of the Association or not.
- 5.5.** The Secretary will provide at least three weeks notice of the date, place or method of communication, which may include telephone link, and agenda for any Committee Meeting. The notice will be given in writing, which will be by email if the committee member has provided a valid address.
- 5.6.** Minutes of Committee meetings incorporating names of members present, business discussed and any actions required will be recorded and circulated. Where meetings are conducted by electronic means from remote locations, the Secretary will determine, acknowledge and record the presence of each member and where applicable, the point at which the member left the meeting prior to closure by the Chairman. Any member 'leaving' the meeting without notification and acknowledgement will be presumed to have been present throughout the meeting.
- 5.7.** Any business conducted by correspondence will be circulated through the Secretary by post or e-mail. A Committee Member not answering a motion communicated to them in writing within three weeks of the date of sending (or other date notified in the correspondence) will be deemed to have abstained from the motion.
- 5.8.** The Committee will be the only body to make recommendations to the International Association for changes to the Class Rules
- 5.9.** At meetings of the Committee, four of the elected members will form a quorum.
- 5.10.** The Committee may make recommendations to full members in a General Meeting, or by post, for alteration, or addition to the Class Rules.

Financial Management

- 6.1.** The Association will be funded through subscriptions, surplus income from events and any other revenue negotiated by the Committee.
- 6.2.** The Committee will ensure that true records are maintained, covering:
- (a) All monies received and expended by the Association and the reason for such receipts and expenditure.
 - (b) All monies, assets and liabilities of the Association.
- 6.3.** An Annual Financial Statement will be prepared for the 12 months to 31st December audited by the appointed Auditor and presented at the AGM. A copy of the Annual Financial Statement, audited and accepted by the AGM, will be forwarded to the International Association within 14 days of its acceptance.

General Meetings

7.1 The Annual General Meeting (AGM) of the Association will be held annually at a place, date and time determined by the Committee.

7.2 A Special General Meeting may be called by the Committee or upon receipt by the Secretary of a written request signed by no fewer than fifteen full members of the Association.

7.3 At least six weeks notice shall be taken as given in accordance with this rule 7.3 by placement of a notice by the Class Secretary on the official UK 29er website giving details of the place and Time of the general meeting concerned and the business to be transacted.

7.4 At General Meetings, decisions will be limited to matters on the agenda and will be carried by majority of the full members in attendance, except that any decision to change the Constitution or Class Rules will require a two-thirds majority.

7.5 Only full members are entitled to vote; Family membership will be limited to a single vote. Voting will be by a show of hands, unless a poll is demanded by not fewer than three of the full members present, or a postal ballot is held. At any meeting, the Chairman will have the casting vote and the Secretary will be responsible for minting the results of voting.

7.6 At any General Meeting, fifteen full members will form a quorum.

Class Rules

8.1 The 29er is a 'One Design Class' designed by Julian Bethwaite and made by licensed builders from official moulds.

8.2 The Class Rules are those approved and published by the International Association but may be amended or "interpreted" for UK application, as long as:

- (a) they do not threaten the spirit of the 'One Design' principle; and
- (b) reasonable notice is provided by the committee to allow members to apply the changes prior to the event at which they become effective.

Note: An assumption that members will have identified any changes on the UK or International web site will not be regarded as reasonable notice.

8.3 The Association will support the International Association in maintaining the one design character of the 29er and will report to the International Association, any matter that may appear to violate or threaten the spirit of the Class Rules.

8.4 The Committee will appoint a Class Measurer(s) from the Committee to:

- (a) Advise on any technical matters relevant to the Class.
- (b) Ensure that the One Design control of the Class is properly exercised by the builders and suppliers in accordance with the Manufacturing specifications and Handbook.
- (c) Investigate any query by a boat owner regarding the one design or specification of the boat, and to report to the Committee on the outcome.
- (d) Consult with the builders on any development of the boat or equipment deemed to be desirable as a result of sailing experience.
- (e) Ensure that boats used in major championships and regattas comply with the Class Rules.

Any changes to the Class Rules affecting the manufacturing of the 29er may only be approved after consultation with and agreement of the builder.

Suspension or removal from membership

9.1. A member may be suspended or removed from membership by the Committee only after a hearing, where the individual will be provided with a fair opportunity to present details relating to the matter, prior to the Committee making its decision.

9.2. A member may be suspended or removed for the following reasons:

- (a) Committing an unlawful act in relation to the Association or one of its members, or
- (b) Any unsportsmanlike conduct or unsocial behaviour, contrary to the interests of the members of the Association, or
- (c) Intentional violation of this Constitution or the Class Rules.

9.3. A member will not be entitled to the return of any or part of their subscription in respect of the period for which they are suspended or removed from membership.

10 Amendments to the constitution

10.1. This Constitution may only be amended at an AGM or Special General Meeting.

11. Limitations and other requirements

11.1. In the execution of their responsibilities under this constitution, Committee members will not be liable for any loss to members or former members or to the assets of the Association, by reason of any mistake or omission made in good faith by them or any other officer or member of the Committee or for any other matter other than wilful and individual wrongdoing, omission or fraud on the part of the person who is sought to be made liable.

11.2. The Association may be dissolved by a resolution passed by a two-thirds majority of those full members present at a Special General Meeting convened for this purpose. The resolution may include proposals for the disposal of any assets held by or in the name of the Association, following the satisfaction of all debts and liabilities. Such assets will not be paid to or distributed among the members, but given or transferred to such other charitable organisations or institutions having objects similar to some or all of those of the Association, as the members may determine.

11.3. The Association will ensure that adequate insurance cover is provided for public and employer's liability

The 29er - a One Design Boat

Fair Play – Our Membership Ethos

We want an even playing field for everyone, and for all sailors to know they have achieved because of their ability and skill. Sadly, as in all sports, there is always someone who finds it acceptable to win by cheating. Let's be clear, cheating is doing something that you know or should have known is outside the Class Rules, whether you actually gain an advantage or not, is irrelevant.

The **29er** IS A ONE DESIGN BOAT and **29er** racing members want to know that they are all racing on equal terms. The UK **29er** Class Association will therefore take very seriously, and may even revoke the membership, of any member found guilty of racing a boat that is measured to be 'out of Class'. Remember, you are required to hold current membership to be eligible to enter Class Racing Events and take part in Class training.

If you want to sail a boat where the class rules allow you to change the specification of your boat to gain an advantage, then please sail with another class.

Committee Responsibility

To ensure our ethos is followed, your Committee has appointed a class measurer, Arthur Allen. Arthur has worked very hard investigating measurement problems and knows what he is talking about.

Arthur has the authority to check any boats for Class Rule compliance at any UK **29er** Class Race Meeting, but feel free to contact him if you have any queries or problems; he is there to help you. Arthur is sympathetic and really friendly and only too willing to help you 'get your boat in shape'.

Sailor Responsibility

The current Class Rules are included in this Membership book or check them out on the web site www.29er.org/racing/rules. Alternatively ask the Class Secretary to send you a copy. There may be rule changes, but these only happen once a year, and membership will be notified via the web site, newsletter and new or renewal membership pack, keep your eyes open!

Remember it is YOUR RESPONSIBILITY to ensure your boat meets and stays within the Class Rules.

Our Responsibility

If you see another boat, which you think, may be out of Class, have a word with the sailors and suggest they ask one of the measurers to check it, after all, we all need to help each other. If you see the problem persists, have a quiet word with the measurer yourself, and hopefully he can resolve the query.

Help us, your **29er** Class Committee; serve you the membership, and keep The UK **29er** Class Race Circuit, an even playing field.



**INTERNATIONAL
29er
CLASS RULES
2009**



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INTRODUCTION

This introduction only provides an informal background and the International 29er

Class Rules proper begin on the next page.

29er hulls, hull appendages, rigs and sails are manufacture controlled.

29er hulls, hull appendages, rigs and sails shall only be manufactured by licensed

manufacturers – in the class rules referred to as licensed manufacturers.

Equipment is

required to comply with the International 29er Builders Construction Manual and is

subject to an ISAF approved manufacturing control system.

29er hulls, hull appendages, rigs and sails may, after having left the manufacturer, only

be altered to the extent permitted in Section C of the class rules.

Owners and crews should be aware that compliance with rules in Section C is responsibility of the sailor. Rules regulating the use of equipment during a race are

contained in Section C of these class rules, in ERS Part I and in the Racing Rules of Sailing.

PLEASE REMEMBER

THESE RULES ARE CLOSED CLASS RULES WHERE IF IT DOES NOT SPECIFICALLY SAY THAT YOU MAY – THEN YOU SHALL NOT.

COMPONENTS AND THEIR USE, ARE DEFINED BY THEIR DESCRIPTION

PART I – ADMINISTRATION

Section A –General

A.1 LANGUAGE

A.1.1 The official language of the class is English and in case of dispute over the

translation, the English text shall prevail.

A.1.2 The word “shall” is mandatory and the word “may” is permissive.

A.2 ABBREVIATIONS

A.2.1 ISAF International Sailing Federation

MNA ISAF Member National Authority

ICA International 29er Class Association

NCA National Class Association

ERS Equipment Rules of Sailing

RRS Racing Rules of Sailing

CRH Copyright Holder

A.3 AUTHORITIES AND RESPONSIBILITIES

A.3.1 The international authority of the International 29er Class is the ISAF, which

shall cooperate with the ICA in all matters concerning these **class rules**.

A.3.2 Neither ISAF or the ICA is under any legal responsibility in respect of these

class rules.

A.4 ADMINISTRATION OF THE CLASS

A.4.1 ISAF has delegated its administrative functions of the class to the ICA.

A.5 ISAF RULES

A.5.1 These **class rules** shall be read in conjunction with the ERS.

A.5.2 Except where used in headings, when a term is printed in “**bold**” the definition

in the ERS applies and when a term is printed in “*italic*” the definition in the RRS applies.

A.6 CLASS RULE VARIATIONS

A.6.1 ISAF Regulation 26.5(f) applies

A.7 CLASS RULE AMENDMENTS

A.7.1 In accordance with ISAF Regulations amendments to the **class rules** require

the approval of ISAF after their adoption by a simple majority vote of the members in a general meeting of the ICA held in accordance with its constitution.

A.8 CLASS RULE INTERPRETATIONS

A.8.1 Interpretation of **class rules** shall be made by ISAF in consultation with the

class and CRH

A.8.2 Interpretation of **class rules** at an event shall be carried out in accordance with

the RRS. The event organising authority shall, as soon as practical after the event, inform the ISAF and ICA of any such interpretations.

A.9 INTERNATIONAL CLASS FEE AND ISAF BUILDING PLAQUE

A.9.1 Licensed manufacturers of hulls shall pay an International Class Fee for each hull manufactured.

A.9.2 ISAF shall, after having received the International Class Fee for the hull, send the ISAF Building Plaque to the Licensed Manufacturer.

A10 LICENSED MANUFACTURERS

A10.1 29er equipment shall only be manufactured by those appointed and licensed by the CRH in consultation with ISAF. Such licensees shall be referred to as Licensed Manufacturers within these **class rules**.

A.11 SAIL NUMBERS

A.11.1 Sail numbers shall correspond to the number shown on the ISAF International Class building plaque except where stated otherwise in these **class rules**.

A .12 CERTIFICATION

A.12.1 Written **certification** is not issued.

Section B – Equipment Eligibility

For a **boat** to be eligible for *racing*, it shall comply with the rules in this section.

B.1 CLASS RULES

B.1.1 The boat shall comply with the **class rules**.

B.2 CLASS ASSOCIATION MARKINGS

B.2.1 **Sails** shall carry an ICA **sail** label.

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

B.3 EVENT INSPECTION

B.3.1 GENERAL

A role of **Equipment Inspectors** at an event is to verify that equipment has been produced by a Licensed Manufacturer and has not been subsequently altered (other than as is permitted within these rules) using whatever inspection methods they deem appropriate, including comparison with a reference sample

of the type of equipment presented for Inspection. Should this comparison reveal deviation greater than what the Equipment Inspector considers being within manufacturing tolerances, the procedure of class rule A.8.2 shall apply. Such occurrences shall be reported to ISAF and the ICA technical committee for investigation and a ruling on the eligibility of the equipment for racing.

B.4 EVENT LIMITATION MARKS

B.4.1 If an event uses **event limitation marks** these marks shall not be removed

during an event. If the **event limitation mark** becomes damaged or lost this shall be reported to the event race committee as soon as possible.

PART II – REQUIREMENTS & LIMITATIONS

The **crew** and the boat shall comply with the rules in Part II when *racing*. In case of

conflict Section C shall prevail.

The rules in Part II are **closed class rules**. Equipment control and **equipment**

inspection shall be carried out in accordance with the ERS except where varied in this

Part.

Section C – Conditions for Racing

C.1 GENERAL

C.1.1 RULES

(a) RRS 50.4 shall not apply.

C.2 CREW

C.2.1 LIMITATIONS

The **crew** shall consist of two persons

C.2.2 MEMBERSHIP

In international events each **crew** member shall be a current member of the ICA.

C.3 PERSONAL EQUIPMENT

C.3.1 MANDATORY

(a) The boat shall be equipped with **personal flotation devices** (PFD) for each crew member to the minimum standard ISO 12402-5 Level 50 or the notice of race may prescribe alternatives.

(b) The use of inflatable buoyancy vests is not permitted while racing.

C.4 ADVERTISING

C.4.1 Advertising is permitted as provided in ISAF Regulation 20.

C.4.2 For the purpose of the ISAF Advertising Code, the mainsail **tack** shall be taken

as the lowest point of the forward edge of the mast sleeve and the length of the

foot shall be taken to be 2100 mm.

C.4.3 For the purpose of ISAF Advertising Code, the gennaker shall be deemed a

spinnaker.

C.5 PORTABLE EQUIPMENT

C.5.1 OPTIONAL

(a) Timing devices, removable for weighing.

(b) Maximum two compasses with brackets, removable for weighing.

(c) Electronic compasses with functions beyond heading and timing are prohibited.

(d) Spare parts and tools, removable for weighing.

C.6 BOAT

C.6.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (b) The use of shock cord or adhesive tape is in general unrestricted, except that such material shall not be used in such a way as to create a fitting or extend a function.
- (c) Replacement of non-skid tape or paint to the deck moulding is permitted.
- (d) Any cleat may be replaced with a cleat of any material and of substantially the same size and design.
- (e) Any cleat including integrated fairlead may be replaced with a cleat of any material and of substantially the same size and design.
- (f) Any block may be replaced with a block of the same number of sheaves of similar or greater diameter. Ratchet blocks have no sheave diameter restrictions. Ratchet blocks may be used for the gennaker sheets and as the forward mainsheet block on the boom.
- (g) Any attachment of blocks may be replaced. Attachment for blocks shall be of substantially the same size and design.
- (h) Any other fitting than those mentioned in C.6.1 (e), (f) and (g), shall only be replaced by the same model or a replacement by a licensed builder.
- (i) Replacements shall be fitted in the same position as the standard fitting, or as close as is structurally possible.
- (j) To facilitate advertising painting and vinyl or similar may be added to the **sails, hull and spars** for this purpose except that as per C.7.3.(a) hull may not be painted.
- (k) The distance between the centre of the centre hole in the stemhead fitting and the front face of the **mast spar** at the top of the heel plug, measured in a straight line between these two points shall be a minimum 1820mm maximum 1830mm.
- (l) An additional wedge may be fitted under the mast partner, adjacent to and in front of the gennaker halyard turning block to facilitate the retraction of the **bow sprit**.

C.7 HULL

C.7.1 MODIFICATIONS,

- (a) Maximum 2 foot straps on each gunwale for which holes may be drilled.
- (b) A block, in the gennaker halyard behind the two floor blocks, with a sheave of not more than 20 mm diameter and attached with a shockcord, which may pass through an additional block with a sheave diameter of not more than 20 mm.
- (c) One tie down loop, bolted through the gunwale flange on each side to be totally within 700 mm to 1000 mm in front of the rear corner of the gunwale chainplates, to facilitate securing the **hull** to a trailer or dolly.
- (d) Wedges may be fitted under the vang, and cunningham and gennaker halyard cleats.
- (e) Fittings made from flexible material may be added along the rail forward of the chainplates on each side for the hull for the sole purpose of retaining the spinnaker sheets on the boat.
- (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.
- (h) The **daggerboard** case packing maybe replaced by any compressible material.may only be packed with a soft carpet or felt material and shall not extend less than 20mm or more than 100mm from the top and bottom

of the case and shall be fixed with either glue or tape.

(i) For **hulls** with an ISAF Building Plaque number less than 1400,

(a) The horizontal underside of the mast partner and the aft flange including that attached to the cockpit may be reinforced with glass fibre and either polyester or vinylester resin provided such reinforcement does not exceed 50mm in width when measured at 90 degrees to the aft flange of the mast partner. A foam or coremat stringer, not exceeding 25mm x 25mm may also be placed under the glass fibre laminate at the corner formed by the flange and the mast partner's horizontal surface.

(j) Wedges may be fitted under the mast base tenon for the purpose of heel tune. Furthermore the aft face of the tenon shall at all time be in contact with the mast step bearing surface. Wedges shall not be removed or adjusted during an event.

C.7.2 MAINTENANCE

(a) The watertight integrity of the **hull** shall be maintained.

(b) The breather hole in the centre plinth shall remain open and unrestricted.

(c) Fittings may be bedded in provided they can be removed without damage.

C.7.3 REPAIR

(a) In the event of damage to any part of the **hull**, necessary repairs may be made provided repairs are made in such a way that the essential shape and function is not materially affected. Areas of damage repair may be filled, sanded and polished over.

(b) Replacement of non-skid tape or paint to the deck moulding is permitted.

C.7.4 LIMITATIONS

(a) Only one **hull** shall be used in an event, except when lost or unintentionally damaged beyond repair. Any replacement shall only be made with the approval of the Race Committee.

C.7.5 HULL WEIGHT

(a) The weight of the **hull** including gennaker sock, bowsprit, **rudder** head (including tiller), permanently fixed fittings and control lines, foot straps and any **hull corrector weight**, but excluding **daggerboard**, **rudder** blade and non permanently fixed fittings and equipment listed in C.5 shall not be less than 74.0 kg with all items in a dry condition.

C.7.6 CORRECTOR WEIGHTS

(a) **Corrector weights** of lead shall be permanently fastened with bolts through the jib track under the mast partner when the hull as in C.7.5 (a) is less than the minimum requirement.

(b) The total weight of such **corrector weights** shall not exceed 2.0kg.

C.8 HULL APPENDAGES

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) Repairs to damage in the leading and trailing edge may be filled and blended in. (Advisory note: nowhere is re-finishing, fairing of the **daggerboard** and **rudder** blade permitted except to facilitate localised repair in this rule).

(b) The **daggerboard** and **rudder** blade ends maybe sanded, filled or painted in order to maintain their original shape.

(c) The tiller forward of the **rudder** head may be modified.

(d) The **rudder** head packing may be replaced by any compressible material.

(e) The tiller extensions may be replaced without any restrictions as to design

and material.

C.8.2 LIMITATIONS

(a) Only one **daggerboard** and one **rudder** blade shall be used during an event except when an item has been lost or damaged beyond repair. Any replacement shall only be made with the approval of the Race Committee.

C.9 RIG

C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) Replacement of fittings may be made and if needed to facilitate repair the fitting may be modified to accommodate slightly larger fixings.

(b) Standing **rigging** may be replaced and shall comply with the following:

(i) The forestay and shrouds shall be 3.0mm - 3.5mm diameter 1x7 or 1x19 stainless steel wire.

(d) The lower part of the forestay and shrouds, and their attachment fittings may be covered with protective covering; however, the function of the fittings shall not be changed.

(e) Rig pins may be replaced by quick pins or any other type of pins.

(f) Tufts or ribbons in the **rigging**.

C.9.2 LIMITATIONS

(a) Only one set of **spars** and **standing** rigging shall be used except when an item has been lost or damaged beyond repair

C.9.3 DIMENSIONS

(a) The forestay length is controlled by laying the forestay along the forward face of the **mast spar** and measuring the extension of the forestay beyond the mast heel. This distance shall be taken between the forward extension of the bottom of heel tenon and the lower bearing surface of the forestay pin OR an attached shackle and shall be a minimum 445mm and maximum 460mm.

C.9.4 FITTINGS

(a) Optional mechanical wind indicators.

C.9.5 STANDING RIGGING

USE

(a) The forestay shall be fitted to the centre hole of the stem head fitting.

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

(ii) Sheets and lines may be replaced without any restrictions as to length, diameter and taper providing the part is not made of wire.

(iii) A continuous main sheet and jib sheet is permitted.

(iv) A fairlead/eye for the end of the mainsheet may be attached to the floor plinth.

(v) **Mainsail** halyard and **jib** halyard may be replaced by lines of any material.

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

(vii) A block may be added in the **gennaker** halyard between the **sail** and the **mast spar**, with a sheave of not more than 20 mm diameter. This block may be attached to a shock cord lead through a shackle, existing fitting or loop of rope on the mast and then attached to the **mast spar**.

(viii) Shockcord tails may be added to ropes.

(ix) A clip or shackle may be fitted at the end of the **jib** sheet attachment line where it attaches to the clewboard of the **jib**.

(x) The trapeze arrangement may be modified to include a continuous system and/or adjustable hook height provided that the attachment methods to the mast spar and the wings are not changed.

C.9.7 USE

(a) Running rigging shall be led through and attached to the fittings supplied for the function.

(b) Standing rigging shall not be adjusted after the *start*.

C.10 SAILS

C.10.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) **Sails** shall not be recut, except as permitted in C.10.4(a), or otherwise change or affect any aspect of the **sail** or pierce the **sail** for any reason other than effecting necessary repairs or as permitted by these rules.

(b) The length of the **battens** may be altered to adjust the tension in the batten

pocket, provided the **batten** fits within the original pocket and the **sail** is not altered other than by cutting and renewing the **batten** pocket stitching at either end.

(c) The **sail battens** identified by a unique identification graphic and as supplied by a licensed manufacturer and shall not be altered in stiffness.

(d) Tell Tales on the sails.

(e) Chaffing patches may be added to mainsail.

C.10.2 LIMITATIONS

(a) Not more than 1 mainsail, 1 jib and 1 gennaker shall be used during an event except when a sail has been lost or damaged beyond repair. Any replacement shall only be made with the approval of the Race Committee.

C.10.3 MAINSAIL

(a) IDENTIFICATION

(i) The national letters and the **sail** numbers shall be black and shall comply with the RRS except where specified in C.10.2 (ii).

(ii) National letters and sail numbers shall comply with the RRS except that the specifications for boats under 3.5 metres shall apply.

(iii) The national letters and the **sail** numbers shall be wholly between the 2nd and 3rd **batten pockets** from the **head point**.

(iv) The base of the national letters and the **sail** numbers shall be approximately parallel to the **batten pockets**.

(v) The **sail** number shall be either:

(1) If either of the crew has finished in the top 25 in the preceding 29er world championship their sail number shall be that place, 1st to 9th single digit, otherwise two digits.

(2) Otherwise, the sail number shall be that shown on the ISAF hull plaque.

(3) Should there be multiplicity in numbers due to C.10.3(a) (v) (1), a race committee may make an arrangement suitable for the duration of the event involved.

10.4 GENNAKER

(a) MODIFICATIONS

The gennaker may be modified by having graphics cut in, which shall not extend within 800 mm of the **head point** or **tack** and shall not extend within 600mm of the **luff**, **leach** or **foot**. Such actions may not alter the original shape of the **sail**.

Section D – Hull

D.1 MANUFACTURERS

(a) **Hulls** shall only be manufactured by Licensed Manufactures

D.2 PARTS

(a) **Hull**

D.3 IDENTIFICATION

The **hull** shall carry the manufacturer's serial number displayed on the aft trailing edge of the transom.

D.4 MATERIALS, CONSTRUCTION AND DIMENSIONS

Shall comply with the ISAF approved Builders Construction Manual

Section E – Hull Appendages

E.1 MANUFACTURERS

(a) **Hull appendages** shall only be manufactured by Licensed Manufactures

E.2 PARTS

(a) **Daggerboard**

(b) **Rudder Blade**

E.3 IDENTIFICATION

The **daggerboard** and **rudder** blade shall carry an ICA 9er IHC sticker.

E.4 MATERIALS, CONSTRUCTION AND DIMENSIONS

Shall comply with the ISAF approved Builders Construction

Section F – Rig

F.1 MANUFACTURER

Rig shall only be manufactured by a Licensed Manufacturer

F.2 PARTS

(a) **Mast**

(b) **Spreaders**

(c) **Boom**

Top 10 29er tips from the man who sees all and knows all (well, almost!)

Dave Hall was at Ovington Boats for almost 10 years and is pretty much responsible for the introduction of the 29er into Europe. There is very little Dave has not seen either done 'to' or 'in' a 29er.

Over the last few years there has been a large influx of sailors from a variety of classes. Many have bought used boats or new direct from dealers and have therefore not had any advice or guidance on setting up or sailing their 29er. Some will not have read or even had the manual that is included with every new boat and having watched a lot of new teams over the last 18 months Dave thought it time to highlight a few points.

1. Rig Tension

When you use the pulley system to pull on the tension via the trapeze wires put the hook onto the rope not the ring.

Reason; Rope is cheaper to replace than a bent ring.

2. Centreboard

Try to avoid pushing the centreboard straight down, line it up with the aft raked case so it finds its way down.

Reason; pushing straight down puts pressure on the front edge of the packing and may push it out.

3. Spinnaker

The spinnaker is usually rigged for a port rounding and a port side hoist so the sail is hoisted behind the jib. If a port tack or gybe set hoist is required make sure you bare away onto a very broad reach or even a run to ensure the spinnaker blows forward and not into the jib.

Reason; if you hoist it so it blows into the jib triangle the sail will snag, tear and get stuck.

4. Mainsail

When hoisting, make sure the boat is head to wind; all the battens are tensioned and are on the same tack – preferably starboard.

5. Spreader tips.

Make sure the wire is not slack between the tip of the spreader and the hounds bolt.

Reason; If the wire is loose and rig tension is applied the wire may lock against the spreader tip and jam. The tension is then between the spreader and the boat rather than the whole length of the wire – result; bent spreader.

6. Mast when towing.

Make sure the track is facing the sky when the mast is on the boat for trailing.

Reason; The plastic track can be distorted in hot weather and crack in cold.

7. Lee shores

Learn how to get on and off a lee shore. Use the 'Hand brake turn and slide' method to land.

Reason; you will crash less

8. Capsize

Learn how to make life easy, use the water start method.

Reason; Save time in a race and well as a lot of energy.

9. Mainsheet down wind in strong wind.

Keep it in.

Reason; It is faster – the mainsail acts as a foil to the spinnaker. It is also safer – the sail acts as a backstay keeping control of the mast and spinnaker.

10. Tie a knot in the mainsheet and jib sheet.

So the sails do not go out too far. The boom should never touch the shroud.

Reason; It will give a degree of stability should you let go of the sheets and help stop the mast inverting downwind if the main is let out too far.

And if all else fails read the manual – if you need a copy call Dave on + 44 (0) 7802 611599 or e mail him on davehallsail@googlemail.com

In the technical pages on the Class Association website as well as the above, there are also several other downloadable documents to make you and your boat go faster and stay upright!

2009 Round-up

World Championships

186 29ers made the journey to Riva del Garda for the 2009 World Championship which ran on straight after the 49ers.

Germany showed up with 34 teams followed by the British with 33, the United States with 18 and host country Italy with 15. This is the largest 29er World Championship ever held with competitors arriving from over 20 countries.

Sailors ranged from adults to young teenagers and many were repeat competitors including Pepe Bettini from Argentina who was eager to win a Worlds after having come very close in 3 prior Championships. American Matt Nobel had also finished 3rd in two previous 29er Worlds and is crewing for US sailor Judge Ryan who finished 4th in the 2008 ISAF Youth Worlds in Denmark.

Representatives from Hong Kong, the Cayman Islands and United Arab Emirates as well as established European, Americas and the ever strong Australians show the broad reach and popularity of the skiff and its acceptance worldwide.

Epic Lake Garda conditions gave the Race Committee and competitors a chance to stretch out and complete 3 days of qualifying races on two race tracks in the 4 flights. Competition was tough and included among others the 2008 29er World Champion Steve Thomas (AUS) with crew Blair Tuke, borrowed from neighboring New Zealand.

The Australian teams of Steven Thomas and Blair Tuke (NZL) and Hayley Outteridge and Iain Jensen lead after the 3 day qualifying series. The 186 boat fleet was now split for gold, silver, bronze and emerald flights.

The Ora filled early for the first day of the finals, racing began in 18 knots of wind increasing to 20+ knots out of the south. Four races were scheduled, but only 3 were completed per fleet. The top youth team at this stage was Kevin Fischer and Glenn Gouron of France who won all their races launching them into 4th overall. This team has won all the Euro Cup events for the 29er Class in 2009 including the recently sailed Kiel Week. The top female team was Becky Diamond and Fiona Hampshire of Great Britain who sit in 35th overall.

Two more days of finals followed with the wind never falling below 20 knots.

Finally it was Steven Thomas repeating his title of 29er World Champion adding Blair Tuke of NZL as his crew this time around. The duo carried on their top sailing from the 49er Worlds the week prior pairing up and stepping into the 29er to place no worse than 3rd, and sailing so consistently they were able to not sail the final 2 races.

The battle on the final days racing was between the Outteridge siblings also of Australia. In the end big brother Nathan with skipper Lauren Jeffries out sailed his sister to take 2nd overall. Hayley Outteridge with Iain Jensen as crew finished 3rd overall.

Max Richardson and Alex Groves of GBR were the top placing youth team finished 4th in the Gold fleet while Ida Marie Baad Nielsen and Marie Thusgaard Olsen of Denmark won the top placing female team.

The 54 boat silver fleet was won by Americans Paris Henken with Chris Rast as crew, another 49er sailor in the front of the boat. The Bronze fleet was won by Sinem Kurtbay and Ville Bergman of Finland with the Emerald fleet winners Casey McDermott and Chantelle Boudreau of Canada.

A point worth noting is that the first three boats were all charter boats proving it is possible to have boats 'out of the box' to win.

RYA Youth National Championships –

Disappointing End to Youth Nationals

A disappointing end to the National youth championship. The Easterly breeze continued to challenge the Race Teams with gusts on the course up to 49 knots and from every direction, throughout the last 3 days. Consequently the finals results were those that stood at the end of Tuesday. Congratulations to the new Youth Champions, Bledlyn Mon & Nick Redding and Lilly Carlisle & Becky Wallbank.

Zhik 29er National Championships

The Zhik 29er Nationals followed straight on from the 49er championship using the same race team and course. After the 49ers had finished two races the 29ers successfully completed their first three.

With the wind increasing through the afternoon it was a baptism of fire for many of the young teams. The strong current combined with many of the team's inexperience showed itself in that after a Black flag start almost half the fleet found themselves on the white board and disqualified.

Tom Durham & George Hand having just finished 1st youth at the 49ers persuaded Georges Dad and Dave Hall to sail their 29er out to the start and sail the 49er back. At the end of the day Tom and George now lead the championship with a very impressive 3,2,1. Gakl Jaffrezic & Julien Bloyet visiting from France showed how consistency pays ending up second. The young team of Alex Motherssele & Hamish Ellis with a little less constancy ended the day third.

Day two and after the black flag madness of day one the fleet had calmed down managing to get off the start line under the P flag. However the wind had done the opposite - increasing through the day. The HISC race team managed 2 races before safety prevailed and the fleet were sent home.

Tom Durham & George Hand stormed the fleet with 2 first places adding to yesterdays impressive score line. This gave them a 10 point lead over Henry Lloyd Williams & Sam Batten. Chris Mathews & Ed Gibbons had a very good day pulling themselves up to third.

With a strong wind warning the fleet were held on shore with a 3 hour postponement on day 3. The hope was that when the tide came in the HISC race team could set a course inside Chichester harbour.

At 3pm the wind did ease and the water arrived. One race was squeezed in before the wind strengthened again and the fleet sent home.

Tom Durham & George Hand again dominated the racing leading from start to finish without ever being seriously challenged. The battle for the 2nd and 3rd spot was between Henry Lloyd-Williams & Sam Batten and the French team of Gakl Jaffrezic & Julien Bloyet, this was a much closer battle with Lloyd-Williams & Batten finally getting the 2nd place. Alex Mothersele and Hamish Ellis were in the mix until disaster struck - they have to be either the luckiest or unluckiest depending how you look at it. Lying in 3rd place 200m from the line their mast inverted and bent at spreader height, partly falling down. Hamish, on the wire was able to hold it up to cross the line in 8th.

The forecast was a little more optimistic for day 4 so the fleet were sent out to sea. A good 18-20 knots with some interesting waves kept the fleet busy but fortunately not too much work for the rescue boats.

Four races were held which went some way to catching up the lost races from the previous day. Tom Durham & George Hand yet again stamped their authority on the fleet. Only a start line collision and a snapped pole putting them out of one race. The two French boats of Gakl Jaffrezic & Julien Bloyet and Erwan Fischer & Julien Thibault found the day to their liking and put a firm hold on to 3rd and 4th places.

With a Westerly Gale blowing and no prospect of it easing, racing was cancelled early on the last day of the championship.

Ten races were completed over the week in trying conditions. Tom Durham & George Hand have proved to be worthy winners.

A big thank you to HISC, the race teams, rescue and of course the championship sponsor Zhik.

Inland Championships Grafham Water

Inland Championships 2009 – Grafham Water November 14th/15th 2009

The fleet launched in a fresh 15 knot breeze which soon died to 12 knots for the racing, producing some extremely tricky conditions. The fickle shifts and gusts combined with long 3 or 4 lap races resulted in tense competition where no lead was secure and positions could change at any time.

In the first race, Phil and John had gained a healthy lead only to drop, round the gate and head upwind for a 4th lap, ultimately costing them the series. This allowed Grace and Becky to sail through and take first.

Race 2 was won by Adam and Tim.

Races 3 & 4 saw Phil and John in first place closely pursued by Art and Ed. Going into day 2, it was: Phil and John in first Grace and Becky in second (an excellent day for them especially as it was their first event and only the third time they had sailed together) Adam and Tim in third.

Day 2

With lighter on-shore winds providing similarly testing conditions, the fleet were keen to get going, as winds were forecast to drop, resulting in a general recall. Eventually Paul Brotherton (who is this guy?) and Gemma MacIntyre led round the top mark after winning the pin on the black flag start and staying on the good shifts, however, due to some excellent downwind sailing, Adam and Tim took line honours.

In the 3rd race, Phil and John built an immense lead, not only giving them a clear win, but enabling them to be changed and dry by the time the rest of the fleet arrived on shore!

After racing it remained tense on the shore between the two top boats as a clear winner was unconfirmed. With suspected black flags and protests it was a long time before the final results emerged:

Harken Nationwide Series 2009

Harken 29er Grand Prix 2009 – Overall

Following their National Championship title, Tom Durham and George Hand added the Harken Grand Prix title to end an extremely successful season for the pair. The Harken Grand Prix series ended with a great event at Northampton sailing club, where a Black tie prize giving dinner and dance was thoroughly enjoyed by all on Saturday evening.

The Grand Prix has been a fantastic success, with over 60 boats competing at one or more of the events. The series kicked off at Rutland Water in March and then travelled North to Sunderland, back south to Hayling and then to Draycote in June. After the summer championships it picked up again at Lymington with the final taking place at Northampton.

The 29er Association would like to thank Harken for their support and to all the clubs – especially Northampton who have all helped to make the series such a success

The UK 29er

Class Association Hall of Fame

LIFE MEMBERS

HANNAH STODEL GBR Sonar sailor, Athens Paralympic Games, 2004
KATHERINE HOPSON GBR 470 sailor, Athens Olympic Games, 2004
PIPPA WILSON GBR Yngling sailor, Beijing Olympic Games 2008
(All are ex 29er sailors who have gone on to represent GBR at Olympic level.)

2000

Worlds Lake Garda, Italy (Fleet 65)

1. NZL376 Mike Bassett & Mike Kennedy
2. AUS363 Evan McNicol & John Winning
3. NZL375 Scott Kennedy & Lindsay Kennedy

Women

1. GBR316 Charlotte Odell & Susie Webber

Youth

1. NZL376 Mike Bassett & Mike Kennedy

Europeans Medemblik, Holland

1. GBR172 John Pink & Tom Weeks Stokes Bay/Hill Head
2. DEN324 Allan Norregaard & Kasper Poulson
3. GBR337 Simon Marks & Richard Goode

Women

1. GBR315 Charlotte Odell & Susie Webber Grafham

Nationals Weymouth (Fleet 35)

1. GBR172 John Pink and Tom Weeks Stokes Bay/Hill Head
2. GBR337 Simon Marks and Richard Goode
3. GBR John Gimson and Sam Firkins

Women

1. GBR Jenny Marks & Heidi Mellors

Inlands Grafham

1. GBR172 John Pink & Tom Weeks Stokes Bay/Hill Head
2. GBR John Gimson & Sam Firkins
3. GBR337 Simon Marks & Richard Goode

Women

1. GBR Jo Skinner & Jemima Marshall

RYA Youth Championships Grafham

1. GBR337 Simon Marks & Richard Goode
2. GBR315 Charlotte Odell & David Steed Grafham
3. GBR John Gimson & Sam Firkins

Scottish Area Championship Helensburgh

1. GBR315 Charlotte Odell & David Steed Grafham
2. GBR Dave Hall & Adam Clark

Gul Series

1. GBR Adam Clark & Jo Skinner
2. GBR Mark Lawrence & Ali Sutor
3. GBR Simon Marks & Richard Goode

Women

1. GBR Jenny Marks & Heidi Mellors

2001

Worlds – Kingston, Canada (Fleet 64)

1. GBR 543 John Pink & Tom Weeks Stokes Bay/ Hill Head
2. GBR John Gimson & Simon Marks
- 3.

Women

- 1.

Youth

1. GBR 543 John Pink & Tom Weeks Stokes Bay/ Hill Head

Europeans – Alassio, Italy (Fleet 37)

1. GBR 543 John Pink & Tom Weeks Stokes Bay/ Hill Head
2. GBR John Gimson & Simon Marks
3. GBR Charlotte Odell & Dave Hall

Women

1. GBR 173 Jenny Marks & Jemima Marshall Northampton

Nationals - Plymouth (Fleet 48)

1. GBR 543 John Pink & Tom Weeks Stokes Bay/ Hill Head
2. DEN 551 Helle Orum Nielson & Lars Orum Nielson Skaerbek Badezlu
3. GBR 15 Alex Hopson & Nick Murphy Bough Beech
4. GBR 75 Adam Clark & Matt Bennett Grafham Water

Women

1. GBR 173 Jenny Marks & Jemima Marshall Northampton

Inlands – Grafham (Fleet 49)

- | | |
|---|------------------|
| 1. GBR 382 Richard Peacock & Tom Storey | Bartley Green |
| 2. GBR 167 Ben McGrane & James Perry | Chew Valley Lake |
| 3. GBR 339 Ian Martin & Olivier Vidal | Bowmoor |

Women

- | | |
|--------------------------------------|-------------|
| 1. GBR 173 Jenny Marks & Debi Gibson | Northampton |
|--------------------------------------|-------------|

Scottish Area Championship – Largo Bay (Fleet 9)

1. GBR Gordon McGeorge & Susan McGeorge
2. GBR Allan Lennox & Kay Lennox
3. GBR Len Read & Francis Lord

Gul Series

1. GBR Stephen Wilson & John Garth
2. GBR Jonathan Frazer & Jonathan Clegg
3. GBR Will Crocker & Phil Bacon

Women

- GBR Jo Skinner & Heidi Mellors

2002

Worlds – Sydney, Australia (Fleet 103)

1. AUS 5 John Winning & Euan McNicol
2. AUS 8 Nathan Outteridge & Grant Rose
3. AUS 4 Jonathan Bonnitcha & Paul Bonnitcha

Women

1. AUS 425 Jacqui Bonnitcha & Sarah Clark

Youth

1. AUS 8 Nathan Outteridge & Grant Rose

Europeans – Lagos, Portugal (Fleet 33)

- | | |
|---|-----------------|
| 1. GBR 781 Pippa Wilson & Mari Shepherd | Royal Lyminster |
| 2. GBR 621 David Evans & Andrew Skubala | British Steel |
| 3. GBR 6 Stephen Wilson & John Garth | Sunderland |

Women

- | | |
|---|-----------------|
| 1. GBR 781 Pippa Wilson & Mari Shepherd | Royal Lyminster |
|---|-----------------|

Nationals - Weymouth (Fleet 43)

- | | |
|---------------------------------------|-----------------|
| 1. GBR 729 Ian Martin & Olivier Vidal | Bowmoor |
| 2. GBR 6 Stephen Wilson & John Garth | Sunderland |
| 3. GBR Pippa Wilson & Jenny Marks | Royal Lyminster |

Women

- | | |
|---------------------------------------|-----------------|
| 1. GBR 781 Pippa Wilson & Jenny Marks | Royal Lyminster |
|---------------------------------------|-----------------|

Inlands – Grafham (Fleet 46)

- | | |
|---|---------------|
| 1. GBR 621 Dave Evans & Richard Peacock | British Steel |
| 2. GBR 6 Stephen Wilson & John Garth | Sunderland |
| 3. GBR 698 Josh Metcalfe & Ian Haywood | Port Dinorwic |

Women

- | | |
|--------------------------------------|-----------|
| 1. GBR Jackie Wilson & Mari Shepherd | Ullswater |
|--------------------------------------|-----------|

RYA Youth Championships – Weymouth

- | | |
|-------------------------------------|------------------|
| 1. GBR Pippa Wilson & Jenny Marks | Royal Lyngington |
| 2. GBR Jonny Marshall & Tom Smedley | Hayling Island |

ISAF Youth Worlds – Lunenburg – Canada

1. AUS Nathan Outteridge & Menzies
2. NZL Wooley & Overington
3. FRA Vigna & Gatti

Women

1. GBR Pippa Wilson & Jenny Marks
2. AUS Rechichi & Martin
3. NZL O'Brien & Riechelmann

Gul Series

- | | |
|---|----------------|
| 1. GBR 690 Bernard & Andrew Gammon | Covenham |
| 2. GBR 703 Jonathan Frazer & Jonathan Clegg | Hayling Island |
| 3. GBR 697 Dave Freemantle & Ben Redwood | British Steel |

Women

- | | |
|---|----------|
| 1. GBR 327 Jenny Gammon & Penny Jeffcoate | Covenham |
|---|----------|

2003

Worlds Laredo, Spain (56 entries)

- | | |
|---|---------------------|
| 1. GBR 993 David Evans & Rick Peacock | British Steel |
| 2. ARG 15 Pepe Bettini & Federico Vilambrossa | YCO |
| 3. GBR 30 Tom Smedley & Steve Wilson | Hayling/ Sunderland |

Women

- | | |
|---|----------|
| 1. GBR 327 Jenny Gammon & Penny Jeffcoate | Covenham |
|---|----------|

Youth

- | | |
|---------------------------------------|---------------|
| 1. GBR 993 David Evans & Rick Peacock | British Steel |
|---------------------------------------|---------------|

Europeans Travemunder Woche, Germany (52 entries)

- | | |
|--|--------------------|
| 1. GBR 3 Tom Smedley & Stevie Wilson | Hayling/Sunderland |
| 2. FIN 548 Lauri Lehtinen & Mikka Pennenon | NJK |
| 3. GBR 1 David Evans & Rick Peacock | British Steel |

Women

1. ITA 696 Sasra Postogna & Anna Postogna

Nationals Plymouth (50 entries)

- | | |
|--|---------------|
| 1. GBR 619 Tristan Jaques & Alain Sign | Stokes Bay |
| 2. GBR 773 Ant Chapman & Tom Dawson | Rutland |
| 3. GBR 1 David Evans & Rick Peacock | British Steel |

Women

1. GBR Jenny Taylor & Mari Shepherd

Inlands Grafham (34 entries)

- | | |
|--|------------|
| 1. GBR 619 Tristan Jaques & Alain Sign | Stokes Bay |
| 2. GBR Ed Chapman & Tom Peel | Rutland |
| 3. GBR 7 Roger Phillips & Will Crocker | Great Moor |

Women

- | | |
|--------------------------------------|-------------|
| 1. GBR Jessica Smith & Mari Shepherd | Northumbria |
|--------------------------------------|-------------|

RYA Youth Championships – Hayling Island

- | | |
|--|----------------------|
| 1. GBR 993 David Evans & Rick Peacock | British Steel |
| 2. GBR Tom Smedley & Stevie Wilson | Hayling / Sunderland |
| 3. GBR 619 Tristan Jaques & Alain Sign | Stokes Bay |

2004

Worlds Silvaplanna Switzerland (84 entries)

- | | |
|--|------------|
| 1. GBR 619 Tristan Jaques & Alain Sign | Stokes Bay |
| 2. FIN 548 Lauri Lehtinen & Mikka Pennenon | NJK |
| 3. AUS 648 David O'Connor & Scott Babbage | RQYC |

Women

- | | |
|---|-----|
| 1. FIN 972 Silja Lehtinen & Silja Kanerva | NJK |
|---|-----|

Youth

- | | |
|--|------------|
| 1. GBR 619 Tristan Jaques & Alain Sign | Stokes Bay |
|--|------------|

Eurocup

- | | |
|--|------------|
| 1. GBR 619 Tristan Jaques & Alain Sign | Stokes Bay |
| 2. AUS 648 David O'Connor & Scott Babbage | RQYC |
| 3. FIN 548 Lauri Lehtinen & Mikka Pennenon | NJK |

Women

- | | |
|---|-----|
| 1. FIN 972 Silja Lehtinen & Silja Kanerva | NJK |
|---|-----|

Nationals – Weymouth (40 entries)

- | | |
|--|--------------|
| 1. GBR 619 Tristan Jaques & Alain Sign | Stokes Bay |
| 2. GBR 6 Ed Chapman & Tom Peel | Rutland |
| 3. GBR 873 Jon White & Alex Cruttenden | Pevensey Bay |

Women

1. GBR 730 Jenny Gammon & Pippa Taylor Covenham
Inlands Grafham (37 entries)

1. GBR 611 Helena Lucas & Hannah Stodel BSC
2. GBR 6 Ed Chapman & Tom Peel Rutland
3. GBR 5 Justin Visser & Simon Wheeler Royal Lymington

Women

1. GBR 611 Helena Lucas & Hannah Stodel BSC

RYA youth Championships Pwllheli (17 entries)

1. GBR 619 Tristan Jaques & Alain Sign Stokes Bay
2. GBR 781 James Stewardson & Tom Morris Ullswater
3. GBR 900 Justin Visser & Simon Wheeler Royal Lymington

2005

Worlds St. Francis YC SanFrancisco USA (70 entries)

1. AUS 718 Jacqui Bonnitcha & Euan McNicol
2. AUS 3 David O'Connor & Scott Babbage
3. USA 529 John Heineken & Matt Noble St. Francis YC

Women

1. FIN 7 Sillja Lehtinen & Sillja Kanerva NJK

Youth

1. GBR 5 Justin Visser & Simon Wheeler Royal Lymington

Europeans Vallensbaek Denmark (60entries)

1. GBR 6 Ed Chapman & Tom Peel Rutland
2. DEN 17 Helle Orum Nielsen & Simon Karstoft Jenden Skaerbaek
3. GBR 5 Dylan Fletcher & Nick Hollis Northampton

Women

1. DEN 881 Sofie Linde & Marie Louise Svendsen Y.K.Furesoen

RYA Youth Championships Largs (16 entries)

1. GBR 6 Ed Chapman & Tom Peel Rutland
2. GBR 5 Justin Visser & Simon Wheeler Royal Lymington
3. GBR 10 Dylan Fletcher & Nick Hollis Northampton

Nationals Paignton (31 entries)

1. GBR 697 Huw Humphreys & Max Todd Holyhead
2. GBR 6 Ed Chapman & Tom Peel Rutland
3. GBR 5 Dylan Fletcher & Nick Hollis Northampton

Women

- | | |
|---|-------------|
| 1. GBR 605 Sarah Martin & Nicola Groves | Island Barn |
|---|-------------|
- Inlands Datchet (30 entries)**
- | | |
|---|------------------------|
| 1. GBR 5 Dylan Fletcher & Rob Partridge | Northampton/Budworth |
| 2. GBR 605 Sarah Martin & Nicola Groves | Island Barn Reservoir |
| 3. GBR 342 Sophie White & Catherine Alton | Burghfield/Barnt Green |
- Women**
- | | |
|---|-----------------------|
| 1. GBR 605 Sarah Martin & Nicola Groves | Island Barn Reservoir |
|---|-----------------------|

Eurocup

- | | |
|---|------------|
| 1. GBR 777 Dave Hall & Jessica Smith/Guy Fillmore | Thorpe Bay |
| 2. GER 1031 B.Freidhoff & J. Munding | |
| 3. DEN 943 Christian Sogaard & Frederick Stage | |

Women

- | | |
|---|---------------|
| 1. DEN 881 Sophie Linde & Marie Brondun | Y.K. Furesoen |
|---|---------------|

2006

Europeans Real Club Nautico Denia. Alicante, Spain 36 entries

- | | |
|---|----------------------|
| 1. GBR 1112 Huw Humphreys & Max Todd | Holyhead |
| 2. GBR 5 Dylan Fletcher & Rob Partridge | Northampton/Budworth |
| 3. GBR 1153 Henry Maxfield & Dicken Maclean | |

Women

- | | |
|--|--|
| 1. GBR 1193 Hannah Diamond & Olivia Pettit | |
|--|--|

RYA Youth Championships Weymouth 33 entries

- | | |
|---|----------------------|
| 1. GBR 5 Dylan Fletcher & Rob Partridge | Northampton/Budworth |
| 2. GBR 1112 Huw Humphreys & Max Todd | Holyhead |
| 3. GBR 1153 Henry Maxfield & Dicken Maclean | |

Women

- | | |
|---|--|
| 1. GBR 605 Sarah Martin & Nicola Groves | |
|---|--|

Nationals Hayling Island, 84 entries

- | | |
|--|----------|
| 1. GBR 1159 Paul Brotherton & Marie Shepherd | |
| 2. GBR 5 Dylan Fletcher & Rob Partridge | Draycote |
| 3. FIN 2 Silja Lehitnen & Scott Babbage | NJK |

Women

- | | |
|---------------------------------------|------|
| GBR 1197 Sarah Martin & Nicola Groves | QMSC |
|---------------------------------------|------|

Worlds Weymouth and Portland Sailing Academy, 105 entries.

- | | |
|---|----------|
| 1. FIN 2 Silja Lehitnen & Scott Babbage | NJK |
| 2. GBR 5 Dylan Fletcher & Rob Partridge | Draycote |
| 3. USA 12 Cameron Biehl & Matt Noble | |

Women

1. GBR 1197 Sarah Martin & Nicola Groves QMSC

Inlands, Graffam Water SC, 61 entries

1. GBR 1122 Huw Humphries & Max Todd Holyhead SC
2. GBR 479 James Peters & Oliver Spensley-Corfield HISC
3. GBR 1741 Phil Walker & Matt Gotrel Draycote

Women

1. GBR 1248 Sophie Weguelin & Sophie Ainsworth Royal Lymington

2007

World Championships, Club Nautico San Isidro, Argentina, January 2007

1. ARG, Matias Gainza & Frederico Villambrosa
2. ARG, Pepe Bettini & Matias Keller
3. ARG, Ingacio Fernandez Besanda & Tigris Martirosjan

Top GBR, 8th Sophie Weguelin & Sophie Ainsworth

RYA Youth Championships, Hayling Island

- 1, GBR 1194 Francis Peters & Hannah Diamond
- 2, GBR 1248 Sophie Weguelin & Sophie Ainsworth
- 3, GBR 11 James Ellis & Rob Partridge

European Championships, Gottskar Sweden

- 1st Dellenbaugh / Provanca USA
- 2nd Anderson / Price USA
- 3rd (1st Europeans) Przybytek / Mongrid POL
- 4th (2nd Europeans) Peters / Diamond GBR

National Championships Llandudno Sailing Club

- 1st GBR 1328 Bleddyn Mon / Tom Humphries
- 2nd GBR 1370 Max Richardson / Alex Groves
- 3rd GBR 1197 Sarah Martin / Ed Chapman

Inland Championships Grafham Water 3/4th November

- 1st GBR 1278 James Peters / Ed Fitzgerald
- 2nd GBR 14 Phil Walker / John Mather
- 3rd GBR 1212 Frances Peters / Claire Lasko

2008

World Championships, Sorrento Sailing Club Couta Melbourne Australia, January 2008

- 1st AUS 1290 Steven Thomas / Jasper Warren
- 2nd AUS 1008 Bryon White / William Ryan
- 3rd GBR 1370 Max Richardson / Alex Groves

World Youth Champions
GBR 1370 Max Richardson / Alex Groves

RYA Youth Championships, Pwhelli

- 1st GBR 7 James Peters / Ed Fitzgerald
- 2nd GBR 1212 Frances Peters / Claire Lasko
- 3rd GBR 4 Bleddyn Mon / Tom Humphries

European Championships, Medemblik Holland - July

- 1st GBR 1278 James Peters / Ed Fitzgerald
- 2nd GBR 1328 Bleddyn Mon / Tom Humphries
- 3rd NED Mark Walraven / Kaj Bocker

National Championships WPNSA - August

- 1st GBR 1328 Bleddyn Mon / Tom Humphries
- 2nd FRA Kevin Fisher / Glenn Gouron
- 3rd GBR 1324 Mike Wood / Nick Redding

Women

- 1st GBR 1505 Becky Diamond/Fiona Hampshire

Inland Championships Grafham Water 1st/2nd November

- 1st GBR 1235 Tom Durham / Rupert Jones-Warner
- 2nd GBR 1322 Adam Larvin / John Whelton
- 3rd GBR 661 Keith EScritt / Siobhan EScritt

2009

RYA Youth Championships, Largs (27 entries)

- 1st GBR 4 Bleddyn Monn / Nick Redding
- 2nd GBR 3 Max Richards / Alex Groves
- 3rd GBR 1241 Art Romano / Ed Romano

Woman

- 1st GBR Lilly Carlisle & Becky Wallbank.

World Championships Riva,Lake Garda, Italy (183 entries)

- 1st AUS 1 Steven Thomas, Blair Tuke
- 2nd AUS 1727 Lauren Jeffries, Nathan Outteridge
- 3rd AUS 1727 Lauren Jeffries, Nathan Jensen

World Youth Champions

- GBR 1370 Max Richardson / Alex Groves

National Championships – HISC (49 entries)

- 1st GBR 12 Tom Durham / George hand
- 2nd GBR 1702 Henry Lloyd Williams / Sam Batten
- 3rd FRA 1655 Gakl Jaffezeic / Julien Bloyet

Inland Championships Grafham Water (43 entries)

- 1st GBR1322 Adam Larvin / Tim Walton
- 2nd GBR703 Phil Walker / John Mather
- 3rd GBR 1241 Art Romano / Ed Romano

Harken Nationwide Series (61 entries)

- 1st 1157 Tom Durham / George Hand
- 2nd 1248 Henry Lloyd Williams / Sam Batten
- 3rd 1322 Adam Larvin / John Whelton

Results taken from various sources and believed correct at time of press.

29er Class Racing & Training 2010

Date(s)	Event	Venue	Contact	Other Information
February	2010			
27 February to 28 February	RYA TT	Grafham Water Centre		
27 February to 28 February	Class Open Training	Chew Valley SC	Barbara Walker , Tel: 01926 632239	Booking Form
March	2010			
6 March to 7 March	Dinghy Show	Alexandra Palace		
20 March to 21 March	9er Open	Rutland Sailing Club		UK Grand Prix On-line Entry and Event Website
27 March to 28 March	RYA TT	WPNSA		
27 March to 28 March	Class Open Training	WPNSA	Barbara Walker , Tel: 01926 632239	Boking Form
April	2010			
3 April to 4 April	French Eurocup	Cavalaire	G Chateau	
4 April to 9 April	RYA National Youth Championships	WPNSA	RYA, Website: http://www.rya.org.uk	Event Website and On-line Entry
24 April to 25 April	Brightlingsea 9er Open	Brightlingsea		UK Grand Prix
24 April to 25 April	Stokes Bay Open Meeting	Stokes Bay SC		
May	2010			
8 May to 9 May	JAFFA WPNSA Asymmetric Cup	WPNSA		Notice of Race
15 May to 16 May	Dutch Eurocup	Workum		Event Website
22 May to 23 May	Danish Eurocup	Kerteminde		
June	2010			
5 June	Queen Mary 29er Open	Queen Mary SC		Sat Only
12 June	Oxford 29er Open	Oxford SC		Sat Only
24 June to 27 June	Kiel Week		Christian Kramer	Event Website
29 June to 5 July	29er European Championships	Spain	E Rodes	Event Website
July	2010			
3 July to	Lymington Town Regatta	lymington Town SC		

4 July				
3 July to 4 July	Birkett Trophy	Ullswater		
24 July to 25 July	Parkstone 9er Open & Eurocup	Parkstone	Dave Hall	UK Grand Prix and Eurocup
31 July to 1 August	Draycote 9er Open	DWSC		UK Grand Prix
August	2010			
7 August to 8 August	Ullswater Regatta	Ullswater		
9 August to 13 August	Chichester Harbour Federation Week	HISC		
14 August to 21 August	29er National Championships	Pwllhelli Sailing Club	Dave Hall	
September	2010			
4 September to 5 September	Datchet Open	Datchet Water Sailing Club		
11 September to 12 September	9er Open	Lymington Town Sailing Club	Giles Lloyd Williams	
25 September to 26 September	Thorpe Bay 9er Open	Thorpe Bay		UK Grand Prix
October	2010			
2 October to 3 October	Hayling Island Open	HISC		
9 October to 10 October	Tide Ride	HISC		
23 October to 24 October	29er End of Season Championships	Northampton SC		Grand Prix Final
29 October to 2 November	Italian Eurocup	Riva del Garda		
30 October to 31 October	Inland Championships	Grafham Water Sailing Club	Dave Hall	
November	2010			
1 November to 2 November	Italian Eurocup	Riva del Garda	Information	

This is the complete list when going to press, there may be other events in 2010, please check the class web site, www.29er.org.uk, for the latest updates.

Class Training. Please see class web site for latest dates. Open to all ages and abilities. Booking_Essential: Please use the booking form on the class web site

Please check with the organizers that the details listed here are correct before traveling and/or arranging accommodation.