

**Notes of UK 29er Class Committee Meeting on 13/04/2014 at 09:30 – 12:30  
held at Portland House, Weymouth**

**Present:** Clive Grummett (CG) - Chair, Charlie Stowe (CS) - Sailing Secretary, Sally Budden (SB) – Treasurer, Andy Hill (AH) -Training Officer, Tim Blackstone (TB) - outgoing Training Officer, Paul Mearns (PM) - General Member, Adrian Ward (AW) – Safety Officer, Sally Thomas (ST) - Class Administrator.

**Apologies:** Nick James (Marketing Officer), Cameron Murray (Scottish Rep.), Phil Berry (General Member).

**Main points discussed:**

1. CG welcomed members to the meeting and as there have been a number of changes to the Committee, introductions took place.
2. CG then thanked TB for his valuable contribution to the class.
3. Financial Matters
  - a. SB provided an update on financial matters, explaining that the financial year end for the class was 31 December 2013 and accounts would be completed by the end of May 2014. SB went on to explain that the accounts spanned two sailing seasons and a discussion took place around whether it would be appropriate to change the class financial accounting period. It was noted that the RYA financial year runs from April to April. It was felt that any change may require an alteration to the constitution and no decision was reached.
  - b. The training account is currently in surplus, but this is largely due to the cancellation of sessions and the class is looking at opportunities to offer more training. The RYA has not yet confirmed details of its subsidy which is normally received in July. TB thanked SB for the clarity that had been brought to the financial planning.
4. Racing Events
  - a. CS explained that all the GP events for 2014 have been booked. Rutland has taken place, the ribs have been booked for Grafham (GP2) and Weymouth (GP3) and Race Officers secured for several events.
  - b. There was a discussion around 'fighting' including the relative strengths and weaknesses of a number of non-subjective methodologies.
  - c. There was a further discussion around the point at which 'fighting' should be introduced in terms of number of boats. It was generally agreed that this should ensure fair and even racing and that it can be venue dependent. It was noted that where there are 50-60 boats on a 'line', a PIN end boat is likely to be required. It was further noted that there are often 50-60 on a 'line' at international events. It was generally felt that 'fighting' should occur where there are 50 – 70 boats plus (dependent on venue and wind conditions), but would ultimately be at the discretion of the class. However, it was further agreed that the views of the sailors should be sought and considered.
  - d. CS explained that there is likely to be a Version 2 of the MESI's in the near future to bring clarity in certain areas.
  - e. Inlands 2014 – This event is considered to be an Ovington Boats event, but it was agreed that clarity is required in terms of who is responsible for which aspects.  
**ACTION** – CS to check responsibilities for the Inland event with Ovington Boats.
  - f. UK Nationals 2014 – Debbie Darling has taken on organisational responsibility and recently updated CG and SB on a number of areas including: Confirmation that jury and measurer are attending (this has also been budgeted for); the hotel for the final meal/prize giving has been booked; a photographer has been arranged at no cost to the class; Committee Members will be asked to approach

organisations for raffle prizes (ST to maintain a master list of who has been approached and any prizes offered); wrist bands are to be provided to distinguish over/under 18's; a 'glossy' event magazine is to be produced and advertisers sought; country flags are not required as this is not a Eurocup (it was noted that they may be required for the Eurocup in Weymouth); ELYC is to supply ribs according to the 1:10 ratio and an additional five ribs have been accounted for including three RYA/WYA/SSA ribs (should boat numbers reach 60-70, then the ET rib can be used); accommodation is still required for the PRO and measurer; and the final night/prize giving meal will be included in the price for sailors. The hog roast is to be confirmed depending on entries.

It was agreed that towels were popular gifts and this should be considered again and that rather than buy trolley tags, instructions should be provided to all sailors on the labelling of trollies.

A discussion took place around the provision of separate sailing instructions for the nationals and it was agreed that the MESI's should be used as in previous years. A further discussion took place around minimum/maximum wind strengths and it was agreed that the class guidance should be checked and that appropriate members of the Committee would engage with the PRO.

The 2014 fee structures were discussed and the following agreed:

- UK Nationals entry fee £270 per boat. This fee will apply for entries up until end Monday 7 July 2014
- Late entry fee of £320 per boat from 8 July 2014 until the closing date of 27 July 2014.
- Thereafter, late entries will need to contact the administrator.

Fee Structures as detailed above were proposed by Sally Budden and seconded by Paul Mearns.

**ACTIONS:** To avoid duplication, Committee Members to contact ST by Sunday 27 April with details of organisations that they will contact to obtain raffle prizes. DD to look into accommodation for the PRO and ST to seek accommodation for the measurer. Policy on max/min wind strengths to be checked. (Post meeting note: The resolution on max/min wind strengths can be found here:

[http://www.29er.org.uk/newdocs/uploaded/UK\\_29er\\_Class\\_Association\\_-\\_Resolution\\_2.pdf](http://www.29er.org.uk/newdocs/uploaded/UK_29er_Class_Association_-_Resolution_2.pdf)

The Eurocup event was touched upon and it was agreed to discuss this separately with Ben Cooper of the International Class Association.

5. Coaching Events/Training

- a. TB provided contextual information in relation to the Class Youth Squad including the rationale behind it, its development (including the previous splitting of newcomer and advanced training), the selection policies and how squad numbers were determined. There was a discussion around selection and how sailors that cannot attend selection events due to medical conditions should be considered. Further consideration to be given to this for future selection policies. Generally, it was agreed that the CYS structure worked and the squad was considered aspirational.
- b. The Head Coach was James Ellis and should James be available for next year, both TB and AH felt that he should be retained. It was noted that a support coach(es) should also be secured for next year.
- c. There was a dialogue around the cost of the Class Youth Squad and whether a subsidy/cross subsidy would be available next year. No decision was arrived at in relation to subsidy.
- d. TB went on to summarise the provision of open training over the past season. Numbers were down this season resulting in the cancellation of three weekends. It was mentioned that it can be difficult to reschedule training weekends due to availability of coaches. A development this year was the introduction of a late entry fee (normally £100 per boat/weekend rising to £120 for a late entry) to

support planning. There were occasion(s) this year where the role of Head Coach was delegated. It was generally felt that the Head Coach should be consistent. Further discussion took place around whether open training should be regional or national, but no decision was made.

- e. There was a conversation around newcomers training as the entry level in September can be variable ranging from complete newcomers to those that had attended the Nationals and perhaps other previous training.
- f. There was a suggestion that open training may be used as a platform to link sailors together from feeder classes to form partnerships.
- g. AH circulated a draft calendar detailing future events and training. It was noted that the first Transitional and Youth Squad training sessions are earlier in the calendar year than recent years, which may impact on the timings of selector events. Some concern was expressed that sailors in feeder classes may not be aware of this change and that this should be clarified. It was also highlighted that the first open training session is to be held in the school holiday.
- h. Overall, it was agreed that the Class Youth Squad plays a valuable role and should be retained for the forthcoming year. This was proposed by Adrian Ward and seconded by Charlie Stowe.

**ACTION:** AH to liaise with the RYA to clarify the timings of selector events.

#### 6. Marketing

- a. It was explained that some contact had been made with sponsors and a further meeting with Zhik was to be sought.
- b. CG highlighted that the Class does not currently have a person responsible for (feeder) class liaison and that this should be considered.
- c. There was a query around whether the class previously provided a newsletter for members.

#### 7. Plans for 2014/15

- a. CS highlighted that the summer of 2015 is likely to be busy with the UK Nationals followed by the Worlds being held in Pwllheli in August and a 3 or 4 day ISAF selector event in Plymouth. With this in mind, early thoughts around events in 2015 are as follows
  - Winter Championships (Grand Prix 1) – last weekend in February
  - Grand Prix 2 – late March before the RYA Youth Championships
  - Grand Prix 3 – May
  - Grand Prix 4 – July
  - Grand Prix 5 – Early September
  - Grand Prix 6 – Late September
  - Grand Prix 7 – Mid October
  - Inlands (Grand Prix 8)

It was agreed that there should be eight Grand Prix events in 2015. This was proposed by Paul Mearns and seconded by Andy Hill.

- b. CS asked about the appetite for trying new venues for events and a general conversation ensued. It was pointed out that next year will be busy particularly in the summer and that whilst the idea was interesting, it may be better to limit it to trying no more than one new venue.
- c. It was also highlighted that consideration may be given to linking our events with those of other progression classes e.g. 49ers and RS800's.
- d. There was a discussion about the 2015 Nationals and a query about the maximum number of boats that could be supported at Torquay, the expanse of the race area (can racing take place further out to secure wind?) and if our own PRO can be appointed.

**ACTION:** CS to check the queries highlighted in 7.d. with The Royal Torbay Yacht Club.

#### 8. Support for non-squad sailors

- a. Whilst it is unclear how many non-squad sailors would be attending the European Championships in Kiel, it was agreed that the ET rib should be made available to this group. The class would not be in a position to support the fuel or transportation cost or arrangements. The rib would need to be driven/crewed by suitably qualified identified personnel.  
The agreement to offer the ET rib to support non-squad sailors was proposed by CG and seconded by AH and PM).  
**ACTION:** ST to email membership to establish if any non squad members are planning on attending the European Championships and respond to those attending with details of the rib offer.
9. Atlantic Watersports Games  
CG provided details of the Atlantic Watersports Games.
10. World Council Meeting  
The World Council Meeting will be held at the 29er World Championships in Canada this summer and it was agreed that CG would ask one of the parents attending the event to attend the meeting.  
**ACTION:** CG to make contact with appropriate attendees.
11. Class Liaison
  - a. A discussion took place around the need for a someone to take responsibility for class liaison and this was linked to a conversation around the role of class representatives and the identification of sailors who may be prepared to help out with 'try a boat' sessions. No decision was reached.
  - b. The need for succession planning was also touched upon.

Date of next meeting: TBC