

**NOTICE OF
ANNUAL GENERAL MEETING
OF THE
INTERNATIONAL 49er CLASS ASSOCIATION**

In accordance with the International 49er Class Association Constitution, this Notice, dated 15 October 2021, gives the required 28 days' notice of the Annual General Meeting of the Class.

The meeting will be held on November 14, 2021 at 2000 hrs Mussanah Time.

The meeting shall be at the meeting room in the Mussanah regatta Hotel and only members of the World Council shall be entitled to vote.

Resolutions

There are 4 Ordinary Resolutions, 15 Special Resolutions and 1 Class Policy Changes.

The Special Resolutions deal with Class Rule Changes and, for clarity, under the Class Constitution, a 2/3 majority is required to pass.

Ordinary Resolutions and Class Policy Changes require a simple majority to pass.

Jyrki Jarvi

President

International 49er Class Association

Ordinary Resolution 1: To elect Helene Naess (NOR) as a Class Vice President – 49erFX

Submitted by Jyrki Jarvi, President, International 49er Class Association

PROPOSAL

To elect Helene Naess (NOR) as a Class Vice President - 49erFX for a 2-year term from this 2021 AGM

REASONS

Helene is an Olympian and long-time member of the class, who plans to remain active through to Paris.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Ordinary Resolution 2: To elect Joel Turner (AUS) as a Class Vice President – 49er

Submitted by Jyrki Jarvi, President, International 49er Class Association

PROPOSAL

To elect Joel Turner (AUS) as a Class Vice President - 49er for a further 2-year term from this 2021 AGM

REASONS

Joel has served the class well and is willing to continue in this capacity.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Ordinary Resolution 3: To elect Barry Johnson (AUS) as Class Chief Measurer

Submitted by Jyrki Jarvi, President, International 49er Class Association

PROPOSAL

To elect Barry Johnson (AUS) as Class Chief Measurer for a 3-year term from this 2021 AGM.

REASONS

Barry has served the class well and is willing to continue in this capacity.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Ordinary Resolution 4: To elect David Campbell James (GBR) as Class Chief Financial Officer

Submitted by Jyrki Jarvi, President, International 49er Class Association

PROPOSAL

To elect David Campbell James (GBR) as Class Chief Financial Officer for a 2-year term from this 2021 AGM.

REASONS

David has served the class well and is willing to continue in this capacity.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 1: Delete Redundant Rule

Submitted by Barry Johnson, Chairman of the Technical Committee, International 49er Class Association

PROPOSAL

To delete C.1.1 (a) that RRS 50.4 shall not apply, and then renumber the section.

REASONS

This has been removed from the Racing Rules of Sailing and our Class Rule is therefore redundant.

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QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 2: Remove reference to label on vang lever

Submitted by Barry Johnson, Chairman of the Technical Committee, International 49er Class Association

PROPOSAL

To delete rule F.3, thereby removing reference to having an IHC sticker on the vang lever, as the updated rule B.2.2 already removes the reference to the Vang Lever.

REASONS

This rule was overlooked during a previous update of the Class Rules, and we do not have IHC stickers on the vang, so our rules should reflect that reality.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 3: One Harness Per Regatta

Submitted by Barry Johnson, Chairman of the Technical Committee, International 49er Class Association

PROPOSAL

To add class rule C.?

RESOLUTION

(iv) A sailor shall only use one harness during a regatta without authorization to change from the Technical Committee

REASONS

It has become an advantage for teams to use a light weight and a heavy weight harness during regattas, to optimize for the day's conditions. Switching between harnesses costs sailors' extra money, as they must purchase or make a second harness, and advantages teams with close on water support as they may switch during a day of racing. These processes hinder the average sailor and therefore we should not allow it.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 4: Modified Harness Weighting Procedure

Submitted by Barry Johnson, Chairman of the Technical Committee, International 49er Class Association

PROPOSAL

To add class rule C.4.?

RESOLUTION

(iv) The procedure for weighting a trapeze harness is as follows:

- a) The IM soaks the harness for five minutes
- b) The IM hangs the harness on the scale via the trapeze hook as swiftly as reasonable and within 1 minute of removing the harness from the water.
- c) The harness sits for up to two minutes on the scale until it can be shown to be below the minimum weight.
- d) If the harness does not meet the required weight, the procedure shall be repeated with the sailor performing the actions.

REASONS

Weighting of harnesses is a technical matter that must be enforced. However, we should allow the sailor the right to seek out the best weighting option for their harness to keep them empowered in such a moment. Hopefully sailors will ensure their harnesses are always well within the rules so the exact method of hanging nor the time needed to drain are critical factors.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 5: Increase Harness Weight Limitation Rule

Submitted by Barry Johnson, Chairman of the Technical Committee, International 49er Class Association

PROPOSAL

To add class rule C.4.1(c)

RESOLUTION

(iv) The maximum permitted weight of the trapeze harness shall be 2.4kg. This changes RRS 54.1

REASONS

A popular Trapeze Harness is currently used by some sailors is 2.3 KG and some sailors are oblivious to the current rule.

The Class has previously rejected a Class Rule change, but may wish to reconsider that decision.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 6: Add a minimum Harness Weight Limitation Rule

Submitted by Barry Johnson, Chairman of the Technical Committee, International 49er Class Association

PROPOSAL

To add class rule C.4.1(c)

RESOLUTION

(iv) Each sailor shall carry a harness onboard while racing, and the minimum permitted weight of the trapeze harness shall be 1 kg. This changes RRS 54.1

REASONS

It has become a trend that teams carry two harnesses for racing, one for light winds and one for heavy winds. By putting in place a minimum harness weight, this should decrease the differential between a light and heavy harness, and hopefully teams will simply use a single harness, lowering the cost of competing in the class and decreasing the reliance on a coach for support.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 7: Clarify Forestay Rule

Submitted by Barry Johnson, Chairman of the Technical Committee, International 49er Class Association

PROPOSAL

To modify class rule C.9.3(a) by adding the word upper to the phrase "upper bearing surface of forestay pin"

REASONS

There is confusion amongst many (measurers, teams, and coaches) on the current wording.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 8: Jib Downhaul

Submitted by Jyrki Jarvi, President, International 49er Class Association

PROPOSAL

To allow the adjustment of the jib downhaul to be lead aft in the boat.

PROPOSAL

Add C.9.6(x) The jib downhaul may be lead aft using a single thimble, but no sheaves, or cleats and terminate either at the jib track, the mast foot, or the sheave on the deck that pulls out the pole.

REASONS

A jib downhaul lead aft is easier and safer to adjust than one affixed to the bow fitting. Further, teams can rig such a solution so the jib can be affix lower, which increase the options for them to set up their sail.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 9: Synthetic Cap Shrouds

Submitted by Harry Bethwaite, Copy Rights Holder Representative, International 49er Class Association

PROPOSAL

To allow the use of synthetic cap shrouds.

PROPOSAL

Change rule C.9.1 (h) as follows:

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

(i) The forestay, middle shrouds and lower shrouds shall be constructed from shall be 1 x 7 stainless steel wire rope of diameter minimum 3.0mm, maximum 3.5mm. (

ii) The upper shrouds shall be of diameter 2.3 mm minimum, 2.6 mm maximum, and shall be constructed from:

- (1) 1 x 7 stainless steel wire rope
- (2) SK 99 Dynema synthetic rope
- (3) Further synthetic ropes may be added by nomination of the Technical Committee from time to time.

REASONS

Upper cap shrouds may require frequent and large-scale adjustment in the new mast, and synthetic rope is strong enough to perform the task. Teams may wish to adopt synthetic rigging for the cap shrouds.

In some locations, synthetic standing rigging may be easier to source than stainless rigging.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 10a: Restriction of 49er and FX Masts

Submitted by Jyrki Jarvi, President, International 49er Class Association

RESOLUTION

From December 1, 2021, to add Class Rule C.10.4(d), masts built by Southern Spars shall not be used at the Olympic Games.

REASONS

The Olympic Games is the pinnacle Event for the 49er Class, and requires the utmost confidence that all teams compete on an equal footing. As Southern Spars masts are no longer available for teams to purchase, it would not be fair for some Olympic teams to be at a potential advantage by having such equipment, and therefore no teams should be allowed to use the old masts.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 10b: Restriction of 49er and FX Masts

Submitted by Akira Sakai (HKG)

RESOLUTION

From December 1, 2021, to add Class Rule C.10.4(d), masts built by Southern Spars shall not be used at the Olympic Games **or the Asian Games**.

REASONS

In addition to 10a, this adds the Asian Games to the list of restricted regattas. It is the pinnacle Event for Asian teams in the 49er Class. They may wish to impose this regional restriction on the upcoming Games. We kindly request that sailors from non-Asian MNA's abstain from voting so the vote can reflect the wishes of those directly impacted by any decision.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 11a: Restriction of 49er and FX Sails

Submitted by Jyrki Jarvi, President, International 49er Class Association

RESOLUTION

From July 1, 2022, to add Class Rule C.10.4(e), sails with an IHC number less than ????? (read as 'old sails) shall not be used at the Olympic Games, Gold fleet at a Senior World Championship, Gold Fleet at the Europeans Championships, or Gold Fleet at a Continental Championships held in the same continent as the Senior World Championship and within 6 weeks of the Senior World Championship first day of Racing.

To add Class Rule C.10.4(e), which limits the use of older sails from elite level competitions.

REASONS

The pinnacle Event for the 49er Class require confidence that all teams compete on an equal footing. As the older sails are no longer available for teams to purchase, it would not be fair for some teams to be at a potential advantage by having such equipment, and therefore no teams should be allowed to use the old sails.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 11b: Restriction of 49er and FX Sails

Submitted by Akira Sakai (HKG)

RESOLUTION

From July 1, 2022, to add Class Rule C.10.4(e), sails with an IHC number less than ????? (read as 'old sails) shall not be used at the Olympic Games, **the Asian Games**, Gold fleet at a Senior World Championship, Gold Fleet at the Europeans Championships, or Gold Fleet at a Continental Championships held in the same continent as the Senior World Championship and within 6 weeks of the Senior World Championship first day of Racing.

To add Class Rule C.10.4(e), which limits the use of older sails from elite level competitions.

REASONS

In addition to 11a, this adds the Asian Games to the list of restricted regattas. It is the pinnacle Event for Asian teams in the 49er Class. They may wish to impose this regional restriction on the upcoming Games. We kindly request that sailors from non-Asian MNA's abstain from voting so the vote can reflect the wishes of those directly impacted by any decision.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 11c: Restriction of 49er and FX Sails

Submitted by Jyrki Jarvi, President, International 49er Class Association

RESOLUTION

If resolution 11a and or 11b is accepted, change the date of introduction of the rule to July 15, 2022.

REASONS

If the fleet wishes to delay the introduction of the sail restriction rules to August 25, 2022, this will allow all sails to be used for the 2022 Euros and 2022 North American's, but not in future editions of the Europeans or pre-Worlds Continental regattas, or Asian Games, if 11b is passed.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 12a: Boom Advertising

Submitted by Jyrki Jarvi, President, International 49er Class Association

RESOLUTION

New Class Rule ? – With reference to World Sailing Regulation 20.4.1.4, the *forward part* of each side of the boom shall be measured from the part of the boom that is behind the overlap of the mainsail.

REASONS

To clear up any misinterpretation of this Event advertising right.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 12b: Boom Advertising

Submitted by Jyrki Jarvi, President, International 49er Class Association

RESOLUTION

New Class Rule ? – With reference to World Sailing Regulation 20.4.1.4, boom advertising will be allocated to the *aft part* of each side of the boom, as the *forward part* of the boom has the mainsail overlapping.

REASONS

In case sailors wish to allocate the aft part of the boom instead of the forward part of the boom.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 13: Sail Numbers Look

Submitted by Jyrki Jarvi, President, International 49er Class Association

RESOLUTION

Modify Rule C.10.3(a)(i)

For Working sails (Mainsai and Jib) manufactured before 1st October 2021, used in the International 49er Class World Championship, Continental Championships and Sailing World Cup events, the sail numbers shall be white in colour and applied to the sail, back to back, on a black circular background, below batten 4 and above batten 5 from the head point and within 100 mm of the leech.... Etc.

Add rule C.10.3(a)(ii) and renumber further rules accordingly

Option 1

While using a mainsail manufactured October 2021 or later, the country code and sail numbers shall be white in colour and applied to the sail, back to back, ~~on a black circular background, below batten 4 and above batten 5 from the head point and within 100 mm of the leech. The national letters shall be white in colour and applied to the sail, back to back, on a black oval background immediately below batten 4 from the head point and within 300 mm of the luff. The black backgrounds,~~ The National Letters shall be placed within 100mm below batten 4. The Sail Numbers shall be placed within 100mm above batten 5. The National letters and numbers shall be ordered and purchased from the ICA and shall not be trimmed or cut. This amends RRS Appendix G1.3(a) & (c).

Option 2

The sail numbers shall be ~~white in colour cut out from a yellow (49er) or blue (49erFX) circular background and applied to the sail, back to back, on a black circular background,~~ below batten 4 and above batten 5 from the head point and within 100 mm of the leech. The national letters shall be yellow (49er) or blue (49erFX) in colour and applied to the sail, back to back, ~~on a black oval background~~ immediately below batten 4 from the head point and within 300 mm of the luff. The ~~black~~ backgrounds, national letters and numbers shall be ordered and purchased from the ICA and shall not be trimmed or cut. This amends RRS Appendix G1.3(a) & (c).

REASONS

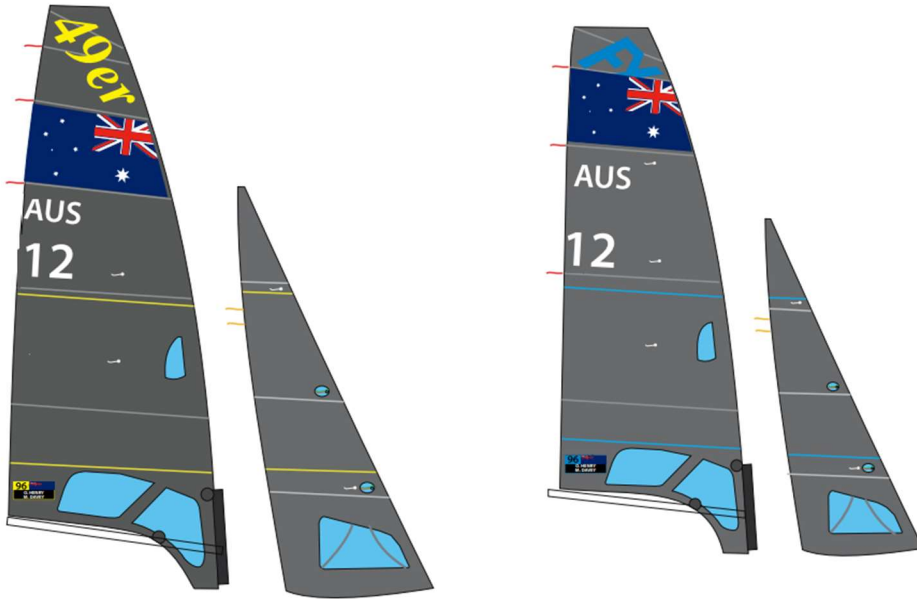
The new sails are black, and therefore the manner in which we display our flag, national letters, and numbers must be updated.

Option 1 is clean and simple, with white letters and numbers. The letters will be minimum size (min 300mm high) and 3-digit numbers will also be 300mm high, while 2 or 1 digit numbers will be larger, at 450mm high. The indicative price per sail for the white letters and numbers for one mainsail is 48.36 GBP.

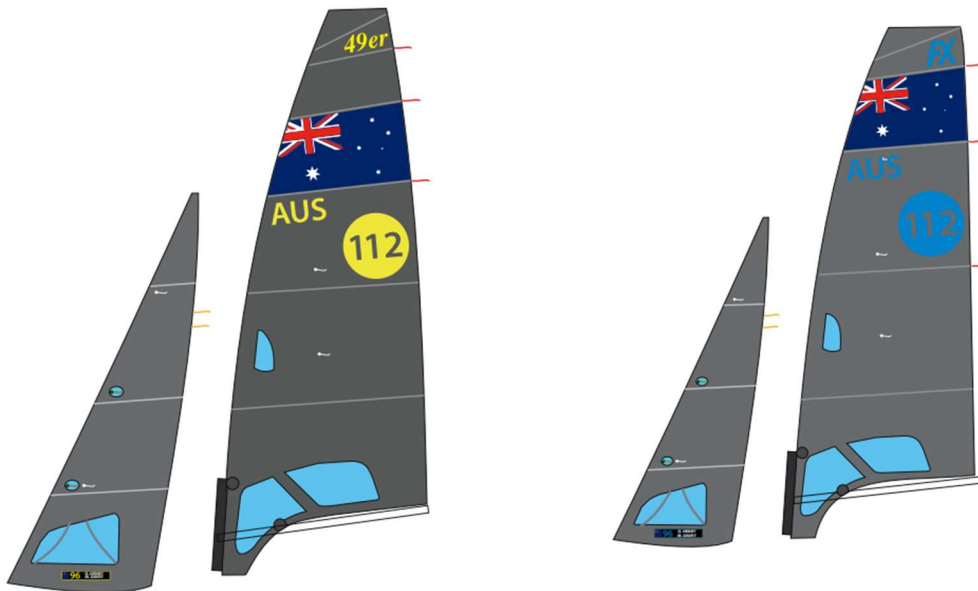
Option 2 continues the 'dot' branding that the class has adopted since 2013 for the number. The country code, will be letters of the class color without a backing, while the number will cut out from a dot of the

class color. So the dot will be supplied with the number cut out of it, relying on the dark sail to display the number. The indicative price per sail for the country code and sail dot is 66.12 GBP per mainsail.

Option 1



Option 2



QUESTION:

Do you wish to approve Option 1 (white) or Option 2 (dot) of this resolution? Option 1 (White) / Option 2 (Dot)

Special Resolution 14: Sail Numbers Purchase System

Submitted by Jyrki Jarvi, President, International 49er Class Association

RESOLUTION

Modify Rule C.10.3(a)(i) with one of three options.

...The ~~black~~ backgrounds, national letters and numbers ...

Option 1 – No change (Single Supplier)

shall be ordered and purchased from the ICA and shall not be trimmed or cut. This amends RRS Appendix G1.3(a) & (c).

Option 2 – Multiple Supplier

shall be ordered and purchased from **an official licensee of the ICA as listed on the class webpage**, and shall not be trimmed or cut. This amends RRS Appendix G1.3(a) & (c).

Option 3 – Open Supply

~~...The black backgrounds, national letters and numbers shall be ordered and purchased from the ICA and shall not be trimmed or cut. This amends RRS Appendix G1.3(a) & (c).~~ The national letters and sail numbers size and position shall be in paint or durable material, securely attached. The characters shall:

If Option 1 was selected from resolution 13, **use the font Myriad pro semi bold and digit height of minimum 300mm, except for one (1) or two (2) digit sail numbers, which must have a digit height of minimum 450mm.**

OR

If Option 2 was selected from resolution 13, **use color (name of yellow 49er) or (name of blue 49erFX), use the font Myriad pro semi bold and have the digit height of minimum 300mm, except for one (1) or two (2) digit sail numbers, which must have a digit height of minimum 450mm.**

AND

These change RRS Appendix G.1.3(c).

REASONS

The single supply route was initiated when the mailsail flags were brought into the class. Primarily this was to ensure fairness, and that each sticker has the same weight. Secondly, this provided continuity, in that all sails had common flags (each country flag built the same as others from the nation), and the same spacing, fonts, and sizes were used for all boats. This helps us look professional.

There has been a challenge since Brexit in supply, with shipping, customs, and duties interrupting the supply in recent months. Also, global online sails no longer have tax/VAT advantages that existed in past years, so there is less benefit to a single supplier than there once was.

One option is to licence multiple sticker makers in various geographies to try and prolong the standardization of our look, but alleviate the burden of managing all the orders and reducing costs of shipping. With multiple suppliers, sailors should have more options on when and where to buy stickers, but there is also likely to be some variation in the material and processes to build the stickers.

The third option is to have open rules, where we only govern the result of the stickers (font, size, weight), etc. but let sailors buy stickers from any supplier they wish. The risk to this is that we will not be able to achieve the same level of consistency of look that we have now. Sail number fonts, colors, and flag configurations will not be consistent, and class officials will have to spend time and effort policing our rules.

QUESTION:

Do you wish to approve Option 1 (No Change to Supply – Single Supplier), Option 2 (Multiple Supplier) or Option 3 (Open Supply) of this resolution?

Option 1 (Single Supply)

Option 2 (Multiple Supplier)

Option 3 (Open Supply)

Special Resolution 15: Personal Low-Frame Identification

Submitted by Jyrki Jarvi, President, International 49er Class Association

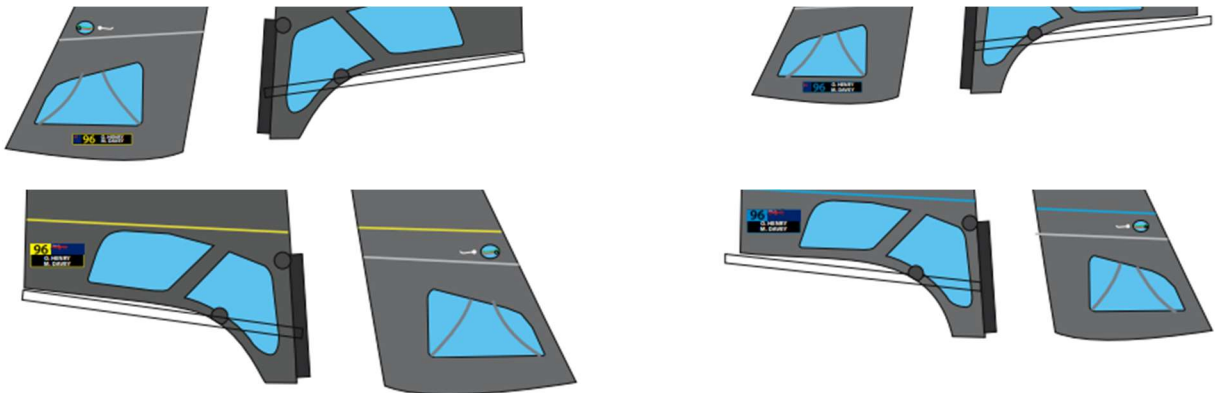
RESOLUTION

Add Class Rule ? Sail Identification:

At the a Senior World Championship, the Europeans Championships, or at a Continental Championships held in the same continent as the Senior World Championship and within 6 weeks of the Senior World Championship first day of Racing, teams shall add personal identification marks on each side of the sails that include the sailors names, sail number and flag of a minimum total area of 1300 square cm. The stickers shall be placed either below the bottom batten of the main or below the bottom batten of the jib.

REASONS

Many photos and video images are taken of teams that focus in on the faces or movements of the sailors, and these images exclude the identification marks that are large and at the top of the sail. A small graphic on the bottom of the sail can be included, at minimum cost, and improve our ability to communicate with friends and fans who we are and where we are from. An example sticker was produced of dimensions 55 cm by 24 cm and looks pretty good on the sails, with an indicative cost of 12.77 GBP per sail



QUESTION:

Do you wish to approve this resolution (yes/no)

Policy Resolution 1: Incentivize Early Membership

Submitted by Jyrki Jarvi, President, International 49er Class Association

PROPOSAL

To charge 15 Euros for membership in January of each year, and then increase the charge to 25 Euros after January annually.

POLICY

The current policy is to charge 20 Euros per year any time a person signs up.

REASONS

The communication email list is based on the membership list, so it is difficult to communicate with the active sailors in a class when teams aren't members. When sailors only sign up to become members immediately before our Championships, which is often late in the year, it makes communicating with sailors a challenge.

This policy should incentivize active sailors to sign up for membership earlier in the year.

QUESTION:

Do you wish to approve this policy? Yes / NO