

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

In accordance with the International 49er Class Association Constitution, this Notice, dated 4 October 2023, gives the required 28 days' notice of the Annual General Meeting of the Class.

The meeting will be held on November 4, 2023 at 0900 hrs Vilamoura Time.

The meeting shall be at a restaurant adjacent to the regatta site and only members of the World Council shall be entitled to vote.

Resolutions

There are 4 Ordinary Resolutions, 7 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.

Matt McGovern

President

International 49er Class Association

Ordinary Resolution 1: To elect Matt McGovern (IRL) as a Class President

Submitted by David Campbell James, CFO, International 49er Class Association

PROPOSAL

To elect Matt McGovern (IRL) as a Class President for a 2-year term from this 2023 AGM

REASONS

Matt is an Olympian and Olympic coach who has been serving well as interim class president for most of 2023, and is willing to continue in the role.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Ordinary Resolution 2: To elect Helene Naess (NOR) as a Class Vice President – 49erFX

Submitted by Matt McGovern, President, International 49er Class Association

PROPOSAL

To elect Helene Naess (NOR) as a Class Vice President - 49erFX for a 2-year term from this 2023 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 3: To elect Jim Colley (AUS) or Barry Johnson (AUS) as a Class Vice President – 49er

Submitted by Matt McGovern, President, International 49er Class Association

PROPOSAL

To elect Jim Colley (AUS) or Barry Johnson as a Class Vice President - 49er for a 2-year term from this 2023 AGM

REASONS

Jim is a long-term member of the class and happy to represent the 49er sailors in class matters. Barry is the Chief Measurer of the class and has been involved for over 30 years with class matter. Barry currently sits on the class executive in his role as Technical chief.

QUESTION:

Do you wish to vote for Jim or Barry?

Ordinary Resolution 4: To elect David Campbell James (GBR) as CFO

Submitted by Matt McGovern, IRL, International 49er Class Association

PROPOSAL

To elect David Cambell James (GBR) as CFO for a 2-year term from this 2023 AGM.

REASONS

David continues to serve the class as Principal Race Officer and has a background in accounting, qualifying him to take care of our financial affairs. His second term as CFO is concluded and is willing to continue in this capacity.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 1: Add Harness Rule

Submitted by Matt McGovern, President, International 49er Class Association

PROPOSAL

To add C.4.1(d) to add the requirement of buoyancy in fresh water of the harness.

C.4.1 MANDATORY

(d) The trapeze harness shall have positive buoyancy in fresh water.

REASONS

This rule is aimed at safety, and to work in concert with the PFD rules requiring 50N of positive buoyancy. Without this rule, a negative buoyancy harness would result in less than 50N of positive buoyancy guaranteed in the extra equipment a sailor wears, and therefore change the safety basis we work with.

Additionally, the Sailing World Championship and Pan Am Games both requested to change our class rules this year to include this provision, which we granted. Having this amendment permanent in our class rules will save everyone some documentation effort.

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QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 2: Amend Flag Rule

Submitted by Matt McGovern, President, International 49er Class Association

PROPOSAL

To modify C.10.3 (b)(i) so the flag on the sail matches the nationality of the helms person at more high-profile regattas

C.10.3 NATIONAL FLAGS

(i) All teams when racing in the International 49er Class World Championship, Continental Championship, **Panam Games**, **Asian Games** and Sailing World Cup events shall display the national flag of the helmsperson, as shown in the Figure “Mainsail Flag Location”.

REASONS

To ensure clarity of communication and improved branding at important international regattas.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 3: Expand Optional Equipment Rule

Submitted by Matt McGovern, President, International 49er Class Association

PROPOSAL

To modify class rule C.5.2 (e) Optional Portable Equipment and Add C.5.3 to clarify it is not included in the competitors weight calculation

C.5.2

(e) Camera **and sound** recording equipment, **dummy equipment**, and attachments and/or race tracking equipment (GPS) where permitted by the ICA, Notice of Race and/or Sailing Instructions and removable for weighing.

Then add: C.5.3

When equipment provided by the Organizing Authority is carried by or worn by the competitor it shall not be accounted for as “competitors’ clothing and equipment”.

REASONS

Sound recording equipment is not more viable than it has been in the past. The racing at the 2020 Tokyo Olympics showed how helpful onboard audio can be to the broadcast, so we should specify it is allowed. The Dummy equipment has always been used, but this makes it clearer it is allowed.

Anything added to the competitors by the OA should not count toward the weight of gear competitors may carry.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 4: Constitution Change - Safeguarding

Submitted Matt McGovern, President, International 49er Class Association

PROPOSAL

To add constitutional clause 3.3 and Addendum A: Safeguarding and Good Conduct

Add 3.3 All members are subject to the 49er Class Safeguarding and Good Conduct Policy, and adherence to this policy is a requirement to maintain membership standing.

Add Addendum A to the Constitution, as follows:

The International 49er Class Association is committed to providing a safe and inclusive environment for all athletes, coaches, officials, managers, volunteer, staff, and spectators. We aim to foster a culture of respect, fair play, and good sportsmanship throughout all aspects of our organization.

All individuals associated with the International 49er Class Association, including athletes, coaches, officials, volunteers, and staff, are expected to conduct themselves in a manner that upholds the principles of integrity, dignity, and respect. This expectation extends to all activities and events organized or sanctioned by the International 49er Class Association, including but not limited to competitions, meetings, social gatherings, and travel to venues. This expectation further extends to all activities associated to preparing for 49er sailing, including but not limited to on-water training or racing, on-land training like gym work or mental preparation, team camps, and regatta travel.

It is strictly prohibited for individuals in positions of authority to engage in any form of harassment, exploitation, abuse, or misconduct, including but not limited to sexual advances, coercion, manipulation, or any behavior that takes advantage of a power differential. This applies to relationships between coaches and athletes, managers and coaches, or any other hierarchical relationship within the organization.

Individuals in positions of authority or power within the 49er sailing community, including coaches, managers, officials, leaders, and administrators, must recognize and respect the inherent power imbalances that may exist within hierarchical relationships. They must exercise their authority responsibly, ensuring the well-being, safety, and dignity of all participants under their supervision.

Athletes and individuals in subordinate positions within the organization have the right to be treated with fairness, professionalism, and respect. They should feel empowered to report any incidents of misconduct or inappropriate behavior by individuals in positions of authority without fear of reprisal.

Online behavior and interactions, including on social media platforms, forums, messaging apps, and other digital platforms, shall adhere to the same principles of respect, fairness, and good conduct as expected during in-person activities. Individuals shall not engage in cyberbullying, harassment, discrimination, or any other form of inappropriate behavior that may cause harm, distress, or discomfort to others.

Any individual who becomes aware of or witnesses any incident of misconduct or behavior that violates the principles stated in this constitution has a responsibility to report it to the appropriate authorities within the International 49er Class Association, World Sailing, or the IOC. Two virtual reporting

mechanisms are available; the WS Portal ([LINK](#)) or the [IOC Reporting Portal](#), where all complaints will be promptly and thoroughly investigated, and appropriate action will be taken.

The International 49er Class Association will comply with all applicable local, national, and international laws, regulations, and guidelines regarding safeguarding, harassment, exploitation, and abuse. Additionally, we will work in collaboration with relevant organizations and authorities to ensure the implementation of best practices in safeguarding and the prevention of all forms of misconduct.

REASONS

The above policy speaks for itself in terms of why it's important for all sports, including ours. This policy makes it clear that good conduct is an expectation within our community.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 5: Visual Vang Gauge

Submitted by Lucas Rual (FRA)

PROPOSAL

To add class rule C.9.6 (a)(xi) in Running Rigging, Modifications, Maintenance and Repair

(xi) A batten may be added between the goosneck and the vang arm with a maximum thickness of 10mm. This batten can only be attached by tape.

REASONS

Markings on the batten can be used as a visual gauge of the angle between the mast and boom. Using a batten instead of marking the sails can be easier and more accurate. This batten can only be attached by tape.



QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 6: Corrector Weight Location

Submitted Matt McGovern, President, International 49er Class Association

PROPOSAL

To amend class rule C.7.4 (a) Corrector Weights to say,

- (a) When the hull weight as in C.7.5 (a) is less than the minimum requirement, corrector weights of lead shall be permanently fastened to the top surface of the deck over the center foot rail either
- a. within 300mm of the farthest forward point
 - or
 - b. within 300mm of the farthest aft point
- ~~beside the mast step.~~

REASONS

This change moves any corrector weights required closer to the center of mass of the boat, thereby, decreasing any speed penalty associated with carrying extra weight forward of the center of mass. The flexibility in location allows sailors to choose the best position to suit the size combination of the crew. The current position is a disadvantage to most crews, with the result teams may try to minimize the lead on their boat which reduces the life of the boat at a competitive weight.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 7: National Flags

Submitted Matt McGovern, President, International 49er Class Association

PROPOSAL

To amend class rule C.10.3 Mainsail Identification,

So that the flags, logo, and names are displayed as per the images below. The existing flag rules can be grandfathered until the end of 2026, upon which all sails would have to use the new standard.

REASONS

There are three elements to the change.

Firstly, the flag logos would become about 45% of the size they are now. That would make the flags both easier to apply to the sails and cheaper, by about 55%. With the class now having stickers on both starboard and port, the price is quite high relative to the price of the sails. The flag would also be lower in the sail, which would allow it to appear in more head and close up boat shots. However, with the flags being smaller, it would make boats harder to identify from a distance.

Secondly, the inversing of the brand used for the 49er and FX logos at the tops of the sails. This would help convey the brand color and therefore fleet identity, as there are more boats using black sails these days, and the colors are part of the brand of the class.

Thirdly, is the inclusion of the skipper and crew names below the flag. This is something we should be doing already, and since we would be saving money on the cost of the flags, we can afford to put a bit back into personal branding of the sailors.

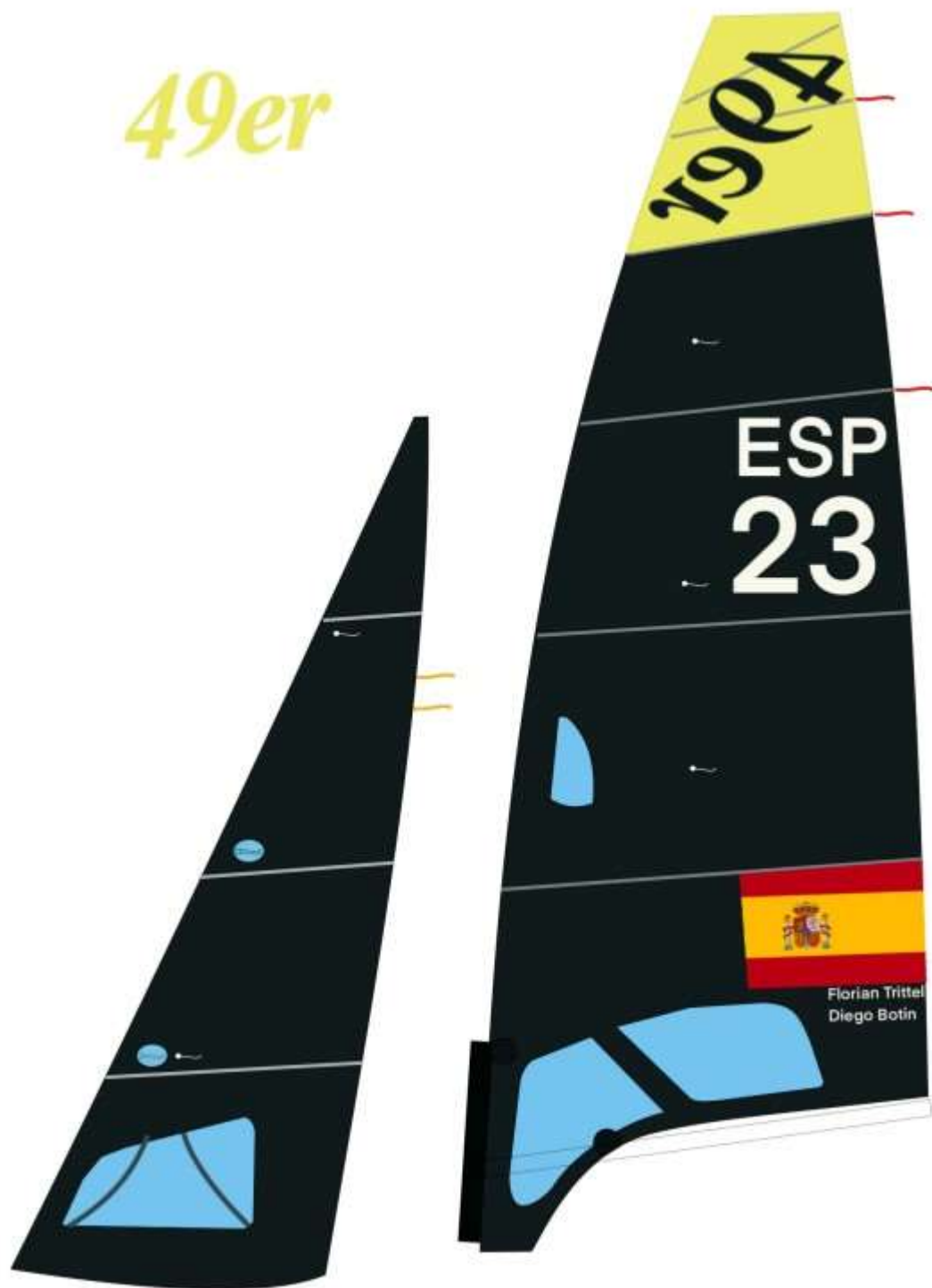
QUESTION:

Do you wish to approve this resolution? Yes / NO









Ordinary Resolution 1: Regatta Formats

Submitted Matt McGovern, President, International 49er Class Association

PROPOSAL

To form a format working party to prepare format options for the class to consider post Paris 2024. The Working party will meet, review, discuss, and propose format options for presentation to the class at an SGM prior to the 2024 Lanzarote World Championship. A short list of options will be voted on and then further review, and background work will be assembled for a formal vote ahead of the 2024 European Championship in La Grande Motte whereby we will have a format plan for after Paris 2024.

REASONS

The main priorities for our sailing format:

- a) Fair racing, where sailors are tested on a full set of fleet racing skill leading to a worthy winner and medalists
- b) Fitting into the Olympic business model, whereby casual sports fans can get excited about sailing through exposure during the Olympic regatta

The Medal Race has been the race format since 2008. Since then, it has produced exciting regatta conclusions about 60% of the time. The class and our partners, like World Sailing, the IOC, use live video broadcasting to attract fans to sailing. However, when our regattas winners have been decided before the filming starts, we are losing opportunities to drive our sport forward and support our main partner, the IOC.

The medal race concept has always a set of compromise as we look to retain most aspects of fleet racing while bypassing the need to have juries rule on incidents and trying to focus attention on the potential winners.

Umpiring the final races remains a vital component of a good finish, as concluding a regatta hours after departing the water in a jury room would be a step backward. The fleet size limit to 10 boats, was imposed to support that goal back in 2008.

With increased availability and cost efficiency of technology, it is viable to have more than 10 boats in a fleet race and still umpire suitably. A combination of GPS data and drone video footage could unlock the current limit of 10 boats. Therefore, our Olympic fleet size of 20 boats and gold fleet size of 25 boats could be umpired.

Here is an example of the arguments we look for the Format Working Party to engage in. water

The fleet race finish should be trialled as an option. While there are many times teams head out to the race course for a medal race and most of the positions have been determined. However, it is never the case that teams head out for three gold fleet races or three Olympic races with the outcome set. As such, we should schedule 2 or 3 regular races on the final day and umpire them all. Broadcasting and umpiring are viable, and this is the most traditional way our fleet racing is conducted. Like golf, leads

built up over time are respected, and the winning moments and winning moves can be shown to a viewing audience.

Also, like golf, a fleet racing finish might be seen as too time consuming and too slow to catch on with a wide sporting audience.

Other sports like Rugby 7's and 2020 Cricket have seen large commercial and Olympic success from adopting more telegenic and fan friendly formats without completely compromising their sporting values.

A tournament finish is the best way for sailing to do the same.

Championship Conclusion – at our major championships, the gold fleet racing would be replaced by a 32 team tournament. A ranked bracket would be created, with 4 flights of 8 teams each. Each flight would race 3 races, low point scoring, with the top 4 teams advancing and the lower 4 teams sent to the repechage. The tournament progresses from the quarter finals, to semi finals to finals, all in the same manner. The finals would have 9 boats, as 1 teams from the repechage bracket gets a spot in the final, as a second chance option.

The final would take about 1h to complete, and would be a full display and test of fleet racing. Three races of nine boats with low point scoring and everything on the line. The high stakes may seem like a huge change for sailing, and that would translate directly to the fan experience and should be massively popular. Course options include boundaries or no boundaries. Scoring options include carrying places over from Qualifying, quarter finals, semi finals. So the final series could be a clean start or could include previous round finishes, we could try both.

We invite the format working party to do a deep dive into topics like the above, and make a formal proposal to the class in March 2024. Who would like to be part of the Working Party and shape our sport for the future?