

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

In accordance with the International 49er Class Association Constitution, this Notice, dated April 3rd, 2024, is the notification of the Annual General Meeting of the Class.

The meeting will be held on May 3rd at 1900 Hours La Grande Motte Time.

The meeting shall be conducted in the regatta clubhouse in La Grande Motte and only members of the World Council who are present at the meeting shall be entitled to vote.

Resolutions

There are 4 Ordinary Resolutions, 1 Special Resolution 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 Annette Duetz (NED) as a Class Vice President – 49erFX

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

PROPOSAL

To elect Annette Duetz (NED) as a Class Vice President - 49erFX for a 2-year term from this 2024 AGM

REASONS

Annette is a long-term member of the class and happy to represent the 49er sailors in class matters

QUESTION:

Do you wish to approve this resolution? Yes / NO

Ordinary Resolution 2: To elect Emile Amoros (FRA) as a Class Vice President – 49er

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

PROPOSAL

To elect Emile Amoros (FRA) as a Class Vice President - 49er for a 2-year term from this 2024 AGM

REASONS

Emile is a long-term member of the class and happy to represent the 49er sailors in class matters

QUESTION:

Do you wish to approve this resolution? Yes / NO

Ordinary Resolution 3: To elect Barry Johnson (AUS) as a Head fo the Technical Committee
Submitted by Matt McGovern, President, International 49er Class Association

PROPOSAL

To elect Barry Johnson (AUS) as Head of the Technical Committee for a 3-year term from this 2024 AGM

REASONS

Barry has been running the technical committee for the history of the class and remains committed to do so.

QUESTION:

Do you wish to approve this resolution? Yes / NO

Special Resolution 1: All Up Boat Weight

Submitted by Barry Johnson, head of the technical committee, International 49er Class Association

PROPOSAL

To modify Class Rule 7.3 (a) toward an all-up sailing weight.

The weight of the hull including wings, gennaker sock, bowsprit, rudder stock including tiller and rudder pintle, rudder gantry, permanently fixed fittings, foot straps and any hull corrector weight (removed for weighing) ~~but excluding~~, daggerboard, rudder blade, tiller extensions, ~~sails~~, gennaker blocks, non-permanently fixed fittings, all control lines including shock cord ~~and but excluding~~ equipment listed in C.5, shall not be less than ~~94.0???~~ kg with all items in a dry condition.

REASONS

We as a Class are obligated to ensure Class Rule compliance and at the same time consider our athletes, venue managers, sustainability and importantly the environment.

The proposal is not to shortcut or weaken are current event class rule compliance system. It will allow teams to rig their boats in a manner more suited to the functionality of operating a skiff instead of to save weight.

Time is money and we as a class are very much aware of the costs involved when campaigning a 49er or a 49erFX. If we can save days of training for teams competing at the top level 49er World and European Championships, then that could be good value for our members.

At the time of drafting a minimum weight had not been determined as all data was still being sourced. If the proposal is accepted, the executive will approve a suitable sailing weight for the 49er and FX that aim to keep a similar amount of flexibility the current 94kg limit allows sailors to keep competitive with.

Policy Resolution 1: Regatta Formats

Submitted Matt McGovern, President, International 49er Class Association

PROPOSAL

To select a format for our class racing, with the aim of having it or a derivative of it become the Olympic format for LA 2028. There are 6 format proposals outlined below, and they will be voted on in the following way.

Each format must have a proposer and a seconder to be officially put on the table at the meeting. Then each World Council member shall vote for their preferred option. If one option has more than 50 percent of the vote, it is selected. If not, the option with the fewest votes and all options with no votes will be eliminated from the process. This voting process will be repeated until one option has more than 50 percent of the votes.

The options are (details of each format are below):

- a) Tournament format
- b) Winner takes all final 4 version 1
- c) Winner takes all final 4 version 2
- d) Match Race Finish
- e) First to win 3 races
- f) Four boat heat (SSL format)

Once World Sailing officially adopts a format for LA 2028, the class will adapt our championship format to mirror the essential elements of that format, knowing we will have larger fleet sizes to incorporate.

THE CASE FOR CHANGING FORMATS

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.

Format Options

a) Tournament Proposal

The tournament proposal has the following common attributes at the championship level and the Olympic level.

Stage 1 – Open qualifying race series, with 1 drop

Stage 2 – Knock out tournament in groups of 8 boats, racing 3 races, no drops, with a 10-minute target time and boundaries of generous width. Scoring is low point, and carrying forward the seed from the previous round.

Championship specific proposal

Stage 1 - Qualifying like we do now, 3 days, 9 races, 1 drop, min 6 races to move forward. Then the top 32 advance seeded in 4 groups to the quarterfinals.

Stage 2 – QF 3 races per flight, counting their seed (1-8) from qualifying. Top 4 advance to the semi finals,

Stage 3 – Semi Finals. 3 races per flight, counting their seed (1-4) from qualifying. Top 4 from each semi final advance to the final.

Stage 4 - Final is 8 boats, 3 races, no drops, counting their seed (1-4) from the Semi Final creating the final results.

Notes – Silver and Bronze fleets continue as they do now. What happens to the eliminated sailors from the QF and SF remains in question. See below for a note about this.

Olympic specific proposal

Stage 1 - Qualifying for full fleet, 2 days, 6 races, 1 drop, min 4 races to move forward. Then the top 16 advance seeded in 2 groups to the semifinals.

Stage 2 – Semi Finals. 3 races per flight, counting their seed (1-8) from qualifying. Top 4 from each semi final advance to the final.

Stage 3 - Final is 8 boats, 3 races, no drops, counting their seed (1-4) from the Semi Final creating the final results.

Notes – For all eliminated boats, their regatta is over.

For review, what to do with eliminated sailors:

Simplest is that they are done, but that goes against our aim to keep fleet members included.

Options:

1. It is possible to have them fleet race
 - a. by themselves to determine places 17-32
 - b. with the leaders from silver fleet in a fleet of 25 boats for places 17-42
2. It is possible to have a repackage where a single boat emerges and becomes a 9th boat in the final
 - a. The loosing QF teams race seeded 1-8 where only 1 advances
 - b. Those 2 x 1 winners join the SF relegated teams, and race 3 races (10 boats) where 1 advances to the final
 - c. This keeps people involved to the end but also adds to the challenge of running the races. It is likely we could do this but there would have to be sizeable allowances for the RC to reduce or eliminate flights to fewer races and/or complete deletion. This puts a lot of power and responsibility on the race director. Ultimately, if the racing is exciting to watch, this could be a boon and create additional storylines. In the current state of sailing, it could also be seen as an unnecessary burden and cost to regatta hosts
3. it's possible their regatta is over.

b) Winner takes all final 4 version 1

(submitted by USA)

We have a qualifying series for 3 days, and then a final series for 2 days. Still top 25 in gold. Still have a silver or bronze fleet. All the same.

On day 6, we name it Finals Day. The top 11 advanced from Gold Fleet on Finals day. We then have 3 short course races.

- The first race "Heat Race 1" is for boats currently in 2nd - 9th, with the 1st and 2nd place boats in the race advancing to the "Final" with a total of 8 boats competing. 20 min race. No Boundaries.

- The second race "Heat Race 2" is a last chance heat for the remaining boats, so it would be a 8 boat heat with the remaining boats from heat race 1, plus the boats in 10th and 11th overall from the series, with only the winner advancing to the "Final". 20 min race. No Boundaries.

- The "Final" is a 4 boat race, which is the 1st place boat from the total series, and the advancing boats from the first heat race, and second heat race. Medals are decided in the Final. 10 minute race with boundaries.

- The total results are based on the finishing position of the "Final", then that of "Heat Race 2" then that of the series.

If no wind, or limited wind with delays, pivot to a "Reduced Finals Day Format"

- If no wind on finals day, the series is the results
- If only time for 1 race, top 4 race the "Final"
- If only time for 2 races, Heat Race 1 is completed with the top 3 boats advancing and then racing the Final.

OR..

- If for some reason Heat Race 1 is completed and then the wind dies out, the results are that the winner of the series wins, and the 1st and 2nd place boats of Heat Race 1 are 2nd and 3rd overall respectively
- If for some reason Heat Race 1 and 2 are completed, then the wind dies out, then the results are still that the winner of the series wins, and the 1st and 2nd place boats of Heat Race 1 are 2nd and 3rd overall respectively
- Ultimately, RC would need to decide if they can complete all the heats the morning of Finals Day given the forecast, or pivot early to a "reduced" Final Days format

Rationale:

Clearly, we can change the way the heats work, how many teams advance in each stage and the finishing order if you have wind delays. But I think having the team that "wins" the overall series be guaranteed a spot and possibly a medal in the "Final" gives credit where credit is due to the series. The color of the medals and the winner crossing the finish line in the last race plays to what the IOC are looking for. You have Heats of 8 boats to match that of other events in the Olympic sphere so there is continuity to the audience across events. The boundaries are only for the Final to make it so the media can get close, but not so time consuming and difficult to set up multiple times for the other races.

Clearly, this is very similar to the kite system, but has less racing and more intensity/pressure in the heats to make the 'Final' with only the "winners" advancing. The Final still has the pressure of the unknown. Keeps the gold fleet competitive up to the 10th and 11th spots, so basically keeps the "mid-field" of the gold fleet still fighting for a chance to make it to Finals Day, but does not reward the 10th or 11th place team with any extra chances to easily make the Final. It gives 2nd - 9th a small reward for their series results by effectively giving them 2 chances/Heats to make it into the Final as well as entry into the first heat which grants 2 entries to the final. Overall the format still allows for sailing to still take place for the remaining competitors for at least 5 days of the 6 and it allows for the total number of entries to not matter in the overall format of the event.

c) Winner takes all final 4 version 2

(submitted by Estonia)

Proposal for New Sailing Competition Format

As the representative of Estonia, I am honored to present a proposed format for sailing competition that balances the need for widespread national participation with the desires of our spectators for an engaging and understandable regatta. This proposal outlines a structured, progressive series that maximizes engagement and maintains competitive fairness.

Format Overview:

1. **Qualifying Series (Days 1-2):** This initial phase features a series of 6 races over two days, with no discards allowed. Each race targets a 30-minute duration, with three races scheduled per day. For events with more than 40 entries, competitors will be divided into groups of equal level and size. Regrouping will occur on the second day to ensure fairness and competitive balance.
2. **Quarter Final Series (Days 3-4):** The top 25 boats from the qualifying series advance, starting afresh with no points carried forward. This stage consists of 6 races across two days, mirroring the qualifying series in terms of race duration and no discard policy, ensuring a level playing field.
3. **Semi Final Series (Day 5):** The competition intensifies with the top 10 boats, based on quarter final standings, advancing. This series is condensed into a single day, featuring 3 races, each with a target time of 20 minutes. No points are carried forward, and no discards are allowed, heightening the competition.
4. **Final Race (Day 5):** The day culminates with the top 4 boats competing in a decisive race, with a 20-minute target time. The regatta ranking will directly reflect the finish positions in this final race, ensuring a climactic end to the competition.

Rationale:

- **Inclusive Competition:** By maintaining a large and diverse field through the qualifying and quarter-final series, we ensure that as many nations as possible remain represented, keeping a wide audience engaged throughout the regatta.
- **Intensity and Excitement:** The format is designed to build excitement, with intense competition in the quarter-finals as 25 boats vie for 10 semi-final spots. This crescendo of competition ensures that the final days are packed with action and suspense.
- **Spectator Engagement:** The straightforward progression from qualifiers to finals makes the competition easy to follow, enhancing spectator engagement. This is critical for attracting and retaining a broad audience.
- **Broadcasting and Viewing:** The quarter-final, semi-final, and final stages are ideal for live broadcasting, thanks to their compact, intense racing schedule. Additionally, setting one side of the racecourse close to shore during these stages makes the event more accessible and enjoyable for shore-based spectators, fostering a vibrant atmosphere and bringing the excitement of sailing closer to fans.
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This proposed format balances the thrill of sailing competition with the practicalities of event organization and audience engagement. It promises to deliver an unforgettable sailing experience, capturing the essence of the sport while showcasing the skill and determination of the world's best sailors.

Further reasoning for 4-boat final race:

Including four boats in the final race of our proposed sailing competition format is a strategic decision aimed at maximizing the drama and excitement of the regatta's conclusion. This choice is underpinned by several key considerations, which emphasize the psychological and competitive dynamics of the sport, particularly in relation to the distribution of medals and the perceptions of victory and defeat.

1. **Heightened Competition for Podium Spots:** With only three medal positions available and four competitors in the final race, every sailor has a tangible chance of winning a medal, ensuring that the stakes could not be higher. This setup guarantees that the competition remains fierce and the outcome uncertain until the very end, as even the boat in the last place during the race could potentially stage a comeback and secure a podium finish.
2. **Psychological Dynamics:** The presence of a "fourth place" in the final race adds a significant psychological dimension to the competition. Given the common perception that second place is often viewed unfavorably compared to third (the "silver medal syndrome"), having four boats vying for three medals introduces a complex interplay of risk-taking, strategy, and mental fortitude. Competitors must not only outmaneuver each other physically but also navigate the psychological battle of not wanting to be the one left without a medal, which can lead to more aggressive and dramatic racing tactics.
3. **Narrative and Spectator Engagement:** From a spectator's perspective, the four-boat final creates a clear narrative of immediate success or disappointment, making the race incredibly engaging to watch. The dynamics of first to third being celebrated as winners, with the stark contrast of the fourth place missing out, creates a compelling storyline that holds the audience's attention until the final moment. This tension is a key driver of viewer engagement and emotional investment in the race's outcome.
4. **Showcasing Skill Under Pressure:** The pressure of competing in a four-boat final, where the difference between a medal and leaving empty-handed is razor-thin, serves to highlight the sailors' skills, strategic thinking, and mental toughness. It places a premium on precision, adaptability, and resilience—qualities that are celebrated in competition and are compelling for audiences to witness.
5. **Inclusive Yet Exclusive Final:** This format strikes a balance between being inclusive enough to keep multiple nations invested until the end but exclusive enough to underscore the achievement of making it to the final race. It represents a culmination of the athletes' hard work, skill, and perseverance, further elevating the prestige of participating in such a high-stakes final.

By carefully considering these aspects, the decision to have four boats in the final race not only enhances the competitive drama but also enriches the storytelling aspect of the regatta, ensuring that the concluding race is as thrilling and memorable as possible for competitors and spectators alike.

Racing for eliminated boats:

Following 49er class policy to keep all boats involved until the end of regatta we suggest that eliminated boats will sail the next days on a separate race area.

No race discard policy will continue.

Boats not qualified to Quarter Final Series will race on days 3-5 in groups B, C etc. according to class policy of no more than 40 boats in a group.

Boats from Quarter Final Series not qualified to Semi Final Series will race on day 5 in group A.

d) Match Racing Final

(submitted by Anon racer)

Format Overview:

First five days of the championship, or 4 days of the Olympics are as today.

On the final day, the top 4 advance to semi finals match racing. The top ranked team selects who to race against. Series is best 3 of 5 races, winners advance to finals for best 3 of 5.

e) First to win 3 (Kitesurfing format)

(submitted by Anon racer)

Format Overview:

First five days of the championship, or 4 days of the Olympics are as today.

On the final day, the leader advances to the final with 2 wins assigned to them. The second place team advances to the final with 1 win assigned to them. The third and fourth teams come from the Semi Finals and have no wins assigned to them.

The semi finals are made up of 2 groups of 4 boats each, from 3rd to 10th in the overall standings. Like the finals, the leaders have 2 wins, second seed has 1 win, and 3rd and 4th have no wins.

In each case, the first boat to win 3 races, wins the heat.

f) 4 boat racing (SSL format)

(submitted by Anon racer)

Format Overview:

First five days of the championship, or 4 days of the Olympics are as today.

On the final day, the top 4 advance to semi finals match racing. The top ranked team selects who to race against. Series is best 3 of 5 races, winners advance to finals for best 3 of 5.