

**TECHNO 293 CLASS Annual General Meeting
held on Tuesday, 4th September 2007
in Formentera, Spain.**

AGENDA PROPOSALS RESULTS

5. Class Rule change submissions to ISAF (2008 onwards)

a) to simplify the current class rules as reflected in "Approved Rig List" by having one list, of approved sails, with free choice of boom (aluminium) and masts (with restricted carbon content). The following proposals are made by Ceri Williams, International Measurer:	
i – replace Approved Rig List with "Approved Sail List".	Not voted
ii – limit masts to a maximum 75% carbon content.	Not voted
b) to amend the current Approved Rig List in 2 steps, proposal from the RYA: See appendix B	
i that the class reduces the approved rig list by removing rigs from the approved rig list that are not presently being actively used (<i>defined as "used at one or more of the World Championships, European Championships or an MNA National Championship by 2 or more competitors in 2007"</i>) New List to be established and in place by February 2008.	Not voted
ii The class committee reviews the criteria and procedures that determine acceptance, and membership, of rigs onto the approved rig list, ensuring the process is workable, reflects the reasonings behind having an approved rig list and are adhered to with procedures that can be acted upon if manufactures do not comply. Review to be completed by December 2007.	Not voted
c) to update the Approved Rig / Approved Sail List to reflect improvements in design (performance and durability); and distribution of current listed equipment - see Appendix A A proposal from Ceri Williams, International Measurer.	Not voted
d) That the class works with manufacturers to explore producing a one design sail for the Techno 293 OD class with a view to implementing at World Championship level in 2008. Manufacturer to provide charter sails at 2008 World Championships. A proposal from the RYA – see appendix B .	YES

6. Future Championships and venues.

a) - 2008 Europeans: proposal from Italy see appendix C	YES
b) - 2008 Europeans: proposal from Belgium see appendix D	NO
c) - 2009 Worlds: proposal from United Kingdom (RYA) see appendix D	YES
d) - 2009 or 2010 Worlds: proposal from France(FFV) see appendix D	NO

7. Any other business

a) - International calendar; proposal from Italy see appendix C	YES
b) - That the class committee hold quarterly remote (digital/skype/email) meetings to discuss class activity/issues/projects and consider and review requests to be added to the approved rig list. See appendix B .	YES

APPENDIX A

Many manufacturers of equipment currently on the Approved List have developed improved models, including: Bic Sport, Coach, Tushingam.

Some manufacturers currently on the list wish to add a new sail more relevant to class activity, including: Gaastra, North, Pryde.

Other, new, manufacturers wish to participate in the Approved List scheme, including; Maui Sails, Simmer.

The FFV has already approved new sails for national competition – from Bic Sport and Coach – and propose these be added to the international approved list. The FFV also propose to add to their list: North Prisma, Tushingam TK, and new freeride sails from Gaastra and Naish.

APPENDIX B - Background Notes to support RYA proposals

Proposal 1

Background

The class adopted the approved rig list because there was not a one design sail suitable and available to select at the time. As a member of the international committee I did not agree or recall the agreement as (Bulgaria 2004/Poland 2005) seeing the approved rig list as a permanent fixture of the international class or to see it as an ever expanding concept.

Rationale for a change

At present the class has an approved rig list that is updated every year and sails are added frequently. There are a number of practical and strategic issues with this approach:

1. The process that surrounds rigs being added to this list is unclear (not transparent) and relies on unilateral decisions being taken due to both inactivity from committee members and a lack of stated responsibilities and the processes by which decision making can take place. At present realistically, one person can unduly influence the process.
2. The intention of having an approved rig list was to ensure that sailors were not forced to purchase expensive rigs and that competitors could purchase rigs from other nations i.e. one country does not produce an expensive 'super rig' that is not available to others. In practice controlling the financial side of purchasing rigs is not working – very few countries can purchase many of the rigs on the list for the set price of 700 euros.
3. The parameters which govern the right to be accepted onto the approved list have not been enforced and the class has no formal way of keeping control of adherence to the stated rules. At present the list is growing rapidly with manufacturers developing higher performance sails and updating and progressing their sails each year. This creates the situation whereby in the future in order to be competitive at the front of the fleet a sailor will be required to continually purchase new sails.
4. The development of sails has a dramatic effect on the second hand market. In Junior sailing the majority of sailors coming into the class sail on second hand or club equipment. If the equipment is outdated and out-performed within twelve months this means the sailors and clubs will be forced into buying new equipment if they desire to be competitive.
5. At present the class is effectively 'open' as there are very few reasons to prevent a sail becoming accepted onto the approved rig list with no clear and transparent process to control this. A new sailor coming into the class has a complicated and complex decision to make regarding which rig and components to use – they could easily make an uneducated decision which subsequently leads to them being uncompetitive.
6. At present the list of approved rigs is too large to control and fails to have precise and proper measurement procedures leaving the class rules wide open to misinterpretation and violation.

We are making a Junior Class into a 'development class' whereby equipment is key to performance. This is not what a junior class is about, a junior class should be about the development of the individual not the equipment

By limiting the list the choice is narrowed whilst still ensuring that competitors can still use sails that are 'available' in their homelands.

At present the extensive list of approved rigs is too large to control and is only set to grow. Without the proper measurement procedures the class rules are left open to both misinterpretation and violation. With a smaller amount of rigs on the approved rig list the measurement can be tightened up and implemented properly creating a simpler and fairer environment for the class.

Problems with the Current Situation:

If a sailor competes in the Techno Class on a sail that is not competitive they have three choices;

1. Buy a new more competitive sail,
2. Keep being beaten on their original sail
3. Change classes or give up.

None of these options are commensurate to what we understand as objectives of the Techno 293 Association and the International Sailing Federation of mass participation and fair racing. In principle we do not believe a junior class should be a development class, the sailors should compete where possible on an equal basis irrespective of their financial means. A development class is inappropriate for junior sailing.

At the 2006 World Championships the difference in performance between sails was not huge; however as time passes and sail designers develop the sails the differences in performance will become greater, just like Formula Windsurfing and more reliant upon sailors updating their equipment to keep on the performance curve. In the beginning the playing field was quite even, but as the fleet has developed and one or two brands have begun to stand out in terms of performance the sailors have by necessity had to keep buying new sails to be competitive.

Proposed Solution

- Step 1 - That the class reduces the approved rig list by removing rigs from the approved rig list that are not presently being actively used*. New list to be established and in place by February 2008.
- Step 2. – The class committee reviews the criteria and procedures that determine acceptance and membership of rigs onto the approved rig list ensuring the process is workable, and reflects the reasoning's behind having an approved rig list. The processes must ultimately be adhered to and have measurement processes and procedures that can be acted upon if manufacturers do not comply – December 2007

**definition of actively used should be 'used at one or more of the World Championships, European Championships or an MNA National Championship by 2 or more competitors in 2007'*

Proposal 2 Background

The Techno class is a Junior Class and we therefore feel the focus should be on developing sailor's national and international racing skills and experience. It should not be a class where correct equipment choices from a large number of possible options is crucial to performance, or where a lot of technical development should take place in order to produce the fastest set of equipment irrespective of cost.

Rationale for a change

1. If sails are developed and progressed each year inevitably the performance difference in sails will become greater and the need to have the 'fastest' sail will become crucial.
2. Different sails will have optimum wind ranges where they perform. At present the system rewards those sailors/nations which have the funding to purchase numerous sails/components and

therefore have the ability to select the most appropriate components to be fast in the expected wind conditions during a competition. This does not produce a level playing field.

3. We believe junior sailing should be open and not preclude less wealthy nations from succeeding; the focus should be on developing individual sailor's skill, experience and facilitating mass participation.
4. By having an 'open' rig policy the class is creating barriers for new nations from getting involved
5. The open rig policy also creates barriers for junior sailors and their parents. The requirement to focus on equipment is a distraction for young sailors and their parents who should be focussing on developing their board handling and racing skills.

It is no coincidence that the majority of junior classes in dinghies are one design.

Problems with the Current Situation:

Countries who participated in the BIC Techno worlds for the first time at the 2006 World Championships competed using standard rigs. Some manufacturers have developed rigs looking for a performance advantage. The standard unchanged rigs will become uncompetitive against the rigs that have been 'developed'. This sends the message to sailors and countries competing on standard rigs that they will ultimately need to either a) spend the money and purchase more competitive rigs, or b) be content with being beaten, or c) choose another class to send their sailors to in order to develop their skills.

Proposed Solution

That the class works with manufacturers to explore producing a one design sail for the Techno 293 OD class with a view to implementing at World Championship level in 2008. Manufacturer to provide charter sails at 2008 WC.

Proposal 3 Background

At present the committee is made up of experienced members from different countries however there is very little activity within the committee apart from at the annual AGM. Whilst some committee members have been active in the past year, others have not. In a class that is developing and aiming to succeed it must be supported by a pro active committee. This point can be reflected in examples where by 'non activity' of a committee member has been taken as confirmation of agreement.

Committee members who cannot commit the time to helping the Techno Class succeed should step down from their position on the committee and allow the place to be taken by somebody else who is striving to assist the class.

Proposed Solution

That the class committee hold quarterly remote (digital/skype/e-mail) meetings to discuss class activity/issues/projects and consider and review requests to be added to the approved rig list.

APPENDIX C

PROPOSAL N. 1 - 2008 TECHNO 293 EUROPEANS: in Italy we are available to host in winter or spring 2008 Techno 293 Europeans. There are two bids: Mazara del Vallo in Sicily and Civitavecchia in Latium.

Mazara del Vallo, about 15 km. south from Marsala is a very old town with a well-preserved Arabian borough and nowadays the most important fishing town in Mediterranean sea with a very big fleet of fishing boats. Local organizer is Adina Sailing Club supported by Sea Store, one of the three important windsurfing shops in Italy and, obviously, by the technical support of Marsala coaches team. Wind conditions are good in winter too and it's possible to arrange visits for our guests in Selinunte old Greek archeological site. Not far from Mazara, Puzzeddu is one of the best spot for wave in Italy. The nearest airport is Trapani Birgi and we organize transfers from/to Palermo's international airport as happened for Worlds in Marsala last year too. Many hotels in town and seaside are available.

Civitavecchia is Rome's harbour and we have organized a very appreciated regatta last July attended by British team that may witness. Local organizer is Lega Navale, one of the best Italian sailing club for young people windsurfing, many times spot for important national and international regattas. The nearest airports are Rome Ciampino and Fiumicino: transfer are well organized. No problems for accommodation.

Dates suggested are following:

- a) Carnival time: from February 1st to 5th (Shrove Tuesday) - considering weather conditions, in Sicily - in Italy it's a time of school holidays - on my opinion it would be the best
- b) Early March - from February 28th to March 2nd - in Sicily
- c) Easter time - from March 20th to 24th - in Sicily or Civitavecchia - it isn't the best time because flights, trains and hotels are full, many volunteers are in holiday and in highways traffic peak time
- d) April - from 10th to 13th or from 17th to 20th - in Civitavecchia or Sicily - it's a period outside usual school holidays but we are deep in Spring and no longer cold

We ask the AGM select the date and place, assigning the task to Italian Committee members to confirm before the end October 2007 in cooperation with IWA and Ceri Williams.

PROPOSAL N. 2 - INTERNATIONAL CALENDAR

Last year AGM approved that every member country may indicate a national regatta as invitational event for foreign teams. This year Italy has made it only, organizing a regatta in Civitavecchia on July. Considering it is very important to have a mutual exchange, we renew a request to schedule these events by December 31st, in order to program possible travels abroad. IWA /Techno Class to publish the details.

APPENDIX D

BELGIUM – Bruno de Wannemaeker will be attending the meeting to explain the proposal. It includes hosting an RSX Youth event at the same time –over the may bank holiday period.

UNITED KINGDOM – The venue is the 2012 Olympic Regatta site, Weymouth and Portland . RYA are the organising body, a representative will be attending the meeting to detail the bid. The event will precede the RSX Worlds.

FRANCE – The FFV are proposing hosting a “mega event” at La Tranche. The programme to include ALL Junior, Youth and Masters classes - including FE, FW, Raceboard and Techno. FW Class support the event for 2010. A presentation will be made to the meeting.