

Minutes of the 2007 J/24 World Council Meeting

Riva del Garda, Italy

October 6, 2007

1. Call to Order and Welcome

Bob Turner called the meeting to order at 0900.

2. Role Call and Proxy Recognition

Each member in attendance gave a brief introduction and indicated his voting rights and any proxies held for the meeting. 26 total votes were represented at the meeting.

Attendance: Bob Turner – Chairman, Jim Farmer – Vice Chairman, Roger Harden – Finance Committee Chairman, Eric Faust – Executive Director, Lorne Chapman – Technical Committee Chairman (holding proxy for CAN-JCA – 1 vote), Nancy Zangerle – USA-JCA (5 votes), Remco van den Berg – IJCA Executive Committee (holding proxy for NED-JCA – 1 vote), Tasos Nikolau – GRE-JCA (1 vote), Roberto Authier – ARG-JCA (1 vote), Robin Eagleson – IRL-JCA (1 vote), Marianne Scholke – SWE-JCA (plus proxies for GER-JCA & DEN-JCA - 3 votes), Tomomi Hatakeyama – JPN-JCA (2 vote), Stuart Jardine GBR-JCA (holding proxy for BER-JCA – 2 votes), Alister Morison – AUS-JCA (1 vote), Tamas Madarasz – HUN-JCA (1 vote), Eros Angeli – ITA-JCA (2 votes), Jorge Castillo – MEX-JCA (holding proxies for ESP-JCA, CHI-JCA, COL-JCA – 4 votes). Observers included: Kenneth Porter – Technical Committee, Sachiko Suzuki – JPN-JCA observer/translator, Paulo Boido – J-boats Italy, Gabor Csernussi – HUN-JCA, Massimo Mariotti – ITA-JCA, Anna Sargenti – ITA-JCA, Gianpietro Pollesel – ITA-JCA and Technical Committee.

3. Appointment of Secretary

Bob Turner appointed Eric Faust as secretary for the meeting.

4. Chairman's Update

Bob Turner thanked the local hosts for their hospitality and for the opening reception. Bob stated he was pleased that the majority of the attendees had also attended last year's meeting, thus allowing for greater continuity. He reminded the group that the World Council is a policy making group and everyone should focus on optimizing their short time together. In the last year, the Class has largely caught up with a backlog of work from previous years including work on the Constitution, By-Laws and Rules. The main challenge is for the Class to present itself in a way that attracts new people and it should therefore try to focus on marketing and promotion in the years to come. With much of the administrative work behind us, the Class is now in a position to move forward with new enthusiasm.

5. Approval of 2006 WCM Minutes

N Zangerle pointed out that the agenda item regarding the J/24 logo usage had been completed. With the understanding that this was accurately reflected in the 2006 WCM minutes, **N Zangerle made a motion that, “the minutes be approved as written.” The motion was seconded and unanimously approved.**

6. Actions Arising

B Turner indicated that all actions arising from the 2006 meeting would be taken up in agenda items later in this meeting.

7. Elections

J Farmer was given the floor to conduct elections.

J Farmer nominated Roger Harden for the position of Finance Chairman for a two-year term. The nomination was seconded and unanimously approved.

For the additional members of the Executive Committee, J Farmer nominated Massimo Mariotti (ITA-JCA), Alister Morison (AUS-JCA) and Remco van den Berg (NED-JCA) for one-year terms. The nominations were seconded and unanimously approved.

L Chapman nominated the following slate of members to the Technical Committee: Stuart Jardine GBR, Günther Müller BRA, John Peck USA, Gianpietro Pollesel ITA, Kenneth Porter MEX, Reid Stava USA, Alyn Stevenson AUS, Tim Winger USA and Lorne Chapman CAN as Chairman. J Farmer made a motion to “accept the slate as presented.” The motion was seconded and unanimously approved.

8. Review of Reports

8.1 NJCA Reports

Each NJCA representative gave a brief report on the status of his home Class.

8.2 Executive Director’s Report

E Faust stated that with a year of experience with the IJCA, things ran more smoothly this past year with the help of many members of the Executive Committee. Membership is stable across all countries with a 2007 total membership of 2750. The cooperative agreement to share overhead expenses with the USA-JCA is working well. The 2006 yearbook was produced and the time is coming to submit information for the coming 2007 yearbook. Rulebooks were also printed and distributed to each country. A new webmaster, Scott Waterhouse, has taken over running the IJCA website and information should be sent to him for posting to that site. The new keel measurement templates are completed and will be ready to ship to those who ordered them soon. Measurement certificates are being produced in the Class office and are now being sent to the boat owners as printable PDF files.

8.3 Financial Report

R Harden gave a report on the Class finances. The class is in good financial shape with revenue coming in as expected. With stable membership, the revenue has also been very stable. The two

main revenue sources are memberships and sail royalties. This year sail royalty revenue was down about 20% from the previous year. It is not expected that this is a trend. The IJCA still maintains a bank account that is sufficient to run the Class in case of unexpected losses.

The Class has successfully abated two outstanding penalties with the IRS that were created several years ago during the office transition. There remains one outstanding penalty for approximately US\$4,000, but it is expected that this will also be abated in time.

The IJCA has a current system of paying the shipping expenses for all IJCA material sent to the NJCAs. With increases in shipping costs, it would be wise to increase the IJCA dues from US\$13 to US\$15. This should allow the IJCA to run at a break even in the coming year.

R Harden made a motion to “increase the IJCA dues from US\$13 to US\$15 per membership starting in 2008.” The motion was seconded and unanimously approved.

S Jardine stated that several countries in Europe are required to carry national royalty labels in addition to IJCA royalty labels.

** It was decided that action should be taken to discuss this with ISAF with the intention of eliminating the need for national royalty labels. B Turner suggested that S Jardine take the lead on this project.*

8.4 Technical Committee Report and Rule Changes

L Chapman presented a report on behalf of the IJCA Technical Committee (ITC.) (*See attached report.*) With the majority of the work rewriting the Regatta Regulations now complete, the ITC can focus on other issues. The ITC is always interested in assuring the existence of sufficient measurers across all continents. Keel and rudder measuring templates have been produced. A future project will likely be to modify the J/24 Class rules to conform with ISAF standards. A set of sail measurement templates has been produced and the possibility of producing more will be explored.

8.5 Builders' Reports

R Authier, the builder from J-boats Argentina, gave a report. He stated that his company had built 10-12 new boats in the last year for distribution to Chile, Brazil and Argentina. The molds are almost 20 years old and will need to be replaced in the near future, which is a big expense. R Authier was concerned about the differences in boats among the various builders around the world. Maintaining one-design standards is very important and he would like the assistance of the IJCA in assuring that his boats are built in accordance with the rules. R Authier also offered his assistance to the Technical Committee.

P Boido, gave a report from J-boats Italy. Production of J/24s is down with the Italian market very weak. Only one boat has been ordered for the 2008 World Championship. P Boido has been working to build business in other countries. The J/24 is very expensive to build due to the way it was designed. He does not perceive a significant difference in the boats built by the various builders. He would also like to see a single technical person within the Class that could serve as a point person for the builders. He would like to see the Class Rules simplified to make the boat easier to race. The J/24 is a good boat; it just needs to be marketed properly.

S Jardine stated that the J/24 should be modernized, particularly in the interior. L Chapman presented an idea that the Class could contact J-boats to look into the possibility of taking over control of the building specifications so that changes could be implemented with the Class approval. After further discussion on the subject, **L Chapman then made a motion that, “The**

World Council empower the Executive Committee to approach J-boats for the J/24 Class Association to assume sole control over actions related to J/24 builder's specifications and other aspects of full management of the Class, including acquiring the J/24 copyright." The motion was seconded and unanimously approved.

8.6 Marketing and Promotions

N Zangerle stated that an agreement for the usage of the J/24 logo has been completed and she has copies of that document. The Yearbook was challenging to produce but in the end, the content was satisfactory. The deadline for the 2007 Yearbook would move up substantially from previous years. A notice will be sent for submissions in the near future. The poster approved for development at last year's meeting was not produced. The plan is to produce a promotional poster for 2008. The webmaster has helped in developing an online demographic profile that can be used to collect data about IJCA members around the world. This will be completed shortly and people will be allowed to file information through the IJCA website.

L Chapman mentioned that it would be helpful to have a broadcast email system on an international basis.

** B Turner suggested that as an action, each NJCA develop a similar system for easily contacting its own members.*

** P Boido suggested that the contact information for each builder be included in future Class Yearbooks.*

** R Harden suggested that each builder be sent several copies of the Class Yearbook each year and Rule Books when they are printed.*

N Zangerle mentioned that there are differences in the time it takes for the Yearbooks to be distributed in each country.

9. Submissions

2009 North American Championship – Valle de Bravo, MEX

J Castillo submitted a proposal, which was previously circulated, to host the 2009 J/24 North American Championship. B Turner asked the group if anyone had an objection to the proposed host and location. Without any objection, the proposal was formally accepted.

2010 World Championship – SWE/DEN

M Scholke presented a proposal to host the 2010 J/24 World Championship in Malmo, Sweden on August 20-28, 2010. The southern region of Sweden is an active sailing area and has previously hosted an America's Cup event. M Scholke stated that since developing the proposal and establishing preliminary discussions, the Royal Danish Yacht Club has also expressed interest in hosting the regatta. The regatta organizers are now looking into the available options to determine which venue will provide the greatest support and sponsorship opportunities for the regatta.

N Zangerle made a motion that "the SWE-JCA be awarded the 2010 J/24 World Championship to be hosted in Malmo, Sweden or Copenhagen, Denmark." The motion was seconded and unanimously approved.

Class Rules Change Proposals

N Zangerle made a motion that, "Rule 3.3.1 be changed to read: 'The keel shall be of moulded lead to the building specifications and cast in a mould licensed by JBoats and approved by ISAF and the IJCA.'" The motion was seconded and unanimously approved.

Two proposals for changes to Plan C of the Class Rules were withdrawn by R Authier.

L Chapman made a motion to, “Remove Rule 3.6.4 from the Class Rules.” The motion was seconded and unanimously approved.

S Jardine made a motion to amend Rule 6.1.28 to read, “Water resistant flashlight(s).” The motion was seconded and unanimously approved.

S Jardine made a motion to change Rule 3.6.10 to read, “The mainsail shall be attached to the mast and boom with boltropes. The foot boltrope shall be a minimum of 2300 mm in length.” The motion was seconded and unanimously approved.

L Chapman stated that there is a known discrepancy between Plan D of the Class Rules and the standard measurement form. It should be noted that the actual maximum rudder depth is 890mm instead of 880mm as shown on Plan D.

A proposal submitted by a Class member to, “Increase the allowed power ratio of the kicking strap (vang) to 12:1 or 16:1” was presented. **R Harden made a motion to, “Table the proposal until testing could be carried out.” The motion was seconded and unanimously approved.**

S Jardine made a motion to change Rule 7.1.11 to read, “7.1.11 A strop or the use of wire in the mainsheet control system.” The motion was seconded and unanimously approved.

L Chapman made a motion to change Rule 3.5.4 (g) to read, “Cunningham controls of synthetic rope using a maximum of 6:1 power ratio which may include a single wire strop for attachment to the mainsail or headsail. A cunningham control may be used instead of a fixed attachment for the tack of a sail.” The motion was seconded and approved.

L Chapman made a motion to change Rule 7.2 to read, “Other than specified in Rule 6.1.1 the trimming of genoa or jib sheets by means other than by a sheet from the clew directly to the turning block attached to a car with a plunger pin or screw pin on the headsail tracks. The trimming of the 100 percent jib may optionally be from optional deck eye (see Rule 6.1.4(b)) first, then through the clew on the jib. The turning block must be attached directly to the car on the headsail track by a shackle or other material of minimum length to enable the attachment, and fixed so that it is not adjustable while sailing. The vertical distance from the deck adjacent to the headsail track to the loadbearing surface of the sheave in the fixed block closest to the deck may be a maximum of 110 mm.” The motion was seconded and unanimously approved.

After discussion, a proposal to change Rule 3.5.3(c) was withdrawn by R Harden.

L Chapman made a motion that, “The World Council authorizes the Technical Committee to write a protocol, which takes into account all factors and objectives defined at the 2007 World Council Meeting, for a trial regarding Rule 3.5.3(c) to allow for adjustable forestays. The trial will run from whenever ISAF approval can be obtained until October 1, 2008.

The trial would be for events up to and including the National Championship level, not for Continental and World Championships. Each country should have the option to participate in the trial or not. The protocol will be circulated to all meeting delegates and NJCAs for a decision on whether or not to move forward with a formal trial.” The motion was seconded and approved.

Regatta Regulations

L Chapman made a motion that, “the Regatta Regulations be approved as presented as an addition to the Bylaws of the IJCA.” The motion was seconded and approved.

The objection of several NJCAs was noted. The ITC shall maintain its commitment to accepting comments and suggestions for changes to the Regatta Regulations to be approved by the Executive Committee on an ongoing basis.

Global Sponsorship Proposal

J Castillo gave a presentation describing work that is being carried out to create a professionally produced sponsorship package that can be used to solicit multi-year sponsors for J/24 World Championships. This would include a booklet and video in an appealing polycarbonate package. The World Council was asked to forward any corporate contacts for potential sponsors to E Faust in the Class office so they can be added to the existing list of targets.

R Harden made a motion to, “Approve the continuance of the project to develop the sponsor package and solicit sponsors with an estimated total budget of approximately US\$20,000. The payments will be made contingent upon meeting certain project milestones.” The motion was seconded and unanimously approved.

2011 World Championship

B Turner indicated to R Authier that based on the current regatta rotation, the IJCA would like to see the 2011 J/24 World Championship held in South America. R Authier stated that he would be happy to organize the event.

2008 World Championship Update

The ITA-JCA gave a report on the status of the 2008 World Championship to be held in Sardinia. It was stated that they were close to closing a deal with a title sponsor, Moby Line. Any budget shortfall in sponsorship money would be covered by the municipal government of Arzecena. Arrangements will be made to provide reduced rate ferries from the mainland as well as hotel and shopping discounts for the competitors. The entry fee is targeted at €400. Charter boats will be made available from J/24 owners in Italy. In addition P Boido will develop a price quote for new charter boats to be made available for the event.

** When the price quote is available from P Boido, each NJCA should be polled to determine how many total charter boats will be demanded at that price point.*

J/24 Building Specification Modification

P Boido made a presentation showing some ideas for redesigning some aspects of the J/24 without changing the total weight or the weight distribution of the boat. Some changes might include the removal of the wash basin and adding watertight hatches on the interior seats. On the exterior, existing teak or PVC rails might be replaced with moulded fiberglass parts in order to reduce some of the current production costs.

R van den Berg made a motion that, “By January 1, 2008, the IJCA, in conjunction with the J/24 builders, shall develop the proposals of J-boats Italy to enhance the interior of the cabin and deck mouldings.” The motion was seconded and approved.

Proposals Regarding World Championship Qualification

S Jardine read a proposal from Chris McLaughlin regarding World Championship participation.

The proposal for, “Permanent qualification of past Continental Champions e.g. North American; South American; Australasian and European Champions for eligibility to sail at World Championships, without prior qualification series and without impacting on National allocations” received no second. Proposal rejected.

R Harden made a motion that, “For the 2008 World Championship and the 2009 World Championship, ‘One all female crew per country, to be selected by each governing J/24 national authority, will be eligible to sail the J/24 World Championship in to compete for the Jaeger J/24 World Championship Women’s Trophy. Also, one under 25-years crew per country, to be selected by each governing J/24 national authority, will be eligible to sail the J/24 World Championship to compete for the under-25 Turner Trophy.’” The proposal was seconded and approved.

Other Business

P Boido asked the group what the maximum fee for boat measurement is in each country and if there should be a standard rate worldwide. After polling the group it was determined that there was a wide variance in prices, ranging from countries that charge no fee up to a €150 fee in Italy.

After some discussion, B Turner asked that the World Council note the variance in measurement fees and costs and encouraged each NJCA to minimize the cost of measurement if at all possible. Additionally, the IJCA will endeavor to work with J-Boats Italy to resolve the issue of measuring boats at its factory.

10. Vision for the Future

B Turner stated that the Class should be looking at where we would like to be 15 years in the future. He suggested that a small group of volunteers come together to brainstorm a coherent program, integrating all the aspects of our Class that we would like to promulgate, and develop a strategic plan.

The Class has a 30th anniversary celebration year coming up in 2008 along with the potential to have an updated boat design. These two aspects can be integrated into our global marketing plan, which is also in development.

** J Farmer, R van den Berg and J Castillo volunteered to develop a strategic plan and report back to the group with their findings.*

11. Action Plan Revision

B Turner noted that the action plan devised in the past year had been working well and had been constantly revised as actions were completed or changed. The action plan comprises the building block elements that will need to be involved in the long-range strategic plan.

Of note on the current action plan is item #11, the creation of a Youth World Championship. Mauricio Santa Cruz is working on integrating the J/24 into the 2009 ISAF Youth World Championship to be held in Brazil.

P Boido mentioned that the “Old Boat Trophy” was won by Jens Hookenson at the 2004 Worlds and has not been presented since.

** A process for tracking perpetual trophies should be developed. The list of trophies should be printed in the Yearbook.*

12. Date and Place of Next World Council Meeting

The 2008 World Council Meeting will be held in Annapolis, Maryland during the month of October. The exact dates are not finalized.

** N Zangerle will send the final dates to the World Council as soon as that information is available.*

13. Closing Remarks

B Turner thanked the group for its contribution throughout the day and once again thanked the members of the ITA-JCA for their wonderful organization and hospitality. Many strides have been made over the past year, and this meeting is a good way to continue to build on our past successes.

R Harden made a motion to adjourn the meeting. The motion was seconded and approved and the meeting was adjourned at 1745.

2007 International Technical Committee Report

Sept. 28, 2007

1. 2006 Rule Changes

The changes were approved by ISAF and made effective for February 1, 2007. Eric Faust, our Executive Director produced the printed rule book in the early spring. There has been no feedback on any of the 2006 rule changes.

2. Safety Initiative

Tim Winger with help from Hans Spiller (measurer in Seattle) and Stuart Jardine have assembled a body of knowledge on boat preparation and prevention of sinking, crew preparation, sailing techniques to prevent the events, and what to do when it happens. The resulting work is getting close to being published - this should happen later this year.

3. Sail Measurement Template

Reid Stava took the initiative to have a sail measuring template made for use in North America following the approach pioneered in the UK. With the cooperation and some work contribution from Haarstick Sails in Rochester NY, a set of templates were produced. This set has been used at the Mid-winters, 2007 Worlds in Puerto Vallarta, the North Americans and the Canadian Nationals - and some more regattas not on my list. They have been enormously successful, removing the need to lay out a measurement floor and bring a new level of consistency to sail measurement. It's quick and easy to train the measurer assistants and we can do a better job all round measuring sails.

Our next task is to figure out where we want to use the templates and develop a plan that balances the use need and shipping costs to determine if additional sets are needed and where to locate them.

4. Regatta Support

One of the key roles of the ITC is to provide regatta support to major championships including Worlds, Continental Championships, some national championships and special events. We have had comments that it is hard to plan regattas when they don't know what the involvement and support level from the ITC members will be and what other expectations are involved.

We are developing guidelines to share with regatta organizers and get the expectations in the open so that best use is made of the resources and unmet expectations get eliminated. The guidelines will be in the form of an appendix to the Regatta Regulations document.

5. Regatta Regulations

A lot of work has gone into the completely revised set of Regatta Regulations. The current version of the document is posted on the IJCA web site and is on the Oct. 5 WCM agenda for approval. The current version has had scrutiny by a small group of members with major regatta organizing experience as well as good race organization and rules knowledge. Their suggestions have been incorporated.

The current version covers World and Continental championships. Our goal is to bring as much consistency as possible between these two levels of events, recognizing that local conditions may require some adaptation. The Regatta Regulations will have the status of IJCA by-laws so they

can be amended when needed with the approval of the Executive Committee, and the changes ratified at the following WCM.

Our further plans are to add a section for National championships, guidelines for ITCC support as mentioned above, and minor updates to the class standard NOR and SIs.

6. Hull Measurements and Resulting Rule Changes

We have been working with Roger Harden on his initiative to find a way to remove the disparity in the balance in boats from various builders. Through an exhaustive measurement program, Roger has uncovered that there are minor differences in hulls from various builders and time periods. These differences impact the balance of the boat because the sail plan is measured from that mythical point on the bow, and the keel position is controlled by the hull/transom intersect. A test measurement jig was built and some test measuring with the jig done at the Worlds in Puerto Vallarta. While this data corroborated what the models built from the hull measurements showed, more extensive use would have entailed re-measuring the entire fleet.

A simpler solution started to emerge that entails allowing a variable forestay length resulting in more freedom to adjust mast rake. This would let the owner balance the rig and keel position on their boats at low cost. The few tests with this approach indicate it has promise as a solution. The next step is a class-wide trial - which is being proposed to the WCM.

7. Class Rules Rewrite

I attended the ISAF measurers' conference in Nov. 2006 with Stuart Jardine. It was most useful in assessing the state of class rules development and measuring by the various ISAF recognized classes. We also made a number of useful contacts. One of the initiatives of the Measurement sub-committee in ISAF is to convince classes to reformat their class rules to a new standard. This will enable more effective management of the change process and make it easier for ISAF trained international measurers to pick up the nuances of measuring J/24s. There is also a strong focus on the class rules containing only items describing the boat "as it is raced". Various class rules have accumulated baggage throughout the years on topics such as championship regatta standards and rule changes processes within the class. These extraneous items more correctly belong in class by-laws and outside the ISAF rule management process. Examining whether to, and if desirable, how to reformat the class rules to be seen as a player in supporting this initiative will become an active issue for the ITC in the coming months.

Submitted by: Lorne Chapman

ITC Chairman

Sept. 28, 2007