

Minutes of the 2010 J/24 World Council Meeting

Jacksonville, Florida, USA

November 19, 2010

1. Call to Order and Welcome

Bob Turner called the meeting to order at 0900.

2. Roll Call and Proxy Recognition

Each member in attendance gave a brief introduction and indicated his voting rights and any proxies held for the meeting. 25 total votes were represented at the meeting.

Attendance: Bob Turner – Chairman (holding proxies for BER, AUS, ITA, FRA, & NED – 5 votes*), Jim Farmer – Vice Chairman, Eric Faust – Executive Director, Lorne Chapman – Technical Committee Chairman, Paul Scalisi – USA-JCA (5 votes), Toshi Hayakawa – JPN-JCA (1 vote), Robin Eagleson – IRL-JCA (1 vote), Dennis Frederikssen – MON-JCA (holding proxies for GER & SUI – 3 votes), Tasos Nikolaou – GRE-JCA (1 vote), Jorge Castillo – MEX-JCA (holding proxy for VEN, PUR, PER, ESA, BRA & URU – 5 votes*), Mark Penfold – GBR-JCA (holding proxies for HUN and SWE – 3 votes), Matthew Kenny – CAN-JCA (1 vote).
Observers included: Kenneth Porter – ITC and Reid Stava – ITC.

** The IJCA Constitution limits the number of votes cast by an individual at the WCM to 1/5 of the total number of votes represented at the meeting.*

3. Appointment of Secretary

Bob Turner appointed Eric Faust as secretary for the meeting.

4. Chairman's Update

B Turner thanked everyone for attending and also thanked the local hosts for their hospitality and for the reception the night before. The Chairman stated that class participation and growth in the past year must be measured with respect to the global economic situation. In spite of the downturn in the economy the J/24 Class has remained relatively strong, with participation on a worldwide basis ahead of other sailing classes. The core values of the J/24 Class are strong and the value the boat offers is unmatched by other keelboat classes. The key to class growth is dynamic leadership on the grassroots level. B Turner then formally acknowledged T Nikolaou for hosting the World University Match Racing Championship, which featured J/24s in Crete during the summer of 2010. The 2010 World Championship in Malmo, Sweden was a very successful event and it is noted that several countries fielded large contingents from remote locations including Japan and Australia. In addition there were also several women's teams at the event. B Turner then formally thanked Marianne Schoke and the SWE-JCA for their hard work in hosting an outstanding event for the sailors from around the world. On the down side, B Turner noted that the class has not fully executed on marketing itself over the past few years and this remains a focus as we move forward. Overall, because of the strong core values and

organizational structure, the J/24 Class is in a strong position to maintain and grow its position in the sailing world.

5. Approval of 2009 WCM Minutes

The minutes of the 2009 World Council Meeting were distributed and reviewed. **R Eagleson made a motion that, “the minutes of the 2009 World Council Meeting be approved as written.” The motion was seconded and unanimously approved.**

6. Actions Arising from Previous WCM

Sail Royalty Buttons - P Scalisi reported on his investigation into using molded plastic sail royalty buttons instead of the sail royalty labels currently utilized by the class. The cost per button would be approximately \$2 and more if the buttons are to be sequentially numbered. After discussion by the group it was agreed that the transition to royalty buttons was not needed at this time.

A further discussion continued about how the royalty labels are sold and how the income is distributed. Under the current system, NJCAs purchase royalty labels from the IJCA at a wholesale price and they are then sold to sailmakers as needed at a retail price set by the NJCA. Countries that do not have active sailmakers typically do not receive money for the labels on sails sold into their country. With the advent of single source manufacturing in China and Sri Lanka, the system established in 2003 of allocating royalty income based in manufacturer supplied export information is no longer a feasible. After discussion, it was agreed that the royalty labels should continue to be attached to each sail by the sailmakers because asking each sailor to purchase and attach royalty labels would create additional hassles for boat owners. Several alternative ideas were discussed. R Eagleson stated that the current system is clearly not working. He suggested that the simplest solution is to abandon the current income allocation system, have all sailmakers buy labels directly from the IJCA and have the IJCA keep the income for use in supporting all worldwide J/24 activities. P Scalisi noted that even with the proposed solution offered by R Eagleson, each NJCA can require an additional country royalty label be attached to each sail to offset any losses in income. After further discussion, **R Eagleson made a motion that, “The current system of royalty label income redistribution be discontinued and all sailmakers worldwide shall purchase royalty labels on a retail basis directly from the IJCA. The IJCA Executive Committee is charged with developing an equitable system for utilizing the funds for initiatives supporting the J/24 Class around the world.” The motion was seconded and approved.**

NJCA Communication Contact - B Turner reminded the group that each NJCA should nominate a specific individual to be in charge of communicating NJCA news and reports to the IJCA. E Faust indicated that the new website system would help with this process and would be discussed later in the meeting.

Obtaining the J/24 Copyright – B Turner indicated that J/Boats is not interested in selling the copyright for the J/24.

Shorter Regatta Timescales – B Turner reminded the group of the previous World Council recommendation to limit the timescale for major regatta to a maximum of one week.

7. Elections

B Turner proposed the following slate of Executive Committee members:

- **Chairman – J Farmer, nominated by B Turner, seconded by P Scalisi.**
- **Vice Chairman – R Eagleson, nominated by J Farmer, seconded by J Castillo.**
- **Executive Committee – P Scalisi, nominated by J Farmer, seconded by T Nikolaou.**
- **Executive Committee – Marianne Schoke, nominated by B Turner, seconded by M Penfold.**
- **World Championship Representative to Executive Committee – Siegfried Spitzky, nominated by B Turner, seconded by D Frederikssen.**

The slate of nominees was unanimously approved by a vote of the World Council.

It was noted that J Castillo expressed interest in volunteering for future openings on the Executive Committee.

L Chapman nominated the following slate of members to the International Technical Committee: Tim Winger USA (Chairman); Lorne Chapman CAN; Stuart Jardine GBR (Member Emeritus); Michael Johnson USA; Hank Killion USA (Copyright Holder’s Representative); Günther Müller BRA; John Peck USA; Mark Penfold GBR; Gianpietro Pollesel ITA; Kenneth Porter MEX; Reid Stava USA; Peter Stevens AUS; Jan-Marc Ulrich GER.

P Scalisi made a motion to, “Accept the slate of ITC members as presented.” The motion was seconded and unanimously approved.

J Farmer formally recognized L Chapman and B Turner for all their outstanding work and dedication to the J/24 Class over the past five years and presented each with a commemorative award.

8. Review of Reports

8.1 Office and Financial Report

E Faust reported that the IJCA membership has remained stable on a worldwide basis and had actually increased by 5% year-over-year. However this followed a decrease of 5% 2009 and is likely inflated somewhat by oversubscriptions in South America in anticipation of the World Championship in Argentina. Notable membership increases include CHI, URU, ARG and FRA. In addition there is continued interest in J/24 sailing in the Central American region as well as in some parts of Asia.

Financially, the IJCA remains stable. The presented financial statements indicate that the class ended its last fiscal year with a net income of just over \$5,000. It was noted that due to several large expenditures over the past several years most of the class’ savings have been depleted. In an effort to reestablish some savings for the class E Faust stated that he had worked with the Financial Chairman, Bryan Dyer, to create the proposed budget, which includes a \$5 increase in the price of royalty labels. The price of royalty labels has remained the same for 10 years and it was decided that a price increase was past due.

J Farmer made a motion that, “The financial statements and proposed budget be accepted as presented.” The motion was seconded and unanimously approved.

8.2 NJCA Reports

Each NJCA submitted a written report in advance of the meeting.

8.3 Technical Report – Lorne Chapman

L Chapman noted that there has been very little interaction with the copyright holder over the past year apart from a few minor questions regarding authorized parts suppliers. The ITC has worked to continuously strengthen the measurement capabilities around the world, notably in Italy, South America and the Caribbean. The ITC will work to update the list of certified measurers with current contact information. An effort to inspect all J/24s for illegal materials is underway and affordable handheld metal detectors will be used regularly at future regattas. Scanning a boat requires about 5 to 10 minutes. Some boats at the 2010 World Championship were found to contain lead and the tools to detect these materials are being made available. The IJCA Regatta Regulations, Class Standard Sailing Instructions and NOR have proven to work well for the major championships and these documents are being continuously updated and improved with feedback from the regatta organizers. One suggestion has been to lower the penalty for hitting a mark from 20% to 10%. This idea will be explored further and perhaps included in future versions of the ITC documents. The rule change processing continues to require a significant amount of time. Many rule change proposals are presented without the necessary background information or supporting information to proceed through the rule change process completely, but it was stressed that each proposal is given a serious and thorough review by the members of the ITC. The ITC also continues to the best of its ability to monitor adherence to the J/24 building specifications. Some builder issues have been noted and will be investigated further with the intention of eliminating any real or perceived differences in the boat produced by various manufacturers.

R Stava gave a report on providing technical support at the 2010 South American Championship in Peru. Due to time and staffing limitations, a truncated measurement was carried out on all boats including weighing boats and scanning sumps for illegal materials. Several Peruvian boats were noted to be absent motor mounts and a waiver was created for the regatta to allow these boats to compete. It was noted that these boats will need to install motor mounts before they can compete in any future class sanctioned events. Overall, the regatta was a success and the ITC support was well received.

K Porter reported on his support of the growing fleet in El Salvador where he had spent a week measuring boats and offering technical support to the sailors there. The ESA-JCA is anxious to acquire more boats and to expand their sailing activities. K Porter also noted that there is growing interest in J/24 sailing in Guatemala and the IJCA should help support these emerging countries with obtaining boats and bringing them into compliance with the rules. L Chapman noted that similar cooperation has been taking place with the AUS-JCA providing technical assistance to the SIN-JCA.

R Stava provided the group with a price quote for the purchase of sail measurement templates. The total cost of a template is \$501.80.

8.4 Website Design Report – Eric Faust

E Faust described that a new website is in the process of being completed and showed the work in progress to the group. A request for proposal had been distributed earlier in the year and the

Executive Committee had chosen to work with Regatta Designs to complete the process. The website will run on the open-source Wordpress platform, which will allow multiple editors and administrators to easily post news and information. Functionality can be designed to allow for each country or region to have access to the site and post specific information at any time. The intention is to provide timely content that will attract visitors on a more regular basis. Each NJCA will be asked to appoint a website administrator who will be responsible for updating the website with country news. At the continental level, several website administrators can act as moderators and administrators to post information relevant to multiple countries in a region. Work is progressing and the pages are being populated with information now. The website will also integrate with many social networking sites such as Facebook and Twitter to help push information to the members. It is hoped the new website can be launched within 60 days. J Farmer noted that the key to a dynamic website is having fresh information and we are counting on the input from each country to make this happen. M Kenny agreed and pointed out that technology is secondary to the governance of the website and establishing a strong system for managing the content is important. Also an active and vibrant discussion forum is a major draw for members and a good resource for new sailors. If the site design can be leveraged at the international level and used for country or fleet websites, this would be very attractive to the many members and could also create a central repository for J/24 information worldwide.

8.5 Copyright Holder's Report – Bob Turner

B Turner indicated that he did not receive the report he requested from Jeff Johnstone at J/Boats Inc. but did receive a letter of support for the Newport, Rhode Island bid for the 2014 World Championship.

9. New Business and Submissions

9.1 2011 World Championship Update

E Faust read a report received from Siegfried Spitzky, President of the ARG-JCA. The regatta is scheduled for November 10-18, 2011 in Buenos Aires, Argentina. The Jury Chair will be Dr. Emilio Feliu Serra, who travelled to Sweden to be part of the Jury for the 2010 Worlds. The event website (<http://www.j24worlds2011.org.ar>) is now live and additional information will be posted in the near future. The host club, Yacht Club Argentino, is prepared to host the event and has the facility to accommodate as many as 80 J/24s for the regatta. Charter boats will be made available to out of country teams and will be coordinated through the host country organizers. L Chapman noted that the head measurer in Argentina is quite capable and that the organizers have been diligent in following the Regatta Regulations to date. In addition, a representative of the ITC will be making a site visit in the near future.

9.2 2014 World Championship Bids

Bids had been submitted to the World Council from Newport, Rhode Island, USA and from Port Credit, Ontario, Canada. The competing bids were presented to the group and discussed in detail. J Farmer suggested that planning a world championship regatta is a long process and that the class should give the host as much lead time as possible. It was unanimously agreed that a vote should be taken to determine which bid would be accepted.

J Farmer then asked for a show of hands for the competing bids. 14 votes were cast in favor of the Newport, RI bid while 11 votes were cast in favor of the Port Credit, ON bid.

The 2014 World Championship was awarded to Newport, Rhode Island, USA. The regatta will be held on September 20-26, 2014.

9.3 2012 and 2013 European Championships

The suggested country rotation for the European Championship developed by Stuart Jardine and Geoff Evelyn shows Italy as the host in 2012. The ITA-JCA submitted a proposal from the Club Nautico Arzachena in Cannigione, Sardinia, the host of the 2008 World Championship. The bid was presented by B Turner on behalf of the ITA-JCA. After review, **P Scalisi made a motion, “To accept the bid from the ITA-JCA and award the 2012 European Championship to the Club Nautico Arzachena.” The motion was seconded and approved.**

For 2013 the suggested country rotation shows Sweden as the host. At the 2009 WCM, the MON-JCA submitted a proposal to host the 2012 European Championship at the Yacht Club de Monaco when it appeared that the ITA-JCA may not be able to host the event. **D Frederikssen made a motion, “That the proposal from the MON-JCA be accepted to host the European Championship in 2013 and allow the SWE-JCA to host in 2014.” The motion was seconded and approved.** The SWE-JCA will be invited to host the 2014 European Championship and Slovenia will be dropped from the suggested country rotation as that country has yet to establish any significant J/24 activity.

9.4 Match Racing Proposal

T Nikolaou made a presentation describing a possible J/24 match racing event that would involve the top sailors from around the world. J Farmer indicated that this is a very interesting concept and encouraged T Nikolaou to continue his planning and to make a formal event submission to the World Council at a future date and stated that the World Council is always interested in exploring new ways to utilize the J/24 and encourage competition. T Nikolaou indicated that he is interested in organizing an event that would be attractive to the sailors and is open to input from anyone interested in helping him further develop his ideas.

9.5 Women’s Championship

B Turner stated that the GER-JCA is interested in hosting a Women’s World Championship at some point in the future. The current roadblock is obtaining the sponsorship necessary to hosting a world-class event. E Faust indicated that the Beverly Yacht Club in Massachusetts is interested in once again hosting a J/24 Women’s Open Championship in 2012. BYC has hosted two prior Women’s Open Championships and has proven regatta organizing abilities. The group agreed that the IJCA is in favor of supporting women’s regattas and that the U.S. and German organizers should work through the class office to establish the best timing of the future championships.

9.6 Change to Article 6 of the IJCA Constitution

R Eagleson had been previously tasked with drafting an amendment to Article 6 of the IJCA Constitution as outlined below:

Purpose:

To clarify the definitions of suspension and expulsion and to establish a fair system of due process for carrying out suspensions and expulsions.

Current Wording:

- 6.1 The Executive Committee shall have the authority to suspend any NJCA, Full Member, Associate Member or Sponsoring Member as defined in Section 4 of the IJCA Constitution, for the following reasons; non-payment of dues, willful disregard of the rulings or directives of the IJCA after due notice, bringing the sport of sailing into disrepute, intentional and/or gross violation of the IJCA Class Rules and or the Racing Rules of Sailing. The term of suspension may not exceed one year unless the suspension is extended by the World Council in the succeeding year. A member's suspension may be ended if the issue is brought before a meeting of the World Council and a majority of votes cast favor re-instatement of the member or through appeal to the Executive Committee provided the suspension has not been extended by the World Council.
- 6.2 A member may be expelled only if the issue of their expulsion is brought before an Annual Meeting of the World Council and three-fourths of the votes cast are in favor of expulsion. Terms of the expulsion shall be set by the World Council.

Proposed Wording:

- 6.1 The Executive Committee shall have the authority to suspend the membership of any NJCA, Full Member, Associate or Sponsoring Member as defined in Section 4 of the IJCA Constitution, and hereafter referred to as the "member", for one or more of the following reasons: non- payment of dues; wilful disregard, after due notice, of the rulings or directives of the IJCA; intentional and/or gross violation of the IJCA Class Rules ; bringing the International J24 Class Association or the sport of sailing into disrepute as currently defined by Rule 69 of the Racing Rules of Sailing.
- 6.2 The intention to suspend a member shall be approved by a simple majority vote of the Executive Committee, and the intention to do so shall be advised in writing to the relevant member who will be then be allowed a period of fifteen days to provide a response. The date of the commencement of the intended suspension shall also be confirmed to the member at this time.
- 6.3 The initial period of suspension shall run from the date of commencement as decided and advised by the Executive Committee until the date of the next scheduled meeting of the World Council.
- 6.4 The World Council shall have the authority, by a simple majority of the votes cast, to rescind a suspension or to extend the period of suspension until the date of the next meeting of the World Council.
- 6.5 During a period of suspension the suspended member shall not participate, either as helmsman or crew, in any J24 sanctioned event and will not have any access to office support, measurement, website, or any facility provided by the J24 Class Association.
- 6.6 The Executive Committee shall have the authority to remove the suspension of a member at any time, if wholly satisfied that the original reasons are no longer valid or that mitigating actions have been taken
- 6.7 A suspended member may be expelled from the Class only if their expulsion is recommended to an Annual Meeting of the World Council by a majority vote of the Executive Committee and is then approved by three-fourths of the votes cast at the relevant meeting of the World Council

- 6.8 The intention to submit a motion of expulsion to the World Council, and the reasons for so doing, must be advised to the member concerned, in writing, by the Executive Committee no less than six weeks in advance of the date of the meeting of the World Council.

The details of the response, if any, to this advice must be made known to the members of the World Council, and considered by them, before any vote is taken.

- 6.9 The expulsion of a member, having been approved by the World Council, is permanent.

P Scalisi made a motion, “To accept the proposed change to the IJCA Constitution.” The motion was seconded and unanimously approved.

9.7 Proposal for Expanded Entry to the 2012 World Championship

P Scalisi presented a submission developed by the USA-JCA and the Rochester Yacht Club to make entry into 2012 World Championship an open to all IJCA members in good standing. The organizers in Rochester are confident that they have the facilities and manpower to accommodate a large fleet of J/24s. It is believed that a large world championship regatta would be a great way to promote the J/24 Class at a time when it is sorely needed.

R Stava, who is from Rochester, reiterated that the yacht club has the capability and the desire to handle a large fleet and is excited about the possibility of hosting the largest J/24 World Championship in history.

After discussion, **P Scalisi made a motion, “That entry to the 2012 World Championship will be open to all IJCA members in good standing with the stipulation that all helmspersons must have been members of the IJCA in 2011 and must have helmed in at least one district, national or continental level event in the calendar year 2011.” The motion was seconded and approved.** P Scalisi indicated that he would work with the USA-JCA Board of Governors to establish criteria to assure a minimum level of competence for the U.S. entrants and report back to the Executive Committee with his findings.

L Chapman noted that the effect of this motion on the Regatta Regulations will need to be studied and any appropriate changes or amendments will need to be put in place prior to the regatta.

9.8 Proposal for Women’s and Youth Teams at the World Championship

L Chapman made a motion that, “That paragraph 4.8 (1st occurrence) of the IJCA Regatta Regulations - World Championships be revised as follows:

~~A motion was passed at the Oct. 6, 2007 World Council Meeting as follows: “For the 2008 For all World Championships 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 and 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.”~~

And that paragraph 4.9 be inserted as follows, and subsequent paragraphs be renumbered sequentially:

~~Also, e~~ 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 crew members shall all be 24 years of age or under on the first day of championship racing.

The motion was seconded and approved.

9.9 World Championship Charter Boats Discussion Paper

L Chapman presented a discussion paper regarding the handling of charter boat arrangements for world championship regattas. The Regatta Regulations currently contain an agreement, to be executed by the IJCA and the local world championship organizers, that states that the Organizing Authority will be responsible for paying the cost of bringing the charter boats into compliance with the Class Rules. This cost can be recouped from the boat owner or the boat charter. L Chapman stated that he had added that language to the World Championship Agreement to protect the interests of sailors travelling from long distances to compete in world championships. However, several world championship hosts have balked at this provision as being too onerous and it is jeopardizing the viability of future events.

The discussion paper outlined several possible solutions to this problem. Option 3 of the discussion paper reads: “3. The class take some steps to protect the competitors such as: Make available a Charter Agreement that spells out the responsibilities of the charter crew and owner to be used if they choose. If the agreement is used, the Organizing Authority holds the charter fee and any damage deposit that gets paid to the owner and refunded to the charter crew respectively when the parties agree that the obligations have been met.”

R Eagleson made motion that, “Option 3 of L Chapman’s document be accepted as a IJCA principle and that the IJCA Technical Committee is requested to draft a charter agreement that can be used by world championship organizers to protect the interests of both the boat owner and the person chartering the boat.” The motion was seconded and approved.

P Scalisi noted that item 12 of the Agreement to Host a World Championship requiring the Organizing Authority to pay for boat bringing boats into compliance with the Class Rules will need to be modified once the charter agreement is written and accepted into the Regatta Regulations.

10. Technical and Class Rule Change Proposals

L Chapman presented a number of proposed changes to the IJCA Class Rules that had been received, reviewed and evaluated by the Technical Committee over the past year.

10.1 Proposal to Change to the J/24 Sail Configuration and Crew Weight

From: Pete Ramsdale of the BER-JCA

Proposal: Change the Class Rules as follows:

1. - 3.6.1 Except as provided in Rule 6.1.7, only one mainsail, one jib, and one spinnaker shall be on board when racing.
2. - 8.1.1 The use of more than one mainsail, one jib and one spinnaker, or the alteration thereof, during a regatta. Damaged sails may be repaired or replaced at the discretion of the Race Committee. In addition, one storm trysail and/or one storm jib as described by Rule 6.1.7 may be carried.
3. - 3.6.2 (Sentences dealing with the Jib) The body of the sail shall be single-ply sail. For the jib, the ply material shall be either woven and/or laminated ply of either polyester, HMPE or aramid.
4. - 3.6.9 (Paragraphs dealing with the jib) JIB shall not weigh less than 3.0 kg weighed dry without sail bag or any rigging. No abnormal distribution of sail materials, or abnormal components shall be used to increase the weight of the sail to satisfy this rule.

5. - 3.6.11 Jib j) Jibs made of laminated materials shall have a woven material patch fixed at the tack on which the sail royalty label shall be attached and the sail may be endorsed by the measurer.

6. - 5.2 Total crew weight (in swim wear) shall not exceed 320 kg.

7. - NOT SPECIFIED - Potentially look to relax rules regarding forestay length and mainsail roach to balance the boat in lighter conditions.

P Scalisi made a motion to, “Reject the proposal from the BER-JCA.” The motion was seconded and approved.

10.2 Proposed Change to Class Rule 3.8

From: Lorne Chapman of the ITC

Proposal: Change Class Rules Section 3.8. to deal only with Fixed Fittings To Be Carried When Racing - the remainder of the equipment is combined with the “Safety Equipment” in Section 4. (*see Proposal 10.3 below.*)

1. Change the title of Section 3.8 to “Fixed Fittings To Be Carried When Racing”

2. Change the body of Section 3.8 to read:

3.8.1 Four headsail sheet tracks, each not more than 610mm in length, located in the positions as indicated on Plan A, except on J/24s produced in the U.S.A. prior to January 1979 which may retain factory installed 1220mm aft tracks.

3.8.2 One mainsheet traveler track, positioned as indicated in Plan A. The traveler track support may be of any material and shall not weigh less than 1 kg.

3.8.3 Two primary sheet winches positioned on deck between the mainsheet traveler and the aft face of the forward end of the cockpit well with a drum diameter not exceeding 76mm.

3.8.4 A complete outboard motor bracket fixed to the transom.

R Eagleson made a motion to, “Accept the proposal as presented.” The motion was seconded and approved.

10.3 Change to Class Rule 4

From: Stuart Jardine of the ITC and the GBR-JCA

Proposal: Change Class Rules Section 4. SAFETY RULES WHEN RACING specifically as follows:

1. Remove all uses of the word “Safety” and change title to “REQUIRED EQUIPMENT WHEN RACING”

2. Change Section 4 as follows:

4.1 The following shall be carried on board when racing:

4.1.1 A minimum of one fixed marine type compass of magnetic card or digital readout type capable only of instantaneous readout. (Compasses capable of displaying stored headings and/or performing calculations for storage of tactical information shall be not allowed.) (*See separate proposal to change this item*)

4.1.2 A minimum of one fire extinguisher.

4.1.3 Life jackets or personal buoyancy equipment for each member of the crew.

4.1.4 A minimum of one throwable lifesaving device with sea anchor attached, on deck, and ready for use.

4.1.5 Equipment capable of disconnecting and severing the standing rigging.

4.1.6 A minimum of one marine first aid kit and manual.

4.1.7 A minimum of a one bucket of minimum capacity 9 litres fitted with a lanyard.

4.1.8 One anchor with or without chain of combined minimum weight of 6kg attached to a minimum of 40m of not less than 8mm rope. When carried, anchor chain shall be attached to the anchor and shall be not weigh more than 6 kg. The minimum weight of the anchor shall be 3kg.

4.1.9 One outboard engine with a minimum weight of 14kg, which when not in use shall be securely stowed under one of the main berths or aft of the sill of the companionway.

4.1.10 A minimum of 2 liters of motor fuel carried in reserve when the boat crosses the finish line for the last race of the day.

4.1.11 Other equipment to conform with regulations of the jurisdiction in which the boat is racing.

4.2 The boat shall comply with equipment regulations and standards prescribed by the MNA and government jurisdiction in which the boat is racing, and the Notice of Race, that may be in addition to those contained in the class rules.

4.3 No change.

M Penfold made a motion to, “Accept the proposal as presented.” The motion was seconded and approved.

10.4 Proposal to Reduce the All Up Sailing Weight to 1330 kg.

From: The IJCA Technical Committee

Proposal: Reduce the all up Sailing Weight to 1330 kg. Specifically to change rule 3.7.3 as follows:

3.7.3 The all-up weight for racing, excluding the crew, shall be not less than 1330 kg. This weight shall include all items in Rule 3.7.1, items specified in Rules 3.8.1 through 3.8.4 (Fixed Fittings To Be Carried When Racing), Rule 4.1, Rule 4.2 and Rule 6.1 (Optional Equipment). All of the above items shall be itemized and listed on the Measurement Form Part C - Inventory of Required and Optional Equipment, which shall be carried aboard the yacht and be available for inspection by race authorities. This inventory shall also list any correctors required under Rule 3.7.2. Specifically excluded from counting as part of all-up weight for racing are sails (Rules 3.6), life jackets or personal buoyancy equipment (Rule 4.1.7), personal clothing and gear, food, galley ware and stores, and liquid beverages other than those allowed under Rule 6.1.26.

R Eagleson made a motion to, “Accept the proposal as presented.” The motion was seconded and approved.

It was noted that this change needs to be announced widely through all available channels once the rule change is approved by ISAF. It is expected that ISAF approval would occur in the first quarter of 2011.

10.5 Proposed Change to Class Rule 4.1.3.

From: Tim Winger of the ITC

Proposal: Change class rule 4.1.3 to remove the total ban on GPS based devices and to permit them with restricted usage.

1. Specifically, 4.1.3 is to read: A minimum of one fixed or removable mount marine type compass of magnetic card, digital readout or GPS-based types. Use of individual devices that provide performance and navigational data through use of any technology is allowed while racing, provided that the devices are not interconnected to any other devices or ancillary equipment such as wind instruments, plotters or separate computers. Interconnection to one additional electronic readout that reproduces exactly the same information as the integral screen is permitted.

2. Eliminate rule 8.1.5

J Castillo made a motion to, “Accept the proposal as presented.” The motion was seconded and failed by a vote of 12 in favor to 13 opposed.

10.6 Proposed Change to the Weight of the J/24

From: ITA-JCA

Proposal: To change the entire weight scheme for the boat.

Specifically to:

1. Change rule 2.8.2 - Builder’s Weight minimum from 1,190 kg to 1,160 kg, and eliminate the maximum of 1250 kg. Remove provision for adding corrector weights not exceeding 30 kg. in total weight when required to meet the Builder’s minimum weight.
2. Change rule 3.7.1 - Basic Yacht Weighed Dry shall be not less than 1270kg.- by adding sails to the list of items to be included in the dry configuration (approximately 25 kg.)
3. Change rule 3.7.2 (d) - remove references to Builder’s corrector weights and change such that
4. “and the total corrector weight required to comply with Rule 3.7.1 shall not exceed 30 kg.
5. Eliminate rule 3.7.3 - The all-up weight for racing, excluding the crew, shall be not less than 1345 kg.
6. Provide a tolerance in weighing for rule 3.7.1 of +/- 5kg.
7. Retain the Required and Optional equipment as in the current rules but do not weigh it.

P Scalisi made a motion, “To reject the proposal from the ITA-JCA.” The motion was seconded and approved. The proposal was rejected.

10.7 Proposal Regarding Serial Numbers on Boats

From: ITA-JCA

Proposal: To eliminate the requirement for the molded in serial number (formally referred to as the Hull Identification Number) on the transom and replace with aluminum plates.

Specifically to:

1. Change the part of rule 3.2.1 - “No yacht shall be deemed a J/24 until it has been completed with a building number assigned by J Boats, Inc. molded into the transom.” and replace “molded into the transom” with “punched into two aluminum plaques of a design approved by ISAF with one attached to the inside of the transom and the second attached to the starboard aft side of the main bulkhead. (*Specific locations added.*)

P Scalisi made a motion, “To reject the proposal.” The motion was seconded and approved.

L Chapman noted that the ITC would explore the use of ISAF plaques and report back to the World Council.

10.8 Proposal to Allow Wire Strap Preventer

From: Stuart Jardine of the ITC

Proposal: Add new Rule 6.1.30 reading:

“A single wire or strap preventer may be fitted between the mast bearing beam and the underside of deck directly above and within 100 mm of either the aft or forward side of the mast. This preventer may only be tightened to the extent that there is no deflection of the deck.”

L Chapman indicated that the ITC recommends this rule change, but the exact specifications need to be studied further. **P Scalisi made a motion to, “Approve the proposal in principle and authorize the ITC to develop the final language for the Rule 6.1.30 and the ITC shall circulate the final wording to the World Council for approval via email prior to inclusion**

in the Class Rules.” The motion was seconded and approved. L Chapman indicated that the ITC would circulate the final wording to the World Council by email by January 1, 2011.

10.9 Proposal to Delete Class Rule 8.3

From: The International Technical Committee

Proposal: Delete class rule 8.3 because the issue is already covered by RRS 49.2.

P Scalisi made a motion to, “Approve the proposal as presented.” The motion was seconded and approved.

10.9 Proposal to Scan All Racing J/24s for Illegal Material Placement

Submitted by: Lorne Chapman of the ITC

Proposal: NJCAs be required to implement a program to have all boats owned by their members that will compete in future world championships, continental championships, national championships and other world qualifying events inspected prior to the regattas for violations of class rule 3.2.8d. The inspection shall be both visual and by using metal detecting scanners. The program shall be conducted by the chief measurer or technical committee chairman in each country in accordance with rule 2.7.1. and be completed in 2011. The NJCAs shall follow instructions for the specific inspection process, reporting and remedial measures to be provided by the ITC Chairman by December 31, 2010. These procedures will also become a permanent part of the J/24 measurement process.

M Penfold made a motion to, “Approve the proposal as presented.” The motion was seconded and approved.

11. Disciplinary Issues

B Turner reported on the status of past disciplinary issues. Regarding the issue with the former Chairman of the ITA-JCA, the ISAF review board made the following determinations: 1) The IJCA Executive Committee had properly carried out the initial suspension in accordance with the IJCA Constitution. 2) The IJCA was incorrect in the suspension imposed at the 2009 WCM because the 365 day definition of one year had expired at the time of the meeting. B Turner stated that this issue has now been put behind us as the ITA-JCA now has a new Chairman and new class leadership, which is operating smoothly.

B Turner stated disciplinary actions may be forthcoming regarding one boat from Germany, one boat from Italy and one boat from the UK found to have illegally placed lead when inspected prior to the 2010 World Championship. The NJCAs of the home countries involved have been asked to perform an investigation and determine if disciplinary actions need to be taken against the current or past owners of these boats. Based on the preliminary investigations, further action is possible in the UK, unlikely in Italy, while the status of the German investigation is unknown at this point. In the UK, the GBR-JCA is working closely with the Royal Yachting Association to assure that all actions are being carried out properly, legally and with due process.

12. Current Objectives and Future Strategy

J Farmer led a discussion about the short and long-term objectives of the J/24 Class. He reminded the group that the Executive Committee works under the direction of the World Council and invited the meeting participants to offer suggestions for the future. Marketing and promotion remain an important for the class and the website redesign will help this greatly. The J/24 Class has a compelling story to tell but unfortunately the efforts of the current Marketing

Chair have fallen short. If the class can pinpoint individuals to put in the time to help with marketing it would be very beneficial.

T Nikolaou stated that he is interested in the class taking on new projects and sees match racing as the future. He again asked for input on his proposal for a match racing event. P Scalisi noted that each person in the room is an ambassador for the class and is a marketing representative. The personal contact that each person has is a great way to grow and develop the class and this needs to be communicated to each member. Every member should consider themselves a class ambassador the face-to-face communication will help grow the class from the grassroots. M Kenny described a training program in the Toronto area where the lowest finishing boats in world qualifying events will be offered free training paid for by the top finishing boats. L Chapman indicated that there are many great promotional and fleet building activities taking place but that the details of how these are carried out are not being communicated to other areas effectively. The current marketing volunteers' efforts have been lacking and new blood is needed to help with future initiatives. B Turner noted that there are several NJCAs that are making strides with the use of corporate sponsored charity events that help spotlight the J/24 Class. P Scalisi emphasized that the J/24 website should act as a clearinghouse and repository for the fleet building ideas that are being developed around the world. T Nikolaou noted that one key to developing the class is having specific targets in order to measure the success of marketing initiatives. M Penfold agreed that renewed efforts need to be taken in the UK to not only gain new sailors, but to encourage those already in the class to participate in more events. J Castillo stated that the class magazine was greatly missed. There was general agreement by the group that a magazine should be produced for 2011 in order to help spread information on a worldwide basis. R Eagleson noted that the magazine would require money to produce and that the income from the new royalty distribution scheme should be used for this. E Faust indicated that he would take on this project and produce a magazine as soon as possible and would need the assistance of each NJCA to develop the content. R Eagleson speculated that the IJCA could administer funds to NJCA in support of specific marketing efforts. These would need to be applied for in the form of grants and approved by the Executive Committee. J Farmer agreed that this should be explored further. M Penfold volunteered to help with writing articles or developing ideas into content for the website or magazine.

13. Date and Location of the Next WCM

J Farmer noted that in keeping with the precedent of holding the WCM at the location of the next year's World Championship, the 2011 WCM should be held in Rochester, New York during the fall. E Faust indicated that he would coordinate with the Rochester fleet to determine the best timing for the meeting and would report back to the Executive Committee.

14. Awarding of the Geoff Evelyn Memorial Trophy

The Geoff Evelyn Memorial Trophy is awarded to the member that, in the opinion of the IJCA Chairman, has made the greatest contribution to the J/24 Class in the past year. B Turner announced that he had chosen to award the trophy to Stuart Jardine and would personally present the award to him. This was received with acclaim.

15. Closing Remarks

J Farmer thanked the World Council for travelling to attend the meeting and for a long day of work. He emphasized that the lines of communication are always open and he will value input and suggestions during his time as Chairman.

P Scalisi made a motion to, "Adjourn the meeting." The motion was seconded and approved.

The meeting was adjourned at 1820.