

FIRST DRAFT - - - Minutes of the 2004 World Council Meeting
International J24 Class Association
World Council Meeting
25 September 2004
Darien, CT, USA

Attendees:

Executive Committee

Rudy Wolfs (President, CAN-JCA), Chairman, 1 vote
Bob Turner (Vice Chairman, GBR-JCA), Vice Chairman, 1 vote
Remco van den Berg (President, NED-JCA), HUN-JCA Proxy, 2 votes
Jim Farmer (President, USA-JCA), 2 votes
Brad Read, USA-JCA, no vote
John Peck, Executive Director, Technical Chair, no vote

Council Members

Neil Redburn, BER-JCA Class Captain, 1 vote
Stuart Jardine, GBR-JCA Representative, FRA-JCA Proxy, 1 vote
Hauke Kruess, GER-JCA Representative, ITC, 1 vote
Edwin Linthout, ITA-JCA President, GRE-JCA & MON-JCA Proxies, 3 votes
Satoru Kubota, JPN-JCA President, 1 vote
Kenneth Porter, MEX-JCA Representative, 1 vote
Marianne Schoke, SWE-JCA President, GER-JCA Proxy, 2 votes
Gustavo Cole, URU-JCA President, 1 vote
Jeff Johnstone, Copyright Holder, 1 vote
Rod Johnstone, Designer, 1 vote
Total=19 votes

Other Observers:

Takeshi Kurihara, JPN-JCA
Leopoldo Farias, MEX-JCA
Reid Stava, USA-JCA, ITC
Paolo Boido, J/Boats Italy

1. Call to Order and Welcome

Rudy Wolfs welcomed everyone; introductions around the table were made. Thanks to Jan Raymond and Scott Harrison for all the hard work in preparation for the worlds, and hosting the WCM.

2. Appoint a Secretary for the Meeting

Rudy asked for a volunteer to take minutes of the meeting. There were no volunteers, and the Black Box was accepted by acclamation.

Motion made by Bob Turner that the Minutes of the meeting be published within two weeks.

Second: Eddie Linthout

All in favor.

3. Approval of the 2002 World Council Minutes

Rudy noted that the Minutes were published in Volume 47 of International J/24, of which everyone had a copy. He asked that the minutes be approved as written.

Motion made by Brad Read

Second: Bob Turner

All in favor.

4. Approval of the World Council E-mail Selection of Venue for the 2007 World Championship

John Peck explained that the e-mail vote to select the venue for the 2007 World Championship was a new precedent, and that the World Council needed to approve the process. Rudy asked that Acapulco, Mexico be ratified as the venue for the 2007 World Championship.

All in favor

5. Executive Director's Report:

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- A. Association/Family Memberships** – John Peck noted that this discussion was a carryover from the 2003 World Council Meeting, regarding situations where a sailing organization or a yacht club has ownership of multiple boats, and when multiple family members own and race a boat. The constitution states that the boat owner must be a member of the class before the boat can be measured, and that the helmsperson must also be a member.

John suggested that each JCA add a “Family” and/or an “Association” membership category when multiple memberships are sent to the same mailing address. The IJCA membership costs US\$8 per year. That includes one membership card and one transom sticker. Sending more than one membership card and transom sticker to the same mailing address with no other benefits would add only US\$8 to the package, and should make Family of Association Memberships attractive.

A general discussion followed. It is up to the individual country to charge whatever it deems necessary for additional memberships to the same mailing address.

- B. Sail Royalties** continue to be monitored in the USA. Last year US\$5,560 was allocated to fifteen JCA’s that imported sails manufactured in the US. Progress is being made to implement similar programs with the major sail lofts in Europe and South America.

The World Council will revisit this topic at the next AGM.

- C. International J/24, The Magazine** -- John reported that for the first time in the history of the magazine, the USA-JCA did not purchase both issues of the bi-annual publication. As a result, of the lost advertising and membership sales, Volume 48 will show a small loss. The Council discussed the pros and cons of publishing one or two magazines per year. Jeff Johnstone noted that several other classes have adopted a “Year Book” format that may be more attractive to advertisers.

Motion made by Bob Turner that Paragraph 10.4.2 of the Constitution be amended from “...a biannual publication” to “...an annual publication”.

Second: Jim Farmer

All in favor.

Motion made by Remco van den Berg that each JCA be required to purchase one annual publication per class member.

Second: Jim Farmer

All in favor.

- D. 2005-2006 Calendar of Events** – Each JCA was asked to submit its calendar of events to the class office, and they will be posted on the website. JCA’s were encouraged not to schedule National or Regional Championships that would detract or conflict with World and Continental Championships.
- 6. Chairman’s Update** – Rudy Wolfs reported on the progress of the Initiatives put in place after the 2003 WCM, and the progress being made with the promotional video.
- 7. J/Boats Builders Report** – Jeff Johnstone reported that 30 new J/24 were built last year, five in Argentina, 20 in Italy, and five in the US.
- 8. Financial Report/Discussion** -- John Peck presented financial statements for the fiscal year ended 30 September 2003, and for the eleven months ended 31 August 2004. He reported that the class continues to be financially sound without an increase in dues or fees. John also presented a balanced budget for the 2004/2005 fiscal year. All statements were discussed and approved.
- 9. Elections** – John Peck noted that the Constitution calls for the election of a Chairman and Vice Chairman in even numbered years, and the Finance Chair is elected in odd numbered years. Since Nadine Franczyk resigned during the year, her replacement should be elected for a one year term. In addition, three Executive Committee Members are elected each year. He presented a Memo from John Adams with his recommended slate:
- Chairman: Rudy Wolfs (CAN-JCA)
Vice Chairman: Bob Turner (GBR-JCA)
Finance Chair: Pete Ramsdale (BER-JCA)
Three additional: Remco van den Burg (NED-JCA)

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Brad Read (USA-JCA)
Michael Clarke (IRL-JCA)

The floor was opened for additional nominations. Jim Farmer nominated Roger Harden (USA-JCA) for the office of Finance Chair. It was seconded by Remco van den Burg.

By a show of hands, John Adams slate was accepted by acclimation with one exception. Roger Harden was elected Finance Chair.

[Subsequent to the meeting, Michael Clarke asked that he be replaced by Robin Eagleson (IRL-JCA). According to Paragraph 10.3 of the Constitution gives the Executive Committee authority to accept Michael's recommendation.]

- 10. Technical Committee** – John Peck reviewed the proposed changes for the 2005-2006 Rule Book. The approved proposals will be presented to ISAF at its annual meeting in November, and if accepted will be effective 1 March 2005. John asked for a show of hands for each proposal, and the results are as follows:

Rule 2.5.3 (Measurement Certificate)

Current: No yacht shall race unless a current, valid Measurement Certificate has been issued by the owner's national authority, or if a national authority is not administering the class, by the International J/24 Class Association.

Proposed: Delete the existing rule and replace with the following:

No yacht shall race unless a current, valid Measurement Certificate has been issued by the International J/24 Class Association. This certificate will be in addition to any certificates required by the owner's national authority.

Reason: (1) To remove conflict with Rule 2.5.1
(2) To provide consistency in the measurement documentation World Wide

Approved

Rule 2.7.1 (Measurement)

Current: Yachts shall only be measured by a measurer recognized by its National Authority and the International J/24 Class Association.

Proposed: Delete the existing rule and replace with the following:

Yachts shall only be measured by a National Measurer recognized **by** the International J/24 Class Association. This applies to all references to "J/24 Measurer" or "J/24 Class Measurer" in the Class Rules.

Reasons: (1) To insure that the National Measurer is familiar with the J/24 Measurement Manual (Rule 2.8.1)
(2) To be consistent with new Rule 2.5.3. The Measurement Certificate required by the IJCA is "in addition to any certificates required by the owner's national authority." If the owner's national authority requires a different certificate, it is not at issue with the IJCA.
(3) To avoid changing references to measurers throughout the body of the current rules.

Approved *with the noted change in Italics*

Rule 2.7.3 (Measurement)

Current: The builder shall weigh and record the weight of the keel before assembly with the hull.

Proposed: Delete and replace with current Rule 2.8.1: The method of measurement shall be in accordance with the IJCA Measurement Manual.

Reasons: (1) Clarification
(2) To reorganize the measurement and builders requirements into proper categories
(3) Current Rule will be re-worded and re-numbered 2.8.1.

Approved

Rule 2.7.4.1 (Measurement)

Current: The boat in 'Builder's Weight' condition shall be not less than 1190 kg or more than 1250 kg on certified scales. This weight shall include hull, keel, rudder and tiller with fittings, deck and all specified mouldings and structures and all fixed fittings as detailed on Plan A. Additionally, distinctively marked, permanently fixed and completely encapsulated corrector weights not exceeding 30 kg. in total weight complying with rule 3.7.2b), b)i), and c), shall be used when required to meet the Builder's minimum weight. Builder's Weight excludes all spars, standing rigging, running rigging, portable equipment and hardware.

The builder shall record the weight and complete Parts B and C of the measurement form then deliver the completed form to the owner of each new yacht. The builder shall also deliver one copy each to the Copyright Holder and the NJCA where the builder is located and retain one file copy.

Proposed: Delete and re-numbered as new 2.8.2 with new wording.

Reasons: (1) Clarification

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(2) To reorganize the measurement and builders requirements into proper categories.

Re-number with current wording approved by the WC

Rule 2.7.4 (Measurement)

New Rule: Tolerances in measurement in the rules and measurement plans are to provide for minor building errors or age distortion.

Reasons: (1) Current Rule 2.7.5 re-numbered to reorganize the Measurement Rules in logical numerical order
(2) Clarification.

Approved

Rule 2.7.5 (Measurement)

Current: Tolerances in measurement in the rules and measurement plans are to provide for minor building errors or age distortion.

Proposed: Delete, re-numbered as New 2.7.4, and replace with Current Rule 2.7.6.

Reasons: (1) Current Rule 2.7.6 re-numbered to reorganize the Measurement Rules in logical numerical order
(2) Clarification.

Approved

Rule 2.7.6 (Measurement)

Current: The measurer shall report on the measurement form anything which is considered to be a departure from the intended nature and design of the yacht, or to be against the general interest of the Class. A measurement certificate may be refused even if the specific requirements of the rules are satisfied.

Proposed: Delete and re-numbered as New 2.7.5

Reasons: (1) To reorganize the Measurement Rules in logical numerical order
(2) Clarification.

Approved

Rule 2.8 Method of Measurement

Current: Heading

Proposed: Delete and re-name: Licensed Builder

Reason: To reorganize the measurement and builders requirements into proper categories.

Approved

Rule 2.8.1 (Licensed Builder)

New Rule: The builder shall weigh the keel in the presence of an IJCA measurer who shall record the weight of the keel before assembly with the hull on Part B of the Measurement Form.

Reasons: (1) Current Rule 2.7.3 re-numbered with new wording
(2) To reorganize the measurement and builders requirements into proper categories
(3) To ensure that an IJCA measurer is present to certify the weight of critical parts of the yacht that require weighing.

Rejected new wording, approved re-numbering – NOTE: Subsequent to the AGM, the Technical Committee petitioned the Executive Committee to reconsider this proposal because it has no impact on the class membership, and adds necessary safeguards to maintain the One Design nature of the J/24. The EC approved, six in favor, one opposed.

Rule 2.8.2 (Licensed Builder)

New Rule: The boat in 'Builder's Weight' condition shall be not less than 1190 kg or more than 1250 kg on certified scales. This weight shall include hull, keel, rudder and tiller with fittings, deck and all specified mouldings and structures and all fixed fittings as detailed on Plan A. Additionally, distinctively marked, permanently fixed and completely capsulated corrector weights not exceeding 30 kg. in total weight complying with rule 3.7.2b), b)i), and c), shall be used when required to meet the Builder's minimum weight. Builder's Weight excludes all spars, standing rigging, running rigging, portable equipment and hardware.

The builder shall weigh the boat in the presence of an IJCA measurer who shall record the weight as Item 2b on Part B of the Measurement Form, and if corrector weights are required, as Item 3 on Part B of the Measurement Form. The builder shall complete Part C of the measurement form, and deliver the completed form (Parts B and C) to the owner of each new yacht. The builder shall also deliver one copy each to the IJCA and the Copyright Holder, and retain one file copy.

Reasons: (1) Current Rule 2.7.4 re-numbered with new wording
(2) To reorganize the measurement and builders requirements into proper categories
(3) To ensure that an IJCA measurer is present to certify the weight of critical parts of the yacht that require weighing

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(4) To ensure that signed copies of Parts B and C of the Measurement Form are distributed to all who need them.

Rejected new wording, approved re-numbering – NOTE: Subsequent to the AGM, the Technical Committee petitioned the Executive Committee to reconsider this proposal because it has no impact on the class membership, and adds necessary safeguards to maintain the One Design nature of the J/24. The EC approved, six in favor, one opposed.

Rule 3.1.3 (Hull)

Current: Any alleged or suspected alteration to the configuration of the hull, deck, keel or rudder of a yacht for which specific descriptions are not stated in the rules or specifications, or following a protest concerning the same, shall be compared by a *measurer appointed by the NJCA or IJCA* to a sample of 10 other yachts.

The disputed yacht shall be accepted if she does not show any evidence of having been altered and if she has dimensions equal to, or between, those of the maximum and minimum dimensions obtained from the sample of 10 yachts.

If there is evidence of any alterations having been made or if the dimensions are greater or less than those of the maximum or minimum obtained from the sample of 10 yachts, the matter shall be referred to the protest committee for action.

Proposed: Delete the *italics* wording in the first sentence, "*a measurer appointed by the NJCA or IJCA*", and replace with: "a J/24 Class Measurer".

Reasons: (1) To maintain consistency with Rule 2.7.1
(2) To ensure that only a measurer appointed by the IJCA do this task

Approved

Rule 3.2.1 (Hull)

Current: The hull, deck and interior shall be moulded in glass reinforced plastics to the building specification of lamination in moulds licensed by J Boats, Inc. and approved by the ISAF and the IJCA. 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. Hollows and indentations on the hull exterior as supplied by the licensed builder may be filled in order to achieve a fair surface. *Removal of gelcoat is prohibited, except for light hand sanding in preparation for the application of an overcoat material.*

Proposed: Delete the last sustenance and replace with, "Although the removal of gelcoat is not permitted, surface abrasion as required for overcoating material is permitted".

Reasons: (1) To provide a method of repair for Osmosis, etc.
(2) Clarification

Approved

Rule 3.6.10 Mainsail

Current: a) The headboard may be of any material with a maximum width of 115mm and shall not extend more than 150mm aft of the head when measured at right angles to the luff.
b) The length of the leech shall not exceed 9170mm.
c) The cross width measurements shall be taken from the three-quarter, half and quarter points on the leech, located when the head is folded to the clew for the half-height point, and when the head and clew are folded to the half-height point to determine the three-quarter height points.
d) The maximum three-quarter height width between the leech and the nearest point on the luff, including the luff rope, shall be not more than 1175mm.
e) The maximum half-height-width between the leech and the nearest point on the luff, including the luff rope, shall be not more than 1980mm.
f) The maximum quarter height width between the leech and the nearest point on the luff, including the luff rope, shall be not more than 2600mm.
g) The sail shall have four battens. The top batten shall be not more than 610mm in length; the intermediate battens shall be not more than 990mm in length; and the bottom batten shall be not more than 740mm in length. The maximum width of the battens shall be not more than 50mm.
h) The distance from the head and clew to the intersection of the aft edge of the sail with the centerline of the nearest batten pocket, measured in a straight line, shall be not less than 1775mm.
i) Reef points may be built into the mainsail.
j) A Cunningham hole may be fitted in the luff.
k) A leech tensioning cringle may be fitted in the leech.
l) A leech line is permitted.
m) Camber lines are permitted.
n) The mainsail shall be attached to the mast and boom with boltropes.

Proposed: Add New: o) The luff and foot of the mainsail when set shall be within the distinguishing bands as defined in Rules 3.5.2(d) and 3.5.5(c).

Reasons: (1) This is current Rule 7.1.10 under Prohibitions, and is misplaced
(2) Clarification

Approved

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Rule 3.7.2 (Weight for Racing)

- Current:
- a) When corrector weights are required to be added, they shall consist of lead ingots located in the hull as shown on Corrector Weight Placement and Interior Layout Plan A.
 - b) Half the required weight attached amidships on the forward bulkhead located approximately 1000mm forward of the main bulkhead. Two quarters of the required weight in approximately equal ingots attached under each moulded berth to the forward side of the aft cabin bulkhead located approximately 2450mm aft of the main bulkhead. The corrector weights shall comply with the following:
 - i) For the requirements of Rule 2.7.4 the three lead ingots shall be permanently attached with bolts, totally capsulated, and for hulls built after 1 March 1997, be distinctively marked.
 - ii) For the requirements of Rule 3.7.1 the lead ingots shall be attached with bolts and sealed with a strap of resonated glass cloth. When required in addition to the permanent builder's correctors Rule 2.7.4, the lead ingots shall be divided into four approximately equal weights and be fixed on the outboard side of the builders correctors (3.7.2b)).
 - c) The total corrector weight required to comply with Rule 2.7.4 shall be recorded on the Measurement Form Part B as item 3. The total corrector weight required to comply with Rule 3.7.1 shall be recorded on the Measurement Form Part D as item 29 .

Proposed: Delete the existing rule and replace with the following:

- a) When corrector weights are required to be added, they shall consist of lead ingots located on the hull as shown on Corrector Weight Placement and Interior Layout Plan A.
- b) Half the required weight shall be attached amidships on the forward bulkhead located approximately 1000mm forward of the main bulkhead. Two quarters of the required weight, in approximately equal ingots shall be attached under each moulded berth to the forward side of the aft cabin bulkhead located approximately 2450mm aft of the main bulkhead.
- c) For the requirements of Rule 2.7.4, the lead ingots shall be permanently attached, totally capsulated, distinctively marked, and the total weight shall be recorded on the Measurement Form Part B as Item 3.
- 5) For the requirements of Rule 3.7.1, the lead ingots shall be attached and sealed with a strap of resonated glass cloth. When required in addition to the permanent builders correctors, Rule 2.7.4, the lead ingots shall be divided into four approximately equal weights, fixed on the outboard side of the builders correctors (3.7.2c), and the total corrector weight required to comply with Rule 3.7.1 shall be recorded on the Measurement Form Part D as Item 29

- Reasons:
- (1) To remove reference to bolts because it is not practical to bolt corrector weights to hulls that do not have bulkheads.
 - (2) Clarification of the wording for consistency and ease of translation

Approved

Rule 3.8.5 (Fixed Fittings and Equipment To Be Carried When Racing)

Current: A manual bilge pump and a bucket of minimum capacity 10 liters.

Proposed: Start sentence with "A minimum of one manual..."

- Reasons:
- (1) To allow more than one bucket and or bilge pump
 - (2) For consistency and ease of translation

Approved

Rule 3.8.7 (Fixed Fittings and Equipment To Be Carried When Racing)

Current: One anchor with or without chain of combined minimum weight of 6kg with 40m of not less than 8mm non-floating warp. When carried, anchor chains shall be attached to the anchor and shall be not stowed on or under the cabin sole over the ballast keel. The minimum weight of the anchor shall be 3kg and the maximum weight of the chain carried shall not exceed 6kg.

Proposed: Delete the existing rule and replace with the following:

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

- Reasons:
- (1) For consistency and ease of translation
 - (2) To ensure that the Warp is attached to the anchor

Approved *with the noted change in Italics*

Rule 3.8.8 (Fixed Fittings and Equipment To Be Carried When Racing)

Current: An outboard engine of a minimum of 3.5 horsepower and of 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.

Proposed: Delete the existing rule and replace with the following:
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.

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- Reasons:
- (1) With a minimum weight of the outboard, it is not necessary to specify a horsepower rating
 - (2) To maintain consistency in wording
 - (3) 3.5 HP outboards are difficult to find

Approved

Rule 3.8.9 (Fixed Fittings and Equipment To Be Carried When Racing)

Current: A container of a type as required by the national authority or local regulations with a minimum of 2 liters of motor fuel.

Proposed: Start sentence with "A minimum of one container..."

- Reasons:
- (1) To allow more than one container of motor fuel
 - (2) For consistency and clarity in translation

Approved

Rule 4.1.1 (Safety Rules When Racing)

Current: One securely fixed 12-volt battery weighing not less than 8kg or more than 25kg.

Proposed: Renumber to new Rule 6.1.27 and note that Rule 4.1.1 is not in use.

- Reasons:
- (1) To make the battery optional.
 - (2) To reduce the required equipment weight to help older boats meet the minimum weight of Rule 3.7.1.

Rule 4.1.2 (Safety Rules When Racing)

Current: Permanently installed navigation lights in working order.

Proposed: Navigation lights in working order.

- Reasons:
- (1) Permanently installed navigation lights are not legal in some countries.
 - (2) To allow flexibility and maintain the requirement of navigation lights.

Approved

Rule 4.1.3 (SAFETY RULES WHEN RACING)

Current: At least 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.)

Proposed: Start sentence with "A minimum of one fixed..."

- Reasons:
- (1) To allow more than one compass
 - (2) For consistency and clarity in translation

Approved

Rule 4.1.4 (SAFETY RULES WHEN RACING)

Current: One foghorn.

Proposed: Start sentence with "A minimum of one..."

- Reasons:
- (1) To allow more than one foghorn.
 - (2) For consistency and clarity in translation

Approved

Rule 4.1.5 (SAFETY RULES WHEN RACING)

Current: One water resistant flashlight.

Proposed: Start sentence with "A minimum of one..."

- Reasons:
- (1) To allow more than one flashlight
 - (2) For consistency and clarity in translation

Approved

Rule 4.1.6 (SAFETY RULES WHEN RACING)

Current: Fire extinguisher(s): type and capacity required by local regulations.

Proposed: Start sentence with "A minimum of one fire extinguisher: ..."

- Reasons:
- (1) To allow more than one fire extinguisher
 - (2) For consistency and clarity in translation

Approved

Rule 4.1.8 (SAFETY RULES WHEN RACING)

Current: A minimum of one throwable lifesaving device and drogue on deck within reach of the helmsman and ready for instant use.

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Proposed: Delete the existing rule and replace with the following:
A minimum of one throwable lifesaving device with sea anchor attached within reach of the helmsman and ready for instant use, attached to the pushpit or inner side of the transom.

Reason: (1) To clarify the meaning of drogue and state it must be attached
(2) To clarify exactly where the lifesaving device should be located when racing
(3) For consistency and clarity in translation

Approved

Rule 4.1.10 (SAFETY RULES WHEN RACING)

Current: One marine first aid kit and manual.

Proposed: Start sentence with "A minimum of marine ..."

Reasons: (1) To allow more than one first aid kit and/or manual
(2) For consistency and clarity in translation

Approved

Rule 4.3 (SAFETY RULES WHEN RACING)

Current: Anchor(s), outboard motor, battery and fuel container shall be secured against movement in the event of a capsize.

Proposed: Delete '(s)' on 'Anchor', and add '(s)' to 'container'

Reasons: (1) To correct the plural references to comply with Rules 3.8.7 and 3.8.9
(2) For consistency and clarity in translation

Approved

Rule 5.3.1 (CREW)

Current: The crew shall consist of not less than three persons and total crew weight (in swim wear) shall not exceed 400kg at weigh-in prior to the start of a regatta. A crew nominated or listed for a regatta or a series of races held over consecutive days including any lay day, shall remain the same throughout the event unless substitution is authorized by the race committee.

Proposed: Add the following sentence: "If there is a substitution for the helmsperson, he/she must be one of the crew nominated at registration, and a member of the IJCA."

Reason: (1) To specify who may replace a helmsperson.

Approved

Rule 6.1.8 (OPTIONAL EQUIPMENT) The following are permitted when racing:

Current: Spare wood tiller and tiller extension of any material, a measured rudder and spinnaker boom.

Proposed: Delete the existing rule and replace with the following:
One spare wood tiller and extension of any material, one measured rudder and one measured spinnaker boom.

Reason: To emphasize that only one spare may be carried and that the rudder and spinnaker boom must be measured.

Approved

Rule 6.1.20 (OPTIONAL EQUIPMENT) The following are permitted when racing:

Current: Anchor, navigation (steaming) light, or deck lights installed on the mast.

Proposed: Add "light" after the word "Anchor".

Reason: Clarity

Approved

Rule 6.1.27 (OPTIONAL EQUIPMENT) The following are permitted when racing:

Proposed: New Rule - - One securely fixed 12-volt battery weighing not more than 25kg.

Reasons: (1) To make the battery optional.
(2) To reduce the required equipment weight to help older boats meet the minimum weight of Rule 3.7.1.
(3) Minimum weight is no longer a factor.

Approved

Rule 7.1.3 (PROHIBITIONS) The following are not permitted:

Current: Wire stop for the backstay.

Proposed: Delete and replace with "Not in Use"

Reason: Obsolete rule.

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Approved

Rule 7.1.10 (PROHIBITIONS) The following are not permitted:

Current: The luff and foot of the mainsail when set shall be within the distinguishing bands as defined in Rules 3.5.2(d) and 3.5.5(c).

Proposed: Delete and replace with "Not in Use"

Reason: This is misplaced, and has been added to Rule 3.6.10 as it refers only to the mainsail as it controls the size of the sail.

Approved

Rule 8.1.2 (RESTRICTIONS WHEN RACING)

Current: The stowage of equipment or gear other than unbagged sails in use on the cabin sole over the keel.

Proposed: Delete the existing rule and replace with the following:
The stowage of required or optional equipment, other than unbagged sails on the cabin sole over the keel.

Reason: Clarification

Approved

Rule 9.2.1.1 (RULES GOVERNING CONTINENTAL AND WORLD CHAMPIONSHIPS)

Current: The measurers shall be appointed by the host NJCA, approved by the IJCA Executive and Technical Committees and shall have the authority for the disposition of Class Rule protests relating to measurement.

Proposed: Delete the existing rule and replace with the following:

The Chief Measurer shall be the Chairman of the IJCA Technical Committee or the person so designated by the Technical Committee, and shall have the authority for the disposition of Class Rule protests relating to measurement.

Reason: (1) To maintain consistency with the *IJCA Regatta Standards*
(2) To set a higher standard

Approved

End of Rule Proposals

Plans A, B and C There will be minor changes to the Plans that will reflect the changes in the wording of the Rules.

Approved

Remco van den Burg led a discussion on the make-up and responsibility of the Technical Committee. Paragraph 11 of the Constitution states that the ITC shall consist of at least three members, one of which shall be the Designer or his appointee. The Chairman is selected by the committee. In recent years, the ITC has been expanded to seven members from five different countries.

The ITC is directly responsible to the Executive Committee. As a member of the EC, Remco read into the record ten Guiding Principals:

- A. Ensure and Maintain full ISAF One Design compliance.
- B. Builders and sail makers are to be considered and consulted in ITC discussions when relevant.
- C. Continue to simplify and streamline the measurement process so that the owner has the information to ensure his boat will pass formal measurement, and the ability to measure for compliance.
- D. ITC approved measurement tools and instructions shall be commercially available from the IJCA office.
- E. The Measurement Manual shall be consistent and support the Class Rules.
- F. The output of the ITC shall be transparent to the Class Membership.
- G. The rule submission process shall be strictly followed.
- H. The spirit of the Measurer as a partner of the Class Member is to provide guidance and be encouraging.
- I. Continually strive to simplify the definition and application of the Class Rules.
- J. Exploit modern technology with minimal impact to the benefit of the Class as a whole with minimal impact for existing sailors.

Renco van den Burg moved that the Guiding Principals be accepted

Seconded: Jim Farmer

All in agreement.

John Peck reported that ITC member Francesco Ciccolo is still recovering from an automobile accident, and that Lorne Chapman (CAN-JCA) has agreed to serve in an interim capacity until Francesco returns.

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Rudy Wolfs moved that the current members of the ITC continue
Seconded: Leopoldo Farias
All in agreement.

11. Perpetual Trophies – Bob Turner reported that guidelines have been established to ensure that the perpetual trophies are on hand for presentation at the next World Championship.

12. Proposals for Continental and World Championships – Brief reports were given on the progress of proposals as follows:

- | | |
|--|---------------------------|
| A. 2006 European Championship - Parkstone, UK | Bob Turner, GBR-JCA |
| B. 2007 European Championship - Italy | Eddie Linthout, ITA-JCA |
| C. 2006 North American Championship - CAN or USA | |
| D. 2006 South American Championship - Uruguay | |
| E. Asia-Pacific Championship - No schedule set | Takeshi Kurihara, JPN-JCA |
| F. 2008 World Championship - Sardinia, Italy | Eddie Linthout, ITA-JCA |

13. Progress Reports – Brief reports on the progress of future events were given as follows:

- | | |
|---|-------------------------|
| A. World Championships | |
| 1) 2005 United Kingdom | Bob Turner, GBR-JCA |
| 2) 2006 Australia | AUS-JCA Representative |
| 3) 2007 Mexico | Leopoldo Farias |
| <u>B. European Championship</u> | |
| 1) 2005 France – first week of July | Stuart Jardine, GBR-JCA |
| <u>C. North American Championships</u> | |
| 1) 2005 USA | Jim Farmer, USA-JCA |
| <u>D. South American Championships</u> | |
| 1) 2004 Chile – 25 November through 1 November 2004 | |

14. Strategic and Operational Discussion – The Council entered into a general discussion regarding the importance of working together to secure major sponsors to offset the costs of running championships. Jan Raymond, Chair of the 2004 World's Organizing Committee shared her most recent experiences in securing Citibank, as well as the many minor sponsors who helped make the 2004 World Championship successful.

15. 2005 World Council Meeting Schedule – Bob Turner suggested that the next WCM be held in conjunction with the 2005 World Championship in Weymouth, England, on the 9th or 10th of September.

All in favor.

Meeting Adjourned