

**Minutes of the 2020 J/24 World Council Meeting
Business Virtual Session October 20, 2020**

- 1) **Call to Order and Chair's Overview:** Nancy Zangerle, IJCA Chair, called the meeting to order at 9:10 a.m. EDT and welcomed all to the meeting. We have a quorum. Attendees: Nancy Zangerle (Chair, USA), Will Welles (Vice Chair, USA), Nick Jako (Finance Chair, CAN), David Cooper (Executive Committee, GBR), Nicolas Cubria (Executive Committee, ARG), Jorge Castillo (Past Chair, MEX), Tim Winger (ITC), Michael Peters (ITC), Kenneth Porter (ITC), Maike Hass (GER), Aris Pallikaris (GRE), Mate Kakas (HUN), Gianni Riccobono (ITA), Leopoldo Farias (MEX), Monica Persson (SWE), Molly White (USA), Christopher Howell and Julie Howell (ODAM, USA).

Nancy Zangerle thanked everyone for joining. All pertinent documents were distributed via Dropbox. She appreciates the NCAs who contributed annual reports: Great Britain, Hungary, Sweden, USA.

- 2) **Appoint Secretary:** Nancy Zangerle appointed Julie Howell as the secretary.
- 3) **Introductions and Proxy Confirmation:** No proxies were received. Each person took a moment to introduce him/herself and the NJCA or committee they represent.
- 4) **Financials:** See Attachment A. Nick Jako presented the year-end Profit & Loss statement and Balance Sheet for Fiscal Year 2019-2020. He summarized that despite the pandemic, the IJCA saw a \$1,930 surplus. Membership dues had been increased by \$5.00 USD, which helped our income, as of course both membership and sail royalty tag sales have decreased due to lack of 2020 racing. We were able to manage discretionary expenses, and fixed costs were on plan. Nick thanked the Howells for keeping the finances on track over the years. He noted airline credits issued for cancelled reservations to continental championships are to be used in 2021 (Trieste Italy and New York USA). Regarding the Balance Sheet, the IJCA is secure and has more than \$70,000 unrestricted cash on hand. Looking to 2021, we are projecting to return to a more "normal" year. If the pandemic persists, we will continue to control expenses. The upcoming fiscal year's budget is positioned in between what we projected in 2020 vs. actual. Nancy asked about the difference in the shipping line items. The "MB" notation is the shipping of "Member Benefit" hull stickers and cards. The other shipping line is the sending of sail royalty tags, which is mostly offset in that the sailmakers are charged for this shipping. Julie noted that the shipping cost for a basic FedEx envelope is \$70.00 minimum. Monica noted an extensive delay (4 months) in receiving USPS mail this year due to COVID.

Tim Winger made a motion to accept the Finance Report as presented, seconded by Kenneth Porter. The motion passed unanimously.

Kenneth Porter made a motion to accept the Year-end Financial Statements and 2020-2021 Budget as presented, seconded by Aris Pallikaris. The motion passed unanimously.

- 5) **Constitution/By Laws Update:** The proposed updates to the IJCA Constitution and By-Laws were distributed for review by all NJCAs. Nancy indicated that neither the Constitution nor By

Laws have been updated since 2011. Thanks to Tim Winger for his help in this current review and correcting all the class rule references. There were no questions or discussion.

Molly White made a motion to accept the Constitution as presented, seconded by Tim Winger. The motion passed unanimously.

Regarding the updated By-Laws, Aris noted a couple points on the initial working document circulated where Nancy and Tim had different wording (primarily using the term “one design”). A “cleaner” document has now been posted in Dropbox, with the use of the “one design” term remaining in place. Molly asked about 2.6.2, and the use of a “blog” for communications. This word has been removed and changed to “internet-based communication on the Class website.” The ITC will hone in on how to administer communications going forward.

Aris Pallikaris made a motion to accept the By-Laws as presented, seconded by Michael Peters. The motion passed unanimously.

- 6) **Regatta Regulations Changes:** The IJCA Regatta Regulations have been updated and posted at the Dropbox link. Nancy highlighted that the Executive Committee in April approved the inclusion of a Corinthian division option at our Championship events. She thanked Will for advocating this addition.

Nancy also noted 24.10 citing the OC may make special accommodations for measurement certification prior to the event for boats not having a measurement certificate. There would be a fee per boat. An exact dollar amount will not be stated in the regulations (revised to say “A fee per boat measured will be charged.”). Michael summarized that the goal is to expedite event inspection and not spend so much time on creating new certificates for a few boats. Aris agreed with the process but wondered how to handle charter boats. Michael said charter boats are the perfect example of a boat that needs to show up to inspection with a valid certificate.

Molly White made a motion to ratify the Regatta Regulations as proposed/corrected, seconded by David Cooper. The ratification of the EC actions on the addition of a Corinthian Division option, and the inclusion of a pre-event measurement certification option was approved and passed unanimously.

- 7) **Elections:** In even years, the IJCA elects a Chair and Vice Chair. Nancy nominated Will Welles (USA) as Chair and Nick Jako (CAN) as Vice Chair. Nancy asked if there were any additional nominations for consideration. Hearing none,
Nancy Zangerle made a motion to accept the Chair/Vice Chair slate as presented, seconded by David Cooper. The nominations passed unanimously. Will Welles is elected Chair and Nick Jako is elected Vice Chair.

As Nick’s election leaves a mid-term vacancy in the position of Finance Chair, a replacement for the remaining Finance Chair term is needed. *Will Welles made a motion to nominate Kat Malone (USA) to fill the remaining term as Finance Chair, seconded by Nancy Zangerle. The motion passed unanimously.* Will summarized that Kat has been USA Finance Chair for many

years. She and her husband own a J/24 in Tampa, Florida USA.

In the Constitution update approved above, the Executive Committee is expanded to allow 3-5 full members to be elected to the EC, in addition to officers and committee chairs. Will Welles proposed the following list of members to serve on the Executive Committee: David Cooper (GBR), Nicolas Cubria (ARG), Aris Pallikaris (GRE), Maike Hass (GER) and Keiji Kondo (JPN). All of these members are very active globally and GBR, ARG and GRE are all upcoming Worlds hosts. *Will Welles made a motion to accept the nominees as presented, seconded by Jorge Castillo. The nominees are elected unanimously.*

Will thanked Nancy for her terms as Chair and the attention to detail with our various Class documents. She will continue to be involved as Past Chair. Will looks forward to working with the Executive Committee and keep the Class strong. We will keep our traditions while welcoming new ideas.

The Technical Committee nominations are as follows: Michael Peters (GER) Chair, Michael Johnson (USA), Designers Representative, Curt Barnes (USA), Alex Finsterbusch (ARG), Bob Kinsman (USA), Gianpietro Pollesel (ITA), Kenneth Porter (MEX), Tim Winger (USA). *Molly White made a motion to accept the Technical Committee slate as presented, seconded by Jorge Castillo. The motion passed unanimously.*

Thank you Tim Winger! This is his second Chair retirement, and he will remain on the ITC. He was instrumental in updating our Class Rules to World Sailing format. Michael is excited to work with everyone!

- 8) **Rules Proposals:** See Attachments B and C. Tim recapped that Keith Whittemore contacted him about a new piece of equipment advising time to the line, which was not the original intent of the Rules. Many Classes leave the electronics open, as technology is always changing and therefore difficult enforce and to keep current with in our Rules.

There are two proposed options to clarify the question within our Rules:

A) The class did not intend the current rule to allow the function of a calculated time to the starting line based on current speed and distance to the starting line. Distance, yes. Not estimated time to cover that distance. This change is intended to clarify that “time” in the existing rule is limited to “time to start.”

B) To simplify the class rules and eliminate restrictions on technologies that are difficult to detect for enforcement. It is also difficult to keep up with new developments in sailing technology and continually update our rules to those developments. C.7.3(a)(2) allows for mechanical wind indicators. Sailing Instructions generally restrict the use of mobile phones for reception of proprietary information.

Tim sees option B) as his preference because it is more long-lasting. The argument against has been cost, however the average club racer will not generally need the newest device. The cost is also less than a sail. Will thinks that allowing the Velocitek changed racing, and since we are

down that path, we should keep our Rules simplified with Option B. In buoy racing, many functions of the device are not needed or used anyway. Monica has concerns that this is too much change if opened up. The issue with Option A is that Measurers and Juries cannot classify every device and what it does, as technology changes constantly. Gianni believes our Class needs to move forward from Rules created many years ago. Nico agreed that technology will help our newer sailors.

Michael Peters made a motion to accept the Option B proposal as presented, seconded by Kenneth Porter. The motion passed 12-3 (opposed David, Molly, Monica).

Chris summarized that the ITC is also working on a number of Rules changes to eliminate restrictions on purchase in running rigging and to eliminate some of the requirements on safety devices that do not affect performance, but are technicalities that could result in penalties. This is a work in process and will be presented after the Oct. 20 WC meeting to the WC for an email vote. Much of the work is coming from Curt Barnes in an effort to simplify the Rules. Nancy Zangerle and Chris Howell have been working on a Survey Monkey format for discussion and voting on these Rules by the WC.

- 9) **Date and format of next meeting:** The 2021 Worlds Organizing Authority in Parkstone has offered to host an in-person World Council Meeting on the Saturday following Worlds. This group discussed a hybrid approach where those onsite can meet face-to-face and we can conference in those offsite for a portion. Nick liked how we conducted the 2019 World Council Meeting where we had a phone conference preceding the abbreviated onsite meeting in Miami. Chris suggested we also hold a virtual mid-year WC meeting around April.

Mate asked about the expected coronavirus protocols for the 2021 Europeans and Worlds? Gianni said they have been racing following Italian protocols (onshore mask requirement, social distancing, increased virtual briefings and hearings, etc.). He expects the Europeans to be held as scheduled in Trieste, but of course directives are ever-changing. We have learned a lot in 2020 to decrease risk. Nancy noted that the Class is in regular contact with the event organizers, but it's too soon to forecast any protocols for the actual events.

- 10) **Closing Remarks:** Nancy recognized Jorge Castillo, Past Chair, for his long dedication and service to the Class and for being her mentor. Thank you Jorge! Everyone agreed!!

The meeting was adjourned at 10:45 am EDT.

ATTACHMENT A: Finance Report

F'19-F'20 Review

The IJCA's financial results for the year ended Sep 30th, 2020 reflect a surplus of \$1,930 USD (333% of plan; forecast of \$580 USD surplus). This is a very strong result in light of world events that have unfolded since the last WCM.

The budget projected last year followed a budget shortfall of \$8,180 USD primarily due to lower sail tag royalty revenue. The F'18-F'19 budget included a \$5 USD membership fee increase and a conservative sail tag royalty revenue projection in response to the unfavourable results.

Overall and not surprisingly, revenues fell short of projected levels however we were able to effectively manage expenses to drive the favourable outcome. Cost avoidance exceeded the revenue shortfall thereby allowing us to post a greater surplus than originally forecasted. The class is fortunate to have Chris and Julie closely monitoring and controlling our expenditures.

Revenue summary

- Overall: -18% to plan
- Class membership dues: -12%
- Sail royalties: -33%

Most, if not all, regattas and events around the world have been postponed or cancelled and directly impacted demand for new sails. Class membership dues historically represent a more stable revenue stream for the class however were also impacted, albeit to a lesser extent.

Expense summary

- Overall: +22% vs. plan ([+] fav to plan/[-] unfav to plan)
- Operating expenses (excl. management fees): +23%
- Membership (decals and shipping): +2%
- Regatta/Event expenses: +90% *
- Promotion and Advertising: +100%
- Other Administrative expenses: +60%
- Travel: +55% **

* Expenses incurred for Miami WCM

** Travel booked/paid for 2020 events; airline credits to be utilized in 20/21 fiscal year

The class was fortunate to avoid essentially all expenses of a discretionary nature once events were postponed. For essential expense categories (integral to the operation of the class and class office), costs were extremely well managed and minimized wherever possible.

Balance Sheet

The Class opened the year in strong financial shape – a position further strengthened as a result of this year’s positive outcome. In addition to cash reserves of \$72,885 USD, the class has other assets of \$3,225 USD for a total of \$76,110 USD.

F’20-F’21 Plan

With an uncertain future due to the pandemic, budgeting for the coming year is challenging. The IJCA has formulated a budget based on an assumption that we will return to some level of normalcy which includes a full return to racing.

The end result is a balanced budget with both revenues and expenses increasing vs. F’19-F’20 actuals based on an assumption of increased membership and sail tag royalty revenues. The return to racing increases our spending on regatta/event and travel expenses. the forecast is that both revenues and expenses will increase in lockstep and thereby maintaining the bottom line.

Obviously, we are unable to predict the course the pandemic will take and the impact it has on the class. The worst case scenario would continue to impact our main revenue streams however we are confident that our strong and proven ability to manage expenses will allow them to remain in step with revenue trends.

Plan Summary

	F’20-F’21 Plan	F’19-F’20 Actual	F’19-F’20 Plan
Revenue	44,750	39,778	48,800
Expenses	44,390	37,848	48,220
Net	360	1,930	580

ATTACHMENT B: Class Rule Change Proposal 2020 (Option A)

Submitted by Tim Winger, ITC

J/24 Class Rule C.7.3(a)(4)

Current Rule:

C.7.3 FITTINGS – OPTIONAL

(a) FOR USE WHILE RACING

(4) Electronic devices to record, measure and calculate speed or speed over ground, distance, water depth, distance to a fixed point or line and time. Such devices shall not have charting capabilities.

Proposed Change:

C.7.3 FITTINGS – OPTIONAL

(a) FOR USE WHILE RACING

(4) Electronic devices to record, measure and calculate speed or speed over ground, distance, water depth, distance to a fixed point or line and time relative to the starting signal. Such devices shall not have charting capabilities.

Reason:

The class did not intend the current rule to allow the function of a calculated time to the starting line based on current speed and distance to the starting line. Distance, yes. Not estimated time to cover that distance. This change is intended to clarify that “time” in the existing rule is limited to “time to start”.

ATTACHMENT C: Class Rule Change Proposal 2020 (Option B)

Submitted by Tim Winger, ITC

J/24 Class Rule C.7.3(a)(4)

Current Rule:

C.7.3 FITTINGS – OPTIONAL

(a) FOR USE WHILE RACING

(4) Electronic devices to record, measure and calculate speed or speed over ground, distance, water depth, distance to a fixed point or line and time. Such devices shall not have charting capabilities.

C.5 PORTABLE EQUIPMENT

C.5.2 OPTIONAL

(b) NOT FOR USE WHILE RACING

(1) Mobile Telephone

(2) Navigational devices with charting capabilities

(3) Fenders and dock lines

(4) Lifting equipment for launching and retrieving the boat from the water, all parts of which that are not bolted in the bilge shall be stowed off the cabin sole.

Proposed Change:

C.7.3 FITTINGS – OPTIONAL

(a) FOR USE WHILE RACING

(4) Electronic devices for tactical and navigational functions, excluding wind instruments.

C.5 PORTABLE EQUIPMENT

C.5.2 OPTIONAL

(b) NOT FOR USE WHILE RACING

(1) Fenders and dock lines

(2) Lifting equipment for launching and retrieving the boat from the water, all parts of which that are not bolted in the bilge shall be stowed off the cabin sole.

Reason:

To simplify the class rules and eliminate restrictions on technologies that are difficult to detect for enforcement. It is also difficult to keep up with new developments in sailing technology and continually adapt our rules to those developments. C.7.3(a)(2) allows for mechanical wind indicators. Sailing Instructions generally restrict the use of mobile phones for reception of proprietary information.