

Minutes of the 2013 J/24 World Council Meeting

Newport, Rhode Island

October 19, 2013

1. Call to Order and Welcome

Jorge Castillo called the meeting to order at 9:10 a.m. and welcomed everyone.

Attendees: Rossi Milev (Canada), Tim Winger (USA), Lambert Lai (USA), Jorge Castillo (Mexico), Kenneth Porter (Mexico), Leopoldo Farias (Mexico), Jim Farmer (USA), Robin Eagleson (Ireland), Koji Matsumoto (Japan), Victor Maldonado (France), Alex Luiz (Brazil), Julie and Christopher Howell (USA), Will Welles (USA). Each individual introduced him/herself to the group.

2. Appoint Secretary

Jorge appointed Julie Howell as the secretary.

3. Proxy confirmation

Chris Howell confirmed we have a quorum and reviewed the proxies for the meeting, including SWE and URU by Alex Luiz, PER and MON by Victor Maldonado, GBR and GRE by Robin Eagleson, AUS by Koji Matsumoto, and GER and ARG by Leopoldo Farias.

4. Elections

Chris presented the slate: Chairman Jorge Castillo, Vice Chairman Jim Farmer, Executive Committee members Marianne Schoke, Kenneth Porter and Alex Luiz, and Finance Chair Nancy Zangerle. *Lambert Lai made a motion to approve the slate, seconded by Koji Matsumoto. The motion passed unanimously.* The Executive Committee is a one-year term. Tim Winger presented the Technical Committee nominations: Eduardo Ortiz (PR), Paul Scalisi (USA), Mark Penfold (GBR), Alexander Finsterbusch (ARG), Stuart Jardine (GBR Emeritus), Lorne Chapman (CAN) with Tim Winger as the Chairman. Michael Johnson (USA) was designated the Designer's Appointee by Rod Johnstone. *Tim made a motion to approve the nominations, seconded by Lambert Lai. The motion passed unanimously.* Chris recapped that the Constitutional change made two years ago, removing the requirement that one of the Executive Committee members must be from the country of the next Worlds, has now been made and posted.

5. Approval of 2012 WCM Minutes

Tim Winger moved to approve the 2012 minutes, seconded by Robin Eagleson. Approval of the minutes passed unanimously.

6. Chairman's Overview

Jorge recapped the highlights of the year, including 10 nations represented at the Worlds in Ireland, 8 nations at the North Americans, 70 boats at the Europeans, the South Americans are in November 2014, Santiago 2014 South American Games, Veracruz 2014 Central American and Caribbean Games and Toronto 2015 PANAM Games. The Class shows stability in being the

most popular one-design keelboat, and has been chosen as the boat of choice for many continental events.

7. Review of Reports

Executive Director Report

Chris recapped that the financial records have been streamlined after years of confusion, as detailed in Nancy Zangerle's report. Reports can now be generated directly from QuickBooks, without any number manipulation, which had been done before. The IJCA lost IRS 501(c)(3) status as a charitable organization. Because the Class had not filed for years, we cannot regain the same status, but should be granted a new one. Chris and Julie have distributed two e-newsletters this year, with the goal of four per year. They have also been attempting to increase the public relations efforts of the IJCA by attending major events and conducting regular blogging, press releases and photos. Chris displayed Facebook charts showing, for example, organic reach of 3,361 during the J/24 Worlds. The J/24 Facebook page has 1,200 "likes," but this graph indicates the reach going much farther. Chris noted that the IJCA website is passive, but this type of media comes to you. Press release examples are included in the meeting folders. These are posted on Facebook, the Class website and distributed to the sailing media. Alex encouraged people to conduct more regatta promotion on social media, including possibly paid ads. Chris can add more Administrators to the Class Facebook page. Kenneth asked whether the IJCA has the e-mail addresses of members. Chris explained that many NJCAs refuse to share these details. He will investigate RSS feeds online. The minutes of this meeting will be posted online following the meeting. Kenneth encouraged more active information distribution, perhaps through some sort of e-mail sign-up.

Financial Report

Nancy Zangerle prepared an in-depth report, which is included in the folders. Robin read his report including that the IJCA lost \$90,000 from 2001-2010. This can be somewhat explained by the lack of standardized reports that were available to the World Council. Also, from 2002-2006, the WCMs were held prior to the end of the fiscal year. This year, about \$1,900 was "written off" as bad debt. There is no "Restricted Promotion Fund." It did not exist, and created a false positive in the budget. Retained earnings were derived from the Restricted Promotion Fund, and therefore were not accurate either. With Nancy Zangerle as the new Finance Chair, and a professional Accountant preparing the annual taxes, the IJCA is moving toward more stability. An outside audit costs about \$5,000, which is not needed since the Accountant conducts a yearly review of the records upon preparation of the taxes. The accountant fee this year was \$1,800 because of the re-determination of the tax status, but the fee will be less as we go forward. It is unclear whether the IJCA will be liable for penalties from the last few years. The IJCA did not have much profit during the years in question. Chris clarified that the IJCA will still have non-profit status, but will not be a "charitable" non-profit. He reviewed the five-year balance sheet, and accounts payable are totally up to date. This year, we instituted a pre-pay policy for memberships. Royalty tags require payment within 30 days before a new order will be fulfilled. Kenneth suggested that regatta organizers should require proof of sail royalty, but Will noted that the major sailmakers would not sell a sail without a royalty. It is the smaller sailmakers that may not always tag the sails. Chris pointed out that the QuickBooks report now shows the exact amount of money that is in the bank. This year, we are "in the black" \$2,783.18. (It was

\$4,731.58 minus the bad debt of \$1,948.40.) This year the cost of running the Class was approximately \$54,000, with income of approximately \$59,000. The IJCA maintains a storage unit for the Class historical records and equipment. Nancy suggested that these records be reviewed to potentially reduce the related storage costs afterward. Chris will review reduced cost options. Alex thinks that the Class Rule Books should be sent as a PDF for each NJCA to print to reduce costs. For example, the IJCA would save around \$6,000 by moving to PDF. *Alex Luiz motioned to change the Rule Book to a PDF, seconded by Robin Eagleson. The motion passed unanimously.* At the next WCM, we should consider a Constitutional change to remove the 3rd party financial review. Alex discussed options for alternatives to the annual in-person meeting, such as video conferencing. The face-to-face meetings could be held less frequently. Tim would like to see e-mail voting for certain single issues. Lambert wants the Executive Committee to meet once/quarter by phone conference. Chris prefers to maintain some schedule of in-person meetings, but conference in other NJCAs during a portion of that meeting (in addition to frequent conference calls of the EC). Alex will communicate ideas with Chris on mechanisms to conduct the teleconferences. Chris returned to the projected budget, and highlighted a few areas including: \$1,000 on accountant (this number is still unknown), \$1,500 in measurement tools (for purchase of new templates), and still some funds in Rule Book shipping for any NJCAs who had not yet purchased memberships. The merchant fees encompass the methods of receiving credit card payments (Regatta Tech, wire transfers, etc.). Alex wondered if we should raise the cost of sail royalties, but that discussion was tabled for now. *Alex Luiz made a motion to accept the budget, seconded by Kenneth Porter. The motion passed unanimously.* Jorge suggested that world events consider reduction of costs in areas such as jury and measurement. Alex noted that there is a high value in these areas. Lambert commended Chris, Julie and Nancy on their work on the financial report.

Technical Report

Tim Winger shared his report from the Technical Committee. They are working on the new rules format change authorized at last year's World Council Meeting, encompassing the theory of "If it doesn't say you may, then you may not." He is working through some house-keeping items in 6.1.3, 3.8.1, 3.6.14, 6.1.17, 6.1.7. The new Rules should be complete for approval by the World Council at next year's meeting. The Committee is still interested in allowing a restricted version of GPS (no charting capability) to take advantage of the lower cost Velocitek instrumentation and sponsorship. Alex supports this because it helps the people in the middle/back of the fleet to learn. The current Rule disallows GPS while racing. Many other Classes allow the usage. There was overall support from the EC for more usage of GPS devices to assist racers and to bring the Class more into the modern era of technology. Tim circulated a write-up from Mark Penfold which offers a less supportive view of the GPS, primarily due to cost. However, as more and more devices hit the market, the costs are reduced. It should also help with OCS penalties. Chris stated that ISAF is not likely to accept a proposal that specifies which devices are/are not allowed. Tim would word the proposal to allow "GPS without charting capabilities." Tim clarified that these proposals are not being voted on today, and are also not actual new Rules until approval by ISAF. It is important to compile all the changes into one ISAF submission. He will have the wording prepared by next summer, to vote in October, and then moving on to ISAF for implementation as of 3/1/15. The TC prefers the elimination of weight restrictions on spinnaker poles and the boom tip weight. These are non-performance items and a nuisance at measurement. They are also working on new Class standards for NORs and SIs—each specific

to World Championships, Continental Championships and National Championships. A newer version of the Measurement Manual will be posted online soon. The J/24 Penalty System related to RRS has been refined and is working better. Robin distributed a document of the use of penalty systems by the ISAF keelboat classes. The ITC is reviewing the percentages of the modified scoring penalties to make them better suit the rules infraction. This could make it easier for both sailors and officials. Tim would like to work on some wording changes for the penalty system to be presented to the EC at a future time. This is language that is in the Regatta Regulations. Rossi noted that the penalty turns can be a safety issue. Chris cautioned that all of the percentage penalties can complicate the RRS. Tim would like to rewrite the penalty section with a clearer table of reduced percentages. When Tim makes his modifications, he will distribute the wording via e-mail for an Executive Committee vote. Will likes the percentage penalties for big fleets but for smaller fleets, he does like the turns penalty. The current Appendix F already applies this wording to continental/world championships. They will remove the application of this wording to "other World Qualifier regattas" and leave this decision to regatta organizers. Chris and Tim will discuss how the various Rule Changes will be presented to the Class and also to ISAF. Victor asked about the weight restriction on the engine. Tim explained that a relaxation of this and other engine and fuel restrictions was approved by the Class already, but rejected by ISAF. He will try to put the proposal through again in the next cycle. Discussion ensued about the relevance of the weights of individual items carried on the boat when the Class has an all up sailing weight requirement. Perhaps some further relaxing of weight requirements on these items is in order.

Copyright Holder/Builders Reports

Jorge read Jeff Johnstone's written report within the meeting materials including that J Boats Argentina built 5 boats this year and US Watercraft built 4. They had 27,000 visitors to the J/24 page on the J Boats website, which was re-launched this year with additional visuals and videos. They promote the J/24 in many ways, such as through the J Newsletter. Jeff credits rule 1.1 as guiding the Class through its history. The Builders' reports are included in the meeting folders. An alternative to the Italian builder may be needed.

8. Submissions

2013 World Championship Report

Robin referred the group to the IRL-JCA report on the 2013 World Championship. He noted 3 comments: a) the penalty system as already discussed. b) the large amount of time spent on measurement is cumbersome, especially for boats that have already been measured at many events. Tim added that there was still about a 40 percent failure rate. c) the cost of having an international jury is very high. Tim said that the IJCA does have a reputation for having burdensome measurement processes, but yet the Class is also respected for the one-design nature of the boats. He can look at some measurements to see what can be simplified, while still maintaining our standards.

2014 World Championship report

Will spoke about the 2014 World Championship next September in Newport, RI. The same venue (Sail Newport) just hosted the North Americans, which was like a "dry run" for the Worlds. They were light on the sponsorship dollars, so that will be improved upon through Sail

Newport for 2014. Anderson Reggio will be the PRO, and all the judges, etc. are in place. They will have a lot of good charter boats. He expects 80-90 boats. When the registrations start to come in, the EC may want to consider whether we should add entrants based on resume submission. It's always a challenge to get all the qualified entrants to actually register. Robin will prepare some language that would allow more potential slots, based on the capabilities of each venue. Kenneth thinks we need to answer "What does the International Class do for you?" Alex wants to see the IJCA provide more guidance to the NJCAs and to be smart about securing allies who assist our events via sponsorship.

2015 World Championship report

Chris will again request an update from Germany to be circulated via e-mail.

2016 Worlds venue

Koji presented a proposal for the 2016 World Championship at Wakaura, Wakayama, Japan from September 19-23, 2016. They have hosted several major events as well as J/24 Nationals. This is the western part of Japan, with convenient airline access. The temperature and winds are likely to be very pleasant at that time of year, with a seabreeze and lacking a strong tide. They have utilized J/24s for charter boats in the past, and have had as many as 20 available. He has 8 secured so far, but plans to have 15-20. Japan has 40 active boats out of about 60. They have 172 members in 2013 as not just boat owners/helm join. There are many nearby hotel options as well as sight-seeing opportunities. The facility is spacious enough to accommodate the measurement process. There is a port about 3 hours away for shipping containers. The transport to the club would cost about \$2,000. They may also be able to get some boats from Korea. Alex praised the facility. Koji expects around 40 boats for the event. They had 56 in 2001. *Jorge Castillo made a motion to accept the 2016 Worlds proposal, seconded by Alex Luiz. The motion passed unanimously.*

2017 Worlds venue

The regatta rotation in the Guidelines indicates that Canada is meant to be the host of the 2017 World Championship. Rossi circulated a proposal to hold the event at Port Credit Yacht Club, located to the west of Toronto, Ontario, Canada. The fleet would like to host the event to help rebuild the fleet. They have plenty of space for all of the logistics. Their Race Committee is very experienced, and they can accommodate a 90-boat starting line. They are 15 minutes from Toronto airport, and hotels are near and plentiful. It's a fresh water venue, and there will be many charter boats available due to the central location of the area to nearby fleets. The proposed dates are September 15-23, 2017. *Jorge Castillo made a motion to accept the 2017 Worlds at Port Credit Yacht Club, seconded by Lambert Lai. The motion passed unanimously.*

9. By Law Change Proposals

Robin went through the By Law change proposals.

J/24 By Law No.1.4

Current:

1.4 The Executive Committee shall appoint a Marketing & Promotion Chairperson (Marketing Chair) and shall set the terms and compensation and remuneration, if any, as deemed

appropriate. The Marketing Chair shall report to the IJCA Chairman and Executive Committee as required.

Proposed Change:

It is proposed that this By Law be deleted entirely.

Reason:

The Class has never previously complied with the requirements of this rule, and it is unlikely to do so in the foreseeable future. Should Marketing or Promotional opportunities arise, and budget constraints permit, these can be dealt with by the Executive Committee.

Alex wondered if we should just change "shall" to "may." Jim mentioned that the EC can appoint such a person at any time. *Robin Eagleson motioned to accept this By Law change, seconded by Alex Luiz. The motion passed unanimously.*

J/24 By Law No. 2 - Finance Committee

Current:

The current By Law has five clauses dealing with the functions of the Finance Committee and is too lengthy to be reproduced in this document. It can be read in full in the current edition of the Class Rule Book on pages 50 and 51.

Proposed Change:

It is proposed that this By Law be deleted entirely.

Reason:

The Class has never previously complied with the requirements of this By Law, and following the appointment of One Design Association Management as Executive Director, combined with professional external advice, the control of our accounts is perfectly adequate. There is no justifiable reason for the creation of an additional committee.

Chris pointed out that the Constitution references the Finance Chair. They decided that we should still delete this By Law, and then create a new, more appropriate By Law. *Robin Eagleson made a motion to delete By Law 2, seconded by Alex Luiz. The motion passed unanimously.*

J/24 By Law No. 3

Current:

The present By Law has seven clauses which can be read on page 51 of the current edition of the Class Rule Book. Although this rule has the heading **Promotion Committee**, the seven clauses actually deal with the duties and responsibilities of the Marketing Chairperson.

Proposed Change:

It is proposed that this By Law be deleted entirely.

Reason for Change:

As the Class has decided that there is no requirement for a Marketing Chairperson, the duties described in By Law 3 are irrelevant and unnecessary.

Robin Eagleson motioned to delete By Law 3, seconded by Leopoldo Farias. The motion passed unanimously.

The By Laws need to be ratified by this Council. Robin Eagleson so motioned, seconded by Tim Winger. The motion passed unanimously.

10 & 11. Strategic Discussion/Other Discussion

Robin circulated a membership analysis from 2005-2013 divided geographically among South America, North America, Europe, Australia and Japan. Although an NJCA is not defined in our Class, ISAF defines it as 6-8 boats. Many of the numbers are inflated due to NJCAs purchasing memberships to obtain more Worlds entries. We are not going to receive the contact information for all NJCA members due to laws prohibiting such. The trend of membership loss over the previous years tracks around 20 percent. The US, for example, has experienced a sharp decline, which Lambert attributes primarily to American economics. Will concurred that the the sale of sails has also been affected by the economy. A hurdle in the USA is bridging the gap between youth sailors to adult keelboats. He added that J/24 sails are still the #1 class at North, but many people are travelling less and therefore might not feel the need to renew their memberships. Lambert put focus on the core values of the boat. Many older boats are extremely successful, and good boats can be purchased for \$10,000 or less. He thought that reinstating gold/silver fleets might help. Will wants our motto to be "simple." The more complicated we are, the less likely we will attract new participants. He'd like us to look at the optional equipment and the sail plan. We should put together a plan to simplify measurement, but not institute major changes at once. The challenge is how to show the value of the Class to the Club Racers. Chris said that the value of Class membership relates directly to the value of their boat, but we need to communicate this better on a local level as well as to PHRF racers. Fleet captains are the best people to encourage membership for club racing, but they are on a slippery slope of trying to increase participation without offending people by asking for money. Alex shared that some yacht clubs require Class membership for regatta participants. Chris noted that all Associations face these same problems, and thinks we should focus on how to make the whole experience more appealing. The RRS state that all of the provisions of the Class Rules apply. The challenge of membership is that all associations will lose about 20 percent per year, but we need to be gaining new younger members every year. Although used boats are inexpensive, the costs of sails, etc. are still significant. 2014 will be a big year for the Class due to the Newport Worlds. Alex shared some promotions where they are paying the travel expenses of the first 2 all female and youth teams, paid for by the NJCA. The IJCA may be seen as slow to change, so Kenneth thought we should highlight the legal changes as they do become simplified. The Melges 24, Thistle and J/70 were given as examples of Classes with less hassle. If we eliminate the forestay and J measurements, many of the hassles would go away. However this idea has been rejected in the past. Tim would like to dispose of the keel station templates and have a go/no-go measurement on the thickness. Will asked about the J/22 Class measurements, which focuses on chord length and girth. The J/24 method is complicated and not well understood. Simplification would benefit the Class. Chris summarized the main areas of change: optional equipment, forestay, all-up weight and keel measurement. Robin recapped that Rod Johnstone designed the boat for a crew weight of 340 kilos. This would go in conjunction with a sail plan change of eliminating the genoa. Perhaps beginning with the sail change would lead naturally to the weight reduction. Tim Healy has expressed (to members of the WC prior the meeting) the opposite order, beginning with the crew weight reduction. Chris shared an idea from J Boats where we add a section to the Rules entitled "Event Rules." These rules must be invoked individually by the Notice of Race or Sailing Instructions. The default is these rules do not apply. The notice of race shall state that "J/24 Class Rules ____ of Section 9 are invoked." The section could include these ideas as an optional test for various events/regattas. Elimination of the genoa would save boat owners about \$2,000. Tim wouldn't mind removing restrictions on crew weight, although Chris thought we should just focus on one crew weight change option for now, with the ultimate goal of reducing crew weight

and thus reducing costs. The group agreed to proceed with the "Event Rules" options such as crew weight reduction and jib only. The Technical Committee will prepare this wording, which will then be circulated for comment from this group. Tim will also review the optional and required equipment items to see what can be simplified. Robin would like the IJCA to have an approved list of Race Officers and Jurors that would be chosen for continental and world championships, avoiding the repeated e-mail approval process of the EC. Chris noted that there is an ISAF proposal to reducing the amount of required IJs. He will prepare a list of approved PROs and International Judges that can be chosen by the Organizing Authority of events. Everyone echoed a spirit to modernize and propose changes that will make the boat simpler but not change the essence of the one-design Class.

Victor inquired about the European Championship in June 2015, but the Regatta Rotation schedule shows France in 2016. It was agreed to move up the rotation for 2015 in France. Alex would like to submit a proposal for the 2015 South Americans. Rossi will submit a proposal for the 2016 North Americans. At the next WCM, we need to take that schedule out further. Kenneth showed photos of a J/24 refurbishment in Mexico. Robin spoke about global sponsorship opportunities, which he will advise more on as we move forward in regard to continental and world championships. Jorge added that we will need to keep an eye on any conflicts of interest in the NJCAs.

12. Date and place of the next WCM

The tradition has been to have the meeting at the host of the next Worlds. So the next World Council Meeting will be in Germany, with more details to come. Next year, we may not go the the exact location of the Worlds, depending on cost and ease of travel options. The next WCM will likely be in Hamburg.

13. Other Business

N/A

14. Closing Remarks

Jorge thanked everyone for coming, and the meeting was adjourned at 4:45 pm.