

**Minutes of the 2014 J/24 World Council Meeting  
Hamburg, Germany  
October 25, 2014**

- 1) **Call to Order and Welcome:** Jorge Castillo called the meeting to order at 9:25 a.m. and welcomed everyone to the meeting.
- 2) **Appoint Secretary:** Jorge Castillo appointed Julie Howell as the secretary.

**Introductions and Proxy confirmation: Attendees:** Tim Winger (USA), Will Welles (USA), Jorge Castillo (Mexico), Leopoldo Farias (Mexico), Robin Eagleson (Ireland), Koji Matsumoto (Japan), Aorelian Garcia (France), Alex Luiz (Brazil), Jan-Marc Ulrich (Germany), Mate Kakas (Hungary), Peitro Diamanti (Italy), Paolo Boido (Guest, Italy), Marianne Schoke (Sweden), Nancy Zangerle (USA), Julie and Christopher Howell (USA). Each individual introduced him/herself to the group.

Chris Howell reviewed the proxies for the meeting, including ARG, SIN and URU by Alex Luiz, CHI by Jan-Marc Ulrich, CAN by Will Welles, GBR by Marianne Schoke, and PER, MON and GRE Leopoldo Farias. There are 21 votes. Robin suggested that the Class look at a more democratic way of carrying votes, as three people have almost 60% of the votes. Paolo asked to be named Builder, instead of Guest at future meetings.

- 3) **Approval of 2013 WCM Minutes:** *Tim Winger made a motion to approve the 2013 minutes, seconded by Alex Luiz. Approval of the minutes passed unanimously.*
- 4) **Chairman's Overview:** Jorge Castillo said that the Class has had an active year with the Continental Championships and South American Games, all very important events for our ISAF status. The J/24 remains strong despite the global economic struggles. The Class should analyze details of our future events more closely and identify key individuals to move us forward. Jorge thanked Tim and the Technical Committee for their hard work on the Rules.
- 5) **Elections:** *Nancy Zangerle made a motion for Tim Winger to serve as the Chair of Technical Committee, seconded by Robin Eagleson. The motion passed unanimously. Tim's nominations for the Technical Committee are as follows: Michael Johnson, USA (Designer's Rep); Gianpietro Pollesel, ITA; Alex Finsterbusch, ARG; Paul Scalisi, USA; Eduardo Ortiz, PUR; Lorne Chapman, CAN; Stuart Jardine, UK (Emeritus). Nancy Zangerle made a motion to accept the Technical Committee as nominated, seconded by Robin Eagleson. The motion passed unanimously.*

*Jorge Castillo read the following list of the Executive Committee: Jorge Castillo as Chair, Marianne Schoke as Vice Chair, Nancy Zangerle as Finance Chair, and Kenneth Porter, Alex Luiz and Will Welles as Council Members. The slate passed unanimously.*

- 6) **Review of Reports:**

**Executive Director Report:** Christopher Howell referenced his Report in the packet. A highlight is that the IRS has re-instated the IJCA's 501(c)3 status (charitable organization), and will not penalize the Class for any tax liabilities since the status was lost in 2011. Chris works with an accountant to file taxes annually so no issues are foreseen going forward. Robin thanked Nancy, Chris and Julie for their work in accomplishing this task. The IJCA can accept charitable contributions in the USA. Nancy offered to discuss more details of the charitable donations outside of the meeting. The Class has produced three newsletters this year, and North Sails is our first advertiser. Chris also noted the Facebook reach from 2013 Worlds of 3,300, which increased to 18,000 at the 2014 Worlds. The sailing media has also picked up our J/24 press releases and photos on a regular basis. Everything done has been at no cost. The UK Class has been more active on social media. It was mentioned that the St. Martin Heineken regatta is a good example of online regatta promotion. As Facebook becomes more geared toward an older audience, we should investigate other forms of social media. The Class can do more promotion, such as video, but we will need to evaluate the cost/benefit of these ideas. Thus far, we have focused on earned (free) media. Some regattas have produced promotional videos, and the availability of drones increases options. Jorge asked if Europe has anything like the PanAm Games, but they do not. Jan-Marc explained that the J/70 Class has started a sailing league in Europe, which has been very successful.

**Financial Report:** Nancy Zangerle discussed the Profit & Loss statement, including a lower membership number but higher royalty tags. Royalty sales were higher, most likely due to the Worlds being in the USA. The Executive Director travel is higher than budgeted, but we ended the year with \$13,000 in income. The Executive Committee approved the increased ED travel expenses during the year. This particular year included ED travel of two World Council Meetings (2013 and 2014) + North Americans + Worlds. Nancy asked if the ED should also travel to other continental championships. Jorge thought the organizers might be able to cover some of these costs. Nancy suggested that perhaps the IJCA and OA cost-share. The Regatta Regulations should better define this division of costs. Jorge noted that the ED travel will be revisited when we later discuss the Regatta Regulations, as the Technical Committee will be revising the Regulations. Chris explained that the shipping costs were allocated to numerous line items over previous years. He and Julie will be defining these costs more clearly going forward, accounting for the shipping of membership cards/stickers versus general shipping such as trophies. Chris has tried to utilize the US Post Office for sending cards/stickers to reduce costs (which is much cheaper than FedEx). Overall the shipping is a very small percentage of expenses, and it is fairer to all NJCAs if the IJCA picks up this fee. *Leopoldo Farias made a motion to accept the Profit & Loss statement as presented, seconded by Robin Eagleson. The motion passed unanimously.*

For the proposed budget dated 10/1/14 through 9/30/15, Nancy noted a few items: 1) increase in phone expenses due to IJCA conference call fees, 2) \$1,200 (\$100 per month) in website update costs, 3) increase in ED travel budget, 4) 1,800 memberships projected. The budget includes measurement expenses, as keel templates need to be developed/purchased. Templates will be sold over time to recoup the manufacturing cost.

The goal is to obtain the CAD drawings, which can be sent to various NJCAs where the templates can be made locally. We will need to confirm that the templates are acceptable. *Alex Luiz made a motion to accept the proposed budget, seconded by Tim Winger. The motion passed unanimously.*

Nancy moved on to the Balance Sheet, showing over \$56,000 in Total Liabilities & Equity. The IJCA is storing extremely dated computer and office equipment and paperwork. Robin said that Chris should have the authority to act in the best interest of the Class in disposing of these items, and everyone agreed. The Accounts Receivable amount is much lower now than reflected in the 9/30/14 statement because payments have been made on several royalty orders made prior to Worlds. Nancy summarized that we are "in the black" which is a good thing! The financial reports can be generated right out of the accounting software. The elimination of printed items such as the magazine and Rule Book has significantly helped our bottom line. Robin added that in the past, we had multiple years where the IJCA lost money, and the WC was not understanding the financial paperwork provided. *Robin Eagleson made a motion to accept the Balance Sheet as stated, seconded by Leopoldo Farias. The motion passed unanimously.*

Robin circulated a graph on paid memberships, showing a sharp decline in memberships since 2010. Memberships were down 281 in 2014 (and down 1,000 since 2010). He estimates the average income to the Class per member is \$30 (equaling about 175 memberships), meaning that if we lose that many members in 2015, we will only break even financially. Jorge noted that Barbados participated in the Worlds without having purchased memberships (they used a charter boat). Chris will follow-up with Barbados for 2014 memberships. The gentleman from Paraguay who participated in the recent PanAm qualifier joined via the US Class since Paraguay does not have a fleet. The Executive Committee needs to keep a close eye on memberships throughout the year.

Jorge asked for a moment of silence for Francesco Ciccolo. {Francesco Genovese Ciccolo passed away April 26 at the age of 62 years. A historical figure of the Italian J/24 Class and IJCA, he was an unforgettable Class President for over a decade at the time of the boat's greatest popularity when the races had more than 150 boats. He was a precise measurer, a member of the IJCA Technical Committee, a friend and a reference point for all the J/24 crews. Despite a serious accident, he always remained close to following the activities of the Class with affection, competence and professionalism. Francis will surely leave a great void in anyone who had the pleasure and honor of knowing him. Francis was Managing Director of the docks of the Port of Genoa. He was appointed by the IOC in the group of measurers for the Soling Class at the Olympics in Sydney Australia, where, in 2005, a car accident changed his life. Many are the memories of the past pleasurable moments in his company and the races in which he took part as owner on the J/24 Rabbit ITA92 (crew Bolens brothers of Genoa) and then the Son of Rabbit 2 on which in 1999 (with a then unknown young American at the helm, Tim Healy) won the European Championship in Palermo, touched the world title and finished third in his own Genoa. His visit last year during the Italian Cup Trophy-Menchelli at the Club Nautico Marina di Carrara was very welcome by all the competitors and once again a great lesson for all those present.}

**Technical Report:** Tim Winger summarized that the Class standard Sailing Instructions and Notice of Race were completed early this year. The main focus of the Technical Committee has been the re-formatting of the Rules. After this meeting, the Rules approved by the WC will be reviewed by ISAF, leading into other projects of the Technical Committee such as a review of the Regatta Regulations, etc. Alex praised Tim for his Technical Committee work.

**Copyright Holder/Builders Report:** Chris Howell read Jeff Johnstone's written report that was included in the meeting materials. This year, a few boats were built in the USA and ARG, and 1 in Italy. Hull numbers are assigned through #5495. Chris spoke with US Watercraft, who reported that they built 4 boats this year. Paolo said that he sold 1 boat in the last 18 months. He has a stock of major large parts. He invested in the past few years in expensive tools, which he has not been put to much use. Paolo stated that he has not refused any orders, even though someone had started such a rumor. He will need more sales in order to survive, and the Class needs to have new boats on the market to succeed long-term. Paolo added that he has not received inquiries on new boats. Perhaps there is a method of obtaining second-hand boats for parts and/or refurbishing. He expressed his affection for the J/24. The boats are difficult to manufacture, and "Keel Doctors" are a danger to the Class. Paolo said that he did provide quotes on parts to the person who began the J Boats Italy rumors. Jorge thanked Paolo for coming to the Meeting, and wants the Executive and Technical Committees to work more closely with the Builders.

## 7) **Submissions:**

**2014 World Championship Report:** Chris Howell summarized that 69 boats from 12 countries raced in the Newport Worlds last month. The measurement process ran efficiently, with the help of Tim and Bob Kinsman (US Technical Chair). Sail Newport, a non-profit organization, hosted the championship. He reported some issues with the Race Committee, stemming from a last-minute PRO change. Willii Gohl submitted a report, criticizing some equipment problems. (Willii's letter is available upon request.) There are definitely opportunities for updates in our Regatta Regulations. He added the time-consuming process of managing the percentage penalties. The regatta was competitive on the water. Marianne added that the race committee was chaos, despite the efforts of the qualified PRO. She thinks the Executive Committee must better monitor the Race Committee for our most important event of the year. Tim wondered how we can police this? Marianne thought we should ask more questions, but Chris said that Tim and many others did ask these questions and were promised a certain level of service. Given the time/financial commitment of so many competitors, we need to make the event better for all. Chris recalled that the IJCA cannot ask too many questions to ensure the quality of our events. Tim provided all of this input already to Sail Newport, as well as comments about the on-the-water radio chatter of the RC. Will added that an event is only as good as its volunteers, and many of those people had already been tapped for prior events. Nancy wondered if the event could have been improved if the local Fleet had been more involved as opposed to having Sail Newport run everything. Will clarified that the Fleet did step up, but they could not take on running of the regatta from a financial perspective.

Jorge expressed thanks to Sail Newport for hosting, and we have to look forward to make our future championships even better. Congratulations Will!

**2015 World Championship Report:** Jan-Marc said that Germany is hosting the Worlds next year (August 28-September 4, Baltic Sea), and they have added new content to the website. Everyone is encouraged to subscribe to their mailing lists. He already has the NJCA presidents on his list. The Jury is set as posted online. He printed promotional business cards, and all are welcome to take a stack back to their nations. They have held two German National Championships at the same site, and they have experienced Race Committee. Social events are being prepared, and the Norddeuschter Regatta Verein (NRV) has a marketing person to help with the event. There is plenty of space to dock the fleet. He hopes for at least 60 boats. Germany would have 16 total berths in the event + the European Champion is from Germany. The 2014 Worlds had expanded berths so we could entertain a similar proposal. Charter boats are listed on the website now, and more details will be listed. The charter fee is being negotiated. Will stated that charters in Newport ranged between \$3,500-\$6,000 USD. Paolo was asked if he could build a few boats to make available for the event. It would only take a few months, although there are several good boats already listed for charter. Jan-Marc said that they will have covered areas for measurement. Marianne praised the "production line" measurement at the 2007 Europeans. Jan-Marc asked the NJCAs to send boats!

**2016 World Championship Report:** Koji said that the Japanese Class is preparing for the 2016 Worlds. He took a measurer to Newport to learn, and a Japanese Jury member will serve at the 2015 Worlds. They are working on charter boats.

**2017 World Championship Report:** The 2017 Worlds are in Toronto, Ontario, Canada.

**2018 World Championship Venue:** Italy expressed interest in hosting the 2018 World Championship at Fraglia Vela Riva del Garda. Pietro talked to the sailing club, which is willing to host. They can count on having breeze. Sardinia was dismissed from consideration because it can be expensive. Marianne supported Italy because there is a strong fleet, it's a central locale and popular destination, and we have an Italian builder. Paolo supports the idea and knows they will do a good job. Marianne thought that we should "go where the fleets are," but Nancy thought that we still need to rotate championships to encourage memberships/participation around the world. *Leopoldo Farias made a motion to accept the ITA-JCA as the host of the 2018 Worlds, pending a detailed proposal, seconded by Alex Luiz. The motion passed unanimously.* The Italian Class should propose the best location for the event in their proposal to be received by January 1, 2015.

**Continental Championships:** Chris asked if the regatta rotation schedule should remove the specific nations, and leave the hosts more open. Nancy thought we could just add a notation that the rotation is advisory, and subject to change. Cost is always a factor, and Marianne thought Class sponsorship should be secured. Nancy and Marianne agreed that the IJCA should nurture future regatta hosts and confirm ease of access for entrants, for which Marianne will prepare an outline. Alex has successfully secured regatta

sponsorship. Alex will advise exact dates for the 2015 South Americans (November). For 2016 Europeans, we have bids from Italy and the UK. Hungary has submitted a proposal for 2017 Europeans. The continents decide their championship hosts. The Executive Committee will review any updates to the rotation and post any changes online.

- 8) **Constitution Change Proposal:** *Robin submitted a Constitution change to 8.9.2, requesting substantive motions that effect the Constitution be received by the Executive Director 6 weeks in advance (as opposed to 4 weeks). This proposal passed unanimously.*
- 9) **Rule Change Proposals:** Tim recapped that at the 2013 WCM, we voted to allow the Technical Committee to re-format the Rules to ISAF format. The Rules have been posted online since August, with comments collected from the membership via the open Forum. Our By-Laws require the IJCA to follow ISAF format. As our Rules are currently written, the philosophy is that if it doesn't say you can't, then you can. The proposed format is that if it doesn't say you can, then you cannot. Nancy wondered if this format prohibits future innovation. Tim said that we want to have the ability to add the good innovations and keep out the harmful ones. Minor changes were made to the diagrams, and more will be needed in the future. *Robin Eagleson made a motion to accept the new Rules format, seconded by Will Welles. The motion passed unanimously.*

#### J/24 Class Rule C.2.1 and New J.3

Current Rule:

C.2.1 LIMITATIONS – The crew shall consist of not less than three persons whose combined weight (in swim wear) shall not exceed 400Kg. A crew nominated or listed for a regatta or a series of races held over consecutive days including lay days, shall remain the same throughout the event unless crew substitution is specified in the Sailing Instructions.

J.3 Not in use

Proposed Change:

C.2.1 LIMITATIONS – There are no limitations on crew number, weight or substitution unless limitations are specified in event Sailing Instructions per RRS 87. See Section J.3 Crew Limitations for examples.

J.3 CREW LIMITATIONS J.1.1 This changes class rule C.2.1 (a) The crew shall consist of not less than three persons (b) Total crew weight (in swim wear or underwear) shall not exceed 400kg. or (b) Total crew weight (in swim wear or underwear) shall not exceed 340kg. (c) A crew nominated or listed for this event shall remain the same throughout the event. Emergency changes may be made only with written permission of the jury. or (c) A crew nominated or listed for this event may be different for different days only if scheduled in advance at registration. Emergency changes may be made only with written permission of the jury.

Reason:

This allows great flexibility for crew in low level club events and handicap rating systems. This is designed to get more people and crew involved at entry level where there is seldom any provision for weight enforcement. Any event may limit the crew by adding one of the options in Section J.3 to the Sailing Instructions. Most Class events will do this, and all international championship events shall do this. By stating it in this way there is no requirement for Class approval to add the Section J.3 limitations to any Sailing Instructions. The limitations in Section J.3 are the same in content as our current limitations (minimum 3 crew and 400kg.), with an option for 340 kg. crew sailing weight. Crew substitution options are also covered in Section J.3. Crew substitution is not allowed under current class rules and always has to be changed in the Sailing Instructions. Different NCAs or special events could experiment with the 340kg sailing weight if they would like. Until an international decision is made to do otherwise, the International J/24 Class Association will sail at 400kg for all international championship sailing events. Events like the PanAm Games or perhaps frostbite series that only use the 100% jib may also prefer the 340kg limit. Flexibility through the Sailing Instructions.

Tim explained that this proposal is geared to accommodate local fleet racing, handicap racing,

etc. This proposal allows people to do it the way they want it for a specific event, without a Rule 87 letter and Executive Committee approval. IJCA events stay with the 400 kg limit, and the Technical Committee approves all Continental and World Championship NORs and SIs. We want to encourage participation and still have everyone sailing within our Rules. Marianne asked why our Rules say that the crew shall consist of not less than three persons. This issue cannot be addressed right now but the Technical Committee can consider if for the future. Robin expressed three concerns: that this legalizes criminality, handicap racing is governed by IRC and this complicates already complicated Rules. Paolo thinks this is a good idea for the future of the Class, as it gives options. Will said that we always ask where our members are going? This Rule opens our Class to welcome more people. Tim noted that Rod Johnstone, designer of the J/24, recommends the 340 kg option. This is really an optional experiment. *Chris conducted a straw poll, with the following nations voting against: GER/CHI, HUN, IRL, ITA, MEX/PER/MON/GRE, SWE/GRE. There were only six yes votes, although Alex did not voice his vote. Nancy suggested re-writing the proposal, keeping C.2.1 as is, with the SIs invoking any changes. There was initial support for this idea, which the Technical Committee will discuss. Alex said that we, as a Class, need to open our hearts to change so the J/24 survives.*

#### J/24 Class Rule C.2.2(b)

Current Rule:

C.2.2(b) Does not exist.

Proposed Change:

C.2.2(b) While seated on the deck, crew shall have the base of their spine on the deck and inboard of the lifelines and the sheerplan at all times

Reason:

This rule includes the standard ISAF language for crew positioning, including keeping the base of the spine inboard of the sheerplan while hiking.

Marianne asked for a visual description, and Robin said that basically you can't put your butt over the edge. Marianne thought that most trimmers would be in violation of this Rule. Chris clarified that this Rule is just implementing a RRS. *Chris conducted a vote, which resulted in 17 of 21 yes votes. The following nations voted against: SWE, MON, ITA, HUN. The proposal passes.*

#### J/24 Class Rule C.2.3

Current Rule:

C.2.3 LIMITATIONS ON THE DRIVER (a) Limitations on entries to championship events are described in the International J/24 Class Regatta Regulations. (b) The boat shall sail under the nationality (or permanent residence) of the owner (or charterer). (c) Where a boat has been chartered for an event, the charterer assumes the role of the owner for the purposes of determining qualification and nationality.

Proposed Change:

C.2.3 LIMITATIONS ON THE DRIVER (a) The owner, skipper and driver may be the same or separate members of the crew. (b) The boat shall sail under the nationality (or permanent residence) of the owner (or charterer). (c) In events where qualification is required for participation, either the owner or the driver must have qualified for the event per the International J/24 Class Regatta Regulations. (d) Where a boat has been chartered for an event, the charterer assumes the role of the owner for the purposes of determining qualification and nationality. (e) Owners or crew may share the helm as they desire, except that one shall be designated principle driver for the purpose of prize giving.

Reason:

(b) and (d) of the changed rule correspond exactly to (b) and (c) respectively of the old rule and do not need to be voted upon. (a), (c) and (e) may be voted on separately with the resulting composite being accepted by the IJCA World Council and then presented to the ISAF for final approval.

These changes more clearly layout the requirements and relationships between owners, drivers and crew, relative to qualifying for events and the nationality under which they may sail and who may drive. It allows for teams to be composed of different nationalities and for very liberal sharing of the driving responsibilities. There have been numerous requests by owners to bring in crew of other nationalities to drive or share driving with the owner. This has also been done on many occasions without permission, most likely because the restrictions in the International J/24 Class Regatta Regulations on owners and drivers of different nationalities were unknown to those involved. It seems to be time for a referendum on that practice.

*Chris conducted a vote, which failed with only 5 yes votes of 21 (the nations that voted for: HUN, USA, CAN). Discussion ensued to determine how to rewrite this proposal. Will recommends dropping (e). A primary issue is having a qualified helmsperson. Alex thought that everyone should be from the same nation. Tim felt he had enough feedback for the Technical Committee to develop a re-write.*

#### J/24 Class Rule C.5.1(b)(1)

Current Rule:

C.5.1(b)(1) One outboard engine with a minimum weight of 14kg., which when not in use shall be stored under one of the main berths or aft of the sill of the companionway. There shall be a minimum of 2 liters of fuel for the engine carried in reserve when the boat crosses the finish line for the last race of the day. Both the engine its fuel shall be secured against movement in the event of capsize.

Proposed Change:

C.5.1(b) (1) One outboard engine of at least 12kg weight. If the engine runs on petrol or propane, there shall be on board at least 2 liters of petrol or one kg of propane when the boat crosses the finish line for the last race of the day. If the motor is electric, there must be on board at least two batteries. An electric outboard engine shall be weighed with its battery for the 12kg minimum weight. The outboard engine shall be stored under a quarter berth or aft of the sill of the companionway. Both the engine and its fuel shall be secured against movement in the event of capsize.

Reason:

This allows us to use modern equipment that is readily available and in use by many other classes. The standard two stroke engines that the class has depended on since its beginning are being banned from production in most countries for environmental reasons. The four stroke replacements for these engines are larger and heavier; therefore, more difficult to get on the transom and store in the designated spot under the quarter berth. The four stroke engines may develop lighter and smaller options that will work better in the future, but the electric engines currently available are a very nice option. This rule is meant to be open to new engine options as they develop, as well as allowing current technology.

Tim recapped that the goal is to open us up to experimentation. A couple people questioned the safety of this. Tim noted that ISAF requires us to say how much fuel. Will thinks weighing the fuel is silly, and same with the battery. It's really just an issue of seamanship. He prefer to just leave it at the weight of motor. *Chris conducted a vote, and the proposal passed unanimously.* The Technical Committee will consider wording updates to improve the Rule.

#### J/24 Class Rule C.7.2(a)(11)

Current Rule:

C.7.2(a)(11) 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 or those using GPS technology shall not be allowed.)

Proposed Change:

C.7.2(a)(11) A minimum of one fixed (if the compass mount is fixed to the mast or hull, it satisfies this requirement), marine type compass of magnetic card or digital readout type. Such device may use any kind of technology to deliver the magnetic headings and may be capable of storing and retrieving those headings and using them in calculations to provide other tactical information. Devices with charting capability are not allowed. The compass shall be self-contained (not interconnected with other devices or external computers).



Reason:

The last two generations of digital compasses commonly used in the class are already in violation of the current rule in that they store headings and perform calculations of current heading relative to a stored median heading. The current rule also specifically prohibits the use of GPS technology that is commonly used in the latest generation of digital compasses now on the market from Velocitek (SpeedPuck) at considerably less cost than what the class is allowed to use now for the same information (actually the SpeedPuck gives speed in addition to heading). The current norm for the class compass is the Tacktick digital compass which was recently sold by Suunto (a compass company) to Ray Marine and is being integrated into Ray Marine's line of wireless interconnected electronics for sail and power boat use. The standalone Tacktick is likely to disappear in the near future. It cannot be found on the Ray Marine website. Velocitek is developing a non GPS device that would replace the Tacktick. This new device was used by the winning team at the 2013 Worlds in Howth Ireland. It should be available soon at a cost similar to that of the Tacktick or more than twice the cost of the SpeedPuck. The prohibition of GPS is costing the sailors in our class more money now and the trend is toward compass devices using GPS technology. The Velocitek ProStart is just a bit less in cost compared to the current Tacktick, but does give the added feature of distance to the starting line. This feature could be something of a game changer for starting. It might not be accurate enough to be the sole reliance for starting position, but it would probably be a factor. It might even help reduce general recalls in larger fleets. The J/24 class could adopt GPS compasses with a prohibition on devices that show distance to any particular location. The caveat in that is that feature may soon become integrated into most of the devices on the market, leaving us in the same situation in which we find ourselves now.

Some discussion ensued about the cost associated with the new devices, and that several people might feel obligated to buy a new device. Will thought it will help a lot of people in our Class, especially those who want to move up in the fleet. We want to attract young people, who utilize these devices. Will stated that the use of a bowman on the line is still needed. *Chris conducted a vote, which passed with 16 yes votes of 21 (nations who voted against: ITA, SWE/GBR, GER/CHI).*

#### J/24 Class Rule C.7.2(a)(9)

Current Rule:

C.7.2(a)(9) The main companionway cover shall be supplied by a licensed builder or licensed supplier.

Proposed Change:

C.7.2(a)(9) The vertical companionway hatch board shall originally be supplied by a licensed builder or supplier but may be replaced by one of the same design and material from any source.

Reason:

This is a simple but important part of the boat. It can be reasonably made by many individuals or suppliers to match what is originally supplied with the boat.

This Rule is needed under the new Rules format. *The proposal passed unanimously.*

#### J/24 Class Rule C.7.3(a)(14)

Current Rule:

C.7.3(a)(14) Elastic (shock) cord may only be used to hold down sails, to return the backstay adjuster toward the untensioned position and as a single length wrapped around the mast and/or across the cabin top behind the mast for the purpose of retaining rope tails.

Proposed Change:

C.7.3(a)(14) Elastic (shock) cord may only be used to hold down sails, to retain the throwable lifesaving device in the ready position in the cockpit, to return the backstay adjuster toward the untensioned position, across the back of the pushpit to keep the slack backstay from falling into the cockpit area and as a single length wrapped around the mast and/or across the cabin top behind the mast for the purpose of retaining rope tails.

Reason:

Since we may only use elastic (shock) cord for permitted uses, we should expand the permitted uses to include those functions for which it is already being widely used. These two additional uses, to keep the backstay from sagging into the cockpit and to retain the throwable lifesaving device, probably should have been added in a previous version of the rules. There is likely not a better way to perform these functions for safety or convenience.

Robin supports the proposal but would also like to see wording about using the shock cord to hold the hatchboard in place in the event of a capsize. The Technical Committee will discuss more uses of shock cord below deck, such as for securing the engine, spinnaker bag, etc. *Chris conducted a vote, which passed unanimously.*

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

Current Rule:

C.7.3(a)(4) Electronic devices to record, measure and calculate speed, distance and water depth. GPS technology is not allowed in these devices.

Proposed Change:

C.7.3(a)(4) Electronic devices to record, measure and calculate speed, distance and water depth. Such devices may use any kind of technology, but may not have charting capability and shall be self-contained (not interconnected with other devices or external computers).

Reason:

This would allow the J/24 class to use modern equipment that is readily and inexpensively available to perform functions that are already allowed in our current rules. GPS technology was banned in the old rules because it was expensive at the time and generally tied to equipment that had enhanced capabilities that we did not want available in our racing. This rule change, as written, allows devices with defined functions. The technology used for those functions is not defined. This rule change will save money by allowing us to replace old technology with new as the requirement to repair or replace equipment arises.

*Chris conducted a vote, which passed with 16 of 21 yes votes (nations who voted against: SWE/GBR, ITA, GER/CHI).*

J/24 Class Rule F.4.3(a)(3)

Current Rule:

F.4.3(a)(3) The tip weight of a boom at the outhaul without a vang, mainsheet and blocks shall be not less than 3.3kg.

Proposed Change:

F.4.3(a)(3) Cast aluminum boom end fitting with attachments for the mainsheet block and a block for the mainsail outhaul.

Reason:

The boom tip weight is a nuisance measurement. It is seldom more than a tiny fraction of a kg underweight which results in the addition of weight inside the boom where it is difficult to verify in future inspections. The requirement to remove the vang and mainsheet blocks slows measurement. If booms are supplied by a licensed manufacturer with cast aluminum ends to specifications, they should always be very close in weight and performance. Booms occasionally show up with no end fitting but enough tip weight to pass measurement. Who knows what happens to the tip weight after measurement. Requiring the boom end fitting is the better way to control the conformity of J/24 booms and much easier to enforce.

Will asked about the definition of "cast" as this wording seems to exclude certain booms that were made by licensed suppliers (ex. Spar Loft). Tim suggested the term "fabricated." Jan-Marc was concerned about removing the weight. Tim said that the weight is a nuisance for the owners, and should be controlled by J Boats and the licensed builders. This would make regatta measurement a little quicker. *Tim withdrew the proposal due* to the issues of the word "cast" and a desire to keep the weight wording in the Rule.

J/24 Class Rule F.5.5(b)

Current Rule:

F.5.5(b) Spinnaker pole shall not weigh less than 2.7kg

Proposed Change:

Eliminate this rule

Reason:

The spinnaker pole weight is a nuisance measurement. It is seldom more than a fraction of a kg underweight which results in the addition of weight inside the spinnaker pole where it is difficult to verify in future inspections. The addition of weight inside the pole does nothing to improve strength. The benefit of a spinnaker pole lighter than 2.7kg would seem to be minimal since the weight of the pole is carried on the topping lift. There would seem to be no incentive to build spinnaker poles so light that they would fail.

Will expressed concern that the manufacturers would create and sell lighter poles. Jan-Marc thought that there wouldn't be much weight (probably 2 kilos) that could be taken out without the pole breaking. *Chris conducted a vote, which passed with 20 yes votes of 21 (GBR voted against).*

J/24 Class Rule F.6.1(b) and F.6.2(a)(4)

Current Rule:

F.6.1(b) Backstay and backstay bridle shall be of stainless steel multi-strand wire. F.6.2(a)(4) Backstay and backstay bridle of minimum 3.9mm

Proposed Change:

F.6.1(b) Backstay and backstay bridle shall be of either stainless steel multi-strand wire or synthetic rope of optional size. F.6.2(a)(4) Backstay and backstay bridle of minimum 3.9mm, if it is wire

Reason:

To allow inexpensive lighter weight ropes that are easier to replace and may run more freely. This would be more in tune with what would be delivered from the manufacturer of a newer design of this size, and it is not an expensive refit. If the backstay were to fail on a J/24, it would not result in the loss of the mast.

Paolo said we should identify optional size. Jan-Marc said that the backstay is generally maintenance free, so he's not sure what benefit this has to the Class. The Council does not see a desire for a rope backstay. Members may like that it just makes the boat look better, which isn't a great reason for a Rule change, especially since there is a cost involved. *Chris conducted a vote, which did not pass (the 5 of 21 yes votes were: JPN, USA, CAN).*

J/24 Class Rule F.6.3(b)(1)

Current Rule:

F.6.3(b)(1) Forestay rigging links

Proposed Change:

F.6.3(b)(1) Forestay rigging links and/or rigging screw (turnbuckle)

Reason:

To vary forestay length to more easily suit forestay sag to the rest of the rig and the genoa requirements. This can be done now with a series of rigging links, but the rigging screw (turnbuckle) will make the adjustment easier and infinitely variable. There is no change in the maximum allowed forestay length, and the forestay may not be adjusted while racing or after measurement at regattas.

Marianne asked if any investigation had been done, but Paolo thought it is a non-issue. At the Worlds, Tim uses a serial numbered security tie (distinctive duct tape can also be used). Some discussion ensued that this opens up too much room to play with this on the club level. The J/22s were used as an example, but Paolo and Chris thought that the "playing" occurs initially, but then it is usually left alone (typically this would be the max length). Tim said that passing of the proposal would reduce measurement and also makes it easier for competitors to get to max length. *Chris conducted a vote, which passed with 16 of 20 yes votes (nations who voted against: SWE/GBR, HUN, ITA, while FRA abstained).*

Proposed addition of Rule A.5.2: Robin would also be open to putting this language in the Constitution. Chris referred to the opening line of the Regatta Regulations, which states that the Regulations have "the status of the By-Laws." Robin didn't think that the By-Laws are properly binding. Chris said that the Executive Committee has the ability to update the By-Laws without having to follow the Rules change proposal process when we need to make a change. Nancy believes that 1.3 of our Constitution covers the By-Laws as binding. She doesn't think the Regulations need to be, or are meant to be, part of the Rules. Everyone has concerns about the Regulations, but this is really a house-keeping issue. *Robin withdrew his proposal.*

Chris summarized that Tim will take the Rules accepted today and update the overall Class Rules to be sent to ISAF for their approval. There are likely to be many clerical changes forthcoming due to the rewrite. He suggested that the Council allow Tim the ability to make these clerical changes prior to ISAF submission, as long as the meaning or intent is not altered. Everyone supported this plan. Tim hopes to submit the Rules to ISAF within the next month, hoping for approval by January, then potentially effective around March 1. For upcoming regattas, the SIs can state if the old Rules are in effect so that competitors are not negatively affected by short notice of the new Rules.

**10) By Law Change Proposals/Regatta Regulations Changes:** Chris returned to the potential awarding of additional berths for World Championship to match the same breakdown as the 2014 Worlds. For the 2014 Worlds, the EC adopted the following table of berths:

<b>Paid IJCA Members</b>	<b>World Championship Entries</b>
1 – 25	1
26 – 50	3
51 – 150	5
151 – 250	8
251 – 500	9
500 – 750	10
Each Additional 250	2

Paolo also suggested that any national champion of a recognized NJCA be awarded a berth. *Leopoldo Farias made a motion to make the posted matrix a permanent system and to also provide the national champions a berth, seconded by Will Welles. The motion passed unanimously.* Robin thought we could even take this further in the future, by opening up the membership categories up through the 150. Additionally, Tim and the Technical Committee are looking at a full review of the Regatta Regulations in 2015.

**11) Old Business:**

Nancy proposed that those currently in attendance at this meeting be permitted to vote via e-mail on today's open items. Chris will investigate whether this is possible.

Proposals from Italy and the UK have been received for the 2016 Europeans, and from

Hungary for 2017 Europeans. Only European countries can vote. *Jan-Marc Ulrich made a motion for the following three-year European cycle: 2016 in Italy, 2017 in UK, 2018 in Hungary (pending approval of the UK and Hungary to each move back one year from their original proposals). The motion passed, with the only vote against being GBR.*

- 12) **New Business:** Jorge wondered if a championship league might benefit our Class. Everyone supports ideas that are "outside the current box." Paolo thought we should utilize a circuit for some championships. Another idea is team racing, which helps attract a younger crowd. We would need experts to help people become familiar with the boat. The J/24s are still the biggest keelboat in Germany. Most people credit the fun factor, and they attract young sailors coming out of dinghies. The cost of J/24s is also a contributor to its popularity. Jorge will prepare some ideas on the team/championship racing ideas.
- 13) **Date and place of the next WCM:** The tradition has been to have the meeting at the host of the next Worlds but there are concerns in getting a quorum in Japan. Everyone agreed that a European site offers the best chance for a quorum. Paris and Italy were suggested. Jorge and Chris will investigate possible hosts.
- 14) **Closing Remarks:** Jorge thanked Jan-Marc for hosting and everyone for coming. He looks forward to implementing our ideas with the NJCAs. The meeting was adjourned at 6:45 pm.