

**Minutes of the 2015 J/24 World Council Meeting**  
**Miami, Florida USA**  
**October 24, 2015**

- 1) **Call to Order and Welcome:** Jorge Castillo called the meeting to order at 9:00 a.m. and welcomed everyone to the meeting.
- 2) **Appoint Secretary:** Jorge Castillo appointed Julie Howell as the secretary.
- 3) **Introductions and Proxy confirmation:** Attendees: Jorge Castillo (Chairman, MEX), Tim Winger (Technical Chair, USA), Kenneth Porter (Council Member, MEX), Rossi Milev (CAN), Jan-Marc Ulrich (GER), Koji Matsumoto (JPN), Leopoldo Farias (MEX), Javier Arribas (PER), Will Welles (Council Member, USA), Julie and Christopher Howell (USA). Each individual introduced him/herself to the group.

Chris Howell reviewed the proxies for the meeting: BAR and IRL with Rossi Milev, ITA, GBR and SWE with Jan-Marc Ulrich, AUS and NED with Koji Matsumoto, BRA, FRA and HUN with Leopoldo Farias, ESP and URU with Javier Arribas.

- 4) **Elections:** *Jorge Castillo made a motion for Nancy Zangerle to continue as Finance Chair, seconded by Tim Winger. The motion passed unanimously.* Tim's nominations for the Technical Committee are as follows: Tim Winger (Chairman, USA), Gianpietro Pollesel (ITA), Alex Finsterbusch (ARG), Lorne Chapman (CAN), Kenneth Porter (MEX), Stuart Jardine (Emeritus, GBR), Michael Johnson (Designers Representative, USA). *Rossi Milev made a motion to accept the Technical Committee as nominated, seconded by Jan-Marc Ulrich. 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, Javier Arribas and Will Welles as Council Members. Will Welles made a motion to accept the slate as presented, seconded by Leopoldo Farias. The slate passed unanimously.*

- 5) **Approval of 2014 WCM Minutes:** *Tim Winger made a motion to approve the 2014 minutes, seconded by Will Welles. Approval of the minutes passed unanimously.*
- 6) **Chairman's Overview:** Jorge Castillo thanked the meeting attendees. It was a busy year for the Technical Committee with ISAF. The 2015 Worlds in Germany were successful...thank you Jan-Marc! The European Championship and North American Championship show that we have both old and new faces to keep our Class moving forward. There is much competition from other Classes, but the J/24 continues strong, as shown with many local events as well as the Pan Am Games. He asked for a moment of silence for past USA-JCA president Lambert Lai who passed away last December. He thanked the Executive Committee and Chris and Julie for their hard work.

## 7) Review of Reports:

**Executive Director Report:** Christopher Howell said that he and Julie continue to work with Nancy in their hometown to keep the finances fully accurate. All old magazines/yearbooks have been scanned and are just now available in high-res version on the IJCA website. The Class has both a PDF and tif file of each one, so there are many options for posting. Chris is now working with the scanning company to determine how to develop a search function. Now that the Executive Committee has reviewed the page, Chris will make an announcement internationally. Three newsletters have been distributed this year. He encouraged all NCAs to submit content upon request. Chris and Julie continue to conduct public relations at major J/24 events, including daily photos. He highlighted 19,685 Facebook impressions on day one of the 2015 World Championship in Germany, higher than the 18,241 during day one of the 2014 event (although the 2015 Championship had smaller attendance). Tonja Holmes-Moon volunteered to scan all the old measurement certificates, and these were sent to her this summer. The Class Office maintains an electronic database as well. The Class Office manages the perpetual trophies, which are expensive to ship around year after year. Rossi suggested that the World Championship trophy should be in the Hall of Fame. Chris anticipates that the storage fee should end after 2016.

**Financial Report:** Christopher Howell referred everyone to Nancy Zangerle's written report. Chris presented the Profit & Loss Budget vs. Actual, including notes at the bottom to explain certain items. Shipping costs continue to be a high expense, but this is a fee associated with sending cards/stickers and royalties internationally (South America is particularly expensive). Chris explained that the website fee is budgeted at slightly higher than last year to cover increasing administrative costs. The balance of the scanning expense is listed under "promotion and advertising." The \$400 Prior Period Expense is to cover fees from the State of Ohio dating back to 2012 for the IJCA being designated a 501(c)3. The annual fee is \$50. The Class Office does not have keel templates on hand for use and/or sale. Chris received a quote for seven sets, which was the best cost for the bulk amount. At that quantity, each template is \$525, but as a smaller quantity goes up to \$700+. The goal is to have some inventory available to NCAs for purchase, including one set always with the Class Office. Kenneth thought we should have the sets in inventory, and that the Class should control the templates to ensure they are identical. The money is in the bank, and having these sets is an asset to the IJCA. If we have all seven cut at once, we know they'll all be the same. The Class owns the drawings, so NCAs can have the templates made locally to reduce shipping costs. This process will require a testing by calipers by an official measurer. Will asked if the Class has made any progress on simplifying keel measurement? Tim said that the Technical Committee is reluctant to make a change in this area at this time. Looking at the budget overall, Jorge wants to cut expenses to bring the budget to a balance. The group leaned toward buying three keel templates, so that is one reduction. The membership cards are expensive to print, so alternative ideas were discussed including an e-card. An issue with this is difficulty in obtaining member data from NCAs. Jorge and Javier also noted that people like to receive "something" for their membership. The group would like to brainstorm ideas to increase revenue, including bringing in more advertisers. Chris will research cheaper card

options, and adjusted the budget as such. He brought the website expense back down to \$1,500, and put the one-time expenses of the scanning balance + templates in the "Other Expense" area. These adjustments bring us to a balanced 2016 budget with about a \$1,000 surplus. *Kenneth Porter made a motion to accept the budget, seconded by Will Welles. The motion passed unanimously. Jorge Castillo made a motion to proceed with buying the three keel templates, seconded by Kenneth Porter. The motion passed unanimously.*

The Balance Sheet shows over \$56,000 in Total Liabilities & Equity. Kenneth asked if Nancy could clean up the fixed assets section. *Kenneth Porter made a motion to accept the Balance Sheet as stated, seconded by Javier Arribas. The motion passed unanimously.* ODAM's contract ends in December, but renews automatically. ODAM and/or the IJCA can cease the contract with 90-days notice. Jorge will talk to Nancy separately on this topic. The Black Book idea will not be pursued, but Chris will prepare a member survey to obtain demographics.

**Technical Report:** Tim Winger referred everyone to his written report. The current status of the Rules is that ISAF has essentially accepted the document that Tim and ISAF have been discussing since last year's World Council Meeting. There are just slight differences from what was approved last year, which we will discuss later in the meeting. We are very close to final ISAF approval, for March 1, 2016 implementation. There have been many changes in which section certain Rules are placed. Jan-Marc asked about the trimmer having to sit with his/her spine on deck? This proposal was dropped based on ISAF's prior recommendation.

**Copyright Holder/Builders Report:** Christopher Howell read Jeff Johnstone's written report that was included in the meeting materials: "New J/24 activity was quiet in Italy and the USA over the past 12 months. J/Boats Argentina kept things going with three new hulls (#5501-5503). The J/24 was again one of the most popular looked-at models on the J/Boats web page. A total of 64,579 unique visitors landed on the J/Boats J/24 page on www.jboats.com over the past 12 months. During this same time, 128 different articles mentioning or featuring the J/24 appeared in J/News (or about 2-3 per week). Each article was reposted on J/Boats' social media portfolio, including Facebook, Twitter and LinkedIn, which combined reach an audience of 100,000+. We also continued to feature the J/24 as a new model on the website and in full-line product brochures distributed at all the major North American and most European boat shows. It's been great to see continued strength at the fleet levels and well-attended major events. We are just starting to get our heads around the fact that next May will be the 40th anniversary of the launching of the original *Ragtime*. We haven't mentioned anything to Rod Johnstone, but I think a party may be in order!" Javier said that we all need to give more J/24 content to J/Boats for them to promote...and to the Class Office too! The IJCA is so strong, and we have to continue to let people know it. The world ranking list is not being maintained at this time, but Chris and Will will discuss the concept with Regatta Promotions to see if the Class can get involved to revitalize the list. No doubt it is a lot of work!

## 8) Submissions:

**2015 World Championship Report:** Jan-Marc Ulrich shared a video of the event. The wind varied from light to heavy, and shifty, but they got the races in. Daily social events took place so everyone stayed involved. The infrastructure was excellent, and even the haul-out took place in two hours. A few charter boats had some issues, so it is important going forward to have charters pre-measured. It was fine to conduct measurement in three days. There were so many youth and women at this event...let's keep this trend up! Social media is a great format to attract them, and used boats are available at a reasonable price. During events, live tracking and videos garner much attention. Members and friends of the GER-JCA donated money and gifts to help offset costs. Great job Jan-Marc! We need to think "outside the box" in regard to sponsorship.

**2016 World Championship Update:** Koji Matsumoto said that the Notice of Race is almost finished and will be posted shortly. The Race Officer and Jury list are confirmed as printed on the flyer distributed in today's folder. Tim is going to the Japan Nationals next month to prepare the measurement items for the Worlds. Koji has eight charter boats available, and there is likely to be four or five more. Charter information will be posted online. He is working on sponsorship and will keep us updated as people/companies sign on. The JPN-JCA has been even more active as the Worlds approach, including young sailors. He thinks 30-35 Japanese teams will participate + 10-15 international competitors. Korea may participate and bring its own boats. They will need to become IJCA members. Jan-Marc expects 3-4 boats from Germany, Javier noted 2 from Peru, and Will heard of 1 from Uruguay. Koji is working on boat transportation support via an application process for overseas entrants to bring their own boats, probably for five boats @ \$4,000 (US). This will apply only to boats who have paid their regatta registration. Japan Airlines has offered free extra baggage for sails, etc. New Jersey would be the best location to ship from the USA. We look forward to a great event!

**2017 World Championship Update:** Rossi Milev said that the Canadian members are excited to host the 2016 North Americans September 8-11, 2016 and the 2017 Worlds September 15-23, 2017. Good breeze is anticipated. Rossi expects 40-50 boats for the NAC, and more for the Worlds. The organizers are securing sponsors, and the websites are live. Measurers are being trained. They are making promotional materials to be given out at the East Coast Championship and future opportunities. These events are at Port Credit Yacht Club, west of Toronto.

The following request was received by the CAN-JCA: "The Canadian J/24 Class Association and the Organizing Authority for the 2017 J/24 World Championship would like to apply to host a semi-open regatta for the World Championship at Port Credit Yacht Club September 15-23, 2017. They feel that the semi-open format will provide the best turn-out from the Class. Port Credit Yacht Club has the capabilities to host an 80-90-boat regatta, as demonstrated by running the Lake Ontario 300 race, which supports from 125 to close to 300 boats in their harbor for several nights and multiple starts of boats from 27 to over 50 feet in length. They would like the regatta to be open to boats that have raced in their District Championship the year before, not just ones that have won their District Championships." Chris thinks that having some sort of qualifying boosts

attendance at second- and third-tier events. Rossi thought that anyone who participates in the 2016 US National Championship and 2016 North American Championship should be able to enter the 2017 World Championship. Will thought it should be a top percentage of those finishers, but not everyone. The Regatta Regulations show the current chart of World Championship entries for the amount of paid IJCA members, plus all the noted additions in the Regulations. Kenneth suggested that the CAN-JCA utilize a qualifying system to garner the top 15. Jan-Marc noted that personal contact/invitation often influences decisions to attend Worlds in another continent. Chris suggested we alter the multiplier for the host nation to 5x and the continent of North America to 3x. It was noted that if most/all Canadian boats are racing, they will need to make sure that there are charter boats for international teams. *Tim Winger made a motion to accept Chris' 5x/3x multiplier proposal as noted above for the 2017 World Championship, seconded by Jan-Marc Ulrich. The motion passed unanimously.*

**2018 World Championship:** Italy hosts the 2018 World Championship at Fraglia Vela Riva del Garda.

**2019 World Championship Venue:** Including in the meeting materials distributed were proposals for the 2019 World Championship to be hosted in North America: Houston, Texas and St. Petersburg, Florida, Charleston, South Carolina and Miami, Florida. Will said that it's great to have four bids from the USA. A discussion ensued about each venue's pros/cons. *Jorge Castillo made a motion to accept Miami, Florida as the host of the October 2019 World Championship, seconded by Leopoldo Farias, pending receipt of more detailed information by March 31, 2016. The motion passed unanimously.*

**Continental Championships:** Christopher Howell shared the current Continental Championship chart. The 2016 European Championship is set for the UK, and the 2017 European Championship is set for Hungary. It was suggested by Stuart Jardine to have Germany host the 2018 Europeans and Greece in 2019. Jan-Marc noted that with the Worlds in Europe in 2018, it will be difficult to also hold a Europeans. Perhaps in those years, the EC could be partnered with a pre-existing event such as Kiel Week. Jan-Marc will discuss the EC Rotation for the next five years (starting with 2018) with Stuart and Marianne, and then he will advise the Class Office for updating the online Rotation. The Executive Committee can approve any changes to these Guidelines. Will wondered if making certain events every-other-year might improve attendance/experience/sponsorship overall. Regarding the South America Championship, the 2015 event is next month in Brazil. Javier will work with the South American NJCAs to schedule the South American Championships for the next several years and report back to the Class Office for updating the online Rotation. The North American Championship schedule as posted is accurate and working.

- 9) **Regatta Guidelines:** Christopher Howell recapped that the Regatta Guidelines have not been refreshed in some time. He has been working to number the document more appropriately to make it easier to follow. After Chris updates the current draft, Tim will review and then the Executive Committee will review/approve. Chris asked for guidance on A.4.2 on whether the IJCA or Worlds/Continental OA should cover the expenses of

the Executive Director. The current language is referenced three times, but is worded slightly differently in each case. Will said that it's vital to have the Executive Director onsite. At the 2014 NAC, Chris was the IJCA Rep and his expenses were paid. However, at all other events, the Executive Director expenses have been incurred by the IJCA. Kenneth suggested that the IJCA cover the airline expense, and the OA cover all onsite costs such as hotel, transportation, etc. Everyone agreed, and Chris will update the Regatta Guidelines accordingly. The language regarding the Chairman will remain. Going back to the discussion on B.4.6, Jan-Marc suggested that the all World Championship finishers in the top three as well as first-place Continental Champions qualify forever. Chris wondered if having this remain a smaller group of people makes it more desirable. Rossi agreed with Jan-Marc. Administratively, it may be a challenge to monitor. *Jan-Marc made a motion that all prior World Champion finishers #1-3 and every Continental Champion have a Worlds berth forever, seconded by Rossi Milev. The votes went as follows: Rossi FOR, Jan-Marc FOR, Koji AGAINST, Leopoldo AGAINST, Javier AGAINST, Will AGAINST. The motion failed with only 7 FOR votes.* Chris continued by asking if the Regatta Guidelines should state a wind speed minimum and maximum. Currently, this decision is made by event PROs. The group decided to leave the Guidelines as they are now.

- 10) **Rule Changes:** Tim Winger noted that a few of our approved Rules proposals from last year were rejected by ISAF, but they recommended that the items be incorporated in the Regatta Regulations. Chris will include these in the re-write of the Regulations. All of these proposals were passed at the 2014 World Council Meeting, just with revised wording based on ISAF's feedback.

*Current Class Approved Rule 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 capabilities are not allowed. The compass device shall be self-contained (not interconnected with other devices or external computers).*

*New ISAF Version C.7.2(a)(11): A minimum of one fixed (if the mount for the device is fixed to the mast or hull, it satisfies this requirement) device to deliver either a magnetic compass heading or course over the ground. This device may not include charting capability. The reason for the revised wording is to avoid calling out certain devices that could become obsolete and to make sure that approved devices cannot "communicate" with un-approved devices. The Rules proposal passed by unanimous vote.*

*Current Class Approved Rule C.7.3(a)(4): Electronic devices to record measure and calculate speed, distance and water depth. Such devices may incorporate GPS technology, but may not have charting capability. Such devices shall be self-contained (not interconnected with other devices or external computers).*

*New ISAF Version C.7.3(a)(4): Any 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 capability.*

*Comment: ISAF strongly cautioned us on limiting interconnection. This Rules proposal passed unanimously.*

*Current Class Approved Rule E.4.9(a): The weight of the rudder, tiller and tiller extension (if used) shall not be less than 13.5kg without the gudgeon pins (if pins are used instead of pintles).*

*New ISAF Version E.4.5 Weights:*

*(a) The weight of the rudder, with attached pintles or gudgeons, shall not be less than 11.2kg.*

*(b) Corrector weights may be added to the aft edge of the rudder head, above the waterline, if needed to bring the rudder weight up to minimum. The corrector weights shall be exposed to view and strapped to the rudder head with fiberglass and resin.*

*Comment: This separates the rudder from the tiller and extension for certification. With this version the tiller and extension may be replaced without re-measuring for a new measurement certificate. A few existing rudders may have to move corrector weights from the tiller to the rudder. Tim noted that the Technical Committee did research to come up with the 11.2kg. Some Argentine rudders will have to add lead, and maybe some US Watercraft ones too. The average ARG rudder is 10kg before hardware. Will and Jan-Marc were concerned about asking people to glass-in weight, but Kenneth thought we are only talking about 3% of all rudders. We'll need to make sure the builders comply with the weight established in the Class Rules. 11.2kg is the weight that ISAF has agreed to, so it's unclear how requesting a change to the weight will affect the current Rules process. The tiller and extension are about 2kg. Jan-Marc preferred to make the weight 10kg, but Chris suggested that we institute the 11.2kg, and we can submit a revision in the Rules cycle next year after additional testing is conducted. We can ask people just to duct tape the lead for the first year. *This Rules proposal passed, as written, with Jan-Marc voting AGAINST.**

- 11) **Other Discussion:** Christopher Howell asked about the Constitution 9.1, which removes the voting power of the Past Chairman. This is very unusual in non-profit management. This is something to think about as a Constitutional change for the future.
- 12) **Future Strategy:** Jorge Castillo thought we should brainstorm ways to engage more youthful and female J/24 sailors and increase social media. Jan-Marc said yacht clubs should offer the J/24 to young people coming out of dinghy sailing. Tim added that we need to work on getting our current owners to join/renew. Will thinks we need to continue to simplify measurement. Tim will do some homework on making the keel measurement process easier, but he does often run into keels at Worlds that need corrected, even after passing measurement on a local level. Another idea is that if you have a measurement certificate with new numbers from the last year, you could bypass certain measurement stations at the World Championship. Chris said that another idea is a measurement lottery, so no one knows which items on their boats will be measured. Tim will prepare a proposal to simplify Worlds measurement. Jan-Marc wants to make sure we continue to protect all competitors from cheaters. Will and Rossi think that most people are honest and measurement issues are unintentional. We need to press on Worlds organizers to pre-measure local and charter boats. Rossi was concerned about older boats

being used as charters, which may require onsite work. All we can really do is make sure that boats are legal and suggest that the Organizer work ahead to pre-measure to make events run more smoothly. Chris noted Regatta Regulations B.14.1-B.14.4. He will review this language and recommend changes as needed. As was done at the Rochester Worlds, many boats were pre-measured and quarantined. We have good representation on the continents. It would be good to engage more with Australia...hopefully they will come to the Japan Worlds. Let's be sure to share each other's NJCA Facebook posts.

- 13) **Date and place of the next WCM:** Christopher Howell recapped that often we hold the World Council Meeting in the location of the following year's World Championship. Rossi invited everyone to Toronto in 2016. Jorge wondered if we need to return to Europe to gain more attendees. Chris noted that we'd likely be in Italy in 2017 prior to the 2018 Worlds. Rossi said that it's only about 10 miles from the Toronto airport to Port Credit YC. *Leopoldo Farias made a motion to hold the 2016 World Council Meeting in Toronto in October 2016, seconded by Tim Winger. The motion passed unanimously.*
- 14) **Other Business:** Jorge Castillo presented the Geoff Evelyn Memorial Trophy, created in 2009 to be awarded by the Chairman to someone who has contributed the most to the Class. Congratulations Tim Winger, and thank you for all your work on the Class Rules.
- 15) **Closing Remarks:** Jorge Castillo thanked everyone for coming. Let's all look forward to keeping our Class positive and growing!  
The meeting was adjourned at 5:05 pm.