

Minutes of the 2016 J/24 World Council Meeting
Mississauga, Ontario, Canada
October 15, 2016

- 1) **Call to Order and Welcome:** Dave Newland welcomed everyone to Port Credit Yacht Club. He is the Chair of the 2017 World Championship and looks forward to a great event next year. Jorge Castillo, IJCA Chairman, called the meeting to order at 9:15 a.m. and welcomed all to the meeting. Thank you to the CAN-JCA for hosting us. The group paused for a moment to honor Kelly Holmes-Moon, past President of the USA-JCA and proud supporter of the J/24, who passed away this month.
- 2) **Appoint Secretary:** Jorge Castillo appointed Julie Howell as the secretary.
- 3) **Introductions and Proxy confirmation:** Attendees: Jorge Castillo (IJCA Chairman, MEX), Tim Winger (IJCA Technical Chair, USA), Nancy Zangerle (IJCA Finance Chair, USA), Kenneth Porter (Executive Committee, MEX), Nick Jako (CAN), Lorne Chapman (Councilor of Honor, CAN), Rossi Milev (BUL), Will Welles (Executive Committee, USA), Aristofanis Pallikaris (GRE), Katie Coleman Nicoll (Guest, CAN), Chip Till (Guest, USA), Julie and Christopher Howell (ODAM, USA). Each individual introduced him/herself to the group.

Chris Howell reviewed the proxies for the meeting: GER and ESP with Kenneth Porter, IRL and PER with Rossi Milev, AUS and JPN with Nick Jako and GBR and SWE with Aristofanis Pallikaris.

- 4) **Elections:**

Jorge said that the Class had a busy year with its major events. We have seen many young people increasingly involved with the Class. We are financially sound, but there is continued work to be done. He thanked the ITC, Executive Committee and Julie & Chris Howell. In even years, the IJCA shall elect a Chairman and Vice Chairman. *Jorge Castillo made a motion for Nancy Zangerle serve as IJCA Chairman, seconded by Kenneth Porter. The motion passed unanimously. Nancy Zangerle made a motion for Marianne Schoke serve as IJCA Vice Chairman, seconded by Will Welles. The motion passed unanimously.* With Nancy moving to Chair, a replacement is needed for Finance Chair. *Nancy Zangerle made a motion for Kenneth Porter to serve 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), Stuart Jardine (GBR, Emeritus), Michael Johnson (USA, Designers Representative), Curt Barnes (USA), Lorne Chapman (CAN), Alex Finsterbusch (ARG), Bob Kinsman (USA), Gianpietro Pollesel (ITA) and Kenneth Porter (MEX). *Tim Winger made a motion to accept the Technical Committee as nominated, seconded by Will Welles. The motion passed unanimously.*

Nancy Zangerle proposed the following list of members to serve on the Executive Committee: David Cooper (GBR), Javier Arribas (PER) and Will Welles (USA). Jorge Castillo made a motion to accept the slate as presented, seconded by Tim Winger. The

slate passed unanimously.

- 5) **Approval of 2015 WCM Minutes:** *Tim Winger made a motion to approve the 2015 WCM minutes, seconded by Rossi Milev. Approval of the minutes passed unanimously.*
- 6) **Chairman's Overview:** Nancy Zangerle thanked Jorge for leading the Class.
- 7) **Review of Reports:** Included in the packets and distributed via e-mail were NCA reports from Barbados, Italy, Sweden and the United Kingdom.

Executive Director Report: Christopher Howell's report is in the packet. He and the ITC are revising the Regatta Regulations. The scanning of the magazines and yearbooks was completed and is online. Three newsletters have been issued this year, with one more to come. He and Julie continue to utilize social media to promote the Class, particularly at its major events.

Financial Report: Nancy Zangerle presented the Profit & Loss statement and year-end Balance Sheet. Membership income was above our expectations, but royalty tag sales were well below budget. The tag sales are challenging to predict, but they did pick up in the last three months of the fiscal year, presumably coinciding with our major Championships. The only unusual expense was a charge from last year's World Council Meeting for not fulfilling our room block. Chris thanked Koji for the JPN-JCA's airline sponsorship, which helped travel expenses. Nancy will work with Kenneth to retire the fully depreciated Fixed Assets, and add the purchased three keel templates into inventory for sale.

This year, the IJCA bank was changed from Key Bank in Ohio to Regions Bank in Florida in conjunction with the relocation of ODAM and the Class office. Nancy has reviewed these bank statements. Chip asked about the promotion and advertising line item in the budget, which shows zero dollars allotted. Nancy would be happy to review the history of this line item offline, and explained that most of these duties are encompassed in the administrator agreement (such as the newsletter). The NJCAs are asked to share the newsletter with their own members and media. *Kenneth Porter made a motion to accept the P&L, seconded by Aris Pallikaris. The motion passed unanimously.*

Regarding the upcoming budget, Nancy noted a decrease in the Administrator's compensation as a result of Jorge's negotiating a new contract with ODAM and a conservative approach to sail royalties. The increase in accounting fees reflects the cost of the informational tax return the accountant must prepare and file because the IJCA has an operating budget above \$50,000. Although the IJCA does not "pay taxes," we must file an IRS Form 990 to maintain our non-profit status. *Tim Winger made a motion to accept the budget as presented, seconded by Rossi Milev. The motion passed unanimously.*

The Balance Sheet shows Total Liabilities & Equity at \$60,013.16.

Technical Report: Tim Winger said Mike Johnson updated the Measurement Manual, which Tim is still finalizing and expects to be ready in Spring 2017.

Tim plans to retire as ITC Chair at next year's World Council Meeting, and is recommending Alex Finsterbusch (ARG) as his replacement. Although Alex is not a J/24 sailor, he is very in tune with World Sailing (as an IM trainer and serves on the Equipment Committee of World Sailing) and has been a vital part of the ITC. As Alex does not race the J/24, he would be an unbiased measurement authority at Championships. Tim will remain on the ITC, just not as chair. Kenneth spoke highly of Alex's work at the PanAm Games. Will expressed that we need to make sure the ITC Chair is fully in tune with our members, particularly at our major Championships. Rossi agreed. Tim noted that Alex measures for multiple Classes, so he brings a broad perspective. The whole ITC will need to work together to make sure there is a focus on the pulse of our members. The goal is to have both Alex and Tim working side by side at the 2017 Worlds. Everyone agrees that the onsite measurement at regattas is vital to the Class, but there is a significant amount of work behind the scenes at preparing the Class Rules language. Rossi wondered if a North American ITC member makes more sense financially to attend well-attended regattas. Chris noted that the Regatta Guidelines state that the ITC or his designee will measure at these events, and we have five NA members on the committee now plus Tim. Nancy said we've been blessed with Tim and Lorne as ITC Chairs, and we should look to Alex for the management of the ITC and allow him to delegate regionally. It might be helpful to add an active racer from Europe to the ITC.

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 2016, though the J/24 continues to be one of the highest traffic generators on our website. A total of 61,766 unique visitors landed on the J/Boats J/24 page on www.jboats.com over the past 12 months. During this same time, 141 different articles featuring the J/24 appeared in J/News. Each article was reposted on J/Boats social media portfolio, including Facebook, Twitter, LinkedIn, which combined reach an audience of 100,000+. We continued to feature the J/24 as a new model on the website, in our 2016 J Calendar, and in full-line product brochures distributed at all the major North American and most European boat shows. We celebrated the 40th anniversary of the launching of the original *Ragtime* this past May 15 in Stonington, CT with most of the people who lent a hand building or launching *Ragtime* in 1976 able to attend. We're looking forward to the 40th anniversary of Class racing in 2017. I'm pleased to report that my brother Alan and I are each J/24 owners again. We're fixing up some former J/World boats and will be sailing them next season in Stonington, CT and Portsmouth, RI.”

The Argentina builder built a handful of boats in 2016. The boats are made so inexpensively there that it may not make much sense to buy a new US boat. There are continued complaints that the Italian builder is not responsive to new boat inquiries and part replacements. Chris thinks that the European NCAs should identify alternate sources for parts and varied methods

to obtain new boats from the Argentina builder. Kenneth will work with Roberto and report back to the Executive Committee. Ideally, we would have new boats available for the upcoming World Championships.

8) **Submissions:**

2016 World Championship Report: The onshore festivities were excellent, and the radio communication worked out fine. The more pre-planning for the race course action, the better. Will Welles will work on a checklist to be included in the Regatta Regulations this year. If there had been a few more charters, attendance may have increased a bit (which is true for just about every regatta).

Koji Matsumoto, Chair of the 2016 World Championship, shared the following written summary:

- 41 boats from seven countries
- Completed eight races
- Race Officer: Kunio Suzuki
- Chief International Judge: Willii Gohl
- Charter boats: prepared 10, chartered 10
- Financial support for transporting boats: prepared 6, used 0
- Cancelled all races on Day Two due to a typhoon
- JJOne* from Germany was most successful in coping with the light and shifty wind condition and won the regatta.
- J/24 fleets in Japan have been revitalized.
- Built a good connection with South Korea and Singapore that we formally didn't have.
- Most of the boats in Japan now have a World level measurement. The facilities worked very well.
- The schedule was in between J/24 North American and J/70 Worlds, which made some sailors difficult to travel.
- Media: NHK put it on their local news (approximately 500,000 people watched the programme). Live coverage on Youtube. Uploaded photos and videos on the webpage.

2017 World Championship Update: Katie Nicoll said that the Jury will be basically the same as the NAC, plus Willii Gohl who is the Jury Chair for 2018. Steve Wrigley (IJ, USA) will be the 2017 Chair. They are thinking about having two Jury panels to be used if needed based on entries. Rossi hopes to have 75 boats. To manage the registration process, we will need to confirm that those who qualify actually will attend so we can fill the spots. Katie said that December 31 is their deadline to determine Canadian attendance so unused boats can be used as charters (working all this through a charter coordinator). Will suggested we reach out to European NCAs to pair up their interested entrants with charter boats. Jorge also suggested that a local owner can potentially crew with a qualified international helmsman and a couple team members to fill out the crew. This scheme may increase the number of charter boats available and increase the number of foreign entries. The OA has retained their NAC sponsor, driveHG.ca, and they will ramp up promotion from entrants who endorse the venue based on the NAC. They want to take good care of the participants on shore and work to reduce out-of-pocket expenses.

2018 World Championship (Italy) Update: Pietro Diamanti said via e-mail that “The preparation of the World Championship 2018 is going well. We’re working with the secretary of Fraglia Vela Riva del Garda for organizing the event.” The dates are 24-31 August 2018. We will need to work diligently with them on the measurement process.

2019 World Championship: Miami hosts the 2019 World Championship. The “regatta park” is under construction and continues to expand (to be used for measurement/launch and haul) to compliment the Coral Reef Yacht Club facilities for the social side. The expected event dates are sometime in October. Will has received positive feedback from both North and South American boat owners who have kept their boats because of the event location.

2020 World Championship Venue: Chris said that the World Championship regatta rotation schedule had this event set for Northern Europe, with Germany the likely host. Germany has declined this offer. The UK was approached as host based on their recent success holding the European Championship. David Cooper, Chairman UKJCA, submitted the following letter:

“On behalf of the UKJCA, I would like to offer an outline bid to hold the World Championship in 2020. The exact date has yet to be determined. Our thoughts are leaning towards Parkstone Yacht Club at Poole, which has a new large club house under construction including large hard standings and bigger car park. It is more central to ferry links and airports. We would need the IJCA & WCM support and approval in amending the Regatta Regulations, reducing costs such as Jury and time for both measuring and days racing. The UK committee looks forward to your consideration and support.”

Potential timing is early/mid-September 2020. They are currently pulling together detailed plans to be able to submit a more formal document before the end of November. Aris said that the European NCAs agree with this plan, and he sees them supporting the event. *Tim Winger made a motion to accept the United Kingdom as the host of the 2020 World Championship, seconded by Will Welles, pending receipt of more detailed information in an official proposal. The motion passed unanimously.*

Continental Championships: Christopher Howell shared the current Continental Championship chart on the projector. The 2017 North American Championship is in Houston, TX and 2018 in Charleston, SC. The 2019 NAC will be in Mexico, likely in the Yucatan Peninsula. A 2018 European Champion host is needed. Chris noted that the 2017 Worlds and Europeans are back to back. The World Council agreed to ask the European NCAs to adjust the EC dates to provide some distance between the events.

Aris has a proposal from Greece to host the 2019 European Championship in Patras. They already have the support of the Port Authority, and the proposed dates are early June. He assures everyone that Greece is coming out of their financial crisis, and the government wants to increase tourism opportunities. The Greek fleet has 17 active boats, and they expect an increase with used boat purchases. This Championship would rejuvenate their fleet. The smaller nations need the opportunity to host a Championship of this stature. Lorne asked about the ability to ship boats via shipping companies, and Aris said that the port is only about 5 minutes from the venue so there will not be a problem. *Rossi Milev made a motion to endorse Greece as the host of the 2019 European Championship and strongly encourages European NCAs to approve this proposal, seconded by Will Welles. The motion passed unanimously.*

- 9) **Regatta Guidelines Changes:** Christopher Howell and Tim Winger have made draft revisions to the Regatta Guidelines in track changes mode, most of which makes the numbering easier to read/follow. Redundancies have been removed. The goal is to lessen the requirements on the OA as far as duration of the event, which impacts costs for the OA and the entrants. The suggested updates to B.11 recommend that racing covers four days (instead of five) in (a) and changing B.11.1b to say that racing shall not continue beyond Saturday (instead of Friday), and clarify that there be no lay days in a new B.11.1c. Kenneth thought we should say “over five days” so that the host has the option. Some discussion ensued about preserving the quality of the Class traditions versus leaving these decisions up to each host (noting that good and willing hosts are hard to find). The group decided to remove the requirement of the ending day to leave that flexibility up to the OA.

Rossi is more concerned about shortening measurement than racing. He also questioned the need for a practice race. The requirement of having a practice race will be removed from the Regatta Regulations but can be included in the NOR as desired by the host (removing current B.11.1.b). Lorne recapped the origin of this regulation in Italy, but the Committee agreed that this should not be a Class mandate. If the OA can pre-measure local boats in the weeks prior, could we keep measurement to two days? This is dependent on the capabilities and resources of the host. Chris thinks we need to return to our goal of simplifying what we measure. One idea is that if the boat has a measurement certificate from the past X (TBD) years, they might only receive some spot measurements. This does rely on having reliable measurers in each NCA. People could get measured at a National or Continental Championship, but we do not currently hold this level of measurement at these events. As long as people know they can be measured/inspected, they are likely to come prepared and be in compliance. We must acknowledge that our measurement equipment is not perfect so there is some subjectivity inherently involved. The J/24 Class has evolved to where it's solid one-design racing with fewer people pushing beyond the limits. Tim said that 30-40% of Worlds entrants have something that needs to be corrected during measurement. A measurement lottery is another option, but sometimes this becomes targeted, which is not the goal. Chris Ball, who will be measuring at the 2017 Worlds, joined the meeting. For 2017, Rossi prefers to have measurement on Saturday/Sunday/Monday with a practice race Monday, then

racing Tuesday to Saturday. In B.11.2.a, Chris suggested we remove the “to make up the schedule for missed races” to allow the Race Committee to have the ability to plan forward in the case of a weather emergency (which occurred at the 2016 Worlds). The Committee agreed to remove the whole line “The class requirement is for the five leg course to be used in all cases except in circumstances where the race committee is running more than two races in a day to make up the schedule for missed races.” In B.11.2.c, Chip suggested stating a target time of 70 minutes, and all concurred. B.11.3.b needs to be removed because it is redundant to the RRS. Chris will distribute the “track changes” version of the Regatta Regulations to the Executive Committee and Technical Committee for additional input and eventual approval.

10) **Rule Changes:** Tim Winger

(CRC1)

J/24 Class Rules A.11.1(i), B.3.2, C.6.1(a) Submitted by Tim Winger, ITC

Current Rules:

A.11 MEASUREMENT CERTIFICATE

A.11.1 A Measurement **Certificate** shall record the following information:

- (i) The Inventory of Required and Optional Equipment that is carried on the boat to identify the items included to reach all up weight, C.6.1.

B.3 DOCUMENTATION TO BE CARRIED ABOARD WHILE RACING

B.3.2 A current Inventory of Required and Optional Equipment shall be carried at all times while *racing*. The Inventory of Required and Optional Equipment must match the actual equipment that is being carried at the time. For some regattas, this may include the royalty tag numbers for **sails** and the serial numbers of any **event limitation marks** on any equipment on board. Special forms will be provided for those regattas requiring extra information on this form. The Inventory of Required and Optional Equipment will include the weight of all items included to make up the difference between the basic **boat weight** and the all up weight (C.6.1) as well as the weight of any corrector weights required. It is the responsibility of the **boat** owner’s or charterer/borrower’s (where relevant) responsibility to maintain this form, which is available from the class.

C.6 BOAT

C.6.1 WEIGHT

(a) Boat Weight

	minimum
boat weight in dry condition excluding sails	1270 kg
boat weight in dry condition including all portable equipment , but excluding sails and personal equipment .	1330 kg

Proposed Change:

Eliminate A.11.1(i) and B.3.2

C.6 BOAT

C.6.1 **BOAT WEIGHT** in dry condition, excluding sails, shall not be less than 1270 kg.

Reason:

Simplify, Simplify, Simplify! This inventory requirement takes a great deal of time to maintain. It should be redone every time a piece of equipment is changed on the boat, but it is usually not redone. It is sometimes a difficult concept for boat owners to understand, and is especially

challenging if they are not proficient in the English language. Other classes generally do not have this requirement. With the all up weight requirement eliminated, the boat could actually sail a little lighter.

Opposition Comment:

The all up weight is an equalizer that helps overweight boats compete by carrying less and lighter inventory items. If this rule change goes through, the search will be on for the lightest required equipment and optional equipment will be reduced to bare minimum. Overweight boats will be less competitive.

Discussion: There are about 70 boats in the measurement database built by Westerly from about 889-1812, which is the group that this proposal would affect most. Nancy said that there have been an estimated 10+ builders of the J/24 over the years, and there are variations between builders. Kenneth thought that the all-up weight likely affects about half the fleet. Will added that we don't want to take away the desire to buy a used boat that might be overweight, but conceded that the process of weighing the optional equipment is a turn-off to prospective buyers and racers. He thinks we need a little more data on how many boats are affected and whether they are active. If we don't include the outboard in the dry weight, people may want to get a lighter engine. Aris said that so much of the optional equipment weight is taken up by the fuel, etc., anyway. Kenneth suggested that we just look at the 1330 to keep the heavy boats in play, and include the weigh-able major items such as the anchor and engine. This helps us forego the inventory station at the Worlds without negating the need to be at the 1270 weight minimum on the measurement certificate. In conclusion, the Technical Committee will do some additional research with the goal to come up with a fair system for overweight boats while still simplifying the measurement process. Chip offered to assist with this project. *This Rules proposal is tabled pending future research.*

(CRC2)

General Clean-up

Submitted by Tim Winger, ITC

J/24 Class Rule A.9.1

Current Rule:

A.9.1 Sail numbers shall correspond to the designated portion of the hull identification number molded into the transom of each **boat**, unless otherwise prescribed by the owner's national authority. When a **boat** is chartered or loaned, the **boat's** sail number may be that of the class member in charge of the boat.

Proposed Change:

A.9.1 **Sail** numbers shall correspond to the designated portion of the **hull** identification number molded into the transom of each **boat**, unless otherwise prescribed by the owner's national authority. When a **boat** is chartered or loaned, the **boat's sail** number may be that of the class member in charge of the **boat**.

Reason: missed bolds for ERS identified terms.

J/24 Class Rule A.11.1(b)

Current Rule:

A.11.1 A Measurement **Certificate** shall record the following information:

(a)...

(b) Certification Authority - ICA

Proposed Change:

A.11.1 A Measurement **Certificate** shall record the following information:

(a)...

(b) **Certification Authority** - ICA

Reason: missed bolds for ERS identified terms.

J/24 Class Rule A.14.1

Current Rule:

A.14.1 The **certification authority** may issue a **certificate** to a previously certified **hull**:

(a) When it is invalidated under A.12.1(a), (b), (c) or (e), after receipt of a new measurement form (A.11.1(a)) and **certification** fee, if required.

(b) When it is invalidated under A.12.1(d), at its discretion.

Proposed Change:

A.14.1 The **certification authority** may issue a **certificate** to a previously certified **hull**:

(a) When it is invalidated under A.13.1(a), (b), (c) or (e), after receipt of a new measurement form and **certification** fee, if required.

(b) When it is invalidated under A.13.1(d), at its discretion.

Reason: Two incorrect references and the elimination of an unnecessary reference.

J/24 Class Rule C.1.1

Current Rule:

C.1.1 RULES

(a) RRS 42.3(b) is modified by adding “a boat’s **crew** shall not hang on the **mast** or **shrouds** to promote roll tacking or gybing.

(b) RRS 42.3(c) is modified to allow all parts of the mainsheet to be pulled simultaneously when this rule applies.

Proposed Change:

C.1.1 RULES

(a) *RRS 42.3(b)* is modified by adding “a **boat’s crew** shall not hang on the **mast** or **shrouds** to promote roll tacking or gybing.

Reason: To correct italic and bold errors in (a) and to eliminate (b) since there is no longer any limitation on how the mainsheet is pumped on *RRS 42.3(c)*, making (b) unnecessary.

J/24 Class Rule C.9.4(a) item 2 in the table

Current Rule:

Mast datum point to the centre of the **forestay** fixing point on the **mast** bracket 7725mm

Proposed Change and Reason: Eliminate this item since it is also located (and better positioned) in F.3.2(a).

J/24 Class Rule C.9.8(a)(4)

Current Rule:

C.9.8 RUNNING RIGGING

(a)(4) The kicking strap (vang) shall be lead from a fitting on the mast **spar** to a fitting on the boom **spar** and shall not exceed a purchase of 8:1.

Proposed Change:

C.9.8 RUNNING RIGGING

(a)(4) The kicking strap (vang) shall be lead from a fitting on the **mast spar** to a fitting on the **boom spar** and shall not exceed a purchase of 8:1.

Reason: missed bolds for ERS identified terms.

J/24 Class Rule C.9.8(a)(11)&(12)

Current Rule:

C.9.8 RUNNING RIGGING

(a)(11) The kicking strap (vang) shall be lead from a fitting on the **mast spar** to a fitting on the boom **spar** and shall not exceed a purchase of 8:1.

(12) The **backstay** adjuster shall run from the bridle block on the **backstay** through fairleads on the inside of the transom and then through any arrangement of turning blocks and cleats as desired. Purchase shall not exceed 4:1.

Proposed Change:

C.9.8 RUNNING RIGGING

(a)(11) The **backstay** adjuster shall run from the bridle block on the **backstay** through fairleads on the inside of the transom and then through any arrangement of turning blocks and cleats as desired. Purchase shall not exceed 4:1.

Reason: to eliminate duplication of (a)(4) and renumber in sequence.

J/24 Class Rule D.8.1

Current Rule:

D.8.1 DIMENSIONS

(a) The distance between the **hull datum point** and the intersection of the trailing edge of the stub and the **hull** shell, each extended as necessary, shall be no more than 3020mm nor less than 2996mm measured on the centreplane along the **hull** contour.

(b) At the intersection of the trailing edge of the **keel** stub and the **hull** shell, each extended as necessary, the thickness of the **keel** stub shall be no less than 22mm wide.

(c) Where the trailing edge of the **keel** stub meets the trailing edge of the **keel** (also known as Section I on Plan C), neither the trailing edge of the **keel** stub nor the trailing edge of the **keel** shall be less than 12.8mm wide.

Proposed Change:

D.8.1 DIMENSIONS

(a) The distance between the **hull datum point** and the intersection of the trailing edge of the **keel** stub and the **hull** shell, each extended as necessary, shall be no more than 3020mm nor less than 2996mm, measured on the centreplane along the **hull** contour.

(b) At the intersection of the trailing edge of the **keel** stub and the **hull** shell, each extended as necessary, the thickness of the **keel** stub shall be no less than 22mm wide.

(c) Where the trailing edge of the **keel** stub meets the trailing edge of the **keel** at 153mm below the **hull** shell (also known as Section I on H.3 Plan C), neither the trailing edge of the **keel** stub nor the trailing edge of the **keel** shall be less than 12.8mm wide.

Reasons: (a) added the word “**keel**” in front of stub for clarity and a comma for grammar. (b) no changes.

(c) added “H.3” and “153mm below the **hull** shell” for clarity.

J/24 Class Rule F.3.2(a)

Current Rule:

F.3.2 DEFINITIONS

- (a) The **mast datum point** shall be located and permanently marked by a class measurer on the forward face of the mast at 7725mm below the center of the pin that attaches the forestay to the jib crane of the **mast**.

Proposed Change:

F.3.2 DEFINITIONS

- (a) The **mast datum point** shall be located and permanently marked by a class measurer on the forward face of the **mast** at 7725mm below the centre of the pin that attaches the **forestay** to the jib crane of the **mast**.

Reason: missed bolds for ERS identified terms and consistent spelling of the word “centre”.

J/24 Class Rule F.3.5

Current Rule:

F.3.5 LIMITATIONS

- (a) The height above the **mast datum point** of the highest **spinnaker pole** fitting shall be no more than 1555mm. The projection of the **spinnaker pole** fitting from the **mast** shall be no more than 55mm.

Proposed Change:

F.3.2 LIMITATIONS

- (a) The **spinnaker pole fitting height** shall not exceed 1555mm.
(b) The **spinnaker pole fitting projection** shall not exceed 55mm.

Reason: to make better use of ERS identified terms and for better format.

J/24 Class Rules F.5.4 and F.5.5

Current Rule:

F.5.3 was either skipped or eliminated, but it does not exist in the current rules.

Proposed Change:

Change numbering only, F.5.4 to become F.5.3, and F.5.5 to become F.5.4.

Reason: Consistent format and numbering of rules.

J/24 Class Rule F.6.3

Current Rule:

F.6.3 FITTINGS

- (a) MANDATORY
- (1) **Shroud** rigging screws (turnbuckles) (4)
- (b) OPTIONAL
- (1) **Forestay** rigging links and/or rigging screw (turnbuckle)
 - (2) **Backstay** bridle rigging screws (turnbuckles)
 - (3) **Shroud** rigging links

Proposed Change:

F.6.3 FITTINGS

- (a) MANDATORY
- (1) **Shroud rigging** screws (turnbuckles) (4)
- (b) OPTIONAL

- (1) **Forestay rigging** links and/or **rigging** screw (turnbuckle)
- (2) **Backstay** bridle **rigging** screws (turnbuckles)
- (3) **Shroud rigging** links

Reason: missed bolds for ERS identified terms.

This package of clerical changes was voted on in bulk. Tim Winger so moved, seconded by Kenneth Porter. This entire Rules proposal passed unanimously.

(CRC3)

J/24 Class Rule D.2.3(c)

Submitted by Tim Winger, ITC

Current Rule:

Does not exist, but it did exist in the original class rules format.

Proposed Change:

D.2.3 LIMITATIONS

(c) The exterior of the joint between the hull and the transom shall have no less than a 2mm radius.

Reason:

This rule existed before the conversion to the World Sailing (ISAF) format. It was the intention of the class to bring all of the existing rules into the new format, and this one was missed. As the addition of this rule is considered, please also consider whether it is even necessary. Will a 2mm radius make a significant difference in performance over a truly sharp hull to transom joint? The only reason that this additional rule is being presented at this time is because it was the original intention of the conversion to bring everything into the new format as intact as possible.

Some discussion ensued about whether this is a performance enhancing item. J/Boats believes so. Tim will bold the word "hull." *Tim Winger made a motion to accept this proposal, seconded by Will Welles. This Rules proposal passed unanimously.*

(CRC4)

J/24 Class Rule C.9.7(c)(3)

Submitted by Tim Winger, ITC

Current Rule:

This rule does not currently exist in the J/24 **class rules**.

Proposed Change:

C.9.7 STANDING RIGGING

(c) **LIMITATIONS**

(3) The **forestay** length may not be adjusted on the water (after leaving the dock) or for the duration of a regatta for which it was measured and sealed.

Reason:

The adjustable **forestay** with a **rigging** screw or turnbuckle (F.6.3(b)(1)) is a very new rule for the J/24 class. The intention of adding this rule was to allow the **forestay** to be more easily

adjusted to its maximum allowable length. It was never intended to be adjusted frequently to suit sailing conditions. This new rule puts limitations on the frequency of adjustment to match the intent of the original adjustable **forestay** rule. This limitation has been used satisfactorily in several regattas as an *RRS 87 class rules* change.

Tim Winger made a motion to accept this proposal, seconded by Will Welles. This Rules proposal passed unanimously.

(CRC5)

J/24 Class Rule C.2.2

Submitted by Tim Winger, ITC

Current Rule:

C.2.2 CREW POSITIONING

While seated on the deck, **crew** shall have their torsos inboard of the lifelines and the **sheerline** at all times. Legs may be outboard of the **sheerline**.

Proposed Change:

Eliminate this rule.

Reason:

This rule is very similar to *RRS 49.2*, and discussions with some International Judges indicate that they would interpret this **class rule** no differently than they would *RRS 49.2*.

This Rules proposal is rejected, per below.

Chris showed several pictures to review examples of hiking maneuvers. In *RRS 49.2*, there is language saying that crew can turn around to briefly perform a necessary task. Will said that the top skippers can manage the back of the boat in big breeze, but the average skipper often needs that crew to assist with headsail trim.

(CRC6)

J/24 Class Rule C.2.2

Submitted by Monica Persson, Swedish J/24 Class Association

Current Rule:

C.2.2 CREW POSITIONING

While seated on the deck, **crew** shall have their torsos inboard of the lifelines and the **sheerline** at all times. Legs may be outboard of the **sheerline**.

Proposed Change:

C.2.2 CREW POSITIONING

RRS 49.2 shall apply to all crew except the **headsail** trimmer. The **headsail** trimmer shall be allowed to turn while sitting on the gunwale in such a manner that might otherwise violate *RRS 49.2* only while trimming the **headsail**.

Reason:

It is very difficult to trim the headsail from the rail without violating *RRS 49.2*.

The language of this proposal was amended to: “RRS 49.2 shall apply to all crew except the headsail trimmer. The headsail trimmer shall be allowed to turn while sitting on the gunwale.”
Tim Winger made a motion to accept this amended proposal, seconded by Will Welles, thus rejecting CRC5. This Rules proposal passed, although Sweden abstained.

(CRC7)

J/24 Class Rule C.5.2(e)

Submitted by Gianpietro Pollesel, ITC

Current Rule:

Does not exist

Proposed Change:

G.5 HEADSAIL – JIB

G.5.2 CONSTRUCTION

(e) The leech may be straight, concave or convex. It shall deviate from a straight line by no more than 200mm.

Reason:

To restore this requirement that has been present in our class rules for many years, adding an acceptance criteria for the amount of convex or roach that is acceptable.

Will thought we should remove the word “convex,” but we do need to have language to address this omission. Also, hanks are not defined. It is unclear how the 200mm figure was determined.
Tim Winger made a motion to table this Rules proposal pending further research, seconded by Rossi Milev. The Rules proposal was unanimously tabled.

(CRC8)

J/24 Class Rule C.5.1(b)(3)

Submitted by Gianpietro Pollesel, ITC

Current Rule:

Does not exist

Proposed Change:

C.5.1(b)(3) The boat shall depart the dockside with the engine tank full or in the case of an electric outboard the battery power pack fully charged and a suitable separate container with a minimum of 2 liters of fuel or in the case of an electric outboard the spare battery power pack fully charged. The spare fuel/battery pack shall be used only after the last race of the day or in case of an emergency.

Reason:

Safety issue that should be clearly regulated in the class rules. Competitors cannot be relied upon to keep adequate fuel on board if it is not regulated. They will do as much as possible to reduce weight for performance. The Melges 24 class requires 3 liters of fuel and a spare charged battery for electric motors.

Military experiences confirm that the fuel efficiency can last for at least six years. It is also easy to periodically use the fuel reserve to ensure adequate replacement. The propane reserves can be checked by weighing.

In case of accident due to the lack of relief, the class could be investigated for responsibility. Prevention is better than cure.

Opposition Comment:

This was intentionally left out of the rules because most competitors were keeping a 2 liter container of petrol or gasoline on board just to satisfy the rule. Many times this fuel was so old it would not work anyway. Additional fresh fuel was carried to run the engine. We also did not want to try to regulate propane or battery powered engine/motors. The thought was to attempt to make the rules simpler and to rely on the competitor to be reasonable and safe. Two liters of fuel and/or two fully charged batteries may be good for some venues and may be overkill or not enough for other venues. It also does not seem to be safe to carry around an extra two liters of volatile fuel that is never used in order to satisfy a rule.

Tim said that there are often questions about fuel in the inventory list, as you need to have that fuel still in the boat upon inspection. Aris noted the environmental aspect of the fuel.

Tim Winger made a motion to accept this proposal, but no one seconded it, so this Rules proposal failed.

(CRC9)

General Clean-up

Submitted by Gianpietro Pollesel, ITC

Proposal 1

Current Rule:

B.4 EVENT LIMITATION MARKS

B.4.1 **Event Limitation Marks** may be used by **equipment inspectors** to identify equipment that has been inspected for compliance on a particular **boat**. Such inspected and marked equipment shall not be replaced for the duration of the event without permission of the race committee. **Event limitation marks** may use serial numbers on labels with event stamps or may take the form of seals to prevent adjustment of rigging or shims. If serial numbers are used, they shall be recorded on event forms (see B.4.2 above).

Proposed Change:

B.4 EVENT LIMITATION MARKS

B.4.1 **Event Limitation Marks** may be used by **equipment inspectors** to identify equipment that has been inspected for compliance on a particular **boat**. Such inspected and marked equipment shall not be replaced for the duration of the event without permission of the race committee. **Event limitation marks** may use serial numbers on labels with event stamps or may take the form of seals to prevent adjustment of rigging or shims. If serial numbers are used, they shall be recorded on event forms (see B.3.2 above).

Reason:

To correct reference. Point B.4.2 does not exist.

Proposal 2

Current Rule:

C.3 PERSONAL EQUIPMENT

C.3.1 MANDATORY

The boat shall be equipped with **personal flotation devices** (PFD) for each **crew** member to the minimum standard ISO 12402-5, (level 50), or USCG Type III, or AUS PDF II or equivalent.

Proposed Change:

C.3 PERSONAL EQUIPMENT

C.3.1 MANDATORY

The boat shall be equipped with **personal flotation devices** (PFD) for each **crew** member to the minimum standard ISO 12402-5, (level 50), or USCG Type III, or AUS **PFD** II or equivalent.

Reason:

To correct typographical error. Consistency in wording.

Proposal 3

Current Rule:

C.6.2 CORRECTOR WEIGHTS

(c) The **corrector weights** shall be permanently fastened with bolts through the required bulkheads and sealed with a strap of fibre glass cloth. When required in addition to the permanent builder's correctors (D.9.1), the lead ingots shall be divided into four approximately equal weights fixed on the outboard side of the builder's correctors. The total **corrector weight** required to comply with rule C.6.1 shall be recorded on Measurement Form Part D and on the Inventory of Required and Optional Equipment.

Proposed Change:

C.6.2 CORRECTOR WEIGHTS

(c) The **corrector weights** shall be permanently fastened with bolts through the required bulkheads and sealed with a strap of fibre glass cloth. When required in addition to the permanent builder's correctors (D.7.1), the lead ingots shall be divided into four approximately equal weights fixed on the outboard side of the builder's correctors. The total **corrector weight** required to comply with rule C.6.1 shall be recorded on Measurement Form Part D and on the Inventory of Required and Optional Equipment.

Reason:

To correct reference. Point D.9.1 does not exist.

Proposal 4

Current Rule:

G.3 MAINSAIL

G.3.4 DIMENSIONS

	Minimum	maximum
Intermediate batten length		990mm

Proposed Change:

G.3 MAINSAIL

G.3.4 DIMENSIONS

	Minimum	maximum
Intermediate battens length		990mm
Intermediate battens number		2

or

G.3 MAINSAIL

G.3.4 DIMENSIONS

	Minimum	maximum
Intermediate batten length (2)		990mm

Reason:

The max number of intermediate battens is not defined in the current Class Rules, nor is there in the current issue, a drawing that shows the shape and the measurements relevant to the mainsail. World Sailing required removal of the drawings of the sails from our rules. The way the rules are now written, a mainsail with only three battens could be legal as the distance between **batten pocket** centrelines at the **leech** is minimum 1775 mm. Four battens were required in the previous issue at the point 3.6.10 (g).

Proposal 5

Current Rule:

G.5 HEADSAIL-JIB

G.5.2 CONSTRUCTION

(c) The following are permitted: 3 Battens, Stitching, glues, tapes, corner eyes, Cunningham eye or pulley, hanks, leech line with cleat, windows consistent with G.2(c), cringle or eye in the foot for a tacking line, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable rules.

Proposed Change:

G.5 HEADSAIL-JIB

G.5.2 CONSTRUCTION

(c) The following are permitted: 3 **battens (equally spaced)**, stitching, glues, tapes, corner eyes, Cunningham eye or pulley, hanks, leech line with cleat, windows consistent with G.2(c), cringle or eye in the foot for a tacking line, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable rules.

Reason:

The distance between battens is not defined in the current Class Rules, nor is there in the current issue, a drawing that shows the shape and the measurements relevant to the jib. World Sailing required removal of the drawings of the sails from our rules. This would set the spacing of the battens.

Proposal 6

Current Rule:

G.6 SPINNAKER

G.5.3 MEASUREMENT AND DIMENSIONS

Proposed Change:

G.6 SPINNAKER

G.6.3 MEASUREMENT AND DIMENSIONS

Reason:

To correct a numbering error. Consistency.

Tim Winger made a motion to accept these clerical corrections in proposals 1-3 and the second option in Proposal 4. Proposal 5 will be tabled pending further research, seconded by Nick Jako. This amended Rules proposal passed unanimously. Tim and Will will research Proposal 5.

- 11) **Other Discussion:** Nancy said that our Constitution needs a review, and she's seeking volunteers to provide comments for ratification at next year's World Council Meeting. Tim and Nancy offered to conduct this review.

Chris said that we need to evaluate the expense of the in-person World Council Meeting. We all value the face time, but obtaining a quorum is increasingly challenging. Having a meeting at a major Championship has traditionally been a failure. Let's brainstorm ideas on this topic.

Nancy said that our magazine archives are excellent but not searchable. She'd like to invest money into a fully functioning search engine. Nancy wondered if we could find/pay a college sailing team to go through each magazine to identify the key components. Would making this part of the website exclusive to members make our membership more valuable? Chip said we want to have this information available to potential owners/crew.

Chip manages a J/24 Sailing Facebook page, which is a Group page so anyone in the group can post. The Class Facebook page is a Fan page. Nancy has seen a lot of Facebook activity talking about boats being refurbished, but often these are taking place without the oversight of a measurer so we don't know if these are still J/24s per our Class Rules.

Nancy circulated an old promotional piece, advertising the boat as a cruiser and racer. The Class is now attracting young and junior sailors, but we have to find a way to engage these folks while still maintaining our one-design integrity. Rossi wondered if the OA and/or the Class can help reduce entry fee costs for major championships. Chris B. said that the younger racers are unlikely to travel due to cost/lack of tow vehicle/accommodation costs/etc. He thought the people we should target are active racers in other Classes. The younger people need to be paired with older racers in need of crew at the fleet level. Chalk talks help everyone learn more quickly and breed more connection. Ideally, this is happening at the club racer level, as this is another challenging group to engage. Housing at regattas is a critical component to attracting youth sailors. We need to catch these people right out of college since the used boats are affordable. The J/24 Class is a great family, so it's our job to get people hooked. How can we relay

these messages? Social media is the way to go, but it has to start at the local level. Chris wondered if we should spend some promotional money on pushing a Facebook post as a paid-for ad. Nancy has been sorting all the hard copy photos from the start of the Class, however many of them are very generic and unidentifiable. Most of the pictures Chris takes are close-ups of people, who like/share/tag on Facebook to increase our reach.

- 12) **Future Strategy:** Discussed in #11.
- 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. Italy is pleased to host the next meeting. Pietro believes that the venue should be a city with an intercontinental airport, such as Rome, Milan or Venice. Aris thought Venice is less accessible internationally. Some on the Committee think it is important to be at the actual site of the Worlds, while others think we need to make attending the WCM as easy as possible (avoiding extra plane/train connections). After further discussion, the World Council decided that we should hold the 2017 WCM at Lake Garda so we can see the venue. Chip added that it's important to have promotion/marketing material in English.
- 14) **Other Business:** Discussed in #11.
- 15) **Closing Remarks:** Nancy Zangerle thanked everyone for coming. The meeting was adjourned at 4:30 pm.