

Minutes of the 2017 J/24 World Council Meeting
Fraglia Vela, Riva del Garda, Italy
October 21, 2017

- 1) **Call to Order and Welcome:** Nancy Zangerle, IJCA Chair, called the meeting to order at 9:15 a.m. and welcomed all to the meeting.
- 2) **Appoint Secretary:** Nancy Zangerle appointed Julie Howell as the secretary.
- 3) **Introductions and Proxy confirmation:**

Attendees: Nancy Zangerle (Chair, USA), Marianne Schoke (Vice Chair, SWE), Tim Winger (Technical Chair, USA), Kenneth Porter (Finance Chair, MEX), Jorge Castillo (MEX), Samantha Webster (CAN), Nina Squire (GRB), David Cooper (EC Member, GBR), Jan-Marc Ulrich (GER), Thorsten Sperl (GER), Aristofanis Pallikaris (GRE), Kostas Kalogeropoulos (GRE), Marton Melha (HUN), Pietro Diamanti (ITA), Fabio Apollonio (ITA), Yojiro Sugiki (JPN), Chip Till (USA), Gianpietro Pollesel (ITC, Italy), Christopher Howell and Julie Howell (ODAM, USA). Everyone introduced him/herself.

Chris Howell reviewed the proxies for the meeting: NED with SWE, PER with MEX, AUS with JPN, ARG and BAR with CAN, and IRL and KOR with GBR.

- 4) **Elections:**
According to the IJCA Constitution, in odd years, we elect any Full Member in good standing of an Active NJCA to act as Finance Chair for a period of two years.
Nancy Zangerle called for a motion for Kenneth Porter to continue to serve as Finance Chair, seconded by Tim Winger. The motion passed unanimously.

The Technical Committee nominations are as follows: Alex Finsterbusch (Chair, ARG), Stuart Jardine (GBR, Emeritus), Michael Johnson (USA, Designers Representative), Curt Barnes (USA), Bob Kinsman (USA), Gianpietro Pollesel (ITA), Kenneth Porter (MEX) and Tim Winger (USA). *Tim Winger made a motion to accept the Technical Committee as nominated, seconded by Chip Till. The motion passed unanimously. Tim is retiring as ITC Chair...thank you Tim!*

Nancy Zangerle proposed the following list of members to continue serving on the Executive Committee: David Cooper (GBR), Javier Arribas (PER) and Will Welles (USA). *Nancy Zangerle called for a motion to accept the slate as presented, seconded by Chip Till. The slate passed unanimously.*

- 5) **Approval of 2016 WCM Minutes:** *Tim Winger made a motion to approve the 2016 WCM minutes as posted at <http://www.j24class.org/organization/class-documents/wcm-minutes/>, seconded by Kenneth Porter. Approval of the minutes passed unanimously.* Nancy reminded everyone to follow-up on their action items going forward.

6) **Chair's Overview:** Nancy Zangerle is pleased to have so many people at this meeting, including new faces. Several people toured the 2018 Worlds facility on Friday. 2017 saw exciting Continental and World Championships. The weather didn't always cooperate, but the media coverage was excellent, and people made the best of the conditions. The Executive Committee made a monumental step in updating and re-formatting the Regatta Regulations. The Constitution is up next. Let's stay in regular communication with each other.

7) **Review of Reports:**

Executive Director Report: Christopher Howell's report was in the attendee packet. See Appendix A. Chris shared a visual representation of impressive Facebook charts during the World Championship. The Facebook posts are also posted to Twitter, and we will also start utilizing Instagram more.

Financial Report: Kenneth Porter presented the Profit & Loss statement and year-end Balance Sheet to the attendees. He summarized: The Class ended the year in positive territory with a net income of \$6,089.08 USD. The overall memberships decreased by 11%, but the sail royalty revenue exceeded the budgeted amount by 7%. Gross income 2% below budget. General operating expenses were below budgeted expectations with great savings in most of the expenses. The exception was the travel expense of the Executive Director (Zangerle, Welles, Schoke, Porter approved exceeding the budgeted amount for the Executive Director travel expense at the World Championship). It has been very easy to follow our financial status after Nancy and Chris' successful implementation of a running budget, which can be adjusted on a monthly basis. Nancy wondered if we should be more conservative on the projected sail royalty budget, but the group decided to stay as is. Chris clarified that the World Championship line item costs are to cover the expense of shipping the perpetual trophies annually. *Chip Till made a motion to accept the P&L and budget as presented, seconded by Kenneth Porter. The motion passed unanimously.*

Technical Report: Tim Winger's report was in the packet. See Appendix B. Tim explained that consumables may not be listed on the optional equipment inventory. The engine is weighed empty, but you must race with a functioning engine. Jan-Marc suggested that the ITC issue a written summary of these concepts in the next Class newsletter.

Copyright Holder/Builders Report: The Copyright Holder did not submit a written report. Chris Howell summarized his conversation with Jeff Johnstone that US Watercraft, the US builder, recently went into receivership. J/Boats had expected to recover the molds for the hull and parts, but the receivership has frozen all the contracts and assets while the bankruptcy is being litigated. There is an auction of the assets scheduled on November 8, after which time, J/Boats will need to re-negotiate the contracts. J/Boats Argentina and J/Boats Italy are still up and running. J/Boats is open to relationships with other vendors on parts. The Argentina mold is the newest, so the Class can investigate ways to export these boats. Costs are reduced in South America.

Marianne added that J/Boats Italy needs improved communication on new boats and parts. Jan-Marc will forward contact information on direct parts purchases in Europe for posting on the Class website.

Membership

Chris reviewed the Membership Tracking spreadsheet. Australia, which is just starting its season, may still order 100 more for 2017. Class membership runs per the calendar year. The summer sailing season in the southern hemisphere is just starting at the end of the third quarter hence the delay in Australia's memberships. While Australia has not been very active at World events recently, they hope to do more in the future. The Class will look to Alex Finsterbusch and Javier Arribas to help us reinvigorate the South American countries. Kenneth reported the Pan Am Games will not include the J/24 in the next four year cycle, but could be reinstated after that time.

8) **Rules Proposals:** Tim Winger

J/24 Class Rule D.2.2(f-j) – see Appendix C

Discussion: Tim noted that there is no weight benefit with the backer plates in comparison to removing the corresponding corrector weight. Nancy and Marianne want to make sure that this proposal does not delay someone replacing the bulkhead if that is the underlying safety problem. Jan-Marc thinks this is an acceptable fix until the opportunity arises to replace the bulkhead (likely at the end of a season). Tim said this is a good idea for anyone to do for reinforcement. The thickness of the backer plate is not defined. Nancy wondered if in (g), we should remove the language “in order to better spread the load to the bulkhead.”

Kenneth Porter made a motion to accept the proposal as presented, seconded by Jan-Marc Ulrich. The proposal passed unanimously.

J/24 Class Rule G.2.4(b) – see Appendix D

Discussion: None

Chip Till made a motion to accept the proposal as presented, seconded by Jan-Marc Ulrich. The proposal passed unanimously.

J/24 Class Rule G.3.3(e) – see Appendix E

Discussion: Tim reiterated there is no change to the sail plan and/or measurements. Thorsten Sperl questioned whether there could be some room for additional roach in sailmaking, and if a range or tolerance should be defined. Jan-Marc noted that this Rule was not even in the CR until the recent conversion to the World Sailing format, and we have not had an issue in the many decades of the Class.

Jan-Marc Ulrich made a motion to accept the proposal as presented, seconded by Chip Till. The proposal passed by a vote of 14-5 (CAN, SWE and their proxies voted against).

J/24 Class Rule G.3.4 – see Appendix F

Discussion: Tim suggested that we remove the line “Distance between batten pocket centerlines at the leech.” It's the distance between the lowest batten and the next that is the issue at hand. Two other updates to this proposal: change ‘head’ to ‘head point’ and

‘clew’ to ‘clew point.’

Chip Till made a motion to accept the proposal as adjusted above, seconded by Kenneth Porter. The updated proposal passed unanimously.

J/24 Class Rule G.5.2(e) – see Appendix G

Discussion: None

Kenneth Porter made a motion to accept the proposal as presented, seconded by Chip Till. The proposal passed unanimously.

J/24 Class Rule G.6.3 – see Appendix H

Discussion: Tim reiterated this is a change in term, not a change in practice.

Jan-Marc Ulrich made a motion to accept the proposal as presented, seconded by Samantha Webster. The proposal passed unanimously.

Tim said that we have previously discussed eliminating the main boom tip weight in CR F.4.2 (a)(3): The tip weight of a boom measured at the outhaul when the spar is supported at the gooseneck without a vang, mainsheet and blocks shall not be less than 3.3kg. Many members believe that this proposal was already passed, and owners often find the Rule confusing and difficult to correct. Kenneth said that the weight does make a difference, and there are alternate castings on booms. The boom should be as supplied from the Manufacturer. Chris recapped that the basis of this original proposal was to simplify event measurement. Marianne hoped we could offer event measurement in advance of Championships, but Tim said we cannot confirm that the boats were unchanged since that measurement. This discussion will continue among NCAs.

- 9) **Regatta Regulations:** Thank you to Tim Winger and Nancy Zangerle for their major re-write of the Regulations, which were approved by the Executive Committee and posted at <http://www.j24class.org/wp-content/uploads/2010/11/J24-Regatta-Regulations-June-2017.pdf>. This document reflects what the Class wants for its Continental and World Championships, and is a guideline for National and Regional events. The numbering reflects the RRS numbers, and the Appendices are referred to in the Regulations but also listed online as separate documents.

Tim Winger made a motion to ratify the document as posted, seconded by David Cooper. The document was ratified unanimously.

10) **Submissions:**

2017 World Championship Report: Samantha Webster distributed a report on the event that just concluded in Canada. It was a two-year planning process, with some people coming on/off the committee. Rossi Milev worked hard on sponsorship. Spectator boats were in high demand. A difficult part of the entry process was that many teams withdrew at a late date, and it wasn't reasonable time to replace the qualified team. Junior sailors raised the country flags at the opening ceremony, which was popular. Socially, they had a ball hockey tournament, live music, two yacht club dinners plus an offsite gathering. Port Credit YC was able to accommodate boats in slips and for launching. Charter boats were offered from the USA and Canada. The 2016 North Americans offered a good test run for

the Race Committee and Jury. The wind was a challenge due to a stagnant high pressure with hurricanes in the Atlantic. A “yard boss” helped manage measurement as well as questions from competitors. She’d recommend a reference card for all volunteers. Remember to feed your volunteers and properly communicate timing. Haul-out was accomplished in just a couple hours. PCYC members appreciated having a big event. Some challenges included budgeting, having a large enough facility to measure boats and being able to feed and park all of the people. Chris would encourage the Class to help regatta organizers prioritize measurement, racing, paid media and the aspects that promote the long-term health of the Class. The social piece should be added as sponsorship funds allow. It’s best to have a Regatta Chair who is very familiar with the Regatta Regulations and willing to follow/enforce.

2018 World Championship Update: August 24-31 at Fraglia Vela Riva del Garda, Italy. Pietro Diamanti said that Riva del Garda is the most experienced in Italy, and is known for wind! The area is well located for the large German fleet. Alce Nero (organic farmer) is secured as a sponsor, including daily giveaways. On Friday, many meeting attendees toured the facilities, and we will work to lay out very specific details in planning. The Italian Class will make available information on reduced hotel rates (posted at <http://www.fragliavelariva.it/en>). An event website will be live soon. Expect charter boats to be between 3500-5000 euros. Four charter boats are currently available, and more details are online at the Fraglia Vela Riva website. Hungary can assist with charter boats.

2019 World Championship Update: October 19-26 in Miami, Florida USA. This Worlds will be one of the first in the Regatta Park, which is a staging area among the various yacht clubs in the Coconut Grove vicinity. To reduce costs, it’s helpful to coordinate the international Jury with events around the same time. It is expected that the current Worlds host has the Jury Chair for the next Worlds at their event.

2020 World Championship: September 12-18 at Parkstone Yacht Club, Poole UK. David Cooper said that the event website is live at www.j24worlds2020.com. David Lovegrove is the PRO. David was the PRO for the 2013 Worlds in Howth, Ireland.

2021 World Championship Venue: 2021 is scheduled to be hosted in a country from a continent other than Europe or North America. Chris reached out personally to Australia due to their high volume of boats. While they discussed the idea internally, they declined to submit a bid because of concerns of expense for a large event and ability to provide an adequate number of charter boats.

Continental Championships:

Marton Melha shared an event video from the recent 2017 European Championship in Hungary. The event organizers did an outstanding job with media coverage and social media. They had a coffee sponsor, which was much appreciated. Several Melges 24 sailors came into the J/24 Class for this event. Hungary looks forward to hosting again soon.

Christopher Howell shared the current Continental Championship chart:
<http://www.j24class.org/organization/class-documents/1728-2/>

Upcoming European Championships:

2018 - Flensburger Segel Club, Glücksburg Germany, July 23-28. Jan-Marc shared some information with the attendees. The venue is close to Denmark in open water with generally light current. It's a nice vacation area for families and popular among the German fleet. He expects 50 boats. A new area for measurement will be useful, and wind conditions may vary greatly. Storage options between this and other major events will be available.

2019 - Sailing Club of Patras, Patras, Greece, May 4-10. Kostas Kalogeropoulos, the President of the Sailing Club, expects good weather conditions. The championship will be centered at the new Port Authority location (not on the yacht club grounds) and provides everything competitors will need. It is also good for spectating as the race course is just a short distance away. Aris shared the original proposal with attendees. The organizers are looking to obtain special rates on hotels, etc., and most everything is within walking distance. Sponsorships are being secured, and ferry negotiations are underway (as the best way to arrive is from Italy). It will be important to keep the event affordable for teams traveling from northern Europe. The timing is not "high season" for tourists, which should help. Michael Peters from Germany will guide measurement. Nancy thanked Kostas for coming!

2020 – France has been listed as the host location. Jan-Marc will talk to Aorelian to gauge the activity/interest in the French Class. The European NCAs will discuss the rotation from 2020 going forward.

Upcoming North American Championships:

2018 - Charleston Yacht Club, Charleston, SC USA, May 4-6: Chip said the Notice of Race is done, and registration is open. 65 boats are expected. Charleston Race Week is two weeks before the NAC, and Easter Regatta is April 1 in Columbia, SC.

2019 – Mexico. Kenneth Porter said that they are planning on Valle de Bravo (because that is where the primary fleet resides). However, if government sponsorship comes through, Puerto Vallarta would be considered. The planned timing is during the last week of February into March. Kenneth has a meeting this month so look for a final announcement in November.

2020 - Sayville Yacht Club, Blue Point, NY USA, May 27-31

Upcoming South American Championships:

2018 - Argentina

11) Marketing & Promotion:

Social Media: Nina Squire manages the UK Class' social media pages. The UK Class

manages its own NCA website with current news and ability to communicate. The website needs an attentive manager. They used to have a Forum, but that is no longer active. There is an active calendar of events, regatta recaps (if you go to a good event, you write about it; and, for UK events, the third-place boat is obligated to write the report) and event promotion. Their page is clean and easily navigable. Word Press is a cost effective and manageable website program, which they are using for the 2020 Worlds, created by Rob Clark of the 2020 Committee (www.j24worlds2020.com).

Facebook is one of the most widely used social media pages and has the broadest reach across age groups. This has ultimately replaced the UK Class Forum. Most Facebook pages have a few frequent posters, and they are the prime candidates to recruit in assisting in adding content. As posts/comments are made on the page, remember that many more people have seen the post but just didn't engage in the community. The administrator can hide posts/un-follow people by clicking on the three dots within the post (this person is still a "friend"). Nina's page is a Closed Group, and she approves the members personally. Page administrators can share directly to/from the page and also manage others' posts. Events in a Closed Group are only visible to those in the Group. Other options are a Public Group or a Fan Page. Check out the Hungarian Facebook page, moderated by Julia David, for another great example. Posts leading up to events are helpful for everything from accommodations to onsite directions for where to park. It's also great for sponsor logos to be posted. Create a unique event hashtag to link the same community. When something is posted on the J/24 Class Facebook page, it can be shared on NCA Facebook pages (and vice versa). Nina is willing to distribute tips via e-mail and assist us all with questions.

Youth Boat Grant Program: Chip Till shared information about the first annual USA-JCA Boat Grant Program, named in honor of Kelly Holmes-Moon (former USJCA President) who passed away last year. The program's goal is to attract sailors under the age of 25 years old to the J/24 Class.

The first step is to have a boat donated to the Class. The USJCA has a tax status that allows the value of the donation of a boat to be a tax deduction for the benefit of the boat's owner. The USJCA Technical Committee reviewed the boat and estimated the value at \$15,000. Thanks to Dave Eggleton, the contributor, for fixing up the boat before donation.

The requirements of the program are listed at <http://j24usa.com/boat-grant-program/requirements/>. Brendan Feeny from the University of South Florida was the first recipient. A contract is signed by the winning team. The more communication you can have with the team, the better; plus the team does have an adult Class member as a mentor. The Class accepts donations to assist the team financially. The winning team has the boat for one season, and then the application process begins again. It is the responsibility of the winning team to tow and maintain the boat. Promotion was done via e-mails to members, social media/website posts and a press release to sailing media. Six applications were received in the first year of the program. North Sails sponsored the sails. Ideally, the program will expand to other areas of the country as more quality

donated boats can be identified. Event hosts are asked to “comp” entry fees for the team.

12) **Old Business:** None.

13) **New Projects & Initiatives:** Nancy listed some topics to explore for the coming year:

--Update Class standard NOR and SI

--Revisit penalty tables

--Discuss on-the-water judging

--Having an alternate Worlds format every five years with berths per continent in a high-point scoring system (for locations other than North America and Europe)

14) **Date and place of the next WCM:** The plan is to have the next meeting in Miami, Florida USA with a potential date of October 20, 2018.

15) **Other Business:** Discussions to be continued over dinner

16) **Closing Remarks:** Nancy Zangerle thanked everyone for coming.
The meeting was adjourned at 5:20 pm.

APPENDIX A: Executive Director's Report, Christopher Howell

The following are brief descriptions of recent Executive Director activities. If you have any questions, we are always available to discuss.

Financial

As the financial report illustrates, there was a slight increase in royalty tag sales but a decrease in memberships. Because expenses were lowered, the overall profit and loss numbers remain positive. A relatively static income level should allow the Class to continue to function without a decrease in services.

Measurement Form Administration

In the most recent year, the Class Office has processed new measurement certificates or changes of ownership for over 120 hulls. This procedure starts with working with Measurers around the world to obtain accurate and completed Measurement Input Sheets. The data is then inputted at the Class Office into the master measurement file and merged into a Word document for conversion to PDF when distributed to the owner. Also in the past year, the entire Measurement Form was overhauled to coincide with Rules changes. We believe this measurement activity is a good sign that inactive boats are returning to use.

Newsletter

The Class Office has distributed three newsletters in 2017 via e-mail in a PDF format to supplement the distribution of Class information amongst all NJCAs. Another will be sent in December. The photographs and content continue to improve and lengthen. North Sails remains as an advertiser, and there is still potential to increase advertisers as a revenue source.

Public Relations Efforts

The use of social media has amplified the Class exposure worldwide. While attending major championships, Julie and I have done live blogging and posted photos of each day's activities, in addition to daily press releases to the sailing media. As an example, the International J/24 Class Facebook page has more than 3,600 fans, and during last month's World Championship, the page had an organic reach high of over 21,000.

APPENDIX B: Technical Report, Tim Winger

We have been seeing more and more carbon fiber accessories on J/24s. This should not be a problem if carbon fiber is not used in the hull or any piece of equipment that is to be supplied by a licensed manufacturer. The only reason this is brought up at all is because carbon fiber and other “exotic” materials were specifically prohibited in the old Rules, so there have been lots of questions about these items. Carbon fiber has become quite mainstream and not particularly more expensive than other materials.

We are looking at a bunch of housekeeping Rules changes again this year, as we continue to find issues in the “new Class Rules.” This is related to one omission, several issues with ERS language that have just become apparent and a few conflicts. The only real change is to allow the main bulkhead chain plates to be moved in limited circumstances. Practically speaking, someone could have always moved them, and if done well, we would never know it. There is also no reason to keep an otherwise perfectly good boat from being as competitive as possible because the chain plates were incorrectly located by the manufacturer. We are also looking to allow larger backer plates than would be otherwise allowed for the chain plates because of the loads that are on them and the vulnerability of the main bulkhead to rot and water damage in the area where the chain plates are connected. All of these changes should help improve our Class Rules.

Tim shared the following biography information from new ITC Chair Alexander Finsterbusch, age 45, Production Manager, married with two children: “I started sailing in 1981 in Optimist, followed up in the Cadet and been sailing recreationally and competitively in J/24, Laser, J/70 and keelboats. I have been involved in measurement and certification control of dinghies since 1997. In 2000, I was nominated as national Measurer for the J/24 and been involved in the Class since then. 2004 was the first time I was nominated as International Measurer, and 2007 I started as a Measurement Instructor for World Sailing. I am currently International Measurer for three classes: 420, 470 and J/24. I have been actively involved in Technical Committees of Classes such as Cadet, 420 and the J/24 since 2005. At World Sailing, I have been involved in the IMSC (International Measurer’s SubCommittee) since 2013 and the EQRSC (Equipment Rules Sub-Committee) since 2017. Starting this year, I am responsible for the Measurer’s Program as Vice Chair of the IMSC and lead the Manuals Working Party. My vision for the J/24 Technical Committee is to keep working within a team to ensure the continuity of the Class as a traditional fleet racing keelboat. Also, our task should be to develop more International Measurers worldwide to ensure adequate equipment control throughout the world. Finally, the Technical Committee should work close with the Executive Committee in order to ensure the continuity of the J/24 Class as one of the finest racing keelboats.

APPENDIX C: J/24 Class Rule D.2.2(f-j)

Current Rule:

D.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

The following will require re-measurement and re-**certification** and may be done by anyone unless otherwise noted.

In this section, MODIFICATIONS include (a-e) which will remain unchanged. The intention is to add two more modifications involving chainplates as (f-g). That will require REPAIRS (f-h) to be renumbered (h-j).

Proposed Change:

D.2.2 MODIFICATIONS & REPAIRS

The following will require re-measurement and re-**certification**, and **the work** may be done by anyone unless otherwise noted.

MODIFICATIONS

(a-e) unchanged

(f) If the shroud chainplates attached to the aft side of the main bulkhead are not symmetrical about the longitudinal centreplane, either one (one only) may be moved laterally on the main bulkhead so that they become symmetrical about the longitudinal centreplane.

(g) Oversized backer plates, up to 60,000 square mm, may be added to the forward side of the main bulkhead. Up to 5 additional bolts through the bulkhead and the backer plate may be added in order to better spread the load to the bulkhead.

REPAIRS

(f-h) are renumbered (h-j)

Reason:

D.2.2(f) Many boats have been found to have significant variation in the location of the chainplates relative to the longitudinal centreplane. This relocation of one chainplate to make them symmetrical about the longitudinal centreplane corrects a construction error and makes the boats more one-design. The designer did not publish the exact location of the chainplates. That information is in the construction specifications for the builders, so this modification would seem to correct the problem without releasing additional information about the boat that has always been proprietary.

D.2.2(g) As the boats age, the plywood portion of the bulkhead tends to absorb water through the opening in the deck where the chainplates pass through. This leads to a softening or even rot in the section of the bulkhead where the chainplates are attached. This modification allows the load to be spread over a larger area of the bulkhead and doubles the bearing surface of the fasteners.

APPENDIX D: J/24 Class Rule G.2.4(b)

Current Rule:

(b) The weight in g/m² of the body of the sail shall be indelibly marked near the head point by the sailmaker together with the date and his signature or stamp.

Proposed Change:

Eliminate this rule.

Reason:

This rule conflicts with class rules G.3.3(f), G.4.2(f), G.5.2(d) and G.6.2(e). The class prefers the wording in these rules which is specific to each sail.

APPENDIX E: J/24 Class Rule G.3.3(e)

Current Rule:

- (e) The **leech** shall not extend aft of straight lines between:
- (1) the **aft head point** and the intersection of the **leech** and the upper edge of the nearest **batten pocket**.
 - (2) the intersection of the **leech** and the lower edge of a **batten pocket** and the intersection of the **leech** and the upper edge of an adjacent **batten pocket** below.
 - (3) the **clew point** and the intersection of the **leech** and the lower edge of the nearest **batten pocket**.

Proposed Change:

- (e) not in use

Reason:

This rule was added during the conversion to World Sailing format rules for the J/24 class. We are not sure why it was added, but it has never been enforced and almost all mainsails are in violation of this rule. The smooth curvature of the leech complies with common practice and is not far at all from the current rule. In order to legalize most Class mains that are now in violation of this rule and to simplify the class rules, this rule should be eliminated.

APPENDIX F: J/24 Class Rule G.3.4

Current Rule:

G.3.4 DIMENSIONS

	minimum	maximum
Leech length		9170mm
Quarter width		2600mm
Half width		1980mm
Three-Quarter width		1175mm
Top width		150mm
Headboard		115mm
Mass of ply of the body of the sail	260 g/m ²	
Head to centerline of top batten pocket at the leech	1775mm	
Clew to centerline of bottom batten pocket at the leech	1775mm	
Distance between batten pocket centerlines at the leech	1775mm	
Foot boltrope length	2300mm	
Top batten length		610mm
Intermediate batten length (a maximum of two are permitted)		990mm
Bottom batten length		740mm
Batten width		50mm

Proposed Change:

G.3.4 DIMENSIONS

	minimum	maximum
Leech length		9170mm
Quarter width		2600mm
Half width		1980mm
Three-Quarter width		1175mm
Top width		150mm
Headboard		115mm
Mass of ply of the body of the sail	260 g/m ²	
Head point to centerline of top batten pocket at the leech	1775mm	
Clew point to centerline of bottom batten pocket at the leech	1775mm	
Distance between batten pocket centerlines at the leech	1775mm	
Foot boltrope length	2300mm	
Top batten length		610mm
Intermediate batten length (a maximum of two are permitted)		990mm
Bottom batten length		740mm
Batten width		50mm

Reason:

The terms Head and Clew (rows 9 & 10) in the original version are too vague. They were intended to be Head point and Clew point.

APPENDIX G: J/24 Class Rule G.5.2(e)

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 from the **aft head point** to the **clew point** by no more than 40mm.

Reason:

To restore this requirement that has been present in our class rules for many years, adding criteria for acceptable roach or hollow.

APPENDIX H: J/24 Class Rule G.6.3

Current Rule:

G.6.3 MEASUREMENT AND DIMENSIONS

- (a) The spinnaker shall be measured while folded in half about its vertical centerline with the **leeches** superimposed.
- (b) The half height half width shall be the measurement taken in a straight line between a point on the **leech** 4060mm from the **head** and a point on the centerline 4060mm from the **head**.
- (c) The three-quarter height half width shall be the measurement taken in a straight line between a point on the **leech** 2030mm from the **head** and a point on the centerline 2030mm from the **head**.

	minimum	maximum
Leech length and luff length	7930mm	8130mm
Half foot length	2300mm	2600mm
Foot Median	8600mm	9600mm
Half height half width	2540mm	2610mm
Three-quarter height half width	1600mm	

Proposed Change:

G.6.3 MEASUREMENT AND DIMENSIONS

- (a) The spinnaker shall be measured while folded in half about its vertical centerline with the **leeches** superimposed.
- (b) The half height half width shall be the measurement taken in a straight line between a point on the **leech** 4060mm from the top of the **head** and a point on the centerline 4060mm from the top of the **head**.
- (c) The three-quarter height half width shall be the measurement taken in a straight line between a point on the **leech** 2030mm from the top of the **head** and a point on the centerline 2030mm from the top of the **head**.

	minimum	maximum
Top of the head to the clew points	7930mm	8130mm
Half foot length	2300mm	2600mm
Foot Median	8600mm	9600mm
Half height half width	2540mm	2610mm
Three-quarter height half width	1600mm	

Reason:

This is a housekeeping change. No dimensions are changing. The term **head** is too general as a measurement point. It is not a point. We are not using the **head point** as defined in the ERS, so we will use the undefined term top of the **head** to establish a practical measurement point.