

**Minutes of the 2019 J/24 World Council Meeting
In-Person Meeting at Coral Reef Yacht Club, Miami, FL, October 27, 2019**

- 1) **Call to Order & Chair's Overview:** Nancy Zangerle, IJCA Chair, called the meeting to order at 9:00 a.m. EDT and welcomed all to the meeting. Hopefully everyone had a great week at the World Championship! We have a quorum. Attendees: Nancy Zangerle (Chair, USA), Marianne Schoke (Vice Chair, SWE), Kenneth Porter (Technical Chair, MEX), Nick Jako (Finance Chair, CAN), Will Welles (Executive Committee, USA), David Cooper (Executive Committee), Jorge Castillo (Past Chair, MEX), Tim Winger (ITC, USA) Ron Thompson and Doug McGregor (AUS), Lorna Graham (GBR), Maike Hass and Lars Haeger (GER), Robert Sarina (HUN), Yojiro Sugiki (JPN), Monica Persson (SWE), Molly White (USA), Curt Barnes (ITC, USA), Max Holzer (Guest), Mark Pincus (CRYC), Dorian and Freddie Sambolin (CRYC), Christopher Howell and Julie Howell (ODAM, USA).
- 2) **Appoint Secretary:** Nancy Zangerle appointed Julie Howell as the secretary.
- 3) **Introductions and Proxy Confirmation:** Everyone introduced him/herself. Marianne Schoke holds proxy for Italy, and David Cooper for Greece.
- 4) **Elections:** According to the IJCA Constitution, in odd years, we elect any Full Members in good standing of an Active NJCA to act as Finance Chair for a period of two years. Nancy acknowledged Nick Jako who stepped in mid-year as Finance Chair, and has done an excellent job. *Nancy Zangerle made a motion for Nick Jako to continue to serve as Finance Chair, seconded by Marianne Schoke. The motion passed unanimously.*

Nancy Zangerle proposed the following list of members to serve on the Executive Committee: David Cooper (GBR), Nicolas Cubria (ARG) and Will Welles (USA). *Nick Jako made a motion to accept the slate as presented, seconded by Tim Winger. The slate passed unanimously.*

Nancy thanked Kenneth Porter for stepping in to Chair the Technical Committee for the past year. It was proposed that Tim Winger return as Chair for one year through the 2020 World Championship. The Technical Committee nominations are as follows: Tim Winger (Chair, USA), Stuart Jardine (GBR, Emeritus), Michael Johnson (USA, Designers Representative), Curt Barnes (USA), Alex Finsterbusch (ARG) Bob Kinsman (USA), Michael Peters (GER), Gianpietro Pollesel (ITA) and Kenneth Porter (MEX). *Molly White made a motion to accept the Technical Committee slate as presented, seconded by Nick Jako. The motion passed unanimously.*

5) **Submissions:**

2019 Worlds Review: Tim Winger summarized that the shoreside situation was a challenge. Thank you to Mark Pincus for making it all work. The Race Committee and venue were outstanding. Ron Thompson said he was a little disappointed to not have been at a yacht club, but agreed that the Race Committee was excellent. He thought the conditions were brutal as far as heat and course length. Chris Howell explained that the local budget was taxed by the city

infrastructure, but we came here for the racing conditions. Mark added that this was the first event in Regatta Park, and it is a work in progress (including being able to use the hoist). Kenneth Porter recalled having been in Miami for the Olympic Regatta this year, and agreed that the only way to have an 80-boat fleet is to use the Park. Nicolas Cubria missed having more social events to facilitate camaraderie. Although we had food Saturday night, many people were busy packing their boats and getting on the road. Chris asked if registrants would prefer a higher entry fee to permit more shoreside opportunities for the sailors? Marianne Schoke thinks people would rather pay more up front and avoid reaching into their pockets onsite. Several others agreed. Having beer and easy snacks right after racing is ideal to promote socializing, and perhaps there can also be post-racing debriefs. Nancy Zangerle thought the USCG hangar in Miami worked out perfectly in that it was covered and there were tables. Monica Persson suggested that charter boats should be pre-inspected locally to ensure charterers are getting a proper boat. Chris wondered if Measurers could rank the boats before they go on the event website, although this is more of a challenge when charters are arranged privately. Because of the US geography, pre-inspection is logistically difficult. Marianne recommended that VHF be used during the inspection/launching process, in an effort to save time and energy. Discussion ensued about the measurement scheduling, which in some cases went ahead of schedule and other times got behind. The mast-up area was the trickiest step. Nick Jako said there was an initial breakdown of communication between Regatta Park and Shake-A-Leg in relation to docking. Everyone supports the inspection reservation system for the future. At this event, we moved approximately 30 boats per day Saturday and Sunday. Chris recapped that the World Council decided to expedite the timing of a World Championship in having inspection/registration primarily Saturday/Sunday, ahead of racing Tuesday through Saturday. Maïke Hass noted the lengthy and tedious process of getting through the inventory station. Curt Barnes advocated that entrants have a working way to move their own boats (dollies). He'd also like to see a detailed map of the inspection flow. Tim clarified that we did have this for Miami, but you always have to improvise.

2023 Worlds Venue: One proposal was received for the Request for Proposal from the GRE-JCA. One of two sailing clubs would lead the Championship—Sailing Club of Patras (host of the 2019 European Championship) or Nautical Club of Thessaloniki (in the north, home of Hellenic Police J/24 teams). Charter boats will be supplemented from both Hungary and Italy. Maïke Hass attended the 2019 Europeans in Patras, and noted that she (and others) came by ferry right into the harbor, and it was inexpensive (840 euros one-way for four people, car and boat/trailer and included a cabin for sleeping). Max Holzer inquired if we should put a ceiling on charter fees, however this is an overall hard process including boat transport, etc. Ron Thompson said Greece would be very popular in Australia. Will Welles thought the marketing from the Europeans speaks for itself. The Organizing Authority in Patras was/is very enthusiastic. Nancy Zangerle described that we have tried to solicit other proposals, but in the end, we should support people who welcome this undertaking.

Kenneth Porter made a motion to accept the Greece proposal for 2023 Worlds in Patras, seconded by Monica Persson. The motion passed unanimously.

A promotional video was shown for the 2021 World Championship in Mendoza. Nicolas Cubria shared that their website will be updated now that the Miami Worlds have concluded. The lake is a primary source of drinking water for the area so there is limited use of motors

(they are not needed anyway, as the racecourse is only 5 minutes away). Boats can be shipped to Santiago Chile. Nicolas stated that he has talked to J/Boats Argentina, and Roberto can build new boats. Ron Thompson will investigate whether Australia has interest in new boats.

A proposal has been received from Howth Yacht Club in Ireland for the 2021 European Championship. This will be voted on by the European NCAs.

- 6) **Open Discussion on Future Strategy:** Tim Winger is seeking to unburden our Championship measurement process, currently dictated in our Regatta Regulations. He is pondering a proposal to expedite inspection for boats with a three-year or newer measurement certificate date, along with an Owner's affidavit that no changes have been made. This relieves the onsite onus from the racers as well as the Championship Organizing Authority. The question is whether there are enough Class Measurers worldwide to bring certificates more current. For those without access to a Measurer, the ITC could take appointments for certification measurement in advance of the event (perhaps funded by those who require onsite measurement). The ITC and the Executive Committee will prepare draft language of how to implement this updated process into the Regatta Regulations. It may be needed to hold Measurer clinics to confirm that everyone is up to speed in getting boats recertified every three years. The IJCA does not currently have an official process for "certifying" Class Measurers, but this is an area for improvement. Tim noted that Europeans often charge for boat measurement, however this fee is not common elsewhere. Nancy Zangerle asked the ITC to come up with a way to divide and conquer an update of the Measurement Manual. At present, it does not reference current Class Rules. Michael Johnson of Seattle had started this process, including re-numbering with our Class Rules as well as referencing the Equipment Rules of Sailing. There needs to be one leader of the re-write. Monica Persson urged the use of Facebook groups for information gathering, and Kenneth Porter wondered whether the Measurement Manual should shift to "how-to" videos (ex. YouTube).

There was a boat rejected at this event for having a keel that did not measure in, despite having templates available before the Worlds. Tim has drawings (of the template designs) that can be made available to NJCAs. The ITC has a database of where various templates/jigs exist, and they are also working to clean up the Measurer list.

Tim mentioned a few clean-up areas of the Rules will be ongoing.

Nancy stated that we are planning a modernization of the IJCA website, which is document-heavy. Thank you to Monica who has shared some language for a new mission statement. Several people are working on the website upgrade, and anyone can feel free to send suggestions to Nancy. She foresees making advertising spots available for use sponsors major events. Although the Forum is still open, this form of communication has become increasingly outdated and passive. It's tough to monitor the Forum as well as multiple social media accounts.

Chris Howell passed along information on boat building. It is not practical to build boats on spec, so 5-10 people would need to coordinate an order and put 50% down. The J/24 requires 700 hours of labor so it is not cheap. When there is a major Championship, a new boat can be

paired with a charterer and then the boat can be sold (cost sharing between the charterer and new boat owner). Nicolas Cubria will talk to Roberto about options with J/Boats Argentina for the 2021 World Championship. Parts are easy to come by in South America.

Nicolas asked where does the Class want to be in 15 years? In South America, many sailors jump into other Classes. The J/24s have rebounded with new sailors, although it takes time for them to be competitive. Having boats available in training programs alleviates the burden of moving boats around. Nancy has observed younger people are sailing J/24s less in one-design racing, and more in PHRF. Examples were given from NJCAs on both adult and youth education in J/24s, such as through STEM (science, technology, engineering, math). As the J/24 is a middle-class boat, it is more accessible than many Classes. The challenge is to keep people around. Monica proposed that any measurement clinics also include boat maintenance instruction to help keep the quality of our boats high. Tim has compiled helpful articles over the years, many of which are included in the magazine archives online (Tim has refreshed these articles over the years). The Class Office can inquire whether these archives can be indexed. Unfortunately, we had an incident in Miami with broken keel bolts. Although the IJCA can offer maintenance advice, we should consider a disclaimer as we are dealing with 40+ year old boats. This can be synchronized with J/Boats.

Nancy reminded everyone that the Regatta Regulations is a living document. There are a few forms that could be added to the Regatta Regulations, such as a crew weight form. She pondered whether we should include that under-25 teams at World and Continental Championships should receive discounted entry fees. Attendees agreed with the concept, however this is not something the IJCA can mandate. Another way to assist our youth teams is to help with providing newer sails.

Chris said that less than 5% of the World Championship regatta budget went to media. He shared statistics of Facebook reach, with individual videos and photos getting reach in multiple thousands. Chris thinks that our Championship events need to focus on visuals, dedicating a specific portion of the budget to media. For this World Championship, the media team included a local videographer, PhotoBoat professional photography, Chris Howell's daily photos and Julie Howell's press releases. The Race Committee also had a blogger who was live posting on the event Facebook page. Chris advises that the Regatta Regulations should specify a monetary expectation for marketing budget/coverage, so it is not an afterthought. Nancy added that we should also require media and spectator boats be available.

- 7) **Next Meeting:** Nancy suggested that the World Council meet quarterly by phone in January, April and July, ahead of next year's onsite World Council Meeting in Poole. These will be good opportunities to move our programs along, such as updates to the Regatta Regulations. Nancy, Marianne and Kenneth were in the UK last month, and it was discussed to have the WCM the day before measurement begins. After more consideration, the group decided to hold the WCM on Saturday, September 19 at 1400.
- 8) **Closing Remarks:** Nancy Zangerle thanked everyone for attending. The meeting was adjourned at 12:00 p.m. EDT.