

**Minutes of the 2022 J/24 World Council Meeting  
Open Virtual Session October 11, 2022**

- 1) **Call to Order, Roll Call and Welcome:** Will Welles, IJCA Chair, called the meeting to order at 9:07 a.m. EDT and welcomed all to the meeting. We have a quorum. Attendees: Will Welles (Chair, USA), Kat Malone (Finance Chair, USA), Nicolas Cubria (Executive Committee, ARG), David Cooper (Executive Committee, GBR), Maïke Hass (Executive Committee, GER), Aris Pallikaris (Executive Committee, GRE), Keiji Kondo (Executive Committee, JPN), Nancy Zangerle (Past Chair, USA), Curt Barnes (ITC, USA), Steve Wright (AUS), Christos Kifidis (GRE), Tim Octon (GBR), Sam Marshall (GBR), Mark Usher (IRL), Marco Frulio (ITA), Robert Himmelbauer (MEX), Monica Persson (SWE), Dan Busch (USA), Marcus Rogers (USA), Denny Vaughan (USA), Christopher Howell and Julie Howell (ODAM, USA).
- 2) **Appoint Secretary:** Will Welles appointed Julie Howell as the secretary.
- 3) **Approval of 2021 WCM Minutes:** *Nancy Zangerle made a motion to approve both of the 2021 WCM minutes as posted at <http://www.j24class.org/organization/class-documents/wcm-minutes/>, seconded by David Cooper. Approval of the minutes passed unanimously.*
- 4) **Chair's Overview:** Will thought the year flew by with J/24 sailing recovering post-pandemic. The Worlds numbers were a bit low despite an awesome venue. Corpus Christi Yacht Club is a long drive for most in the USA. Good to see a great European Championship in Ireland! The North Americans will be in Annapolis, Maryland later this month.

Our landscape is always changing. Thanks to all who are volunteering. The Class distributed a survey, and the graphs are now in the Dropbox:

<https://www.dropbox.com/scl/fo/179qve8s8jv5qb72kucdx/h?dl=0&rlkey=aeshts3fzklvc15c1obyjutah>.

5) **Review of Reports:**

**Executive Director Report:** See Attachment A. Chris highlighted that the Class is very strong financially (budget to be voted on in November). More than 80 measurement certificates were issued in this fiscal year. Quarterly newsletters continue to be distributed. In the report, you can see the impressive statistics from both Worlds and Europeans on social media. There is a proposed 10% increase in management fees. Nancy suggested that the Executive Committee review its agreement with One Design Association Management.

**Technical Report:** Curt explained that there are 17 Rules proposals that have been circulated. They are all clarifications/minor in nature. Contact him or Chris if you have any questions prior to the Business meeting. We will also vote on the Technical Committee at the next meeting. Curt continued that the Class is aiming to streamline inspections for major Championships, including collecting documentation prior to arriving onsite (especially the equipment list). Measuring of sails can also be condensed into focusing on sailmakers, as well as spot checking measurements.

**Copyright Holder/Builders Report:** The Copyright Holder did not submit a report. Chris noted that there have not been new boats built, but the Copyright Holder continues to be available for supply questions. Nancy asked about sourcing of rudders, and Curt clarified that J/Boats Argentina is really the only supplier. It's a challenge to get the rudders into North America and done mostly on a one-by-one basis. Will believes the Italian builder can also produce rudders. There is an unlicensed rudder builder in Canada (not Class legal). Will will reach out to Jeff Johnstone on the Argentina rudder availability.

Nancy thanked Chris and Julie for their work over the past 10 years.

- 6) **Championship Reports:** Mark Usher recapped that they had 10 races at the European Championship (Howth Ireland) with seven different race winners. Only one point separated the top three boats.

**2023 World Championship:** Nautical Club of Thessaloniki Greece, September 9-16. The website is now live at <http://j24worlds2023.ncth.gr>. Aris will prepare a written report. The Notice of Race is expected next week for review. Willi Gohl will be the Jury Chair. Christos spoke with Michael Peters about serving as the Technical Chair for this event, which the Executive Committee will discuss. Michael will be visiting Greece in the coming months to measure boats in the Greek fleet, as well as providing measurement tools. Aris expects charter boats from Greece, Hungary and Italy (10+), made first available to those off-continent. Nautical Club of Thessaloniki just hosted a successful regatta, so we are confident in their capabilities. Chris noted interest from the USA in filling all of their berths. Australia also has interest. Christos is assured that the charter boats will all be in good shape. Aris and Chris will work together to ensure that those registered have properly qualified. Curt will talk offline with Aris about document collection.

**2024 World Championship:** A proposal from the USA is in the Dropbox folder from Seattle. This will be voted on at the Business meeting. Dan Busch summarized Seattle has the largest US fleet, and at least 18 pre-measured boats will be available for charter (as with Greece, first available to those off-continent). A significant sponsor is already lined up. A National event in Minnesota is planned to help move boats west from the east coast. Another idea is to hold a Corinthian Nationals in Seattle in 2024. The budget is prepared. Denny added that he has had some tough charter experiences so he is committed to the boats being turnkey. Michael Johnson of the Technical Committee is local. The Worlds is currently planned in September, but they would be open to October (dates to be confirmed). The west coast Canada fleet is not very active these days. Nancy inquired about car parking, but Denny confirmed that lots are accessible.

**2025 World Championship:** A proposal from GBR is in the Dropbox folder from Plymouth. Tim Octon explained that Plymouth is the UK's largest fleet. September dates are preferred. They expect to attend the 2023 and 2024 Worlds. Tim should be able to pull together charter boats. Contact him with any questions.

These two hosts will be voted upon at our World Council Meeting Business Session next

month. Thank you to the NCAs who have stepped up to host.

- 7) **New Business/Open Discussion on Future Strategy:** The survey summary is in the Dropbox folder. More than 300 responses were received. Chris reviewed that there doesn't seem to be a strong desire for change and folks are generally comfortable with the status quo. There was a lack of response from those under 25. Monica offered an idea that entry fees be lowered for U25. If the Class decides to pursue any drastic changes, we will need to research fully and market the idea(s) thoroughly. It was noted that racers prefer fewer days away for Championships, such as containing Worlds within one week and even less time for Continentals. Chris recommended that the Executive Committee review and compile the comments.
- 8) **Closing Remarks:** See you on November 2! Thank you for joining today.

## **ATTACHMENT A: Executive Director's Report, Christopher Howell**

**Administration:** The COVID-19 pandemic continues to change the way the world operates. But one of the positives for the Class has been the online meetings that have broadened the country participation at the WC meetings. It is your leadership and willingness to volunteer your time that makes this Class stronger than most.

**Financial:** Thankfully, 2023 has been a strong comeback from the pandemic financially. We ended the fiscal year with a \$10,000 surplus. The Class has a strong financial reserve, which sits at nearly \$91,000—more than 2 times the average yearly expenses.

The budget circulated reflects a 10% increase in the management fees. We have also increased the travel budget to accommodate the increased cost of travel. While we don't prefer to propose a budget that does not reflect a positive cash flow at the end of the year, the Class is in a very positive financial position. In my view, there is no need for an increase in dues or royalty fees just to show positive numbers in one budget year.

**Measurement Form Administration:** In the most recent FY, the Class Office has processed new measurement certificates or changes of ownership for more than 80 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. This merge process is also utilized when revising certificates following a change of ownership.

**Newsletter:** Since 2013, we have distributed 35 editions of the newsletter with four per year since 2016. The archive of all editions is at <http://www.j24class.org/newsletter/>. Thank you to all the NJCAs for their 2022 contributions.

The Class Office distributes the newsletters via e-mail in a PDF format to supplement the distribution of Class information amongst all NJCAs. The next issue will be sent in December. We appreciate the continued photographs and content from NJCAs, and North Sails and Quantum Sails as advertising supporters.

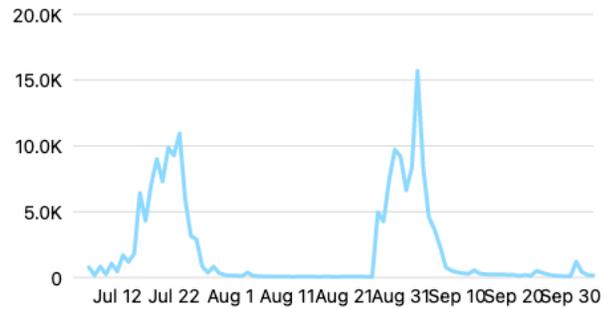
**Public Relations Efforts:** The use of social media continues to give the Class exposure worldwide. This has become the first means of distribution of news and future events. In 2023, Julie and I intend to attend the World, North American and European Championships to continue live updates and post photos of each day's activities, in addition to daily press releases to the sailing media. The International J/24 Class Facebook page has 6,352 fans. This page has more fans than many comparable Classes such as the Etchells, Melges 24, J/22, Lightning and Star Class, and is closing in on the numbers for more modern boats like the Melges 20 and J/70. The Class Instagram account has more than 1,900 followers, and Twitter has nearly 700.

The graphs below show the exposure the Class receives during major events. This 90-day period reflected in the charts includes the World and European Championships. It is this effort that continues to show to the world that the Class is alive and well. By showing the strength of the Class, we protect the brand and the value of boats.

## Reach

Facebook Page reach ⓘ

78,577 ↑ 1.2K%



Instagram reach ⓘ

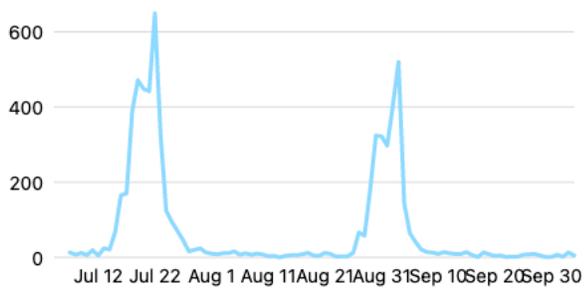
2,408 ↑ 100%



## Page and profile visits

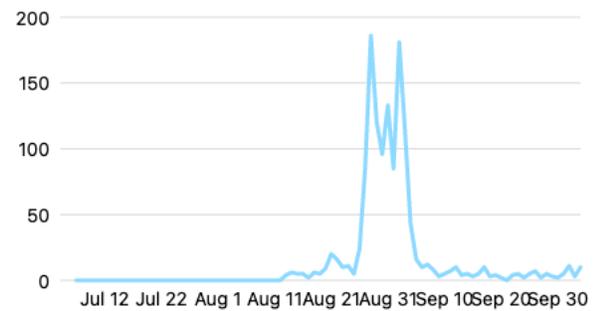
Facebook Page visits ⓘ

6,469 ↑ 1.1K%



Instagram profile visits ⓘ

1,345 ↑ 100%



## New likes and follows

Facebook Page new likes ⓘ

173 ↑ 253.1%



Instagram new followers ⓘ

230 ↑ 158.4%

