

**Minutes of the 2018 J/24 World Council Meeting
Coral Reef Yacht Club, Miami, Florida USA
October 20, 2018**

- 1) **Call to Order and Welcome:** Nancy Zangerle, IJCA Chair, called the meeting to order at 9:00 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), Alex Finsterbusch (Technical Chair, ARG), Kenneth Porter (Finance Chair, MEX), Jorge Castillo (Past Chair, MEX), Will Welles (Executive Committee, USA), Nick Jako (CAN), Maike Hass (GER), Keiji Kondo (JPN), Wataru Kondo (JPN), Chip Till (USA), Molly White (USA), Jim Farmer (Past Chair, USA), Barbara Gold (Guest, USA), Max Holzer (Guest, SWE), Mark Pincus (2019 Worlds Regatta Chair), Christopher Howell and Julie Howell (ODAM, USA). Everyone introduced him/herself.

The proxies for the meeting: FRA and ITA with SWE, BRA and URU with ARG, PER with MEX, GRE and IRL with CAN, GBR and HUN with GER and AUS with JPN.

- 4) **Elections:**
According to the IJCA Constitution, in even years, we elect any Full Members in good standing of an Active NJCA to act as Chair and as Vice Chair for a period of two years. *Marianne Schoke made a motion for Nancy Zangerle to continue to serve as Chair, seconded by Jorge Castillo. The motion passed unanimously.*
Nancy Zangerle made a motion for Marianne Schoke to continue to serve as Vice Chair, seconded by Nick Jako. The motion passed unanimously.

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). *Jorge Castillo made a motion to accept the slate as presented, seconded by Nick Jako. The slate 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), Michael Peters (GER), Gianpietro Pollesel (ITA), Kenneth Porter (MEX) and Tim Winger (USA). *Chip Till made a motion to accept the Technical Committee as nominated, seconded by Nick Jako. The motion passed unanimously.* Michael Peters is a new member to bring broader global perspective to the ITC.

- 5) **Approval of 2017 WCM Minutes:** *Chip Till made a motion to approve the 2017 WCM minutes as posted at <http://www.j24class.org/organization/class-documents/wcm-minutes/>, seconded by Will Welles. Approval of the minutes passed unanimously.*

6) **Chair's Overview:** Nancy Zangerle distributed her thoughts and action items via an e-mailed report prior to the meeting. They will be discussed later in this meeting. She noted that globally the Class is attracting younger sailors while maintaining many long-term members.

7) **Review of Reports:**

Executive Director Report: Christopher Howell's report was in the attendee packet. See Attachment A. He highlighted the financial improvement of the IJCA since he and Julie started working with the Class in 2012. Measurement certificate distribution continues to be a day-to-day function at the Class Office, showing that boats remain active. E-mailed newsletters are sent quarterly. Thanks to all the NJCAs for submitting content. Social media promotion continues to grow. The reach on Facebook during the Worlds in Garda was 129,000 people. We are expanding more into Instagram. The IJCA website is mostly "passive" as the go-to spot for maintaining documents/information. At our mid-year conference call, we discussed updating the website, which is still being planned. Please provide feedback on what you'd like to see and how you prefer to use the site. The IJCA site is quite document-heavy, so it's better to focus on ease of use rather than being flashy.

Financial Report: Kenneth Porter presented the year-end Profit & Loss statement and Balance Sheet for Fiscal Year 2018 to the attendees. The membership numbers have maintained about the same as 2017. The budget was conservative, and the IJCA ended the fiscal year in the positive. The proposed budget is similar to last year's. Chris clarified that "miscellaneous income" had a significant increase because we have moved solely to FedEx shipping (to ensure delivery), most of which is charged back the purchaser and accounted for in miscellaneous income. This is why there is also an increase in the "shipping" line item under Expenses; it is offset by the "miscellaneous income." Chris said that it is good practice for non-profit Associations to have one year's budget saved, and the Class has surpassed this level. He'd like to see the IJCA invest in media. Discussion ensued about whether some of the money should be moved into an interest-bearing account. Chris will discuss this with the accountant. In response to inquiry about the accounting format, Nancy explained that U.S. accounting standards differ from European standards.

The Class has four sets of keel templates, which need to be sold. The Class will market this to recoup the costs. The set used at Worlds is older, but the same as the newer sets. Max suggested that Worlds OAs "rent" the newer templates, however we will have to consider the shipping costs involved. Alex said there is always a 0.2 mm difference in templates. Marianne recalled a 1 mm difference with the templates made in Japan during 2016 Worlds.

Chip Till made a motion to accept the P&L and Balance Sheet as presented, seconded by Alex Finsterbusch. The motion passed unanimously.

Chris said the budget shows higher numbers for the World Council Meeting to better reflect the actual costs. The shipping costs for the templates varies from year to year (depending on location), which the Technical Committee evaluates. Alex said it's most important that the templates originate from only one source, controlled by the Class. If a set already exists, he can use a caliper to confirm the templates are within tolerance. It is preferred to sell the templates

to a continent, rather than to ship them. Chris wondered if the IJCA should just provide the four templates as a service. This will be discussed further. Chris has proposed in the budget an increase in travel so that Julie can support the major Championships. Nancy also noted an increase in the Technical Committee travel budget, also to better support major Championships and travel to the WCM. Marianne said we have to be clear as to what the IJCA is financially responsible for and what the OAs are financially responsible for. Nothing has really changed in this regard, but we always need to reiterate this to Championship hosts well in advance. Hopefully we will exceed the projected royalty tag sales with the Worlds in Miami. *Chip Till made a motion to accept the Budget as presented, seconded by Alex Finsterbusch. The motion passed unanimously.*

Technical Report: Alex Finsterbusch's Technical Chairman's report was in the attendee packet. See Attachment B. He would like to see shortening measurement days at an event in comparison to racing days. The Technical Committee sees reduction time possible in sail measurement. The IJCA is measurement-controlled. Other measurement-controlled Classes have a similar process as we do, but Alex thinks we can be more efficient. Keiji noted that many Japanese members do not have Builders Certificates. Alex clarified that once the boat has a Class measurement certificate, there is no need for a Builders Certificate. This portion of the Measurement Input Form could be removed.

There are a few clean-up Rules proposals today. The boom tip weight is currently required, but it is very time-consuming, and the Technical Committee recommends removing this obligation (however the World Council has rejected this idea before).

At the 2018 Worlds, eight rudders were non-compliant and rejected. Please tell your members that anything they purchase should come from a reliable source. NJCAs should enforce this with metal detectors. Five rudders of the Italian builder at the Worlds were old enough to have been tampered with, however we do not have evidence of this. The builders of rudders know the standard. The reinforcement of carbon fibre was detected in U.S.-built rudders. There has been occasions of rudders snapping from US-built boats in the past. It is possible that a change was made with the US builder and not communicated to the Italian builder. The Copyright Holder controls the Builders Specifications.

Finally, the PFD requirement comes from World Sailing, which is based around the person's weight and must be "approved" PFDs. Nancy stated that our Class Rules match the World Sailing standards. This topic is another item that requires reminders to racers.

Copyright Holder/Builders Report: Jeff Johnstone's report was in the attendee packet. See Attachment C. Nancy elaborated that she and Chris had a conference call with Jeff a few weeks prior to the WCM. New boats are priced out favorably, so NJCAs should promote this in an effort to create a bulk order. Keeping the Builders engaged via new boat orders would help with parts availability. Jeff suggests putting together a sub-committee to investigate options to build readily available replacement parts, with him included. Chris added that the IJCA could initiate a bulk order of masts, etc. Will stated that vendors are available, which is posted at <http://www.j24class.org/useful-links/>, and an ad stating as such has appeared in every IJCA

newsletter. The Executive Committee will continue this discussion with J/Boats.

8) **Rules Proposals:** Alex Finsterbusch

J/24 Class Rule Introduction – see Attachment D

Discussion: Alex clarified that the “Sailmakers Declaration” is at the head. In-house certification, which is not in our current Rules, will be better explained later in this meeting, but that is the root of this house-keeping proposal.

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

J/24 Class Rule F.4.2 (a)(3)– see Attachment E

Discussion: Alex explained that there is no Rules change, but just a re-numbering.

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

J/24 Class Rule Proposal New Rule C.9.8 (c) Limitations – see Attachment F

Discussion: This Rule was left out during the formatting to World Sailing Rules. If you can't see it on deck, it's below deck. The idea is to re-enforce that running rigging is to be on deck and an effort to be consistent. The tails can be anywhere, but you cannot make holes on the deck. It was noted that at the 2018 Worlds, some boats with drainage holes in the seahood were running the twing line through these drainage holes, creating a cleaner deck. Running rigging is defined in the ERS. Chris noted that this Rule is under “For Use While Racing” and subheading C is “Limitations.”

The group agreed to change the title to: “C.9.8 (c) For Use While Racing - Limitations” and to change “Running rigging shall not be fed below deck” to “Running rigging shall not be rigged below deck.”

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

J/24 Class Rule Proposal New Rule J.7 RACING WITHOUT ENGINE– see Attachment G

Discussion: Alex clarified that this proposed Rule is in Section J Event Rules, meaning it's an optional Rule that must be invoked in the Notice of Race and Sailing Instructions by an OA. This change can only currently be done via a Rule 87 letter after approval of the Executive Committee and World Sailing. This Event Rule affects multiple areas within South America where there are legal restrictions on the use of gas powered engines, although overall it would be invoked quite rarely. There are some locations where only two engines are permissible on the water and those are utilized for RC and safety. Those affected by governmental regulation still want to follow the Class Rules, hence this proposal. Nick shared that Greece opposed the proposal via e-mail, primarily for safety purposes. Nancy suggested this proposed Rule follow the limitations as in new Regatta Regulation Appendix G so that it has to be approved by the Executive Committee to make sure that this is being used as intended (adding to the proposed Rule, “The OA must state the specific reason(s) for the request. Executive Committee (EC) approval is required.”). It would be effective for the Executive Committee to use its discretion on the timeframe permitted. Alex stated that 1318 kg came from the minimum engine weight deducted from 1330 kg.

Kenneth Porter made a motion to accept the modified proposal, seconded by Will Welles. The modified proposal passed unanimously (Greece abstained).

- 9) **Regatta Regulations:** J/24 Class Regatta Regulation Appendix G - Fleet Split and Qualifying Series for Championship Events was adopted 13 July 2018 by the IJCA Executive Committee. See Attachment H. This Appendix was considered a key tool to have available in advance of the 2018 World Championship. There is a numbering error that was corrected. Consideration for invoking the use of Regatta Regulation Appendix G will only be considered for approval under exceptional circumstances.

Alex Finsterbusch made a motion to ratify the document, seconded by Kenneth Porter. The document was ratified unanimously.

Proposed updates to the Regatta Regulations were circulated by Nancy. Nancy reviewed some of the significant proposed changes:

- In addressing the highlights, she called out a new term “OC” meaning Organizing Committee, as well as adding language about the World’s host holding the prior year’s World Council Meeting.
- Adding the word “fundraising” to better represent how funds may be raised in support of the event.
- Specify that the OA only utilize one event website.
- A new 12.10 was added to ensure that there are at least two English speaking persons on the Organizing Committee.
- Regarding the Jager and Turner trophies, “promoted” was changed to “nominated.”
- Some additional language was added to confirm Worlds drivers’ nationality and/or residency. There were some issues leading up to the 2018 Worlds. Thank you to Marianne for catching potential issues prior to the 2018 Worlds.
- Proposed clarifying the qualifying driver position in 19.4: “For Worlds Qualifying events, the event’s OA shall require boats sailed by more than one driver to designate the driver for qualification at registration. The qualifying driver must be the one who starts, finishes and drives the first upwind and downwind legs of each race in the event.” Molly recalled that this issue has come up with drivers experiencing health concerns, but this Regulation is only relating to Worlds qualifiers.

Nancy highlighted 19.8: “Within 14 days after January 1, the IJCA ED shall notify each NJCA of how many Worlds berths are available to them according to the entry table, and confirm the number of the NJCA’s members used in the calculation.” This is purely about the number of spots, not who qualified. Class memberships must be purchased by December 31 of any year for **calculation** of Worlds berths available to the NJCA. Some NJCAs become confused about their number of berths so this is an effort of clarity. Each NJCA determines its own

qualification process. 19.10 goes on: "NJCA's shall notify the IJCA class office in writing of its qualifying drivers as soon as possible, but no later than 90 days before the start of the World Championship."

- Both 20.3 and 20/4 will be deleted:

--The IJCA Penalties for Breaking Some Class Rules as posted on the IJCA website and included in the Class Standard SIs as an attachment shall apply.

--RRS 44.1 (main body) and 44.2 (Turns Penalty) will not be used for World Championships. The IJCA Percentage Penalty modification to RRS 44.3 as posted on the IJCA website and included in the Class Standard SIs shall apply.

The Class Standard NOR and SIs are under revision to remove the Addendum for Penalties for Breaking Some Class Rules; and, the yellow flag scoring penalties will no longer be used.

Nancy summarized that the Regatta Regulations are a work in progress, and will be under further review by the Executive Committee and ITC. Send your opinions via e-mail. The goal is to finalize the document for use in the next sailing season.

The group reviewed proposed APPENDIX H - GUIDANCE TO TECHNICAL COMMITTEE REGARDING INSPECTIONS & CLASS RULES. This document lists Class Rule Reference, Infringements and Technical Committee Actions. Alex and the Technical Committee will review this. Send him any feedback you may have.

The group then reviewed proposed APPENDIX J - GUIDANCE TO JURY REGARDING BREACHES OF CLASS RULES. Penalties are divided into 4 bands with the midpoint being the normal base penalty. Alex clarified that this document is based from World Sailing, but tweaked for our Class. Again, comments are welcome.

These two documents are proposed following a debrief with the 2018 Worlds Jury on what would be welcomed by future juries.

Nancy Zangerle circulated many issues for discussion via her document e-mailed. The full document appears in Attachment I.

- 10) **Event measurement vs. Certification measurement:** Alex Finsterbusch led the presentation discussing event measurement of sails vs a certification process for sails.

The Class current process is new sails are mostly measured at events. Some countries require an additional MNA certification sticker or button.

--Anyone on the Event Technical Committee can do so, even though this can be a person with little experience.

--Sail measurement requires a great deal of man power due to amount of items.

--Most time consuming station.

--Cloth weight cannot be checked due to time restrictions.

--If there is no inspection, new sails can be used at an event without being measured.

--Class Rules compliance is very much related to the source.

Certification Measurement:

- Sails must be certified before coming to an event by an Official Measurer. The definition of an Official Measurer is in the Equipment Rules of Sailing (ERS). See C.4.4.
- If sail is not officially measured, the OA must have a measurer onsite to do so (helpers cannot do this).
- Sails can be checked at events partially or simply check a few items for compliance. This means less people for the sail station and less time.
- IHC is an option, allowing lofts to use people from their staff to certify the sails. This is helpful for areas where measurers are not available. Also, there is reasonable assurance that sails used at any level have been controlled.
- The probability of the sail not being Class legal is low.

The Technical Committee is discussing what to propose to the World Council. Alex noted that most measurement-controlled Classes follow the IHC process. Without the certification, there is no legal binding issue for sailmakers. Will said that lofts pay to have measurers onsite with the cost at about \$20-25 per sail (fee received by Measurer). North is already using the process at certain lofts, and both Quantum's and Doyle's processes are in the works. As we have discussed many times that we want to make Worlds (etc.) measurement more efficient, this would expedite sail measurement and further ensure fairness. An "official measurer" is determined by the MNA or delegated to the National Class by the MNA. Alex has confirmed that the IJCA has enough Measurers to accomplish this. As older sails lose their shape, the speed effects are reduced, so they could only be spot checked. Many European countries already require this for sails built in those countries, with pricing dictating by the MNA.

Kenneth Porter fully supports this initiative. This is a way to save time at major events and assures that all sails (including those from smaller lofts) are within the Rules. Max expressed concerns about alienating a young team buying less expensive sails that aren't certified. Alex responded that this could be alleviated by having a few years of event-specific Measurers assigned solely to this task of working through any such issues. It would take a few years to see the full benefit of the program. He encouraged people to think about our Worlds qualifying events, which do not check sails, so this helps the Class to be more one-design. Furthermore, it was a challenge for Tim to get the Class Rules passed by World Sailing without the "Official Measurers." It is possible that World Sailing will require the Class to implement this at some point anyway. Currently, only two people (Alex and Tim) on the ITC are International Measurers (IM), so Alex has strongly encouraged all other ITC members to obtain the certification. Many definitions in our Rules are less known by non-IMs. In summary, more research is being done by the ITC, and some form of a proposal will be presented at the 2019 World Council Meeting.

Submissions:

2018 World Championship Report: Fraglia Vela Riva del Garda did not submit a written report.

2019 World Championship Update: October 19-26 in Miami, Florida USA. Mark Pincus said three days of measurement (Saturday through Monday) starts in one year at Regatta Park,

which we will tour. Tents will be used for measurement. Boats will be launched by crane at Regatta Park (a City of Miami/Coconut Grove owned property) if the planned hoist installment has not completed. The Notice of Race is currently out for review. The website is live, and registration will hopefully open around the beginning of November. Hospitality and post-race events will likely be split between Shake a Leg, Coral Reef YC and Biscayne Bay YC, including an opening ceremony dinner. Shake a Leg will be the official “home” of the regatta due to delays in planned construction with the city as related to the Regatta Park. Racing runs Tuesday through Saturday, and there is an entry cap of 80 boats. Mark is securing a registration room. Sara Zanobini stopped by, as she works with Mark on many regattas, as did local measurer Rick Jarchow.

Nancy was disappointed at the USJCA and Miami’s lack of any promotion for next year’s Worlds. Ideas for event promotion are spelled out in the Regatta Regulations. The EC needs to do more to assure that the hosts are fulfilling the promotion.

Alex and Mark will be working on the full measurement plan, including the possibility of boats getting measured in advance. Local measurers are: Rick Jarchow and Andres Martinez.

Charter boats are needed, and can hopefully be measured in advance. The USJCA will prioritize this topic among District Governors, and this will be a section on the event website.

Molly said that the USJCA utilizes a Regatta Timeline and discusses Championships regularly via e-mail and conference calls. Chris has been working closely with Mark Pincus to this point, and will continue to do so. There are 36 people on the local committee. The IRO is Mark Foster, leading a top-notch RC team. Bacardi is a sponsor, and the OA is working on securing a title sponsor and others. Marianne suggested corporate team-building events utilizing local fleet boats to raise funds in support of the event. The entry fee is \$750. Hotel blocks are being secured. The excellent Jury is chaired by Giorgio Davanzo. Mark said there is a popular two-day race (Columbus Day Regatta) the weekend prior which the J/24s are welcome to attend, and other local races too. He will investigate tractors for moving the boats through measurement and in the staging area. More homework needs to be done on how to accommodate early arrivals. A “hurricane plan” has yet to be determined.

2020 World Championship: September 12-18 at Parkstone Yacht Club, Poole UK. Nancy received a late report from co-chairs Jenny and Dave Pipe. They report that the website is up and running, and 60 people have signed up to receive the newsletter. They have started measurement plans and can accommodate 50-60 boats in dry slips. The tides will delay haul-out. David Lovegrove (IRL) is the PRO. Three local charter boats have been secured, as well as a possible Hungarian boat. There are other European boats likely to be coordinated, too. Efforts are being made to make it a green regatta, including an online notice board and at the social events. They are excited to host!

2021 World Championship Venue: A proposal was received and circulated from Argentina, Alex Finsterbusch presented a video of the Mendoza region and sailing on Lake Potrerillos. The proposed venue would be the freshwater Lake Potrerillos, 50-60 km west of the City of Mendoza. Competitors would likely fly through Chile or Buenos Aires. Due to geography, the

championship would have to split the fleet with a cap of around 60 (this matches the participation of prior Championships there). The actual dimensions of the lake are 1.2 nm in length, 0.9 nm in width and 0.65 nm at the starting line. The Argentinian Class are willing to sacrifice some of their Worlds berths if needed to support international entries.

The Windsurfing Association owns the host site, and dates must be in March due to water levels. The key people and racing/shoreside facilities were reviewed. Winds always come from the southeast with no current or waves. Racing can be viewed from shore. The entry fee would be \$600 including social activities, with potential IRO of Frederico Ambrus (ARG).

Competitors can expect excellent sponsorship and post-race activities. One big hotel is close by, and it can be exclusively for use. Further accommodations are about a 10-minute drive so a car will be needed. Typically, they use moorings, but Alex is encouraging an update to this part of the proposal with portable docks. At least 15 good charter boats will be available, plus other boats may be available from other countries. The area fleets have more than 30 boats that travel around the lakes. There are two international ports for shipping. International flights typically range between €800-1,300 but can be higher. They could have a private ambulance onsite. Barbara Gold attended this meeting to support the proposal, having experienced the beauty of the area, reliable conditions, overall friendliness and growth of the club. This event will recharge the South American J/24 Classes. Chris recapped that 2021 is a Worlds year at a venue other than Europe and North America and the Class is a year behind in selecting a venue according to the published rotation. Nancy indicated that there may be some additional information required to match the Standard Proposal to Host.

Jorge Castillo made a motion to award the 2021 World Championship to Argentina pending a few clarifications, seconded by Nick Jako. The motion passed unanimously.

2022 World Championship Venue: Proposals were received/circulated from Corpus Christi Yacht Club (Texas) and Rochester Yacht Club (New York). Chip spoke on behalf of the USJCA. Rochester YC hosted an open 2012 Worlds and will host the 2019 US Nationals. Corpus Christi has experience in hosting numerous championship events for other One-Design Classes. The USJCA favors the CCYC proposal, as it is a fresh venue with generally reliable wind conditions. The Texas District is the most actively traveled in the USA with a strong regional series. There are many US/North American events in the Northeast U.S. so this proposal provides expanded venue options for competitors. Corpus Christi is a long drive, but the summer dates will provide a seabreeze.

Chip Till made a motion to award the 2022 World Championship to Corpus Christi Yacht Club, seconded by Kenneth Porter. The motion passed unanimously.

Continental Championships:

Chris shared the current Continental Championship chart:

<http://www.j24class.org/organization/class-documents/1728-2/>

Upcoming European Championships:

Nancy recapped that the 2020 World Championship is in Poole UK, and the 2020 European

Championship was to be in Trieste, Italy. In order to encourage full attention to the 2020 Worlds, perhaps the 2020 European Championship should be delayed until 2021. Marianne elaborated that Germany is the NCA most traveling, but getting others to move is more challenging. 2018 was a challenge to participation with racers focusing on the Worlds in Garda, and not supporting the European Championship in Germany over the summer. European NJCAs will discuss whether when the World Championship is in Europe, the European Championship be suspended. Maik Hass backed this concept. Alex added that this is quite common amongst International Classes. For those who may ask what they should do if they do not qualify, we could consider a higher multiplier. The plan is to have a conference call with the Executive Committee and the European NJCAs. Chris & Julie will coordinate this.

2019 - Sailing Club of Patras, Greece, May 4-10

A 2021 European Championship proposal was received from Hungary, but the schedule will need to be confirmed based on the discussion above.

Upcoming North American Championships:

2019 – Club Nautico Valle de Bravo, Valle de Bravo, Mexico, April 1-5. Kenneth is seeking additional sponsorship to those already secured. The PRO is set, and he knows the lake well. Kenneth expects 30+ entrants from Mexico, and 10-15 from other NJCAs. More than 20 boats will be at their upcoming Nationals. The conditions will be excellent!

2020 – Sayville Yacht Club, Blue Point, New York USA, May 27-31

2021 – Canada is leaning toward Kingston, which is a great venue to attract boats from across the continent. Chris encouraged the Canadian Class to do their homework on some restrictions at CORK that could affect the social side.

Upcoming South American Championships: The Chileans are reorganizing so that could be a possibility going forward. A proposal is needed, however Chile has not been purchasing memberships recently.

11) **Old Business:** N/A

12) **New Projects & Initiatives:** Nancy circled back to some of the discussion items started in #9 above.

ON THE WATER JUDGING

Do we still want OTW judging for rule 42? Rule 49.2?

Rule 49.2

At the 2017 Worlds in Toronto (very light conditions), the judges identified numerous boats breaking 49.2 with extreme roll tacking (torsos hanging over the lifelines). They asked if they could yellow flag the violations they saw. An amendment to the SIs was posted, and 49.2 became an on the water yellow flag penalty. The Class then added the language to the World

Standard SIs. At the 2018 Worlds in Riva, 49.2 was not used for roll tacking (the conditions did not warrant), but instead was applied to “human pole” situations where the spin pole is removed ahead of the leeward mark and the foredeck typically stands with one arm on the shrouds with the other, outside the lifeline, holding the guy until the spinnaker drop. There were 6 yellow flags, and 4 of the boats penalized did not do a penalty turn and were DSQ’d. To Nancy, the “human pole” has been a part of the Class for as long as she can remember. She had a discussion with the judges regarding the application of 49.2. While they were initially discussing additional modifications to the language of 49.2, she suggested it would be easier to remove 49.2 from the OTW penalties. This is reflected in Willii’s post-regatta comments.

Discussion: Does the Class want to keep 49.2 as an OTW penalty in the standard SIs? If so, should the “human pole” situation be penalized or excluded?

Should we make RRS 49.2 inclusion for OTW penalties an option in the Standard SIs (should conditions warrant for roll tacking for example)?

Should 49.2 be removed from on the water penalties?

Yes, the World Council supports removal of Rule 49.2 from on-the-water penalties in the Sailing Instructions.

WORLD PERPETUAL TROPHIES

It cost almost \$900 to ship the perpetual trophies from Canada to Riva. Then one of the two box shipment got stopped by customs because there was no invoice.

For discussion: Consider finding a permanent home/display for the perpetual trophies (such as the Sailing Hall of Fame), and the IJCA take over responsibility of updating. Is it feasible to just create replica trophies to award, and the winners can keep and mandate the cost to the regatta organizing committee? The regatta host would be relieved of also creating keeper trophies. It was evident that the winners put great pride knowing their name will be on the same trophy won by other great sailors. Nancy suggested that we survey the last three Worlds hosts on what their trophy expenses were for the keeper trophies, add that to what we spend shipping the perpetual trophies and see if it makes sense to specify some alternative.

Will commented that the perpetual trophies are special in that every crew receives one, and there is so much history on each one. However, the costs are significant. For the replica, the previous names could potentially all be on one plaque. Let’s discuss this topic further.

Number of Races & Max Ahead of Schedule

Competitors generally seemed to want more races (as many as possible) and more races per day. Should we consider eliminating the “only one race ahead of schedule” and give more flexibility to the RC?

For discussion: Should we change the maximum number of races at Worlds Championships?

Chip said that the Notice of Race is a contract with the Race Officers. A well-defined number of races prevents a perception of bias toward any particular competitor. He and Alex don’t see a need for additional races. Regarding the “only one race ahead of schedule” language, the majority prefer the current language.

Green Regattas

The 2018 World Championship generated a tremendous amount of waste. Post-race beer was served in small plastic disposable cups. The sponsor, Alce Nero, generously provided food (fresh fruit and products) every day to each boat. Every day, each boat received a large paper grocery bag of fruit and a good-sized cardboard box filled with products. Huge amount of trash, and Nancy even found a cardboard box actually discarded in the town the day after the event. Not good when the sponsor's name was on it. Should we encourage/adopt a position in the RR for best practices for green regattas?

Molly said 11th Hour Racing has an online list to assist OAs with this initiative. Nancy asked Molly to draft an Appendix on our preferences. Chip noted that we can't mandate this, and implementation will be dependent upon the venue and the support of the OA. The World Council can weight proposals with a green component higher than those without.

Class Membership Requirement for Measurement Certificates

While the online document on "How to Obtain a Measurement Certificate" clearly states in the first line that a boat owner must be a current member of the Class, there is nothing specified in the Rules or Constitution that enforces the membership requirement. Because of this, measurement certificates may have been issued to boats who are not owned by a past or current Class member. Additionally, Nancy has always had the impression that if someone drops their Class membership, their measurement certificate also became invalid. The Change of Ownership Declaration does require the membership information of the boat's new owner.

Proposal:

1) That the Application for a Measurement Certificate be modified to require the applicant's membership information.

This will be discussed by the Technical Committee.

2) That a Full Active Member as defined in the Class Constitution provides that member with one transom sticker. A Full Active Member owning additional J/24 Class boats with valid measurement certificates may purchase additional annual transom stickers for those boats for a fee determined by the WC. Nancy suggests that the fee be the IJCA cost of membership charged to NJCAs which is \$15.

Chris said that there are fees involved with receiving the payment and shipping the sticker. Jorge added that both the owner and helmsman are required to be full members, meaning two stickers are involved. There is no international Class database, so Alex explained that the IJCA cannot connect measurement forms to current Class membership. As charter boats are hard to come by, there can be challenges in getting these inactive owners to join the Class. Nick summarized that a membership is for a person, not for a boat. Nancy and Alex will research this further, perhaps stating that a charterer (boat owner) must be a Class member (this could be in the Notice of Race).

13) **Date and place of the next WCM:** The UK Class will host the 2019 WCM, and the Parkstone Yacht Club's available dates are May 11-12, July 20-21, September 7-8 or November 9-10 and

November 16-17. Nancy's preference is that the WCM occur after the Worlds (which is October 19-26). The selected dates are November 16-17.

14) **Other Business:** N/A

15) **Closing Remarks:** Nancy Zangerle thanked everyone for coming.
The meeting was adjourned at 4:55 pm.

ATTACHMENT A: Executive Director's Report, Christopher Howell

The following are brief descriptions of recent activities, as well as a review of the last six years. If you have any questions, we are always available to discuss.

Financial: One Design Association Management (Chris & Julie Howell) took on the day-to-day operations of the IJCA in June of 2012. At the end of fiscal year (FY) 2011, the Class had \$26,232.09 in the bank and 13,475.24 in Accounts Receivable. With the help and guidance of Jim Farmer, Robin Eagleson and Nancy Zangerle, the books were cleaned up and much of the Accounts Receivable was charged off as bad debt. In the subsequent years, we have managed the budget with a positive cash flow each year, and at the end of FY2017, the IJCA has nearly \$80,000 in the bank. As this year's financial report illustrates, there was an increase in sail royalty tag sales and memberships over FY 2016. The overall profit and loss numbers remain very positive at more than \$15,000 profit for the fiscal year. A relatively conservative projection of income level in FY18 should allow the Class to continue to function without a decrease in services. We have managed the Class for less compensation than our predecessor and took another decrease in compensation in 2016. The decrease in ODAM compensation affected our ability to have Julie travel for major Class events. This was most evident in Garda where her experience was missed during inspections and registration. I am proposing an increase in the ED travel budget to be used for Julie to attend the major Championships and the WCMs moving forward.

Measurement Form Administration: Over the last six fiscal years, we have registered or re-registered more than 600 measurement certificates. In the most recent FY, the Class Office has processed new measurement certificates or changes of ownership for over 90 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. We believe this measurement activity is a good sign that inactive boats are returning to use.

Newsletter: In 2013, we reinstated the International newsletter with the first two editions of the International Pulse. This is a service that had not been done in the preceding six years. Since 2013, we have distributed 19 additions of the newsletter, with four per year in the 2017 and 2018. The Class Office distributes the newsletters via e-mail in a PDF format to supplement the distribution of Class information amongst all NJCAs. Issue 20 will be sent in December. The photographs and content continue to improve and lengthen.

Public Relations Efforts: The use of social media has amplified the Class exposure worldwide. This has become the first means of distribution of news and future events. 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 nearly 4,200 fans, and during the recent World Championship, the page had an organic reach of more than 129,000. The J/24 Class Facebook page has more fans than many comparable Classes such as the Etchells, Melges 24, J/22, International Lightning and Star Class, and is closing in on the numbers for more modern boats like the Melges 20 and J/70.

ATTACHMENT B: Technical Report, Alex Finsterbusch

It has become imperative that we make some changes in order to reduce time during the equipment inspections. During this WC, we spend 4 ½ days measuring and 5 days racing. Also, the need of volunteers and competent measurers needs to be addressed since there are countries where you simply cannot get them. The later presentation about certification and event measurement should be make it easier for everybody to understand the need to make a change which will help us reduce time and people for the sail measurements.

Current discussion within the ITC: we are discussing the merits and disadvantages of IHC (In-house certification measurement). Thanks to Tim's previous work with the Class Rules, there is little that needs to change now with the new WS format. Still there are two clean-up changes and two new proposals: one to clarify an issue and the other is to allow certain areas to make use of the J section of our Rules and be able to race within the Rules. Also, we will work to include more alternative penalties into the existing list we use at the Worlds and Continentals.

Boom tip weight. The issue has to be decided whether we keep the existing Rule or we decide otherwise. Keeping it is complicated because it is very time consuming to check during the equipment inspection prior to racing, and if only spot checked during racing, it can be perceived as a Rule 2 breach.

Rudders. During the Worlds in an 89-boat fleet, 8 rudders were found non-compliant—either they had some material in the lower end to increase the weight and lower the centre of gravity (presumed lead) or they had a reinforcement close to the lower pintle below the gelcoat (presumed carbon fibre). The assumed lead was in Italian-built rudders, and the reinforcement of carbon fibre was in U.S.-built rudders. Only one owner allowed drilling to see what came out (in this case lead), and one of the suspected carbon fibre rudders was confirmed by the owner to have a repair done with it.

PFDs. There is still a lot of confusion on what this new Rule wants to achieve but it is imperative that sailors take notice that WS is pushing hard in this matter. You simply cannot use a PFD that has no standardization and is not adequate for your weight class. The Technical Committee will work to clarify this issue with a brief instruction we then post online, so nobody spends money on PFDs that will later be rejected.

ATTACHMENT C: Copyright Holder's Report, Jeff Johnstone

There has been a high volume of J/24 sales activity over the past 12 months, and it's all been on the used boat front. This has largely been the case for the past several years. The wide availability of quality used J/24s combined with the growing trend of people "parting out" their older models to others refurbishing boats, has helped maximize the value proposition for used J/24s. However, the availability of "recent model" used J/24s is decreasing every year as the fleet ages, and so there's more of a need than ever to generate new J/24 activity. New orders create excitement at all levels, and are the key to keeping builders and suppliers engaged in and committed to the class. Here is the current build status:

NEW BOATS The J/24 molds in Italy and Argentina are in excellent condition and both builders are ready and able to build to order. We have possession of the US molds which we're storing in Bristol, RI. These molds, while older, are still serviceable. We would need an 8-10 boat run to offset the start-up and mold refurbishment costs. In the meantime, with current exchange rates, we can import a J/24 from Argentina or Italy for less than the cost to produce in Rhode Island. In fact, the current J/24 base price from Argentina is the equivalent to what the USA base price was 15 years ago, and the base price in Italy is very competitive compared to pricing of other new boats in general.

ACTION ITEM – we propose putting together a special package price with the builders for a new 2019 Model J/24 and have each active NCA commit to bringing at least 1-2 boats in for next season. This would be a huge shot in the arm. With the Miami Worlds coming up in 12 months, new boats built for the US market could import into Miami first and support a charter program which would help to further reduce the price of the boat to the owner.

PARTS Molded parts and spars are available from Italy and Argentina and both builders report regular replacement business over the past 12 months. The North American supply chain was interrupted with US Watercraft going out of business last year, but a number of the suppliers are now listed on the class site and are handling owner requests directly. Companies such as APS and Mauri Pro Racing already do a good job with numerous J/24 parts, plus have 24/7 ordering via website, but they are not set up to handle specialty parts like rudders, seahoods, plastic toe-rails, and hatch slider tracks that require a substantial volume commitment (which traditionally a builder is able to provide) in order to offer a competitive street price. It's these latter specialty items that are most critical for class members to have ready access to.

ACTION ITEM - We propose setting up a small J/Boats/IJCA sub-committee (3-4 people) to identify opportunities to improve the availability and pricing for replacement parts, including the potential pros/cons of having NCA's maintaining some local stock to support their fleets.

PS: Here are a few marketing stats for the past 12 months:

1. There were 125 J/24 related articles in J/Newsletter and on the J/Blog.
2. JBoats.com website had 813,549 sessions – with the J/24 page still in the top five with 46,795 views.

ATTACHMENT D: J/24 Class Rule INTRODUCTION

Current Rule:

This introduction only provides an informal background, and the International J/24 Class Rules proper begin on the next page.

The J/24 was designed and built by Rodney Johnstone in 1976. The objective was to create a popular design that could be raced and cruised economically by a broad range of crews. The fact that many of the early boats are still racing at the top levels in the Class along with the popularity of the J/24 would indicate that this objective has been successfully met. It is the intention of the International J/24 Class to continue that tradition with this conversion of our Rules to the World Sailing format. J/24 hulls, hull appendages, mast spars and boom spars shall only be manufactured by builders licensed to do so under the copyright of J Boats, Inc. (557 Thames Street, P.O. Box 90, Newport, RI 02840, USA) – in the Class Rules referred to as licensed builders. Equipment is required to comply with the International J/24 Building Specification. J/24 sails are measurement controlled to the designated dimensions and may be made by any manufacturer. J/24 hulls, hull appendages, mast spars and boom spars shall, after having left the builder, or sails after certification, only be altered to the extent permitted in Section C of the Class Rules. Rules regulating the use of equipment during a race are contained in Section C of these Class Rules, in ERS Part I and in the Racing Rules of Sailing.

Proposed Change:

This introduction only provides an informal background and the International J/24 Class Rules proper begin on the next page.

The J/24 was designed and built by Rodney Johnstone in 1976. The objective was to create a popular design that could be raced and cruised economically by a broad range of crews. The fact that many of the early boats are still racing at the top levels in the Class along with the popularity of the J/24 would indicate that this objective has been successfully met. It is the intention of the International J/24 Class to continue that tradition with this conversion of our Rules to the World Sailing format. J/24 hulls, hull appendages, mast spars and boom spars shall only be manufactured by builders licensed to do so under the copyright of J Boats, Inc. (557 Thames Street, P.O. Box 90, Newport, RI 02840, USA) – in the Class Rules referred to as licensed builders. Equipment is required to comply with the International J/24 Building Specification. J/24 sails are measurement controlled to the designated dimensions and may be made by any manufacturer. J/24 hulls, hull appendages, mast spars and boom spars shall, after having left the builder, or sails after **initial measurement**, only be altered to the extent permitted in Section C of the class rules. Rules regulating the use of equipment during a race are contained in Section C of these Class Rules, in ERS Part I and in the Racing Rules of Sailing.

Reason:

To stay consistent with no certification for sails in our Class.

ATTACHMENT E: J/24 Class Rule F.4.2 (a)(3)

Current Rule:

F.4.2 FITTINGS

(a) MANDATORY

(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.

Proposed Change:

Delete existing Rule and change with new rule:

F.4.3 WEIGHT

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.

Reason:

Tip weight of Boom was not listed under fittings and not according to WS Standard Class rules format.

ATTACHMENT F: J/24 Class Rule Proposal New Rule C.9.8 (c) Limitations (amended language)

C.9.8 (c) FOR USE WHILE RACING - LIMITATIONS

Running rigging shall not be rigged below deck.

Reason:

To continue with practices included in our older Rules. This was left out when converted to WS style. Different constructions from different builders have made it possible that some have a gap in the hatch cover that runs sideways, and sailors tend to feed the spinnaker barber haulers through that hole gaining an advantage against other constructions. This is definitely not the intention of a one-design Class.

ATTACHMENT G: J/24 Class Rule Proposal New Rule J.7 RACING WITHOUT ENGINE
(amended language)

J.7 RACING WITHOUT ENGINE

The event will be raced without an engine. The **Boat weight** in dry condition including all **portable equipment**, but excluding sails and **personal equipment** is changed to minimum 1318 kg. **The OA must state the specific reason(s) for the request. Executive Committee (EC) approval is required.**

Reason:

There are many areas where sailing with a petrol engine is forbidden, and electric engines are not commercially available or extremely overpriced.

ATTACHMENT H: J/24 Class Regatta Regulation Appendix G
Fleet Split and Qualifying Series for Championship Events
Adopted 13 July 2018 by the IJCA Executive Committee

The J/24 Class traditionally does not split fleets at championship events. Consideration for invoking the use of Regatta Regulation Appendix G will only be considered for approval under exceptional circumstances.

Request for Approval of Use:

1) Within 15 days of the closing of registration for championship events, an Organizing Authority may submit a request to the Class Office to implement a fleet split because a large number of entries.

The OA must state the specific reason(s) for the request. Executive Committee (EC) approval is required.

2) The Class Office will coordinate a conference call of the Executive Committee to consider the request.

3) If the EC approves the request, the OA shall post an Amendment to the NOR that J24 Class Regatta Regulation Appendix G (proposed) shall apply.

Application of Regatta Regulation Appendix G:

1) After the closing of registration, and upon completion of check-in and equipment inspection, entries accepted for racing in the event shall be listed by sail number, lowest to highest.

2) The listed entries shall be assigned in repetitive consecutive order to Group Blue, Green, Yellow or Red until all entries are assigned to a Group.

3) Each boat will be provided a colored pennant (blue, green, yellow, red) at the competitors' meeting which will identify their Group. The flag shall be displayed from the backstay while racing.

4) A flight is a race that includes two of the four groups. The pairings of groups for each race and flight will be indicated by the RC who will display colored flags at the warning signal identifying the two groups that will race in that flight.

3) The first two days of scheduled racing shall be sailed as a qualifying series. Three (3) races per day are scheduled.

4) The qualifying series shall be six (6) races with one throwout. If less than six (6) races are completed, there will be no throwouts. A minimum of three (3) races must be completed before ending the qualifying series.

5) If a minimum of three (3) qualifying races are completed in the first two days of scheduled racing, the scores from the Qualifying Service will be dropped and all boats will start the championship events with zero (0) points.

6) If more than two (2) days are required to complete the minimum of three (3) qualifying races, then all scores will be carried over to the championship events.

7) The qualifying series shall be sailed as follows:

1st race – Division I: Group Blue and Group Red Division II: Group Yellow and Group Green

2nd race– Division I: Group Red and Group Green Division II: Group Blue and Group Yellow

3rd start – Division I: Group Yellow and Group Red Division II: Group Blue and Group Green

4th start – Division I: Group Yellow and Group Green Division II: Group Blue and Group Red

5th Start – Division I: Group Blue and Group Yellow Division II: Group Red and Group Green

6th Start - Division I: Group Yellow and Group Red Division II: Group Blue and Group Green

8) It is the responsibility of each competitor to race in the correct flight as designated by the RC. The failure to start in the correct flight shall not be grounds for redress. This changes rule 62.1(a).

9) Upon completion of the qualifying series of races, entries are split evenly into the Championship fleet & Silver fleet based on their qualifying score. If there is an odd number of entries, the Championship fleet shall have one more boat than the Silver fleet. If there is a tie at the split that cannot be broken by RRS Appendix A, the tied boats shall both be assigned to the Championship fleet.

ATTACHMENT I: IJCA Chair Nancy Zangerle's J/24 World Council Meeting Issues for Discussion

INTRODUCTION

Most of the issues below are a direct result from what the class experienced over the summer leading up to the Worlds and what happened at the Worlds in Riva del Garda.

I have incorporated some of these discussion items into proposed Regatta Regulation documents Appendix H – Guidance for Technical Committee regarding Violations of Class Rules and Appendix J – Guidance to Jury regarding Violations of Class Rules.

Further, I have marked up the current Regatta Regulations document with suggestions (marked from the beginning through the World Championship section; the Continental Championship section is incomplete pending feedback). I am included proposed updates to the Class Standard template World Championship NOR and SIs for comment and feedback.

The Class Rules directly affect the boat and its performance. As we are a recognized international class, any changes to the Class Rules must go through World Council approval and World Sailing Approval.

The Class Regatta Regulations and the appendices are a reflection of what is important to our Class members and how we expect our events to be run. The Regatta Regulations may be approved by the EC at any time to be in effect, and then require approval at the next WC.

Class Standard World NOR & SI

In general, I get positive feedback from race officials. They like to know what is expected and these standard documents help with that. A principal reason of having standardized NOR and SIs that the competitors know what to expect as well.

Standard NOR & SI Changes for Discussion:

Currently, the responsibility of the standardized templates rest with the ITC. While I do not deny their technical expertise, I think the responsibility should be expanded to include the EC and in conjunction with IJs who have a long history with the class and are willing to provide their input on the rules.

Should the minimum # of races for a championship go to 5? It currently is 4.

Should the SI Addendum - Penalty for Breaking Some Class Rules be removed? It could be replaced with the proposed Appendix J – Guidance to Jury document and not be referenced in the SIs at all. This was the only reference the Worlds Jury had when administering a 20% penalty for a class rule violation. Yet the document only addresses some of the protestable class rules. The Chief Judge from 2018 Worlds provided the jury's thoughts in the "Remarks" document.

SI 26 was missing ban on dehumidifiers and fans while afloat. The reason for support of the ban is fairness to all competitors at an event. It is unreasonable to have teams include this as necessary equipment when traveling long distances (i.e., Flying to an event.)

Other changes for consideration appear in the marked-up Worlds NOR and SIs documents.

ON THE WATER JUDGING –Discussion Topic

Do we still want OTW judging for rule 42? Rule 49.2?

Rule 49.2

At the 2017 Worlds in Toronto (very light conditions), the judges identified numerous boats breaking 49.2 with extreme roll tacking (torsos hanging over the lifelines). They asked if they could yellow flag the violations they saw. An amendment to the SIs was posted and 49.2 became an on the water yellow flag penalty.

The Class then added the language to the World Standard SIs.

At the 2018 Worlds in Riva, 49.2 was not used for roll tacking (the conditions did not warrant), but instead was applied to “human pole” situations where the spin pole is removed ahead of the leeward mark and the foredeck typically stands with one arm on the shrouds with the other, outside the lifeline, holding the guy until the spinnaker drop. There were 6 yellow flags, and 4 of the boats penalized did not do a penalty turn and were DSQ’d.

To me, the “human pole” has been a part of the class for as long as I can remember.

I had a discussion with the judges regarding the application of 49.2. While they were initially discussing additional modifications to the language of 49.2, I suggested it would be easier to remove 49.2 from the OTW penalties. This is reflected in Willii’s post-regatta comments.

Discussion: Does the Class want to keep 49.2 as an OTW penalty in the standard SIs? If so, should the “human pole” situation be penalized or excluded?

Should we make RRS 49.2 inclusion for OTW penalties an option in the Standard SIs (should conditions warrant for roll tacking for example?)

Should 49.2 be removed from on the water penalties?

Bow Numbers

The Class has standard specifications on bow numbers and placement. The bow numbers are not big enough and they are not high enough on the hull. One could only see the top half of the number if reading from the leeward side as boats finished in any breeze at Worlds. Need a new standard. I thought the numbered decal was better than having to apply individual numbers. Need to identify sources for this in the future.

[DP] Penalties

S11.14 allows DP penalties. The Jury appreciates guidance from the Class. Proposed Appendix J deals with class rule penalties. The Class may also provide additional guidance on other [DP] penalties noted in the SIs. There is a new guidance doc from WS that includes guidance to the Jury.

OTW Measurement Checks

Class should provide a guidance doc to measurer on what is important to the class. The addendum currently in the SIs seems harsh for some violations. The proposed Appendix H is meant to be a foundation for addressing this issue and others listed below.

The OTW measurer/technical committee appointee must stay for the full event!

As a safety measure – there should ALWAYS be 2 people in a boat. No one should be allowed to go out by themselves. And, specify to the organizing committee that the OTW measurer's vessel should be soft sided (like a rib). These are included in the proposed Appendix H

Measurement

Chief measurer/Technical Committee chair at an event needs to be that – a chief, and direct the Indians. We must have better communication and assurances with the organizing committee that there will be an adequate number of volunteers to help with measurement in the future.

Lifelines

As most know, there was a protest for lifeline tautness at the 2018 Worlds that resulted in a 20% penalty. RRS 49.2 specifies that unless there is a maximum deflection specified in the class rules, lifelines shall be taut. The class rule specifies that there be no more than a 3mm deflection (with no load). There is also a measurement of lifeline tautness indicated in the Class Measurement Manual to measure the 3 mm with a thin line stretched between the two stanchions.

There is no rule change proposal for lifeline tautness on the WCM agenda, although there are proposals received after the submission deadline that are still under consideration of the ITC.

The proposed Appendix H does have lifeline tautness on the list of items that could be checked by OTW measurement with two options – a verbal warning by the TC with a correction before continuing to race or protest. If Appendix H is approved (and it could still be modified by allowing only a verbal warning before continuing to race), it may provide the necessary input from the Class with immediate effect.

Regatta Regulations

Proposed changes to the RR are attached as a separate document

WORLD PERPETUAL TROPHIES

It costs almost \$900 to ship the perpetual trophies from Canada to Riva. Then one of the two box shipment got stopped by customs because there was no invoice.

For discussion: Consider finding a permanent home/display for the perpetual trophies and IJCA take over responsibility of updating.

Is it feasible to just create replica trophies to award and the winners can keep and mandate the cost to the regatta organizing committee. The regatta host would be relieved of also creating keeper trophies.

It was evident that the winners put great pride knowing their name will be on the same trophy won by other great sailors.

I suggest that we survey the last three Worlds hosts on what their trophy expenses were for the keeper trophies, add that to what we spend shipping the perpetual trophies and see if it makes sense to specify some alternative.

Number of Races & Max Ahead of Schedule

Competitors generally seemed to want more races (as many as possible) and more races per day. Should we consider eliminating the “only one race ahead of schedule” and give more flexibility to the RC.

For discussion: Should we change the maximum number of races at Worlds Championships?

Minimum Fuel Requirements

On the last day of racing, the fleet was sent out early then came back ashore because of thunderstorms. I believe most boats motored out and back ashore. The fleet was then sent back out at approx. 9:45 am. One HUN boat came racing back ashore in a panic. They had used too much fuel and did not have the required 2 liters on board. They frantically ran around and finally begged some fuel from the YC.

While they went to extraordinary lengths to comply with the class rules, no one else did. They probably did not realize that there was no measurer afloat to check. It made me think that the 2 liter rule is stupid. I understand it's a safety issue, but should a change be considered that a boat shall start the day with 2 liters of fuel?

I also witnessed during measurement the environmentally irresponsible practice of pouring fuel from a certified fuel container into two 1-liter water bottles. Aside from the danger of fuel in water bottles not designed to hold such fluid, why would anyone do this? I can't find in class rules.

Green Regattas

The 2018 World Championship generated a tremendous amount of waste. Post-race beer was served in small plastic disposable cups. The sponsor, Alce Nero, generously provided food (fresh fruit and products) every day to each boat. Every day, each boat received a large paper grocery bag of fruit and a good-sized cardboard box filled with products. Huge amount of trash, and I even found a cardboard box actually discarded in the town the day after the event. Not good when the sponsor's name was on it.

Should we encourage/adopt a position in the RR for best practices for green regattas?

Future event promotion

Parkstone is doing a great job promoting 2020. Same for Greece and 2019 Euros. I cannot express how disappointed I was at USJCA and Miami's lack of any promotion for next year's Worlds. I can't even speak positively about 2019 Worlds because I know NOTHING about it. Apparently, no one else knows anything either. I was pelted with questions about Miami but had nothing to say or websites to refer to.

Ideas for event promotion are spelled out in the Regatta Regulations. The EC needs to do more to assure that the hosts are fulfilling the promotion.

Class Membership Requirement for Measurement Certificates

While the online document on “How to Obtain a Measurement Certificate” clearly states in the first line that a boat owner must be a current member of the Class, there is nothing specified in the rules or constitution that enforces the membership requirement. Because of this, measurement certificates may have been issued to boats who are not owned by a past or current Class member.

Additionally, I have always had the impression that if I dropped my class membership, my measurement certificate also became invalid.

The Change of Ownership Declaration does require the membership information of the boat’s new owner.

Proposal:

1) That the Application for a Measurement Certificate be modified to require the applicant’s membership information.

2) That a Full Active Member as defined in the Class Constitution provides that member with one transom sticker. A Full Active Member owning additional J/24 Class boats with valid measurement certificates may purchase additional annual transom stickers for those boats for a fee determined by the WC. I suggest that the fee be the IJCA cost of membership charged to NJCAs which is \$15.

Worlds Registration

There was a bit of a communication problem with a team that had to withdraw 3 months before the event, but could not get a refund.

Should the Class Office take over event registration in order to control the money?

Also, NORs for all events should clearly specify the deadline with registration withdrawal and full fee refund.

Event Website

Specify in the RR that there should only be ONE event website and portal to registration, results, etc. The 2018 Worlds had two websites – one set up by the Italian Class and one at Fraglia Vela Riva. They were not linked in every aspect. Only the FVR website contained all the regatta information. But the ITA-JCA created website contained other information, such as charters.