

# J/70 Class Association International Steering Committee Minutes

**Date:** 5/6/14

**Start:** 10:10 a.m. EDT

**Adjourn:** 11:10 a.m. EDT

**Present:**

Chris & Julie Howell X  
Jeff Johnstone, J Boats X  
Scott Weakley, Canada X  
Juan Eduardo Reid, Chile  
Miguel Osorio, Chile  
Fred Bouvier, France X  
Jürgen Waldheim, Germany X  
John den Engelsman, Holland  
Paolo Boido, Italy X  
Diego Berho, Mexico  
Jacopo Carrain, Monaco X  
Willy Alonso, Spain  
Bjorn Magsnusson, Sweden  
Malcolm Jaques, UK X  
Henry Brauer for Joe Colling, USA X

**Agenda:**

1. Class Office Report
2. Worlds Updates
3. Officers
4. Technical Issues
5. New Business
6. Next Meeting

**Description:**

1. **Class Office Report** – Chris reported that 955 royalties have been sold so far in 2014, which is going faster than our budgeted number. We are hearing from more countries that are getting organized. Welcome Chile, Spain and Monaco!
2. **Worlds Updates** – Jeff stated that the 2014 Worlds entries are coming in slowly, as the qualified regattas are still occurring. He asked for identification from the countries as to who is attending the event. An invitation will be going out, then we need people to register. Helly Hansen has signed on as sponsor, and other sponsors are also coming in (such as 4 daily sponsors secured). The website is up and running ([www.j70worlds.com](http://www.j70worlds.com)). There had been discussion of a possible distance race, but with a qualifying series, the practice race is a better spot for this idea. Monday is the practice race day, and the committee is planning to go outside for a fun sail with a long starting line, and then sailing back into Fort Adams under spinnaker. The PRO and Jury Head are the same as the 2010 J/80 Worlds. The committees within Sail Newport and New York YC are working on all the logistics, including social activities. Malcolm said that the UK is half way through their qualifying series, and they will know who is coming after an event later this month. Fred thinks maybe one team from France will attend. Italy has two berths, and so far one team has one confirmed. Paolo is looking for information on charter boats, which Jeff said will be posted online this week. Jacopo expects one crew would like to participate from Monaco. They have six boats now, with 11 anticipated by September. Monaco has interest in hosting the 2015 European Championship. This decision can be voted on by the Executive Committee, which is to be discussed next in this meeting. Germany has four berths.
3. **Officers** – Chris summarized that we have 5 elected spots on the Executive Committee: President, Vice President, Secretary, Treasurer and Technical Chair. Jürgen Waldheim of Germany has accepted the President position, and Scott Weakley of Canada is willing to serve on the Committee as well. Malcolm also volunteered to help, although not as Treasurer. Paolo e-mailed a Technical Chair suggestion to Chris, and Jurgen has an International Measurer interested in helping the Class (he will forward contact info to Chris). We will need another

person as well. The goal is to have the Slate of Officers confirmed via e-mail this month.

4. **Technical Issues –**

Chris distributed a letter to be sent to all members regarding some owners seeking an advantage through modifications to their hulls. The letter states that the Class will be closely reviewing all boats at the North Americans and Worlds this year. Paolo agreed with the approach to protect the one-design value of our Class. Everyone agreed with the tone of the letter. Chris added that Measurers will use the Builder templates at the events. A question arose about boats with anti-fouling. Chris clarified that judgment would be used on a case-by-case basis. Chris, Ned Jones and an IM will be onsite at both the NAs and Worlds. The Rules are clear on epoxy bottoms. Scott noted that we want to avoid an intricate measurement process, such as the J/24 Class has. Chris described that only a small percentage of entrants are likely to get “flagged” in this process as having modified the boats outside of the Rules, while a high majority of legal boats will have a streamlined experience. Only the “flagged” hulls will go through a thorough/more detailed measurement. Henry and Scott voiced concern about faired hulls. An inquiry has been made to ISAF regarding the difference between polishing and sanding. Paolo thought that polishing is soft (such as with Teflon), but sanding is the same as fairing. This is difficult to police. Jeff said that we are fighting rumors as much as facts. We should reach out to these rumored boats prior to NAs. Paolo has received complaints about keels moving sideways. Malcolm said that the UK owners have used webbing to keep the keel wedge from moving. Jeff stated that if someone modifies this area, the keel could be dropped lower. Regatta Measurers will use a jig to check the proper depth. If the keel is at the correct depth, the movement side to side is resolved. The weight of the keel is simple to determine with a load cell.

Jacopo asked about the winch position. This was a topic of discussion in the USA for a while, but crews have gotten used to it. There are no plans to change the winch Rule. Malcolm said that UK teams want to make the winches optional. This could be a topic to be discussed with the Technical Committee, using the Rules process laid out in our Constitution. There are a few other lingering Rules items also to be considered, such as using the boat for disabled sailing. Jeff explained a performance advantage to removing the winches with crew weight placement. The winch placement is part of the overall intent of the boat to encourage family sailing with young and older teams as well as females. There are ways to pad the winches, if desired.

5. **New Business –**

Paolo asked about the measurement form/process. Chris stated that all the pertinent forms and procedure explanation is available on the Class website. Upon completion, send the forms to [howell@j70office.com](mailto:howell@j70office.com). The Class Office has all the required builder information on file, which is incorporated into the final certificate.

Fred asked about getting the local European sailmakers up to date with royalty tags. Chris explained that the Sailmakers may contact the Class Office at [howell@j70office.com](mailto:howell@j70office.com). We just need to know the billing/shipping information and the requested quantity. Payment can currently be received by check or wire transfer.

6. **Next Meeting –** TBA, following the Officer selection

**Action Items:**

--Jeff will post charter information for the 2014 Worlds online.

--Chris will distribute the Slate of Officers to be confirmed via e-mail this month.

**Next Meeting:** TBA, following the Officer selection