

J/70 International Class Annual Meeting Minutes

Date: 12/15/2022

Start: 10:05 a.m. EST

Adjourn: 11:20 a.m. EST

Present:

Chris & Julie Howell X
Jeff Johnstone, J/Boats X
Scott Weakley, President X
Vittorio Di Mauro, Vice President X
Pedro Garra, Secretary X
Jürgen Waldheim, Treasurer X
Polk Wagner, Technical Chair X
Ian Wilson, Past President X
Juan Francisco Lago, Argentina
Andrew Tompson, Australia
Christian Kimmeswenger, Austria
Kadja Brandao, Brazil X
Graeme Carr, Canada X
Juan Reid, Chile X
Chris Nørgaard, Denmark X
Staffan Lindberg, Finland X
Philippe Bonavita, France X
Christian Rau, Germany X
John den Engelsman, Holland
William Twomey, Ireland
Mauro Roversi, Italy
Manuel Vazquez, Mexico
Pierrick Devic, Monaco X
Nils Petter Skaset, Norway
Pawel Boksa, Poland X
Nuno Reis, Portugal
Luis Albert & Luis Bugallo & Marcelo Baltzer
Foucher, Spain X
Jan Björnsjö, Sweden
Urs Oldani, Switzerland
Ahmet Eker, Turkey X
Marshall King, UK
Pedro Garra, Uruguay
Ed Austin, USA X
Martin Dent, incoming Officer X

Agenda:

1. Office and Copyright Holder Reports
2. Budget Proposal and Approval
3. Rules Proposals
4. Technical Report
5. Election of Officers
6. Championship Updates

1. **Office and Copyright Holder Reports** – Scott welcomed all to the Annual Meeting. Chris reported 2022 memberships: ARG, AUS, AUT, BRA, CAN, DEN, ESP, FIN, FRA, GBR, GER, IRL, ITA, MEX, MON, NED, NOR, POL, SUI, SWE, TUR, URU and USA. To order 2023 membership hull stickers, e-mail howell@j70office.com with your requested quantity + the shipping/billing details. Please review your NCA contact information/web page, etc. at <https://j70ica.org/international-representatives/>, and advise any updates/additions to howell@j70office.com. Chris stated that 1,297 sail royalty tags have been sold in 2022, compared to 1,752 in 2021. The International J/70 Facebook page has 7,300 followers, and 4,800 on Instagram.

Jeff has just returned from France; 16 J/70s will be imported to America. The second-hand

market is strong. The US builder has had workforce issues since COVID, although building back up now. Shipping details from J/Composites to the USA: two J/70s on a trailer to the ship to Baltimore, then distributed through Annapolis. The exchange rate has been beneficial. Jeff noted milestones in that the J/70 has surpassed the J/22 in boats built in only 12 years and also the J/80 (there are 5,303 J/24s). By next July, 1,800 J/70s will be in existence. Thanks to all for your support of the J/70! McConaghy had built about 15 boats, then the molds were transferred to an established builder who has made about 10.

Jeff explained there was a production transition of molds from Poland after the facility was purchased by Beneteau. The molds were moved, and there were some hiccups in the re-start, but now functioning at 10 boats a month (50 boats on order). Jeff is confident that we are in a good supplier place right now. Long-term supply of spars is an area to monitor.

2. **Budget Proposal and Approval** – Chris circulated the IJ70CA Class Budget: Profit & Loss 2022 and Budget 2023. He would like to see more media support going forward. Sail templates are being built for South America and Australia. Inspection templates of foils will also be built/distributed for NCAs.

Jürgen Waldheim made a motion to accept the Budget/P&L as presented, seconded by Martin Dent. The motion passed unanimously.

3. **Rules Proposals** – The two Rules proposals have been posted for 60 days at https://j70ica.org/wp-content/uploads/2022/10/J70_CRC20230101.pdf. Polk summarized that one is a slight change in the backstay description in “unbolding” the word backstay (doesn’t change the way we sail the boat). The second proposal emanated from the Class survey – must be a 100% J/70 owner-if you are a World Sailing Group 3 sailor-to drive any boat. The goal is to make this Rule more efficient to enforce (no change for Group 1 sailors, who are free to drive a boat at any time). This change would currently affect approximately 5-10 Class members, and the implementation date is January 1, 2024.

Vittorio Di Mauro made a motion to accept the Rules proposals as presented, seconded by Juan Reid. The motion passed unanimously.

4. **Technical Report** – Polk recapped that it was a busy 2022 for inspections and training/expanding Class Measurers. Inspection templates have been refined. He would like to grow the Technical Committee to include a representative from each NCA. If you haven’t done so, let Chris or Polk know of which individual from your nation. The main time commitment is monthly e-mail communication, plus possibly one virtual meeting per year. As boats age and change hands, we always discover new challenges. Members should keep an eye on the FAQ document for current interpretations: <https://j70ica.org/class-office-rules/>. There is an increasing concern with keel wedge modification. Our Rules are crystal clear on this item, so please make sure your members understand the Rule. Wedges will be a focus of inspection at upcoming Championships. The Technical and Executive Committees always welcome your feedback on technical topics. A subject being researched for a possible future proposal is an option to figure out a system for inhauling the jib. Juan asked about the backstay, and Polk clarified that there is no limit or minimum dimension on the length of backstay. Secondly, Juan inquired about different keel shapes depending on builders and laborers. Should we measure keel depth? Polk described that the J/70 is a Manufacturers Class, meaning the Manufacturer determines that a boat is within tolerance when it leaves the factory. He thinks we can address these concerns by monitoring the wedges, as noted above. If the keel depth measurement is available, owners may finesse this number to the millimeter, thus slowing down inspections for all competitors.

Chris suggested a new process where boats be viewed by a Class Measurer when under new

ownership in order to receive an updated Manufacturers Declaration. Martin wondered if we could add an asterisk on the new owner's MD or provide a checklist (as examples) so owners can avoid any further expense/hassle when buying the boat. Chris said an exact policy is still to be determined, but the objective is to protect the buyer. Jeff recommended that the seller transfer an acknowledgement of compliance. The Technical Committee will research these ideas. Marcelo stated that it's vital to have Measurers in each country, much encouraged during National Championships. You don't want to transport to a major event with boat issues.

Chris recalled discussion from Monaco on support for Fleet Umpiring at major Championships. The NCAs expressed general support for this practice, assuming we also continue the self-policing aspect of sailing. Representatives from Spain cautioned that we keep our sport sustainable, but the focus of umpiring will be more on mark roundings. Italy and Monaco have been utilizing umpiring for a while, and it has been a beneficial experience.

Chris inquired what age most countries are using to define "youth," and the consensus was age 25.

5. **Election of Officers** – Prepared by Ian Wilson.

President: Vittorio DiMauro, ITA

Vice President: Pedro Garra, URU

Secretary: Martin Dent, GBR

Treasurer: Chris Nørgaard, DEN

Technical Chair: Polk Wagner, USA

Luis Bugallo made a motion to accept the slate as presented, seconded by Juan Reid. The slate passed unanimously.

Scott Weakley stays on as Past President and Jeff Johnstone as Copyright Holder. Thank you to Jurgen Waldheim, Scott Weakley and Ian Wilson for your service to the J/70 Class Association! Vittorio is honored to be your President. The goal is to preserve our one-design Class Rules. Thank you Polk and Chris for your extensive work! Our next goal is 2,000 boats and more. Let's continue to improve our long-term opportunities, such as the inaugural World Cup in 2023, and promotion of One Pro teams, youth and female. Welcome Martin and Chris N. as new Officers!

6. **Championship Updates** –

--2023 Corinthian World Cup, Fraglia Vela Riva, Italy, June 1-4: Look for the NOR soon.

Marcelo asked if this is meant to be a recurring event? The Executive Committee will discuss the viability of this Championship going forward. A decision will be made prior to the 2023 Corinthian World Cup.

--2023 European Championship, Weymouth/Portland National Sailing Academy, UK, September 2-9: Look for the NOR soon.

--2023 North American Championship, Chicago YC, Illinois, September 18-24

--2023 World American Championship, St. Pete YC, St. Petersburg, Florida, October 30-November 5: qualified names are being collected from NCAs...send to howell@j70office.com, invitations will be sent February 1, with petitions opening in March.

--2023 South American Championship: December 4-10 in Buenos Aires, details to be determined

--2024 North American Championship, Vallarta YC Mexico, April 28-May 4

--2024 European Championship, Yacht Club Punta Ala, Italy, May 18-25

--2024 World Championship, Real Club Nàutico de Palma, Spain, September 14-21

--2024 South American Championship?

- 2025 European Championship, Royal Swedish Yacht Club (KSSS) Saltsjöbaden, Sweden, August 23-30
- 2025 World Championship, Yacht Club Argentino, October 24-November 1
- 2025 South American Championship?
- 2025 North American Championship?

Thanks to all for attending...Happy Holidays!

Action Items:

- Polk will submit the updated Class Rules to World Sailing.

Next Meeting: TBD