

J/70 World Council Meeting Minutes

Date: 3/10/2025

Start: 9:03 a.m. EDT

Adjourn: 9:47 a.m. EDT

Present:

Chris & Julie Howell X
Jeff Johnstone, J/Boats X
Pedro Garra, President X
Cate Muller-Terhune, Vice President X
Martin Dent, Secretary X
Ruediger Margale, Treasurer X
Mark Foster, Technical Chair X
Vittorio DiMauro, Past President X
Francisco Van Avermaete, Argentina X
Artashes Dadayan, Armenia
Rod Warren, Australia X
Christian Kimmeswenger, Austria
Laura Cutler, Bermuda
Bruno Bethlem, Brazil X
Graeme Carr, Canada X
Alejandro Pérez, Chile
Lukas Mohr, Denmark
Peter Lezhnin, Estonia
Staffan Lindberg, Finland X
Philippe Bonavita, France X
Christian Rau, Germany
Hector Simpson, Great Britain X
Miklós Rauschenberger, Hungary
William Twomey, Ireland
Federico Siragna, Italy X
Sung-gyu Park, Korea
Alan González, Mexico
Pierrick Devic, Monaco X
John den Engelsman, Netherlands
Petter Hessen, Norway X
Pawel Boksa, Poland X
Vasco Serpa, Portugal X
Marcelo Baltzer Foucher, Spain X
Jan Björnsjö, Sweden X
Urs Oldani, Switzerland
Ahmet Eker, Turkey X
Ramiro Martinez, Uruguay
Brian Keane, USA X

Agenda:

1. Welcome
2. Worlds Qualification
3. RaceSense
4. Other Business

1. **Welcome** – Meeting documents at [J70 WCM folder - Dropbox](#)

Pedro welcomed everyone to the meeting and thanked all for their patience while we worked through a revised Worlds qualification system. The suggested process is transparent and based somewhat on participation. An online demo was available for any NCAs looking for more detailed information. Legacy berths have been reduced as well as the petition process, giving more emphasis to NCA involvement.

2. **Worlds Qualification** – Martin summarized a focus on allocation to the NCAs, based on country numbers and past participation. The highest ratio is awarded additional berths. There is also a pool of unallocated berths for NCAs who have not yet met country/participation numbers. The Executive Committee endorses this updated system starting with the 2026 World Championship. Brian asked how we will adjust the format as the Class continues to grow? Will we continue a maximum of 100 boats or split the fleet? Pedro clarified that this is an ongoing debate as we rotate host clubs/countries/continents. The primary goal is to provide the best experience for the Class. More discussion on this will be forthcoming.

Martin has had meetings with World Sailing (WS) regarding a world ranking. They've agreed for the J/70 to be the first non-Olympic Class to conduct the ranking. There are many questions as to how it would be administered. Martin will come back with a draft using the last two years results. Vittorio sees the ranking as the next step to our qualification program.

Francisco questioned the evolution of the qualification. Smaller countries will have a challenge to grow berths, as their only option is to have more boats per nation. He is also concerned for the opportunity for Corinthians to race against professionals, NCAs used to have to send an even number of teams, which is no longer included in the proposed system. He foresees the reduction of amateur teams over time without a policy of splitting berths between the two. This sends a mixed message from the IJ70CA to NCAs. Marcelo countered that NCAs can still make the decision to split the teams evenly (or not), and the Class has a Corinthian World Championship. Pedro mentioned wording from the IJ70CA which does suggest the inclusion of other divisions in qualification. Vittorio added that the WC is open, which means also open to Corinthians. The Class will now have the Mixed Plus WC, which maintains a similar spirit. Regarding the size of the fleet, the Class could pursue venues that are able to expand entries.

Graeme inquired whether the methodology creates a mismatch where the legacy berth reduction will favor certain countries. Martin agreed that the numbers would be skewed based on the host continent. In general, European-hosted Worlds are overprescribed versus other continents. His proposal is intended for the Worlds in Cascais, and will evolve as the WC moves around to other continents.

Chris explained that the qualification system is not a Bylaw and not requiring a vote, but we can make a 'vote of confidence.' *Brian made a motion to accept the qualification proposal for 2026 Worlds, seconded by Vittorio. The motion passed unanimously.*

3. **RaceSense** – Chris stated that the Class has an agreement with Vakaros, providing the user pass/license at half price for this year. The discount is available until May 1. The goal is to be utilizing the technology at our major Championships starting this year. Phillippe asked whether the system will expand how many boats can be on the starting line? Mark said that they have been up to 120 boats, but the effect will be a significantly longer first beat. Logistically, fleets over 100 boats are a challenge (note the Stars have races up to two hours). Vasco continued that the use of robotic marks with Vakaros and drones may lead to being able to have one larger fleet up to 150 boats. Mark prefers to keep the playing field even by having the two beats around the same distance.
4. **Other Business** – The Class Rules have now been approved as of March 7. See: [World Sailing - J/70](#). World Sailing has asked that the Event Rules be moved to Section C in the next Rules cycle.

Chris asked NCAs to forward their qualified names for the 2025 World Championship in Argentina to the Class Office as soon as possible.

Martin suggested the World Council meet again in the coming months to discuss fleet size and other important procedures.

Action Items:

--The Class Office will post the 2026 Worlds qualification documents.

Next Meeting: TBD