



International FJ Organization

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Minutes of the Counsellors' meeting 2017 in Slovenia

The meeting took place on Tuesday, July 25th, 2017, 4 pm.

The following people attended the meeting:

IFJO board:	Bert Wolff	(International Secretary)
	Janne den Blaauwen	(Suggestion Vice President)
	Michael Korsmeier	(Suggestion International Secretary)
	Hylke Sasse	(Suggestion Technical Secretary)
Councillor NED:	Jori Vermeij	
Councillor JPN:	Shinichi Uchida	
	Kazuhisa Saito	(Translation)
Councillor USA:	Norbert Riffeler	
Councillor SLO:	Rok Volk	
Councillor ITA:	Walter Mazzella	
	Stefano Agnoli	(Translation)
Councillor BEL:	Ellen Royer	
Councillor GER:	Eileen Abert	
Absent:	Matthias Riffeler	(President)
	Ronald Kalkhoven	(Treasurer)
	Jonas Jathe	(PR manager)

1. Opening

Bert Wolff opens the Counsellors' meeting at 16:15 and leads through the first part of the meeting until Agenda Point (AP) 4. The President Matthias Riffeler is absent because of job-related issues but sends this regards to the Counsellors. All Counsellors are asked for their agreement with the agenda. Italy suggested to add a discussion about new sails for the FJ. This is added as AP 9. The previous AP 9 *Any other business* moves to AP 10.

2. Minutes Counsellors Meeting 2016

The report of last year's Counsellors' meeting (2016) was distributed via e-mail in advance of the meeting and is approved by all Counsellors.

3. Financials of IFJO

Ronald Kalkhoven prepared and distributed the financial report for 2016. It was distributed to all Counsellors via e-mail. The report shows that the US class, the Belgian class, and the Italian class didn't pay their yearly fee for 2016, yet. Ronald will send a reminder to the Counsellors and treasurers of these countries, which agree to pay their fees as soon as



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possible. The financial report is accepted without dissenting vote and the international board is exonerated.

The financial forecast for 2017 and 2018 is similar to 2016. The expenses will roughly stay constant; slight changes are due to the exchange rate between EUR and GBP, which is the currency for class fees to *World Sailing*. The class income will stay unchanged.

Michael Korsmeier suggests exempting the USA from paying the class fee. The small US class should rather spend their money to support FJ sailors taking long journeys to participate in World championships which dominantly take place in Europe. The same exemption is already in effect for Japan. This suggestion is accepted without objections.

4. Elections

Matthias Riffeler offered in advance of the meeting to stay President. He is confirmed without objections.

Janne den Blaauwen candidates as Vice President. She is voted without dissenting.

Bert Wolff resigns from his office as International Secretary. The meeting thanks him for his work as President and later Secretary. Since 2010 he was involved in the international board and promoted the FJ class. Michael Korsmeier candidates as International Secretary. He is voted without dissenting.

Ronald Kalkhoven offered in advance of the meeting to stay Treasurer. He is confirmed without objections.

Hylke Sasse candidates as Technical Representative. He is voted without dissenting.

Jonas Jathe offered in advance of the meeting to keep his office on public relations. He is confirmed without objections.

The councillors thank the new board and hope for a fruitful cooperation.

5. Future championships

a. Information on the European Championship (EC) 2018 in Germany

The EC will take place in the Baltic Sea of north of Germany, at Travemünde, from 21st to 29th July. The championship will be organized within *Travemünder Woche*. This is one of Europe's largest sailing event. The basic setup will be shared with the Vaurien class, in Germany there is a close cooperation between these two classes. Races are on the same course but after each other to prevent any conflict between both classes.

The first start is on Tuesday, 23rd July 2018. On the two preceding days, there will be measurements and a practise race. Scheduled are six days of sailing for twelve races without



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a preannounced lay day. However, depending on wind conditions and the progress of races during the week. The last race will be tracked and live broadcasted. It will take place on the bay in front of the beach. All competitors will be obliged to fix tracker (small devices) on their masts. In addition, the top five teams will have cameras on the boat. There will be a camping aerial to be shared only between FJ and Vaurien. In case you want to rent an apartment, you should act already now. Travemünde is a touristic place and *Travemünder Woche* is large event attracting many sailors and visitors. The social program will include two BBQs and a dinner on a four-mast boat. Costs will be below 240 Euro per team. The website (www.ec2018.de) is already online and you may inscribe to the newsletter to keep updated.

The other councillors express their concern about the long duration of six sailing days and point out that a lay day is necessary to prevent sailors from making mistakes for reasons fitness. Already four days of sailing at a championship is a challenge for many teams. If possible a lay day shall be included.

b. World Championship 2019 in Italy

Italy will host the World championship in 2019. Walter Mazella shortly informs about the status. The location will be fixed during the annual meeting in August. There are various options: 2 places at lake Garda, 1 at lake Como, and 2 at the Adria coast in Porto San Giorgio. ITA asks for favours in the countries. NED points out their preference for lake Garda, lake Como. These are much closer and easier to reach from the northern countries. Furthermore, due to thermic they have stable and predictable wind conditions. The latter also applies for lake Bracciano and Jori Vermeij asks to check also this as a possible location. BEL and GER agree with this statement.

c. Championships from 2020

The IFJO board likes to have options 3 years in advance. We consider BEL for 2020. In this case, the event should be carried out in cooperation with NED (and GER). The options shall be discussed as soon as possible and reported to the board of IFJO. The IFJO invites all nations to consider hosting the WC in 2021. Volunteers shall contact the IFJO board.

6. FJ Class Rules and future developments

Michael Korsmeier thanks to Hylke Sasse for finishing the new rules and getting them accepted by World Sailing. A large part of the work was already executed by Martijn Aarts and his work is appreciated. Hylke explains the contact with World Sailing is timely but the rules are at a good stage now. If, however, there is anything that one would like to discuss, let Hylke know. Some small comments, mostly about style and notation, were already submitted by GER. During the meeting asks to explicitly allow a spinnaker sheet catcher. A possible formulation may be found in the class rules from 2010:



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Spinnaker chutes are not permitted, but a flexible spinnaker sheet catcher of maximum 75 mm extension beyond the stem is permitted.

Hylke explains that the class rules are ready but there is additional work to be done in the upcoming year. In the future, the IFJO would like to provide instructions for measures how to execute a new measurement, official forms for measurement and change of ownership. By this, especially, the change of ownership shall be executed as outlined in the class rules.

Furthermore, the board would like to answer regular questions online on the website of IFJO. This shall increase transparency and avoid work duplication for the technical representative.

7. Report of the counsellors of the different countries

NED: During our class races we have about 15 competing boats, which is the steady number. We have more young sailors and new teams joining the ECs and WCs. Old sailors are also coming back with their children. So, there is a little grow that we try to keep.

BEL: The Belgian sailors joined forces with the Dutch class, so they are no independent class any more. The only remaining race in Belgium is the September race in Antwerp. Within the Belgian national sailing the FJ is no longer an official class. Prerequisite for the national status are 60 boats competing in Belgian races throughout the year. They will find a way to continue, for the moment their experiences in the Dutch union are good.

JAP: An official report was sent in advance of the meeting and is attached. Shinichi Uchida thanks for kindness and for all the hospitality during the year. They have 600 or 700 boats ready for sailing. However, the FJ is no longer the official high school boat. This year half of fleet became 420er, from next year there will not be official FJ high school championships anymore. It will be difficult to send teams to championships in the future without government support. Members are high school students without income and they must pay the journey to Europe themselves. Japan searches for a solution to have the boats sailed also in the future. The difficulty is that boat owner are schools and governments, thus there are no private owner. Possibility of boat transfer to private owners is not obvious. There might be an option to transfer boats to Europe as an education exchange program. Options shall be discussed throughout the next year. Michael asks Japan to let the IFJO board know if they need help or support.

ITA: The Italian class is doing well, despite the large distances of the FJ clubs. Nonetheless, they managed to have around 15 boats in each race. These boats are mostly existing/old FJ sailors. It remains difficult to attract younger people. The main acquisition of new FJ sailors takes place from other classes where sailors are deciding to leave their old boats in favour of the FJ. In the last years, the Italian class tried to increase the interest in the FJ by larger sails. All these efforts are necessary because the FJ class is fighting for their status as a national



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accepted status from the Italian sailing federation. The number of boats in Italy is around 43, but they are usually not sailing in one event.

GER: In Germany, there are still around 30 active boats. The problem is to get all of them regularly on the water. The good thing in Germany is that the class can rely on 100 paying members in the national Flying Junior organization. This number is constant through the last 20 years. As in Italy, it is difficult to attract new young sailors. The advantage of the FJ class compared to many other classes is the family-friendly atmosphere. By advertising this and professional press work GER tries to get more sailors. Furthermore, they try to increase the cooperation with the Dutch class by organizing trainings together and make larger events.

SLO: The situation in Slovenia did not change compared to last year. They held 3 races with four to six boats and they are very happy to have nine boats competing in the WC 2017. Most of the sailing events are organized in cooperation with the Fireball class. For a long time, they were the dominating class in Slovenia. However, this year the situation reversed and FJs became the stronger class. In the future, they try to stay a large active sailing class in Slovenia.

USA: Michael Korsmeier thanks Norbert Riffeler for his efforts of starting for USA. Due to this we have one further continent and one more Nation at this WC. Paul Hemker, the long-term US councillor, would like to participate again next year for the EC in Germany. However, this depends on the health condition of him and his family. In the US, there are 3 races sailed by typically 10 boats.

8. International status of the FJ Class

To keep the international status by World Sailing the requirements are: at least five nations from at least two continents. These five nations need to have at least 15 members.

Currently, we fulfilled these requirements easily, but we should keep them in mind and already think ahead to the next decade. We should use our contacts to sailors from other nations and continents to keep the FJ in mind. Maybe we can need their help someday. We might also reactivate old FJ nations. Eileen Abert investigated that in the past there were up to 17 nations sailing FJ. She started to get into contact with the old counsellors to see if there are old sailors who like to restart. Contacted nations are Denmark, Sweden, Finland, New Zealand, and Canada. Whenever someone has ideas to attract more sailors or other countries let the IFJO board know. JPN points out that we should advertise and focus on our unique and family-friendly atmosphere in the FJ class.



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9. Experimentation with larger sails in ITA

Italy has experimented with larger sails on the FJ during the last three years. Walter Mazella reports about their experiences. Especially, they tested a 420 spinnaker. This is roughly one square meter larger than the current FJ spinnaker. To sail with this spinnaker, it is necessary to have a longer spinnaker pole. Apart from that no further changes are required. However, although the 420 spinnaker is larger, there is no advantage compared to the FJ spinnaker. Moreover, in the Netherlands there are experiences with larger spinnakers. Hylke Sasse and Jori Vermeij tested 420 and Vaurien spinnaker under race conditions and did not gain any advantage. With some conditions, even the contrary was the case. Probable reason is the lower pressure point of these spinnakers compared to the FJ spinnakers. Conclusively, these options are of no interest for the FJ. If we want to have larger sails in the future they must be designed specifically for the FJ.

Italy would like to extend the period for experimentation with larger spinnakers during national regattas for another two years. Their reason is unchanged. The FJ should become more attractive, especially with low wind conditions. Therefore, Walter Mazella asks for the permission to test larger spinnakers during national regattas in Italy. Excluded from this, shall be the Italian championship and any possible World or European championship. An approval from IFJO does not automatically allow these tests during national races. Further prerequisite is a positive decision during the next annual national meeting of Italian sailors. In any case, the time of experimentation shall be limited to a maximum of two years.

After short discussion, all councillors approve the Italian proposal without dissentient.

10. Any other business

There are no further comments.

Therefore, at 18:00 Michael Korsmeier closes the meeting and again encourages the councillors to cooperate throughout the next meeting in one year in Germany.

Den Bommel, August 8th, 2017