

National Measurer's Report - Dec. 8, 2004

STATE OF MEASUREMENT IN CANADA

This is an update on where we are with measurement in the country. Of the 132 boats identified as "active" in Canada, 81.8% have current measurement certificates. A breakdown by district is shown in the table.

The West is in good shape as a result of the push that we put on for the 2004 NAs – likewise the Atlantic District with the Canadians there in Aug. 04 and Don Williams coming on as the Measurer for the District – a welcome addition.

The interpretation of this data depends entirely on what we consider an "active" boat and the accuracy of the data. I have made some assumptions about having paid dues over the past 2 years and some activity involving measurement. We can improve the accuracy with some input from Fleet Captains, which I will work on. However, there are some clear messages.

Fig. 1 Boats measured and Paid Members by District

DISTRICT		BOATS		
		MEASURED	NOT MEASURED	TOTAL
ATLANTIC	BOATS	15	3	18
	DUES PAID	10	0	10
QUEBEC	BOATS	9	6	15
	DUES PAID	2	2	4
ONTARIO	BOATS	61	11	72
	DUES PAID	34	5	39
WEST	BOATS	23	4	27
	DUES PAID	15	1	16
COUNTRY TOTAL	BOATS	108	24	132
	DUES PAID	61	8	69

The disturbing part of this is that 52.2% of the active boats are paid up members. This means that half of us are contributing to supporting the class infrastructure – the others are having a free ride. More on this below.

All the measurement data is contained in a database that I maintain. Back-ups are taken periodically and filed with the Secretary-Treasurer. We link the boat measurement data with a member data base so that analysis like the above can be done easily.

MEASURERS

We have rectified the measurer shortage situation that existed three years ago and have all Districts except Quebec well covered. The CJCA Certified measurers are listed in Fig. 2 2.

Fig. 2 Measurers by District

DISTRICT	
ATLANTIC	DON WILLIAMS
QUEBEC	
ONTARIO	MORTEN FOGH JOE MACDONALD ALBERT BIANCO
WEST	LORNE CHAPMAN BRUCE LONG
COUNTRY TOTAL	6

We need an assessment of what's required in Quebec before deciding how to address it. In the interim we should be able to find a solution from Ontario.

CJCA WEB SITE

There is a Measurement Section on the CJCA Web Site. The material provides basic information on when and how and owner should proceed to have his or her boat measured. There are also forms available for download. One of these is an Excel workbook that a measurer can use to record measurement data on a boat for automated input into the national database.

If there are needs in this area that are not met, we'd appreciate hearing about them.

MEASUREMENT AT THE NAs AND CANADIANS

We conducted measurement checks at both the NAs (Vancouver – June) and the Canadian Nationals (Halifax – August).

At the NAs the process was overseen by Reid Stave, the chair of the USJCA Technical Committee and ITC member as the representative of the ITC – this being a requirement of the Class Regatta Regulations for continental championships. The local process was organized and executed by Bruce Long. The purpose was to check measurement certificate items and provide an indication of whether the measurement certificate that was presented for registration was in fact valid.

For the 34 boats entered in the NAs we had a team of people under the supervision of a qualified measurer do the work. If any questions arose, or a measurement failed, the qualified measurer intervened and checked the measurement before we asked the owner to take any action.

We also measured sails that had not been previously measured and stamped. Inspections were carried out on previously measured sails. The following items were measured on the boats, taking about 20 min. per boat:

HULL	RIG
Transom to Station IV - Rule 3.3.3b	Spinnaker Pole Length - Rule 3.5.6
Width of Keel trailing edge Section II to VI	Spinnaker Pole Weight - Rule 3.5.6
Rudder Chord Length- Rule 3.4.2	Spinnaker Pole Upper Ring - Rule 3.5.2f
Rudder Depth - Rule 3.4.2	Sheer Line / Lower Black Band
Rudder Leading edge parallel transom within 10 mm.	Forestay Length (I) - Rule 3.5.3b
Basic Yacht Weighed Dry	Mast / Stem Point (J) - Rule 3.5.2b

The same process was followed in Halifax with the exception of the weighing that the logistics arrangements did not allow for.

The key to this working was good teams of vounteer measurers both at the NAs and Canadians and giving them some training. The teams were great, got the work done and had excellent judgement in bot relating to the owners and getting help from the qualified measurer when needed.

Approximately 25% of the boats checked had items requiring correction at both events, the most severe being mast height problems. This is an indication that some owners and people who charter boats do not clearly understand what can not be changed once a Measurement Certificate is issued. It is a lot of work to do the measurement checks at these major events but there seems to be no other way to keep boats current other than requiring remeasurement every 2 or 3 years – something we don't really want to get into.

My recommendation is that we have to continue with the checks at national and continental events and just plan for the work. If we do a good job on the planning and have good crews, we shouldn't keep boats delayed getting into the water by more than 1/2 day. Key to the process is to restrict information on what will be checked until the event. More emphasis on safety gear needs to be an area of focus in the future.

ISSUES

My one real issue is that one half of the owners of active boats are paying dues to support the class and the infrastructure that we maintain while the other half is getting a free ride. Paying membership dues is commonly viewed as buting a licence to race in major events.

The class pays for both monetarily and with volunteer time to support an infrastructure of world, continental, national, district and local sailing events, a first class magazine, a set of rules including regular action with the ISAF, the measurement process that maintains the one design properties of the class, and ultimately the value of the boat and the resale market. The idea that an owner needs to join the class only if they are going to race in district or higher events needs to be

changed. If they own a J/24, they benefit either directly or indirectly from all of the above and should contribute to supporting it financially.

How do we do this? There are some options:

1. Get fleet captains to contact and work on the delinquents until they pay
2. Put together some good material of the benefits and responsibilities of membership to sell the value of it
3. Make membership a requirement to maintain the currency of a measurement certificate
4. Annual billing of dues – either by mail or electronically (this is easy to do) – maybe in combination with 2.
5. Actively challenge race results at all levels for non-paid up members

We should try those in the “carrot” family, keeping the “stick” ones in reserve for now in my view. However, I make a practice of wanting an owner to have a paid up membership before processing any measurement certificate transactions for them – my own small contribution.

Lorne Chapman
Dec. 9, 2004