

J/111 Class Association General Meeting Minutes

Date: 9/4/18

Start: 11:05 a.m. EDT

Adjourn: 11:35 a.m. EDT

Present:

Chris & Julie Howell
Jeff Johnstone
Chris Jones
Ryan Ruhlman
Jim Connelly
David Irish
Kevin Saedi
Len Siegal

Simon Bamford
Colin Caliban
Doug Curtiss
Jeffrey Davis
Martin Dent
Tom Dickson
Brad Faber
Carl Hanssen
John Kalanik
Tony Mack
Mike Mayer
Tom McIntosh
Jeff Schaefer
Jan Van Burn & Egbert Vroom
Peter Wagner
Sedge Ward
Raman Yousefi (same boat as Kevin Saedi)
Hans Zwijnenburg

Agenda:

1. Attendance and Instructions
2. Class Rules Proposal
3. Annual Meeting

Description:

1. **Attendance and Instructions** – Chris H. welcomed all to the meeting. He explained the proxies as follows:

Simon Bamford: Rod Warren, Robert Date

Jim Connelly: Marty Roesch

Martin Dent: Sebastien de Liedekerke, Jorg Sigg

Chris Jones: Paul Griffiths, Simon Grier-Jones

Tony Mack: Norbert Burkert

Mike Mayer: Dick Hobbs

Ryan Ruhlman: Bernie Girod, Dick Swanson

Jan Van Burn: Mike Mueller

Peter Wagner: Dorian McKelvy

Hans Zwijnenburg: Cornell Riklin

Per the Constitution, (9.6) ‘At a General Meeting, each Member boat (one vote per boat) shall be entitled to one vote either in person or by proxy. Elected Members of the Executive Committee (President, Vice President and Secretary/Treasurer) shall have one vote each. No member shall hold or vote more than 2 proxies.’ The Constitution states in 9.10 that ‘A

resolution to amend or alter the Class Rules or the Constitution shall be passed at a General Meeting only if 75% or more of the votes cast are in its favor.’

2. **Class Rules Proposal** – Chris J. summarized that this decision will set the tone for the future of the Class.

This proposed amendment to the J/111 Class Rules was distributed July 18:
“The existing content of C.9.4 is deleted, and is replaced with the following:

C.9.4 STANDING RIGGING

(a) The following forestay and associated rigging configurations are permitted for setting the jib:

- (1) A plastic luff extrusion system on the forestay as supplied by a licensed builder; or (2) A roller furling forestay system with aluminum luff extrusion as supplied by a licensed builder.
 - a. Boats equipped with roller furling are not required to be able to roll their jibs.

Reasons for change: This change will harmonize the J/111 forestay configuration worldwide and promote international J/111 competition as a World Sailing Class. To date, there have been two builder-supplied forestay configurations—the plastic foil (Tuffluff) system provided by J/Composites in France for the European and Asia-Pacific markets and the aluminum foil (Facnor or Harken furler) provided by CCF Composites for North America. Each configuration was initially market-driven to suit the needs of the owners competing in both one-design and handicap racing events, and for pleasure sailing.

From nearly the time of the emergence of the UK and North American fleets, the Class has been moving in small steps toward a harmonized solution. This is the final step. Early in Class history, in response to North American owners wishing to use the same jibs for distance racing and one-design racing (i.e. Chicago-Mac race boats), the Rules eased up on the roller furling requirement for the #1 jib. Consequently, most owners opted for up/down jibs with horizontal battens (the favored distance racing configuration due to easier headsail changes). The next change was to allow top swivels to be stored below the pre-feeder for Class racing. A provision was more recently added to provide a measurement solution (with corrective weight) for international events with both configurations. Meanwhile, international participation (in the form of traveling boats) has been on the decline, in part due to teams having to buy new jibs to suit the forestay configuration of the host continent. This change allows each team, regardless of geography, to choose which configuration suits their needs.

At the 2015 Worlds in Newport, three boats out of the 25-boat fleet utilized furling. No furlers were in use in the 2014 (UK), 2016 (UK) and 2017 (San Francisco) Worlds.

One of the truly distinctive features of being recognized by World Sailing as an International Class is the ability to hold an annual World Championship. A harmonized forestay configuration will not only improve the depth and quality of the Worlds, it will help the J/111 Class to retain its international status for years to come.”

Mike Mayer made a motion to accept the proposal as presented, seconded by Sedge Ward.

Simon said there are 12 boats in Europe who are enthusiastic about J/111 racing, and they are on the cusp of increasing boats if this proposal passes since it will be more of an International Class. He believes the Class can only succeed with the passing of this Rule. Europeans will then travel to North American events, maybe even 6-7 in Chicago next year.

Mike Mayer said the broad perspective on the health of the Class is to keep the Class international. The Chicago fleet (12 boats) was polled at the Verve Cup, and 11 boats were in favor of this proposal. Ryan Ruhlman added that we can't keep racing as two different Classes.

Votes cast were 35 YES, 3 NO, for 92% approval. The proposal passes.

Dave and Chris H. will submit the Rules to World Sailing, with an effective date no earlier than January 1, 2019 (exact date depending on World Sailing timing). An additional proposal regarding the effect this will have on sail tag limits will be researched and comprised, to be voted on at the Annual Meeting. Chris J. suggested that those affected by the change should be allowed two additional tags for the jibs.

Jeff said that J/Boats will talk to Harken about the carbo racing foil. This costs around \$750, but perhaps they can arrange a discount. Jeff will research the options with Harken and advise.

3. **Annual Meeting** – Wednesday, November 28, 2018 at 1100 EST

Julie Howell

Action Items:

- Dave and Chris H. will submit the Rules to World Sailing.
- Jeff will research the carbo racing foil options with Harken and advise.

Annual Meeting: Wednesday, November 28, 2018 at 1100 EST