

J/111 Class Association Annual Meeting Minutes

Date: 11/11/2025

Start: 1:05 p.m. EST

Adjourn: 1:50 p.m. EST

Present:

Chris & Julie Howell
Jeff Johnstone, Copyright Holder
Peter Wagner, President
Blane Shea, Vice President
Bill Baxter, Secretary/Treasurer
Jeff Davis, Chief Measurer (not present)
Ryan Ruhlman, Past President (not present)
Douglas Clarke
Timothy Clayson
Carl Hanssen
Christopher Lamb
Mike Nampa
Mark Pirie
Stephen Polk
Lawrence Quinn
Kevin Saedi
Scott Sellers
Mark Symonds
Shane Vanstrom

Agenda:

1. Attendance and Instructions
2. Class Office Report
3. Rules Proposals / Technical
4. Class Budget
5. Future Championships
6. New Business

Description:

1. **Attendance and Instructions** – A quorum is present. Peter welcomed all to the 2025 Annual Meeting. Looking forward to continued momentum in our major regions—West Coast, Great Lakes, East Coast—and ORC.
2. **Class Office Report** – Chris reported that the Class had 33 Full members representing 26 boats this year, plus 6 Associate Members/Permitted Drivers. The Class membership directory is live at <https://j1ca.wildapricot.org/directory>. (2024: 36 Full members representing 32 boats, plus 4 Associate Members/Permitted Drivers). Membership invoices will be e-mailed on 1/1/26. Only 10 sail royalty tags have been sold this calendar year, perhaps due to this year’s NAC being in January (in 2024, we sold 105 royalty tags). Hopefully the fall discounts will generate more sails sold still in 2025.
3. **Rules Proposals / Technical** –
 1. LIMITATIONS ON THE CREW
Proposed Rule Change
C.3.1 LIMITATIONS ON THE CREW (a) With the exception of 1 crew member, all ~~those under the age of 65~~ crew shall hold a valid group 1 ~~Categorization. classification. As an exemption, for events not initiated and controlled by the J/111 Class association or class fleet one additional member of crew may be a Group 3 or unclassified competitor who is a full-time employee of J/Boats or of a J/Boats approved dealer, or is the J/111 class manager.~~
Reason: The current World Sailing procedures allow some older sailors who have previously been categorized as Group 3 to change their categorization to one (1). The Class will rely on World Sailing judgement and remove the exception for sailors over 65. The original intent of the J/Boats Representative provision was to help owners get up to speed more quickly with their new boat without impacting the normal make-up of the crew. That exemption is not

necessary with a mature Class Association.

A Group 3 sailor is as determined by World Sailing (same as is for Group 1). Chris clarified that someone over 70 is not automatically a Group 1, per World Sailing.

2. LIMITATIONS ON THE CREW

Proposed Rule Change and Addition

C.3.3 **WEIGHTS CREW WEIGHT**

(new)(a) An Owner who is the sole Driver for a regatta may elect a weight of 100 kg (220 lbs.) for that regatta, in which case he or she shall not be subject to weigh-in or other weight check.

The above language will be entered above the box that has the minimum crew weight

Reason: This Change will allow owners more flexibility to manage crew, so they are not at a disadvantage. This policy has been used in the J/105 Class with positive response. To be clear, the driver's weight still counts, but s/he can record their actual weight or "take the 220" (whichever is lesser).

Peter Wagner made a motion to approve both Rules proposals as presented, seconded by Stephen Polk. The motion passed unanimously.

The Rules will now be reviewed by World Sailing for possible implementation in early 2026.

4. **Class Budget** – Chris circulated the J/111 Class Budget: Profit & Loss 2025 and Budget 2026. The lackluster income for sail tags is really the only surprise, as explained in #2 above.

Peter Wagner made a motion to approve the P&L/Budget as presented, seconded by Blane Shea. The motion passed unanimously.

5. **Future Championships** –

--2026 North American Championship @ Youngstown Yacht Club, NY, August 26-29, 2026: Roeland Polet is the Event Race Chair. Larry said the club is very excited, and they are working on sponsorship. The goal is to double the entry size from recent years. The OA had the understanding that the crew weight and size rules used in Key West would also apply in 2026. The Executive Committee denied the waiver previously granted for the Key West event. The OA believes that the decision is a mistake that will hinder participation efforts. Can this be reconsidered? Larry reiterated that their first priority would be the full exemption used at the 2025 NAC. The club is fully committed to the event, and this update would lure additional teams. They see it as a win-win from a marketing standpoint for the Championship and for the Class. Peter cautioned that we are a World Sailing Class, and as the boat is sensitive to crew weight, there could be long-term risk to inclusivity. For 2025, the argument was that the NAC was post-Christmas, with this one-off exemption. Continuing this trend may lead to consequences for a one-design Class. People who stack the boat with weight harms participation going forward. Bill agreed to maintain the weight Rule and increase the recognition and trophies for a Corinthian division. Shane noted that Youngstown is commissioning a Corinthian perpetual trophy. Peter summarized that it's dangerous to have different Rules for different people in a one-design Championship. The J/111 is a unique racer for its size, and we want to keep the Class special. This is our singular Championship annually. Scott doesn't foresee a massive shift in NAC entries in that we all have a year to prepare crews. Peter highlighted that we just passed a Rules proposal allowing a helmsperson to declare 220 pounds, further helping crews organize. Shane described that the intent of the OA is only to make the regatta easier for logistics and encourage more participation. Thank you Youngstown for everything you're doing to market the event. The NOR/event website will launch

soon...hopefully folks in this group can pre-register for when Yacht Scoring goes live.

The Class is seeking a host for the 2027 North American Championship.

6. **New Business** – Jeff J. said there is no new boat news. Thanks to all for keeping the Class going! The molds are in Europe, but there is not a high probability of custom builds due primarily to cost. The good news is that re-sale values remain high. Great discussion on the 2026 NAC. Jeff recalled relaxing crew weight for Key West Race Weeks in the J/105 but went back to the standard for pinnacle events. There is great incentive to attend a North American Championship. The ORC results are great to see and opens up programs beyond one-design.

Bill encouraged everyone to attend Key West Race Week...it's wonderful on and off the water! He also enjoys the fun regatta in St. Petersburg, FL in February.

Tim hopes we can better recruit new boat owners to the Class. Proactive communication is key, best coming from the local level. Bill wondered if we could use data from PHRF certificates at regional sailing authorities. Other ideas are welcome. Jeff suggested that the Youngstown OA share their marketing materials for J/News, as well as with the Class/social media.

Action Items:

--The Class Office will forward the updated J/111 Class Rules to World Sailing for approval.

Next Meeting: TBD