J/111 Class Association Annual Meeting Minutes

Date: 11/12/2026 **Start**: 7:05 p.m. EST **Adjourn**: 7:40 p.m. EST

Present:
Chris & Julie Howell
Bill Baxter
Doug Clarke
Tim Clayson
Jeff Davis
George Golder
David Chard for Abhijeet Lele
Richard Lohr
Mark Pirie
Rob Ruhlman via proxy
Ryan Ruhlman via proxy
Scott Sellers
Blane Shea

Agenda:
1. Attendance and Instructions
2. Class Office Report
3. Class Budget
4. Rules Proposals / Technical
5. Election of Officers
6. 2027 NAC + Future Championships
7. New Business

Description:

1. **Attendance and Instructions** – AGM Dropbox file: J111 2026 AGM - Dropbox

2. **Class Office Report** – Chris reported that the Class had 34 Full members representing 29 boats this year, plus 5 Associate Members/Permitted Drivers. The Class membership directory is live at https://ij1ca.wildapricot.org/directory. (2025: 33 Full members representing 26 boats, plus 6 Associate Members/Permitted Drivers). Membership invoices will be e-mailed on 1/1/27. To date in 2026, 66 sail royalty tags have been sold (2025 total: 25). Sail tag details at: Sailmakers & Tags – J111 Class

3. **Class Budget** – Chris circulated the J/111 Class Budget: Profit & Loss 2026 and Budget 2027. The sponsorship option is available during the membership renewal process (currently one sponsor: Rob Ruhlman). Chris recommended more media support at various Championships.

   Mark Pirie made a motion to approve the P&L/Budget as presented, seconded by Tim Clayson. The motion passed unanimously.

4. **Rules Proposals / Technical** – J/111 Class Rules Proposal for 2026
   1. LIMITATIONS ON THE CREW
   Proposed Rule Change
   C.3.3 WEIGHT

   (a) Maximum of 8 crew or total crew weight (dressed in shorts and T-shirt) of 700kg when sailing with more than 8 crew.

   Current Class Rule
   C 3.3 WEIGHTS

   (a) An Owner who is the sole helmsperson for an event 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.

	minimum	maximum
The total weight of the **crew** dressed in shorts and T-shirt.		650 kg

Reasons for Class Rules Change: Class movement to more family-friendly racing

Discussion: Scott expressed concern that the proposal disadvantages female/youth (lighter) crew. Jeff understands, although at every NAC in recent years there has been significant pushback on crew weight in an effort to encourage more participation. Scott doesn't think the Rules should apply differently to different people, and might prefer to remove the weight limit entirely versus the differentiation. Bill suggested we raise the crew weight to 700kg but not eliminate it. There was consensus of those of the call to either eliminate crew weight or increase it to between 700-750kg. Chris offered that we should confer with J/Boats to make sure there is agreement with the Copyright Holder for safety purposes. Jeff summarized that we want to promote the family/friend fun factor. Thank you all for the feedback, and we hope to resolve this debate for the benefit of the membership. Stay tuned for a response from J/Boats and a revised CR proposal for an e-mail vote of the membership.

5. **Election of Officers** – The Slate of Officers was presented:
   President: Blane Shea
   Vice President: Bill Baxter
   Secretary/Treasurer: Roeland Polet
   Chief Measurer: Jeff Davis
   (Ryan Ruhlman as Past President)
   George Golder made a motion to approve the slate as presented, seconded by Rick Lohr. The motion passed unanimously.

   From Blane: Thank you for the opportunity to lead the Class. Before accepting the role of President, I explored the idea of purchasing my next boat. After an exhaustive search, I concluded that the J/111 was the only real choice due to:
   1. Offshore Race Boats in 30-50 feet: J/111 Best in Class currently
   2. Incredibly strong one-design fleet
   3. Owner value relative to new boats
   4. J/Boats support of existing Classes

   I cherish the dynamic of the J/111 one design, racing & Class. The Class grew quickly, and so did the boat speed and efficiency around the racecourse. The J/111 has matured into a 2.0 Class, and that delta was clear in the results between the pro boats and Corinthians at the last North American Championship.

   My old Class, the J/70, invested in practice days for Corinthian teams along with on- and off-the-water coaching to help prepare the boats and crews. The result was a stronger, larger group fighting to round the first mark, which was more fun for everyone competing. They also supported Corinthian results at all major regattas, something this Class has started to do and will need to fully support.

   There is a big learning curve as we all hustle to get crews together and boats on the line while balancing our busy personal and professional lives. If you're a new owner, we want you to know this Class will help you get faster, because more boats and more participation equals more fantastic racing for everyone.

Travel regattas are difficult for many to attend, so planning the timing and locations of those events will be equally important. I hope to focus on this area so we can grow participation, especially with the 50th anniversary J/Boats event coming up this summer!

In addition, one item that continues to be a topic of discussion is boat weight. I believe we should start the process of weighing the boats with a two-year timeframe, and we can discuss it further in the upcoming meetings. I would like to hear everyone's thoughts on this subject. I was a J/105 owner when that fleet decided to move forward with this project, and it was incredibly valuable for the one-design integrity of the Class.

To summarize my new role as President, I will build a business plan for the J/111 Class with timelines to execute over my term, focused on the following goals:
1. Marketing-best offshore boat and Class
2. Support both Corinthian and Pro boats
3. Timing and location of events in addition to promoting a new regional championship

I look forward to working with everyone and hopefully doubling the size of the Class in the coming years.

6. **2027 NAC + Future Championships** – Given the time of year we're at now, should we pair the 2027 NAC with the ORC North Americans in Fort Lauderdale in November? The infrastructure is in place already (see details in the NOR Microsoft Word - Reformatted and Final NOR Rev 1 9_16_2026.docx). There is both the option for windward/leeward and distance racing, and it's a good feeder to winter sailing in the south. There was some discussion about having the NAC where there is more critical mass. Ideally, we could set the calendar also for 2028 (and maybe beyond), based on feedback in support of Harbor Springs, New York Yacht Club Annual & Block Island Race Week. Scott explained that Little Traverse YC doesn't typically incorporate a Continental Championship into the Ugotta Regatta, but possibly a week or two after. The Officers and Class Office will pursue NAC options for 2027 (Block Island) and 2028 (Harbor Springs).

7. **New Business** – Hope to see folks at the J/Boats 50th Anniversary Regatta in July 2027!

Action Items:
--Chris and Jeff will consult with J/Boats for recommendations on crew weight.
-- The Officers and Class Office will pursue NAC options for 2027 (Block Island) and 2028 (Harbor Springs).

Next Meeting: TBD