

J109 Class Association, Annual Meeting of Executive Board

17 November, 2014, 8pm EST

In attendance (via conference call): **Bob Schwartz** (outgoing President), **Kevin Saedi** (outgoing Vice President), **Ted Herlihy** (outgoing Treasurer), **Cristina Filippelli** (outgoing Secretary), **Adrian Begley** (outgoing Class Measurer/Fleet 2-NJ), **Bill Sweetser** (Fleet 4-Chesapeake Bay), **Al Goethe** (Fleet 10-Galveston Bay), **Thomas Brott** (Fleet 3-SoCal), **Jerry Woodfield** (Fleet 1-Pac NW), **Jim Vos** (nominated President-Fleet 10), **Jonathan Rechtschaffer** (nominated Vice President), **Bill Kneller** (nominated Treasurer), **Rick Lyall**, **Bengt Johansson**, **Brook Mastrorio**

Meeting called to order by Bob Schwartz at 8:04pm

1) Report on 2014 Season

- Bob: 2014 was a great season with high participation. Some highlights included a One Design (OD) start at American Yacht Club Spring Series, which is the first time in a while that that's happened. There were 16 J109's at the Cedar Point One Design Regatta (CPOD) in June, 13 J109's boats at the recent Intercollegiate Offshore Regatta, and 17 boats at our North American Championships - the largest OD class at NYYC's Race Week!
- Kevin: We had about eight boats compete for the Great Lakes Championship, and it was a great event.
- Tom: We had four OD regattas on the West Coast (WC), with about six boats at each regatta - a total of 11 different boats participating. There was an increase in participation over prior years, and we anticipate better participation in the future with the new West Coast Championship trophy.
- Al: In Texas, our numbers are holding, but we're still only seeing 4-6 boats at each event.
- Jerry: in the Northwest, our fleets are somewhat split into two parts (Seattle and Canada), and the logistics of getting those two groups together are understandably tough, so it tends to be hard for us to get OD starts.
- Someone inquired into the new trophies (Great Lakes Championship and West Coast Championship), and whether they seemed to affect participation in class events. The consensus was that they were not available early enough in the season to have a big impact, but that they do seem to have generated some interest and will likely have an impact on participation in future seasons.
- Bill S.: in the Chesapeake, our the fleet has gotten smaller, but it is still a strong fleet. However, it is unlikely that there will be many OD starts other than at the NOOD Regatta in late April/early May.
- Bob: our paid memberships are up approx 25%, and while our numbers at class events are holding, there are always opportunities to improve and recruit more boat owners to participate in the class.

2) Treasurer's Report

- Ted: Overall, we ended the year up. Paid memberships are up by about 25%. The reasons for this are not entirely clear.

- The balance sheet is looking good, even with investing a few hundred dollars in the new trophies.
- Sail tags held pretty steady

3) Update on ISAF classifications

- Bob: Apparently, ISAF was considering dropping their sailor classification system, which would have a significant impact on J109 OD racing. I wrote a letter to ISAF on behalf of the class, voicing my concerns over the issue. The proposal was voted down. But, in the future we might want to consider what would happen if such a measure were adopted.
- Rick: Apparently, this proposal came from Italy, and it was a surprise that they were even able to get it on the agenda. It was met with significant pushback. It was defeated, and seems unlikely that it will resurface since it was such an unpopular idea.

4) 2015 Class Schedule - North American Championships (NA's)

- Bob: Typically, our NA's are held at New York Yacht Club (NYYC) in even-numbered years, and in odd years it's held "somewhere else." So, next year will be a "somewhere else" year...suggestions?
- Rick: I'd nominate Block Island Race Week, which is likely to be a large event.
- Someone asked whether the Cedar Point One Design Regatta in June (CPOD) had ever been considered for NA's? It could be extended to a three-day event.
- Rick: Typically, we try to do at least a four-day event for NA's. We've tried a three-day event in the past, but there was some pushback.
- Jerry: I know that NA's are open to all J109's, but logistically it seems that it often winds up being an East Coast event...?
- Bob: It's going to be logistically challenging for someone, no matter where it's held.
- Rick: NA's were held in California a while back, and there were only eight boats. It's very hard for these boats to travel, and it just happens to be that the critical mass for the fleet is in the Northeast. It seems to be best for the fleet, in terms of visibility, to have at least one big event every year.
- Someone raised the question of making charter boats available, and Bob suggested that, in the past, insurance is often a barrier.
- Bill K.: Has the J109 class ever considered loaner boat insurance? The way it works is if the owner is willing to loan the boat, the crew can come with their sails, and the owner can choose to be on board or not. In my prior experience in the J30 Class, it cost about \$1,700 for loaner boat coverage (up to five regattas), covers the crash boats on the water. Some yacht clubs even have their own policies for loaner boats... Denise at Gowire is who underwrote the policy.
- Al: Lakewood YC has that coverage, and I've loaned my boat out and it worked out well.
- Rick: What's the supply of potential loaner/charter boats on the West Coast or the Great Lakes?
- Tom: When NA's were in California a few years back, there were very few people willing to loan their boats. I chartered a boat in Chicago for NA's one year, and it was great.
- Someone pointed out that there have been some Europeans who have wanted to charter for BIRW or KWRW, but supply always seems to be an issue.

- Jerry: If there were reliable access to boats, I think it'd definitely have a positive impact on increasing attendance at West Coast/Pacific NW events.
- JR: I could pretty easily make up a survey to gauge interest in making boats available for loan/charter. But, if I use the current member list to distribute a survey, people who aren't class members are not going to get an email regarding this issue, and those are the people who might be most interested in loaning/chartering...
- Ted: This raises an important issue - it's really crucial to make sure that all participants in class events are current class members. This isn't something that we police at the Class level, but it really needs to be enforced by local fleets.
- Bob: Returning to the topic of the 2015 NA's...BIRW vs CPOD (extended by one or two extra days). Both events are likely to have strong numbers, though BIRW would offer more racing. Personally, I think BIRW would be great as it's so well attended, and there's more of a "cushion" in case we have any days of no racing. Any other suggestions?
- Bill S.: In terms of my fleet, at least two boats will travel to BIRW, but likely not to CPOD.
- Adrian: Perhaps it might be a good idea to consider CPOD for the future, since at this point we don't even know for sure if the club can accommodate us. I move to have our NA's at BIRW, subject to approval of Storm Trysail.
- Bill S. seconds, all in favor, none opposed.
- Rick: I'm the treasurer for Storm Trysail, so I think it's safe to say that this will be approved.
- JR: Have NA's ever been scheduled further out than one year? It might make it easier to consider alternative venues, perhaps arrange for loaner boats...
- Bob: We have fallen into a bit of a pattern, in terms of NA's at NYYC in even years. Perhaps, for odd years, we ought to plan a little bit further out. For example, I've been approached by Larchmont YC about the possibility of hosting out NA's in 2017. So, at our meeting next fall, we should definitely discuss 2017, rather than just considering 2016 (which will likely be at NYYC anyway).
- Bill K.: In the J30 Class, we'd plan it three years out. Sometimes, we'd hold it in conjunction with a big event, or we'd approach individual yacht clubs to host it as a standalone event. We had a request for proposals that we'd use, and basically we'd get bids by YC's to host our NA's. This allowed for more long-range planning in terms of travelling. We'd lay out what we would need for the regatta, then the YC's would bid in terms of what the cost is going to be, so we would then build that into regatta fees and recoup via sponsorships, fees, etc. Then, it's up to the club to provide the services that they said they'd provide.
- Rick: We essentially did that for our 2011 NA's. We raced somewhat in conjunction with Annapolis YC's fall regatta, and the local fleet raised a great deal of money. So, the challenge to holding a solely J109 event is financial, because you're paying for the whole thing.
- Ted: But, there are a lot of advantages to having a stand-alone event: less waiting around, better attention from the club, etc. Personally, I like that idea. Maybe we should include this idea in the survey, maybe get some suggestions as to where hold events...

5) J109 Regatta Series Trophy

- Bob: Deeded by Fleet 4, the winner has the best combined finishes at an Annapolis regatta plus one other event. Last year it was Annapolis NOOD + CPOD. For 2015, what might the second event be?
- Bengt: We're looking for more OD starts, and next year we're thinking about doing a joint event between CPOD and Red Grant (July 11&12). Would the class consider that?
- Bill: Technically, we need to hold one of the events in the Chesapeake. Ideally, we'd need it to be a well-attended event, so the NOOD would likely be the best option, again.
- Rick: very few boats travel to NJ, and lots of them have travelled over the years and supported the class, why not go to Jersey?
- JR: I'm all for this idea, but there can be a challenge to get mooring space... in 2013 the racing was good (three J109's), and onshore it was a lot of fun.
- Adrian: there are six 109's in the bay, so we would definitely be able to get an OD start. It'd be great to get more boats at Red Grant.
- Bengt: in 2013 we had lost everything to Sandy, so mooring-wise we're in much better shape at this point.
- Someone asked whether there was any interest in introducing distance racing to this series? Or, are there any other regattas in Annapolis that could be considered, since the NOOD is fairly early in the season?
- Bill S.: Not sure... I don't know of any Annapolis J109's that do distance racing. And unfortunately, the NOOD is our only reliable OD start at this point.
- Bob: So, it sounds like Red Grant could be a good second regatta?
- Bill S.: Honestly, I'm not sure we'd get enough boats that do both events.
- Someone suggested making Red Grant our East Coast Championship...?
- Adrian made a motion to this effect, it was seconded, all in favor, none opposed.
- Bob: What about the second event for the regatta series trophy?
- Bill S.: the only thing I can think of is BIRW, to make sure there will be enough boats that do both events.
- Bill S. made a motion to this effect, Rick seconded, all in favor, none opposed.

6) Update from Nominating Committee

- Bob: Myself, Tina, Ted, and Adrian will all be stepping down. Our bylaws suggest two years of service, we've all served for three (Adrian for far more than that). The following nominating committee has been appointed to assemble a slate of new Officers: Bill Sweetser & Rick Lyall.
- Bill S.: We've been fortunate to have a number of new members who are excited and have the energy to get involved. The proposed slate of new Officers is as follows:
 - Pres: Jim Vos
 - Vice Pres: Jonathan Rechtschaffer
 - Treasurer: Bill Kneller
 - Secretary: Bud Rogers
- Once these four have been approved by the Exec. Board, current Class members will have the opportunity to vote via email. Once the new slate of officers has been officially elected, they will then need to appoint a Member-At-Large as well as a Class Measurer.

7) **Other Business?**

- Rick: What's the forecast on the West Coast look like?
- Tom: I'd like to say that our numbers are climbing...we have grown, but there's not many J109s in San Francisco Bay, so I don't know if there will be a critical mass up there anytime soon.
- Bob: Tom, what can we as a class do to help you guys out?
- Tom: The new trophy should definitely help. We have a lot of boats out here, but the problem is that most of them are cruising boats. We have over 25 boats out here, but only 11 of them race OD. We'll continue to strive to build participation.
- JR: I'm willing to put together surveys to see what people on the west coast would like see, why aren't they participating in OD events, etc.
- Tom: I'd love to take you up on that!
- Jerry: with enough advance notice, etc., it's possible that we could do some more travelling between west coast fleets.

Bob: Any other business? With none forthcoming, a motion was made to close the meeting. It was seconded, all in favor, none opposed. Meeting adjourned.