

Minutes
J/109 Class Association

Annual Meeting
October 22, 2015

MINUTES of the Annual Meeting of the J/109 Class Association held on October 22, 2015 at the offices of REDI Global Technologies, 80 Pine Street, N.Y. N.Y. 10005 at 6:30 pm New York time.

PRESENT: Jim Vos (President)
JR Rechtschaffer (Vice President)
Bill Kneller (Treasurer)
Bud Rogers (Secretary)
Jordan Murphy (J/109 Associate Member)

**PARTICIPATING
BY TELEPHONE:** Rick Hanson (Class Measurer)
Ray Pepi (At-Large Board Member)
Bengt Johansson (Fleet 2 Representative)
Thomas Brott (Fleet 3 Representative)
Bill Sweetser (Fleet 4 Representative)
Brooke Mastrorio (Fleet 6 Representative)
John Greifzu (Fleet 10 Representative)
Peter Priede (Fleet 11 Representative)
Andy Wescoat (Fleet 12 Representative)
Bob Schwartz (J/109 Class |Member)
Scott Simms (J/109 Class |Member)
Dan Boyd (J/109 Class |Member)

I. CONVENING OF THE MEETING

As President of the Class Association, Mr. Vos convened the meeting. As Secretary, Mr. Rogers confirmed that he would keep the minutes of the Meeting. Mr. Rogers also noted that the attendance at the meeting included a quorum of Executive Board members and would also constitute the annual meeting of the Executive Board.

II. REPORT OF THE PRESIDENT

Mr. Vos stated that the Class started the year in good shape, thanks largely to the good work of the 2014 Class officers. He commented on the overall increase in Class memberships over the year as well as the excellent level of participation in the North American

Championships and other regattas during the year. Mr. Vos also noted that the Class owed special thanks to Bill Sweetser for arranging for the North U starting clinic run by Bill Gladstone, which was very well received.

Mr. Vos noted that the website had been completely overhauled by Mr. Kneller and noted that Mr. Kneller deserved special thanks for all his efforts in that regard.

Mr. Vos also reported that used J/109 were being sold for prices generally ranging between \$125,000 and \$150,00, based on his conversations with a number of boat dealers and noted that there are currently around ten J/109s up for sale around the country.

Mr. Vos next led a discussion on things that the Class should focus on in order to maintain the current momentum, including keeping the core fleets active and looking to find good “homes” for boats coming up for sale, providing charter boats for regattas, keeping the website user-friendly as a source of information and a vehicle for communication among members and ensuring that social and sailing events are family and kid friendly. He also reported on how the UK/Ireland fleet is managed, noting that more boats are owned as part of corporate fleets available for charter and that distance racing is more popular than buoy racing among the members of that fleet.

III. REPORTS OF THE FLEET REPRESENTATIVES

At the request of Mr. Vos, each of the Fleet Representatives participating in the meeting gave a brief report on the number of active boats in the Fleet, the participation of Fleet members in area regattas and any thoughts on whether the Fleet members had any issues or questions relating to the Class Rules. Mr. Vos noted that John Greifzu has agreed to be the Fleet 10 Representative. He is replacing Rick Lyall, who has put his J/109 Storm up for sale.

IV. REPORT OF THE TREASURER

Mr. Kneller gave the report of the Class Treasurer. He referred to the slides on financial matters included in the meeting materials on the Class Website. He noted that the Class had a positive cash balance at the end of each of the last two years. He also presented a budget for 2016. Based on an assumption of flat membership levels and some changes in expenses, the budget showed a small excess of revenue over expenses for 2016.

Mr. Kneller explained that the J/109 Class is a U.S. Sailing member and has joined the US Sailing Member Value Partner program, which can provide discounts to Class members.

V. REPORT ON NORTH AMERICAN CHAMPIONSHIPS

Mr. Vos reported in detail on the very successful 2015 North American Championships held as part of Block Island Race Week, with 24 J/109s racing and a well received North U starting clinic run by Bill Gladstone. He gave particular thanks to Bill Sweetser for organizing the North U event. He also expressed thanks to Bob Schwartz for hosting an excellent Class party at his house again this year. He stated that high level of participation at the North American Championships held as part of Block Island Race week suggested that the NAs should remain at a New England location for at least the next several years to be able to capture the critical mass in that area and, with loaner boats, attract attendance from other areas. He expressed the hope that the Burgee insurance program would help generate chartering activity for major regattas.

Mr. Vos proposed that the Executive Board should approve holding the 2016 North American Championships as part of New York Yacht Club's Race Week at Newport. There next followed a discussion of possible alternative venues, particularly those that might be less expensive. It was also noted that with the Burgee Program, it was hoped that loaner boats

could be made available for racers from overseas as well as the midwest and west coast. At the conclusion of the discussion, the Executive Board adopted Mr. Vos's proposal for the 2016 North American Championships.

There next followed a discussion of possible venues for the North American Championships for 2017 and later years. Among other things the discussion covered whether that regatta should be held as a stand alone event or as part of a larger regatta, such as Block Island Race week or the American Yacht Club Spring or Fall series.

VI. PROPOSED 2016 REGATTA SCHEDULE

Mr. Rogers next led a discussion of the regatta schedule for 2016 beyond the North American Championships. He noted the various regattas around the country that had been reported on by the Fleet Representative and Mr. Kneller noted that all those events would be posted on the J/109 Class Association website. He stated that the Executive Board should designate an East Coast Championships regatta and also designate the regattas that will comprise the East Coast Regatta Series under the Deed of Gift for the East Coast Regatta Series Trophy. It was noted that both the JFest Regatta in Narragansett Bay, hosted by Bristol Yacht Club and the Blue Water Regatta hosted by Atlantic Highlands Yacht Club had been proposed as the 2016 J/109 East Coast Championships regatta.

After a discussion, it was agreed by the Executive Board that East Coast Regatta Series qualifying events would consist of (i) the Annapolis NOOD Regatta on April 29-30, 2016, hosted by Annapolis Yacht Club, (ii) the Blue Water Regatta on August 6-7, 2016, hosted by Atlantic Highlands Yacht Club and (iii) a third regatta to be selected following further input on likely attendance. It was also determined that the Executive Board would designate the East Coast Championships regatta after receiving and reviewing that input.

VII. PROPOSED FLEET REDISTRIBUTION

Mr. Rogers referred to the proposed fleet redistribution chart in the materials posted for the meeting. He stated that the purpose for proposed redistribution is to seek to ensure that every J/109 is part of a fleet and that every fleet has a critical mass of boats. The goal is to encourage greater participation in regattas and keep J/109 owners connected to each other. Mr. Rogers stated that the Executive Board would finalize the proposed fleet redistribution following receipt of any comments from members,

VIII. RE-VAMPED J/109 WEBSITE

Mr. Kneller reviewed the features of the new J/109 Class Association website, which went live on March 4, 2015. The changes include a more intuitive menu, full feature calendar, and an improved member and boat list. He also explained a number of the additional changes that are planned, including direct entry of sail tag numbers, which hopefully will remedy some of the delays that have occurred in the past, additional data fields to improve communications among members and between the Executive Board and the membership, and improved log-on features. Mr. Vos noted that Mr. Kneller had accomplished an enormous amount over a very short period and that all Class members should benefit from this work.

IX. PROPOSED RULE CHANGES

Mr. Hanson, as Class measurer reported on proposed rule changes. He explained that, in accordance with the Class Constitution, the Executive Board has presented to the membership a proposed change to allow in-haulers aft of the mast, and that the proposal had passed the membership by a vote of 24 to 4. Accordingly, effective October 22, 2015, Class Rule 4.3.7 is amended to read as follows:

“4.3.7 The Jib may be in hauled forward of the mast with the lazy sheet or behind the mast in a horizontal manner with a control line system.”

Mr. Hanson next led a discussion on a proposed Class Rule change to allow J/109s to have and use a Bob Stay affixed to the end of the bowsprit and connected to the hull through a hole in the bow. He noted that the Executive Board had initially considered a version of the proposal at a meeting in September and determined that it should be presented as a discussion item for the Annual Meeting in order to get additional input from members. Subsequent to the September Executive Board meeting, the Executive Board received a formal proposed rules change, supported by 20 voting Members (the “Original Bob Stay Proposal”). The proposed amendment would have added under Class Rules paragraph *“4.3 The following are permitted while racing:”* the following subparagraph :

“4.3.16 A Bob Stay using high –modulus polyethylene fiber (e.g., Dyneema™ or Spectra™) secured in the bow above the waterline and on the Bow Sprit”.

There next followed a discussion on whether the change is needed for safety reasons, whether it would lead to an “arms race” among owners seeking to gain any performance enhancement the Bob Stay would provide and whether it should be permitted for non-Class designated events where use of a reaching spinnaker would more likely. At the conclusion of the discussion the Executive Board voted on whether the Original Bob Stay Proposal should be submitted to the membership for a vote. A total of seven members voted no, four members voted yes and two members abstained, so that the Original Bob Stay Proposal will not be proposed for a membership vote. The vote tally is set out on Annex I.

Mr. Hanson next led a further discussion on whether a modified version of the proposed Bob Stay amendment (the “Revised Bob Stay Proposal”) should be submitted to the

members of the Class for a vote. The Revised Bob Stay Proposal would add under Class Rules paragraph “4.3 *The following are permitted while racing:*” the following subparagraph :

“4.3.16 A Bob Stay using high –modulus polyethylene fiber (e.g., Dyneema™ or Spectra™) secured in the bow above the waterline and on the Bow Sprit, provided that a Bob Stay may not be used while racing under J/109 one design rules unless specifically permitted by the sailing instructions for the event, or the local Fleet Captain has issued instructions that Bob Stays are allowed for events sanctioned by the local Fleet. Local Fleet Captain instructions do not apply to Class sanctioned events.”

Under the Revised Bob Stay Proposal, a J/109 owner would be permitted to install a Bob Stay, but would not be permitted to use it in designated Class events such as the North American Championships unless specifically permitted by the sailing instructions for the event. A Bob Stay would be permitted in local Fleet sanctioned events where specifically permitted under the sailing instructions or local Fleet instructions issued by the Fleet Captain. It was noted that where local Fleet Captains issue instructions allowing the use of a Bob Stay for local Fleet racing under PHRF rules, they should advise the local PHRF rating authority of the issuance of that instruction, so that boats sailing with and without a Bob Stay can be appropriately rated. After a further discussion the Executive Board members voted unanimously to submit the Revised Bob Stay Proposal to the members of the Class for approval.

X. OTHER BUSINESS

There next followed a general discussion of other possible rules changes, including adjusting the crew rule to reduce the number or weight of crew allowed for Class racing, whether to explicitly forbid the use of “code zero” spinnakers to minimize sail costs, whether to allow bigger jibs or change the jib set up to eliminate the roller furling in favor of hanks to reduce wear and tear and cost. It was agreed that further input should be sought on these issues before proposing any changes to the rules.

There being no further business, Mr. Vos declared the meeting to be adjourned

William Rogers
Class Secretary

Vote Talley
Original Bob Stay Proposal

<u>Name</u>	<u>Vote</u>
Jim Vos	No
JR Rechtschaffer	No
Bill Kneller	Yes
Bud Rogers	No
Rick Hanson	No
Ray Pepi	No
Bengt Johansson	No
Thomas Brott	Yes
Bill Sweetser	No
Brooke Mastrorio	Yes
John Greifzu	Abstain
Pete Priede	Abstain
Andy Wescoat	Yes