

J109 Class Association, Annual Meeting of Executive Board

19 November, 2013, 8pm EST

Present (via conference call): Bob Schwartz, Ted Herlihy, Cristina Filippelli, Rick Lyall, Pete Priede, Sam Mitchener, Al Goethe, Kevin Saedi, Adrian Begley, Thomas Brott, Dan Grossman, Bill Sweetser

Meeting called to order by Bob Schwartz at 8:05pm

1) Report on 2013 season and North Americans

- Bob: 2013 was a good season with good participation. Numbers are holding strong, with a few new boats showing interest in OD J109 racing. 7 boats at NOOD, 11 boats at Cedar Point, 15 boats at BIRW (one of the largest classes), 10 boats at NA's, 10 at AYC fall, 15 boats at Intercollegiate Offshore Regatta.
- Tom: in southern CA, we're having a harder time getting OD classes together, but got 6 boats for the Yachting Cup, which was great, only 6 at Cali Race Week. 7 boats at Long Beach RW. Starting to see some increased interest in OD racing.
- Al: We saw smaller OD fleets in Texas this year, often only 2-3 boats. Everyone should come down and race in TX in the wintertime!

2) 2014 regatta schedule

- North American's - Traditionally takes place at NYYC in even years, Bob proposes to do this again. The schedule at this point is a little unclear, but the hope is to get at least 3, preferably 4 days of racing in. Bob is waiting for a call back from Brad Dellenbaugh to clarify what the schedule for Race Week will be. If it will end on July 19th (which seems unlikely), NA's will be Wed-Sat. Or, if it's just a calendar error, we'll race Thursday through Sunday (July 17-20). *Motion made, seconded, none opposed.*
- J/109 Regatta Series Trophy - Bill: the first event is typically the Annapolis NOOD (May 2-4, 2014); Bill offered to host a fleet party again next year. J109's will have the opportunity to be berthed together at the Boat Basin, next to AYC. Bob suggested that we consider Cedar Point YC's One Design Regatta as the other event (typically takes place the first weekend in June). *Motion made to this effect (NOOD & CPOD), seconded, none opposed.*
- East Coast Championships - A suggestion for the American Yacht Club Fall Series was made (this is a two weekend series, typically held the last weekend in Sept & the first weekend in Oct). *Motion made for ECC's at AYC Fall - seconded, none opposed.*
- Are there any non-East Coast championships? Tom: we've talked about a doing a West Coast championship, decided against it, but wound up with strong fleets at some of our regattas this past year. So we'll probably try to do something next year. Asked: will the class

support an award for the event? There was general agreement that we should. *A motion was made to start an award for a West Coast Championship - seconded, none opposed.*

- This raised the question: what constitutes a championship regatta? Bob: You just need a One Design fleet, clear it with the class, abide by class rules, etc. Pete & Kevin: Why is there no championship for the Great Lakes? What about the NOOD or the Verve? Pete & Kevin will discuss. Bob: Sounds like a great idea, and the class could probably find the funds to support a trophy for that. Ted: it just needs to be a tight event, well run, stick to class rules. *A motion was made to start an award for a Great Lakes Championship - seconded, none opposed.*

3) Treasurers report

- Bob: we owe a lot of thanks to Ted, he's done a great job this year. Ted reviewed the financials. Sail tags went up \$5 per each, but income stayed about even. Dues were slightly down, mostly due to a smaller NA's than last year. Ted reported that he has been a lot stricter with sail tags, in an effort to smooth out the process.
- Someone asked the cost of creating a new trophy. Tina offered to call Andy Burton at Trident Studios, to price out trophies for the West Coast and Great Lakes Championships.

4) Class rule amendments

Several class members suggested a number of potential changes to the Class Rules. The following is a brief summary of the discussion of these potential changes. (Regarding changes that were approved by the Executive Board, once wording has been finalized, current class members will have the opportunity to vote on each one).

- Dan Grossman proposed to amend Rule 4.3, allowing for the use of HMPE in lifelines instead of wire. Adrian expressed some reservations about the longevity of synthetic lifelines, but if people feel strongly, there's no reason not to permit it. Bob: I've heard it's easier to spot repair and then replace before they fail. Tom: would you have to retrofit the stantions to prevent chafe? Ted: I don't know, but I've heard from my crew that it's more uncomfortable than wire. General discussion: when a lifeline breaks, it tends to break at the fittings - it corrodes from the inside, and there's no way to predict when it'll pop. Melges 32's have spectra lifelines... Do we want to be the forerunners by switching to Spectra, or should we wait and see? Another alternative is to run continuous lifelines, which provides fewer points for failure. Dan: HMPE is used by other boats, why not let owners just choose? Bob: there's plusses and minuses in both directions, there's no major competitive advantage either way, so I'm inclined to give people the choice. Adrian: anything we approve will have to comply with the ISAF regulations, and we should refer specifically to the ISAF Offshore Special Regulations when wording this rule. *A motion was made to approve this amendment, seconded, none opposed.*
- At this point, someone raised the question of lifeline tension, and how to measure it - should the specifics regarding this be in our Class Rules? Adrian: I would prefer to stick w ISAF regulations, rather than putting it specifically into our own rules. Ted disagreed, opining that

it should be written somewhere in our class rules so that boat owners would know how to do it themselves, which would speed up boat inspection at championship events. Al: we should avoid repeating specific ISAF rules in our own rules, in case the former ever change. Bob: we should be consistent with ISAF...how to we clarify the process? Adrian: why don't we just tell people to read the ISAF Special Regulations (appendix J). Bob: it just needs to be easy for people to figure out how to actually apply the rule. Let's leave that rule as is; Adrian will write a paragraph / instructions to post on the Class Website.

- Dan Grossman proposed to allow for the installation of kelp cutters, (relevant to Rule 4.3). Adrian: this one seems like a no-brainer to anyone who has sailed somewhere where there's kelp. Tom: If we allowed it in the class, every boat that sails where there is kelp would get one, and those boats would have an advantage. Right now, everyone's equally disadvantaged; if we allow it, it could dissuade travelling boats. Ted: why don't we table this for now, and let Fleets that it affects discuss it further? Dan: Some cruising owners on the East Coast have also brought it up as a way to protect against underwater/floating obstructions. Tom: not sure how much it'd cost, but it'd probably be a fairly expensive retrofit. It was agreed to table this proposal for now and get feedback from the other West Coast owners.
- Bob Schwartz suggested a change to rule 4.4.5, allowing for an entry slot, up to 24 inches in length, in the mast to facilitate feeding the headboard when hoisting the mainsail. Adrian: I like this idea, I've struggled with this a great deal myself. Ted: 24" seems too long, how about 12"? Adrian: why not also allow for a cutout in the boom to remove the clew? Tom: on the west coast, it'd be nice to have an additional track to use for a whisker pole, but specify that it's not for use in class events. Dan: I'd be happy to help out with wording. Bob: let's talk through it all now, then we can finalize the language via email before putting it to the general vote. *A motion was made to allow for a slot in the mast, seconded, none opposed.*
- Bob Schwartz also proposed removing the language in the Class Rules pertaining specifically to the 2013 North American Championships. We agreed to do that as a one-time change. In the future, someone can make an amendment to the language of the rules to give us greater flexibility to deal with this, and similar, issues. *A motion was made eliminate rules pertaining exclusively to the 2013 NA's, seconded, none opposed.*
- Ted Herlihy suggested amending Rule 5.1, eliminating the requirement that sail measurement certificates be kept on board, and adding the requirement that sailtags be sewn to each sail by the sailmaker, which would eliminate transferring tags between sails and lost tags. It should be the owner's responsibility that the sails be registered with the treasurer. Bob: I agree w all of this. *A motion was made to this effect, seconded, no objections.*
- Ted Herlihy also suggested modifying the wording in Rule 6.2 in order to clarify the rule, and to give the Executive Committee more flexibility in determining whether Rule 6.1 or 6.2 will apply during specific events. Bob: the intent is to allow the Exec. Board to make this decision, to give more flexibility to the Board. *A motion was made to change the wording of Rule 6.2, seconded, no objections.*

- Al Goethe noted that, currently, inhauling of the jib is permitted. However, at the 2013 NA's, he observed a boat that appeared to be taking advantage of this rule: this boat had extra long jib sheets. It used the back end of the lazy sheet, ran it through one of the leeward clutches forward to the deck organizer and from there to the clew of the sail. This improves the angle of attack of the inhauler (and prevents chafing of the windward sheet on the mast boot). This arrangement meets the letter, but not the intent of the rule. It should be clarified if the class will allow this method of inhauling. Adrian agreed that we need to clarify this rule - is this something we want to allow or forbid? It doesn't seem to be a safety issue, as the line is still parallel to the deck so shouldn't put undue load on the deck organizer. Ted: maybe we should table it for now, talk to other classes who use dedicated inhaulers. Bob: for now, we should probably disallow it, and revisit it next year with better information. We don't want to tweak the rules every time someone pushes the envelope.
- Bob Schwartz raised on more proposal, suggested by Kerry Klingler (of Quantum Sails), to allow a foot batten to be installed in the sail. This batten can be installed parallel to the headstay and prevent the foot from fluttering. Many boats have experienced an issue with class jibs: the problem is with the foot round and the durability of the sails. It seems that as the sail age, and the laminate loses its firmness the foot of the sail flutters. This in turn wears the sail out faster in the foot region. Ted reported that he had spoken with some sailmakers from North, and feels that it may not be a good idea as it could add to wear at a different spot on the sail, or could catch on lifelines. In fact, Ted noted that a similar batten was allowed in the past and had been removed from class rules. Also, Jack Orr (of North) thinks this modification will likely cost significantly more than Kerry suggested. Bob: maybe we should table this for now and gather some more information; we can revisit it if necessary.

5) Steps to encourage more participation

- Rick: throw more parties!
- Seriously, what are the things that get in the way of attending class events? Consensus that time, money, and crew are the biggest obstacles. General discussion: crew is often the trickiest, both to find able crew, and to develop a good, reliable, steady crew.
- Tom: In SoCal, there seem to be two types of owners: those with a racing background who are looking to race, and those who have never raced and just wanted a boat to cruise in. It's the latter group that's very hard to recruit to racing; it's daunting to them to take the first step and sign up for an event. One thing we've done is jump on each other's boats and help new racers out.
- Tom: Another thing we could do is encourage charters more - I really wanted to do NA's, but couldn't find a boat. Rick: I don't know why it's so hard to charter here - it's much easier to charter in Europe. If we could develop that more it might convince people to participate in distant events. But, chartering can also be an insurance issue.
- Rick: another thing that I've done is sell used sails to new owners, so that at least they're eligible to race in class events should the opportunity arise.

- What's the best way to develop charters, selling used sails, etc? Ted: why can't we have a place on the website for classifieds? Tina will check in with the webmaster about adding a classified section. Bob: I'll look into the insurance question. US Sailing has an insurance program, but it's only for smaller boats.

6) **All other business**

- Bill: is this the time to determine which rule will apply to NA's? Yes. *Move to use Rule 6.2, seconded, none opposed.*
- Ted: we really could use the website more, and also keep better track of making sure that all participants in class events are Class Members.
- Tom: question about Fleet Pages - what happened to them? I used to use ours a lot, but now it seems that they're all empty of content. Tina will ask the webmaster about it. How to access Fleet Pages?
- We should add a page for championships - Tina will talk to webmaster about adding that page.
- Other business was invited, none was forthcoming. .

Meeting adjourned at 10:13pm.