

J/88 Class Association Annual Meeting Minutes

Date: 11/29/2022

Start: 1:35 p.m. EST

Adjourn: 2:45 p.m. EST

Present:

Chris & Julie Howell X
Jeff Johnstone X
Alexander Abell X
John Bell
Jorgen Christiansen
Lindsey Duda Coe
Michael Cook X
Dave Corbin (+ proxy for Jim Hopp) X
David Dennison
Adam Dolkart
Brice Dunwoodie
Daniel Floberg
Michael Frerker X
Bob Garlinghouse
Michael Gillian X
Cindy Goodin
Steven Gordon
Andy Graff X
Tim Harbick
Jim Hopp
Ben Jatlow X
Christos Karamanolis
John Killeen
John Leahey X
Jordan Leahey
Robert Lowrance
Ben Marden X
Patrick McGrath
Brian O'Malley
Gary Panariello X
Greg Polek X
John Polek
Tim Price (non-voting) X
William Purdy X
Keith Rehder
Justin Scagnelli X
Christopher Slocum
John Sommi
Scott Sorbie X
Tim Sweet
Alister Thomson X
David Tufts X
Iris Vogel X
Tim Wade
Magda Warczok
Tim Weiswasser

Agenda:

1. Attendance and Instructions
2. Class Office Report
3. Approval of Class Budget
4. Class Rules Proposals
5. NAC Recap & Championships
6. New Business

Description:

1. **Attendance and Instructions** – Gary welcomed all to the 2022 Annual Meeting; thank you for joining. It was a great year! The Executive Committee is happy to talk to the membership about current events.
2. **Class Office Report** – A quorum is present. Chris reported that the Class had 46 Full members this year, representing 36 boats, plus 12 Associate Members (2021: 42 / 34 / 9). The online directory is at <https://j8ca.wildapricot.org/directory>. Membership renewal e-mails will be sent in January. The 2022 early bird discount of \$275 was very popular; no need to change. An item is needed for the membership raffle. Our national member Slack Channel is active.

Jeff said that one boat is coming to Sailing Inc. in Cleveland this year. Four to five boats are on the market, and re-sale value is holding well. The huge Midwest turnout has been fantastic. The J/88 has moved past the “new boat” phase, but great Class racing sustains the boat. It’s common to go a couple years without new boats, then restart. The most recent hull # is 111.

3. **Approval of Class Budget** – Chris circulated the J/88 Class Budget: Profit & Loss 2022 and Budget 2023. It was a good year for royalty tag sales. Chris noted the miscellaneous income covering shipping and wire transfer fees, which offsets the high shipping expense. The Class supported the NAC with \$1,000, in lieu of travel costs. For 2023, Chris noted a slight increase in administrative fees, following a decrease in past years.

Gary Panariello made a motion to accept the Budget/P&L as presented, seconded by John Leahey. The motion passed unanimously.

4. **Class Rules Proposals** –

There are 3 Rules proposals below. As an overview:

- Specify minimum requirements for "one anchor" as listed in safety equipment
- Establish a one-design standard of vertical battens with grandfathered provision for existing horizontal battens.
- Improve consistency of enforcement by adopting the J/111 Rule.

A. Specify required anchor equipment:

In C.R. 4.2, under "portable equipment shall include:"

Replace: "One anchor"

With:

"One anchor with chain and rode attached at all times. Chain must be steel and a minimum of 15 feet in length and 1/4-inch gauge. Rode must be a minimum of 125 feet in length and 8mm in diameter."

Discussion: Bill P. asked about a specification for the anchor type/weight. Andy expects owners to select an anchor conducive to their region. The chain has proven more important than the anchor weight. Michael G. and Ben M. agreed with Bill in having a minimum anchor weight. Jeff stated that J/Boats would recommend the FX11 @ 7 pounds, and Andy added that he has the same (added with the chain/rode would be 20 pounds). Justin suggested stating an anchor with a spec rated for a 29-foot boat. *Andy will add “Minimum weight of 7 pounds” to the rule.*

Alister Thomson made a motion to accept the amended proposal above, seconded by Michael Gillian. The motion passed unanimously.

B. Establish one-design rule for vertical jib battens:

New Rule 5.5:

All Class jibs delivered after March 31, 2023 shall have "vertical" battens, as defined in Appendix A. Jibs delivered on or before this date with horizontal, furlable battens may continue to be used at Class sanctioned events. Any battens used on sails delivered before the above date that do not meet the definition of "vertical" in Appendix A must be flexible enough to bend so that the two ends of the batten touch.

Definition of Vertical for Jib battens, added to Appendix A (or create B if that is easier to format):

Measuring from the luff edge of the sail at an angle perpendicular to the luff, find the shortest distance between the luff and the forward edge of the batten. In the same manner, find the furthest distance between the luff and the aft edge of the batten. These two distances must be within 100mm of each other.

Discussion: Andy would be willing to amend March 31 to June 30 if needed. Another issue is that it is difficult to define "furlable," which may lead some people to push this Rule. Bill P. wondered about an amendment permitting horizontal battens on the #2 jib? Michael agreed although it may be hard to police. Gary stated that San Francisco interchanges their #1 and #2 jibs often, so he would prefer to keep everyone one-design (vertical). Ben concurred with Gary's perspective. Andy noted that vertical battens are a benefit in high winds. Owners can work with their sailmakers on how to secure the battens. Iris explained that they pre-load the battens on both jibs, roll them, up, and then it's relatively easy to change sails. Take the battens out after racing to ensure a proper folding of the sail. Dave C. viewed YouTube videos on how to fold along the leech. Jeff clarified that any sail delivered before March 31 may still have horizontal battens.

Bill Purdy made a motion to amend the proposal that the new Rule would only apply to Jib #1, which was not seconded.

Gary Panariello made a motion to accept the proposal as presented, seconded by Alister Thomson. The motion passed, with Bill Purdy opposed.

C. Pole-out rule: provide a clear benchmark for how to enforce:

Replace 6.3 with:

"6.3

6.3.1 The bowsprit shall be fully retracted at all times except when the spinnaker is being set, is set, or is being retrieved, and shall be retracted at the first reasonable opportunity after the spinnaker is fully retrieved.

6.3.2 Approaching a mark at which the spinnaker will be set, the bowsprit shall not be extended until the bow reaches the mark.

6.3.3 An extended bowsprit shall not be considered part of the boat for the purposes of establishing an overlap or other rights under the Rules of Sailing unless the spinnaker is set."

Discussion: Many Juries have recommended this change, as the current Rule has loopholes which often results in protests. This proposal is more in line with the intent of the Rule. Andy described this would not prevent you from setting the spinnaker at any point of the course (depending on conditions) and doesn't define windward mark or offset mark. Poles out during traffic situations is a safety issue. Pre-feeding is fine, but the pole is out when full force up. Bill

P. had worries about the words “will be set.” Dave C. added that the J/111 Rule still has its issues, however this proposal would be clearer, especially for new owners. Iris believes this new Rule, while not perfect, is an improvement. Ben J. inquired whether this is more of a safety issue or an overlap issue? Jeff recalled that the J/105 had the first bowsprit Rule, starting in heavy air in San Francisco and resulting in collisions, injuries and damage. The third component is a racing Rule. He has seen many scenarios where the offset mark is slightly to weather, leading to more issues in fleets above 10 boats. Juries have agreed. In the J/70 Class, the pole is out when the halyard is hauled. Alister submitted language that the pole and halyard are pulled in close succession, but Gary explained that this is basically our current Rule and has often been deemed unenforceable by Juries. There is no perfect Rule, but let’s see if this proposal can improve our situation. We can always revisit the Rule in the future.

Gary Panariello made a motion to accept the proposal as presented, seconded by Ben Jatlow. The motion passed unanimously.

Thank you Andy!!

5. **NAC Recap & Upcoming Championships** –

The 2022 North American Championship was at Chicago Yacht Club, IL in September 22-25: John recapped 24 boats lined up by the skyline. The social events were great, and there were boats from every Fleet.

2023 Midwinter Championship at John Jennings Memorial Regatta @ St. Petersburg Yacht Club, January 5-7: Seven boats are entered...still time to come south! The St. Petersburg Sailing World regatta is in February, ahead of Charleston Race Week.

For the 2023 North American Championship, bids have been received from Macatawa Bay Yacht Club and Larchmont Yacht Club. Annapolis Yacht Club is interested in 2024. The Request for Proposal deadline is December 1, so the Executive Committee will meet shortly thereafter. Ideally, the Class should schedule 2-3 years ahead.

6. **New Business** – Bill P. would like to see technical discussion on carrying two of the same spinnakers. This is a popular opinion, so look for more information.

Action Items:

--Andy will update the Class Rules.

Next Meeting: TBD