

# J/88 Class Association Annual Meeting Minutes

**Date:** 12/9/2025

**Start:** 2:05 p.m. EST

**Adjourn:** 3:20 p.m. EST

**Present:**

Chris & Julie Howell  
Chris Chadwick via proxy to John Leahey  
Lindsey Duda Coe  
Dave Corbin  
David Dennison via proxy to Andy Graff  
Brice Dunwoodie  
Michael Frerker via e-mail proxy  
Michael Gillian  
Steven Gordon  
Andy Graff  
Doug Grover via proxy to Justin Scagnelli  
Phil Heldrich  
Christos Karamanolis via proxy to Tom Thayer  
John Leahey  
Chris Marx  
Jack McGuire  
Gary Panariello  
William Purdy  
Thomas Richman  
Justin Scagnelli  
Thomas Thayer  
Alister Thomson  
David Tufts  
Iris Vogel

**Agenda:**

1. Attendance and Instructions
2. Class Office Report
3. Approval of Class Budget
4. Class Rules Proposals
5. Technical Discussion
6. NAC and Upcoming Championships
7. New Business

**Description:**

1. **Attendance and Instructions** – John welcomed all to the 2025 Annual Meeting! Thank you for a great year including the North Americans in Annapolis. Looking forward to 2026...
2. **Class Office Report** – Chris reported that the Class had 37 Full members this year, representing 25 boats, plus 8 Associate Members (2024: 37 / 27 / 7). The online directory is at <https://j8ca.wildapricot.org/directory>. Please help the Class by confirming your local owners are current. Membership renewal e-mails will be sent in January. The early bird discount of \$75 was popular. Our national member Slack Channel remains active. The Class Facebook page has 1,800+ followers. 47 sail royalty tags have been sold in 2025 to date.
3. **Approval of Class Budget** – Chris circulated the J/88 Class Budget: Profit & Loss 2025 and Budget 2026. Dues are \$400 (\$325 with early bird discount). Here is the link to the sail tag registration database <https://j88class.org/home/documents/sailmakers-sail-tag/> so owners and OAs can confirm conformance. Sail royalty tags cost \$100 each. The Class bought a scale and container this year, getting good use already! We will end the year in the black. There doesn't look to be any surprises for 2026 financially, other than maybe some shipping costs for moving the scale. The Class pays dues to US Sailing for its one-design class association program. *Justin Scagnelli made a motion to accept the Budget/P&L as presented, seconded by Phil Heldrich. The motion passed unanimously.*
4. **Class Rules Proposals** –

A. Delete CR 2.4

~~2.4 No crew member may be paid or compensated in any way for racing in a J/88 sanctioned event. However, a crew member may accept reimbursement for reasonable out-of-pocket expenses, transportation, living accommodations and meals necessary for participation in an event.~~

Reason for Change: This Class Rule is unenforceable. Following the World Sailing (WS) guidance on Class Rule structure, if it cannot be measured or verified, it should not be a Class Rule. The limit on Group 3 crew is still one per boat. This will allow each owner to decide how they would like to use their financial resources. This will also take away the advantage from owners who can attract a Pro by spending more on sails or hiring them in another capacity such as coaching or rigging.

Discussion: Tom Richman wants us to focus on getting more boats on the line. He has a paid coach from a sailing school as he has only been in the fleet for a couple years. Can we write a transparent rule focused on training? Andy agrees we can tweak a “pro Rule” going forward but let’s get this one cleaned up. Passing this proposal is unlikely to change competitor make-up. Justin reminded everyone that we can all better enforce the Rules at our events.

*John Leahey made a motion to accept the proposal as presented, seconded by Andy Graff. The motion passed 11-9.*

B. Change CR 2.5

2.5 A J/88 may be chartered for J/88 sanctioned events. The charterer must be a Voting Member or an Associate Member who is and either an owner of a J/88 or a Group 1 competitor. ~~who is pre-approved by the Class.~~

Reason for Change: Removing the requirement for Class approval to make it easier to charter a J/88.

Discussion: This Rule would not have made a difference in this year’s NAC (a Group 1 associate member at the helm).

*John Leahey made a motion to accept the proposal as presented, seconded by Andy Graff. The motion passed unanimously.*

C. New CR 2.6 or (2.4 if deleted)

2.4 A J/88 eligible to race in Class events shall have at least one owner who is a Voting Member. The Voting Member does not need to be on board.

Reason for Change: Clarify that every boat must have at least one owner who is a full member supporting the Class.

*Andy Graff made a motion to accept the proposal as presented, seconded by John Leahey. The motion passed unanimously.*

D. New 4.1.1

4.1.1 The boat shall have a minimum dry weight of 2,410kg less sails. Conditions for measurement, permissible equipment, documenting and the placement of corrector weight shall be specified in the Class Technical Committee document Appendix W. (effective 8/1/2026)

Reason for Change: This will equalize the boats and diminish any advantages in boat weight.

J/88 Crane Scale Weight Measurement Trim, conforming with IMS/ORC Standards

Measurement Conditions:

1. Measurement shall be conducted by a person who has no current or expected ownership of the boat or involvement on the crew.
2. Measurement shall be conducted by someone who is either:
  - An Official Measurer or Event Measurer, as defined by US Sailing
  - An owner of another J/88 and current voting member of the J/88 Class

3. The owner or crew of the boat may assist the measurer.
4. The boat and equipment should be dry.
5. The wind conditions at the crane must be light enough that the boat will hang still and in a nearly vertical position.
6. The boat must be completely out of the water and at rest, with time for the hull to drip.
7. The boat shall be weighed using a scale that is approved by the J/88 Class Technical Committee.
8. The measurer shall inspect the exterior and interior of the boat.
9. The measurer shall complete a worksheet, sign and present to the J/88 Class Technical Committee or an Organizing Authority of a Class event.

Allowed Items:

1. Corrector weights, if any, shall be permanently fixed in position. Unless directed otherwise by the Technical Committee, weight should be placed one third each in the starboard and port settees, all the way aft on the leveled surface and one third in the v-berth against the forward surface of the bulkhead. Each location should be within 3% or 3kg of the target proportion, whichever is greater. Permanently fixed is considered firmly secured that prevents any movement while racing.
2. Batteries shall be recorded as to type and number on weight certificate (i.e. 2 AGM group 27s) and must be the same or heavier during J/88 Class racing as during measurement.
3. Two dry hull control lines, with any extra length supported by ground or held.
4. Fixed and/or essentially permanent interior accommodation, companionway and bow hatch covers and floor boards, settee boards, cabinet doors, ladder, lee cloths.
5. Cooler (empty) below ladder, original as provided by J-Boats or smaller
6. V-berth boards and v-berth aluminum structural post may be in or out during measurement, but must be recorded and be the same during J/88 Class racing as measurement.
7. Fixed and/or essentially permanent machinery, electrical and plumbing systems.
8. Mast, boom and bowsprit, in their normal position when racing upwind.
9. Rudder and tiller, fixed straight
10. Standing rigging and fittings. All standing rigging and related fittings used whilst racing shall be attached in their normal positions.
11. Running rigging including all halyards, standard control lines, one set of jib sheets, one set of spinnaker sheets. Fixed deck hardware for controlling these lines. No spares.
12. Boom running rigging, mainsheet and outhaul, cunningham and vang, as for racing.
13. All fixed electronics, instruments, compasses, lights, antennas, fixed VHF and masthead devices.
14. Pulpits, stanchions, lifelines, lifeline covers and permanently installed storage bags (empty).
15. Permanently installed anti-chafe gear including rollers on lifelines or hatches

Not allowed:

1. If an item is specifically listed as "Not Allowed," it shall not be interpreted as being on the "Allowed" list
2. Holding tank must be empty and no other fluids on board besides fuel, described below
3. Level of any fuel in the tank shall be recorded in centimeters above the bottom of tank by measurer
4. Any ballast, except the keel and any corrector weight required by the J/88 Class
5. Any sails, including storm and emergency sails
6. Spare sheets or blocks
7. Winch handles
8. Portable instruments or electronic devices, including phones, tablets, handheld VHF's, speakers and any other electronic device not permanently installed
9. Safety gear, including Lifesling, fire extinguishers, anchors, first aid, throwables, PFDs,

- MOB modules, flares, tools and detached signaling devices
- 10. Cushions, pillows and any other bedding or towels
- 11. Cooking and eating utensils, heaters, dehumidifiers
- 12. Any food or stores
- 13. All tools, spares and stores
- 14. Miscellaneous portable and personal gear, papers, books, navigation tools, etc.
- 15. Anchors and anchor ropes, including both chain and line
- 16. Dock and mooring lines, fenders and any other cordage (except 2 hull control lines listed above in Allowed)
- 17. Buckets, sponges, portable pumps
- 18. Canvas and other protective covers except installed lee cloths, lifeline pads and covers

Andy explained that our peer one-design Classes are weighing boats. The Chicago fleet was weighed this summer (5 needed weight/5 did not), and fleets can arrange their own weigh days. Boats that measured can also be re-weighed. Controlled minimum weight will improve the Class going forward, equalize competition and remove member concerns. John added that the boats weigh fairly close, but there is some stabilizing to help people become more competitive. Andy clarified that there are variances in the data for v berths, battery choice, etc., so it's essentially reducing unneeded weight (the range only differed around 58 kg). Andy shared the data on the screen. To be clear, those who have to adjust displacement are in the 75th percentile of the data. It was noted that we have two different mast suppliers, which isn't much difference in weight, but possibly bend. It's highly unlikely that someone would buy a European mast. We can ensure the majority of boats meet a minimum weight. Andy also experimented with flotation weight, such as for ORC, but this data is usually known to be less reliable. The scale is repeatable, less expensive and provides confidence in the numbers. Bill wondered whether we could do a combination of ORC and the Class scale. Andy reiterated that the Technical Committee has worked genuinely to come up with a plan modeled after similar Classes. Phil asked how long a measurement certificate remains valid? That is something for the Class to agree upon. In one-design Classes, it is required if a hull/rigging change is made. The effective date on the Rules proposal is listed as August, and we all agree it's going to take some time. There is some concern about the lack of a crane in San Francisco. Brice asked if Fleets can waive the weight requirement, and this can be considered with a Rule 87 letter. Iris noted that many J/88s have fuel gauges that don't work, and Andy stated there is a fuel measurement process. Alister suggested we focus on the North American competitors and phase in the rest of the boats over time. Andy believes full compliance would improve the one-design nature of the Class so we don't become distance racers.

*Andy Graff made a motion to accept the proposal as presented, seconded by John Leahey. The motion failed.*

- 5. **Technical Discussion** – The Technical Committee is working on seeking a minimum dimension for the overall length of the tiller. As Great Lakes boats are away for the winter, Andy would welcome the data from another fleet.

Jack asked if any specific props aren't permitted. This is a question for the Copyright Holder and will be handled via e-mail.

- 6. **NAC and Upcoming Championships** – The 2025 North American Championship was hosted by Annapolis Yacht Club in September 24-28. Great event, let's go back!

2026 North American Championship @ American Yacht Club, September 30-October 4: This is during American Fall Series, a well-done event every year. Come the weekend prior if you

want to tune-up. The facilities are top notch, and you can expect awesome fall conditions and parties too. 10 local boats are committed, join the fun!

It was noted that registration is open for the St. Pete and Annapolis Helly Hansen Sailing World Regattas. How many boats are expected in Annapolis? Maybe 8-9. Should be a good fleet in Charleston also.

Phil noted the increasing popularity of Invitational Regattas...it would be a good opportunity for Annapolis because it can be paired with the J/105 Invitational.

7. **New Business** – The Technical Committee will revisit some of the ideas presented in this meeting.

**Action Items:**

--Andy and Chris will update and post the Class Rules.

**Next Meeting:** TBD