

J/88 Class Association General Meeting Minutes

Date: 3/24/2020

Start: 12:05 p.m. EDT

Adjourn: 1:00 p.m. EDT

Present:

Chris & Julie Howell X
Jeff Johnstone X
Dave Corbin X
Scott Eisenhardt
Andy Graff X
Jim Hopp
John Leahey X
Patrick McGrath
Gary Panariello
Heidi Patton
Tod Patton X
Greg Polek X
John Polek
Bill Purdy X
Rob Ruhlman
Christopher Slocum
John Sommi
Tim Sweet X
Alister Thomson X
Iris Vogel X
Magda Warczok

Agenda:

1. Rules Proposal
2. New Business

Description:

1. **Attendance and Instructions** – Chris conducted a roll call and welcomed all to the meeting. A quorum of at least 10 voting members was present into the call.
2. **Rules Proposals** – Per the Constitution, you must be a current (2020) Class member to cast a vote (one per boat). A resolution to amend or alter the Class Rules shall be passed only if 60% or more of the votes cast are in its favor.

Motion to add J/88 Class Rule 5.3.2:

Proposed by Andy Graff on February 11, 2020

Existing Rule:

5.3 Sails carried on board and used for J/88 Class or Fleet sanctioned events for inshore buoy racing shall be limited to no more than five sails: one Class mainsail, one Class #1 jib, one Class #2 jib, one Class #1 spinnaker and one Class #2 spinnaker. When in use, jibs are required to be attached to the furling system and capable of being furled. Each Class sail shall comply without exception with the provisions of these Rules.

Proposal:

5.3.1 (identical to “5.3” above, renumbered as 5.3.1).

5.3.2 Competitors are not required to carry all of the sails described in Rule 5.3.1. However, once a competitor leaves shore for the final time before the first race, no sail may be added, removed or substituted during the event unless it is lost or damaged beyond what could reasonably be repaired overnight. In this case the sail may be replaced with the same type (as defined in C.R. Appendix A) for

subsequent days if the Race Committee determines the sail in question meets the above criteria.

Purpose: On our annual owners phone call (November 25, 2019) the language of CR 5.3 was discussed. It became clear that members had varying interpretations of this rule and were complying with it in different ways. This proposal is intended to put everyone on a level playing field regarding what sails are on board. Additionally, this rule will discourage an arms race where sails are developed for narrow wind ranges and swapped.

Current State: There is currently nothing in the C.R. that prohibits a boat from carrying two jibs on one day and only one jib the next. Or from carrying just the heavy jib one day and just the light another. This practice has been common. Some class members feel that this is not how the rule was intended to work and/or that this is unfair and should be disallowed. In any case, the fleet is not on the same page about this.

For J/Fest and St. Pete NOOD, the Executive Committee has implemented this proposed rule change by way of amendment to the NOR. This was done both to ensure uniform compliance before a major regatta and to test the language before an official rule change could be proposed.

Notes: 1.

This rule applies to inshore buoy racing, not port-to-port or other non-Class sanctioned events.

2. Local fleets may choose to waive this rule for some or all local events.

3. A class legal #2 jib is also a class #1 jib (since it meets all the requirements). A class #2 kite is also a class #1 kite. But most #1 (kite or jib) are too big and therefore cannot qualify as a class #2 (kite or jib).

FAQ (if this rule were to be passed):

1. Can I leave my 2nd jib in the hotel room for an entire regatta?

Yes, but you must commit to a set inventory before leaving the dock for race 1.

2. If I choose to sail with only one jib and it rips in half, can I get my other jib for subsequent days?

Yes, if the race committee agrees. Note that the replacement sail would have to meet the requirements for the type of sail it is replacing.

3. Can I sail with only one kite?

Yes, it works exactly the same as the jib example above.

4. What if I my jib is washed overboard and sinks while my crew is attempting to change sails?

You could apply to the race committee for a replacement since the language includes the word "lost."

5. What if I carry two spinnakers and the small one (class # 2) is damaged beyond repair. Can I replace this with a spare class # 1 spinnaker?

No. The sail must meet the specs of the type of sail it is replacing.

6. My spinnaker gets a small tear that damages only one or two panels. Can I replace it?

You can ask. The RC will determine if the damage could reasonably be fixed overnight. If it can be taped or there is a local loft that can take the repair in time, the answer should be no. Most RCs are generous with this unless they suspect that the rule is being gamed or if a piece of tape is all that would be called for anyway.

7. Can I wait until right before race 1 to assess the conditions, and then add/remove a sail from a support boat on the water?

No. You cannot add, remove or swap any sail after leaving the dock for the final time before race 1 without permission from the RC.

Discussion: Bill asked about the logic of the term "subsequent days" (as opposed to "subsequent races"). Andy thought it would be hard to make a change public during racing. Bill countered that people would not purposely damage a sail and miss races, and this is more of a paperwork burden. Chris clarified that it's common for Classes to include the Race Committee in the sail change process. Bill thought that perhaps a written statement submitted by the competitor, to be later "stamped" by the RC would be more efficient. Several people preferred not to require Race Committee "approval, but

rather just documented. Alister noted he is new to the Class, and he likes the clean/simple Class Rules. He understands the concern about sail inventory, but he wonders if this is the best place to help control an “arms race.” Andy explained this is really about the jibs (light air vs. heavy air), as swapping day to day was/is not the intention of the Rule. This Rule change also prohibits a team with a support boat to make a sail switch prior to the day’s racing. It was noted that it’s customary at larger events to declare/stamp regatta sails. Andy will revise the proposal to reflect that the Race Committee will record the sail change, as opposed to the RC making a determination. Jeff added that regional (and above) events have many procedures in effect involving the Race Committee, and they will often consult someone from the Class. The highest standard is the North American Championship. The term “event” has often been defined as “continuous,” meaning not inclusive of local weeknight racing and/or a series. Iris advocated the word “regatta” instead. Andy noted that Rules are often modified for local racing anyway. The original proposal verbiage above was used in the Sailing Instructions for two Florida events this year, but this is very difficult to manage generally for all events around the country...unless it is in the Rules. There are many more weekend J/88 regattas than local J/88 one-design series, and often the series relax the Rules anyway.

The following amendment was made:

5.3.2 Competitors are not required to carry all of the sails described in Rule 5.3.1. However, once a competitor leaves shore for the final time before the first race, no sail may be added, removed or substituted during the event unless it is lost or damaged beyond what could reasonably be repaired overnight. In this case the sail may be replaced with the same type (as defined in C.R. Appendix A) for subsequent days **upon notification of the** Race Committee ~~determines the sail in question meets the above criteria.~~

Iris Vogel made a motion to accept the amended Rules proposal, seconded by Bill Purdy. The amended motion passed 9-1 (Alister Thompson opposed).

3. **New Business** – Dave advised that they have locally identified some fatigue on the compression post. He recommends that you inspect the post where the wires come out (pictures to come). Jeff said there are fitting options, which allow you to run mast wires through the deck (bypassing the compression post). Various factors may contribute to this including rake in the rig, backstay tension, conditions, etc.

Iris said hopefully we can get sailing soon. Be well.

Julie Howell

Action Items:

--Andy and Chris will update the Class Rules.

Next Meeting: TBD