

J/109 UK and Ireland Class Association

2019 Annual General Meeting

Minutes

17:00 Friday 19th July 2019 (during J-Cup Regatta)

Location: Yeoman Room, Royal Southern Yacht Club, Hamble

Chair: Simon Perry

Attendees: Full Members

David Richards, Jumping Jellyfish

David McGough, Just So

Alex Ohlsson, Jai Ho

John Smart, Jukebox

Chris Brooks, Jinks

Simon Perry, Jiraffe

Chris Burleigh, Jybe Talkin'

Mike Yates, Jago

Services Members:

Jim Will, RAF

Associate Members

Neil Maclachlan, Jai Ho

Apologies: Chris Preston, Jubilee

Rob Cotterill, Mojo Risin'

1. Confirmation of Quorum and validity of meeting

With more than 5 full members in attendance, quorum for the meeting was confirmed

2. Approval of the minutes of the last AGM, held on 26th May 2018 at the Island Sailing Club, Cowes

Approved

3. Approval of the minutes of the EGM held at Cowes Week 2018

Apologies were offered for the lack of minutes of the meeting held during Cowes Week 2018. The attendees were offered the opportunity to raise any issues related to the rule changes adopted at that meeting and in the absence of any objections, the minutes of the EGM were deemed to have been approved.

4. Class Committee

There were no resignations from the committee to report, leaving the committee comprised:

- i. Simon Perry - Chairman
- ii. Chris Burleigh – Treasurer

- iii. David McGough – Measurer and Technical Advisor
- iv. Owain Franks – Secretary

b. Resignations

No resignations have been received

c. Committee member elections

There were no new members elected to the committee

It was noted that in future, hopefully, more people will be involved
Although Owen Franks (secretary) is currently unwell he remains an active member of the committee

5. Chairman's report

The Class Chairman provided highlights of the report attached to these minutes as Appendix 1.

In particular:

- a. The RTYC dinner was a success and will be repeated next year, to become an annual affair
- b. Tracking was successful at the Vice Admiral's Cup and is currently working at the J-Cup however there are problems as concerns the acquisition of permanent trackers
 - i. Apologies for any problems faced
 - ii. Suggestion of the payment for trackers through an increase in class association subs deemed unfair as some boats rarely compete in events where they are used
 - iii. Agreed that they are a good thing to continue using
 - iv. Please buy your own permanent trackers
- c. Cowes week is looking to be exciting and competitive with two Dutch boats and one Irish boat joining to create a fleet of 12-15 boats
 - i. Tuesday night social on the Tuesday night of Cowes week at Cowes Corinthian will hopefully include a raffle by Van Beelen; please buy tickets at j109rachel@gmail.com
- d. The new website is looking good although the old website has not yet been removed. In future there will be more contributions and more content.
- e. Cork week 2020 will be the 300th Anniversary and we are working on a link with the Irish fleet to get some British boats out there
 - i. Could constitute a European championships
 - ii. Racing takes place in mid-July with 5 days of racing and a social weekend
 - iii. Reportedly 'cracking' last year with high quality racing and roughly 5-6 boats
 - iv. Concern over whether encouraging participation in Cork could lead to fewer boats taking part in Cowes
 - v. Since this is the 300th anniversary and so a unique event it is perhaps worth sacrificing a few boats at Cowes for
 - vi. Possibility of sailing over together, having the boats delivered or seeking a group discount for delivery
 - vii. Dave Richard to look into a class deal on delivery

- viii. Delivery estimated at £1,000 each way
- ix. Whether it could be a one design event needs to be checked with Mark
- x. Get in touch with the association if you are interested, Simon will send a note around soon to stir up enthusiasm as advance planning (6 months) is probably needed to organise crew houses etc.
- f. This year there we have been focusing primarily on One Design racing although J/109s are active everywhere
- g. The Morgan Cup was won by a J/109 and many are to compete in the Fastnet
- h. Looking at the possibility of doing a promotional article in Yachts and Yachting to demonstrate the diversity of the class and potentially get more of the second-hand boats currently on sale sold and so to grow the class.

6. Treasurer's Report

The Class Treasurer provided highlights of the Treasurers Report and accounts as attached to these minutes as Appendices 2 and 3.

- a. This year the accounting dates were aligned with the membership dates (28th February) in order to rationalise the crew dinner accounts since they would otherwise have been split across two years' accounts
- b. The income from subs has been approximately £744, a slightly odd number due to some imperfect exchanges from euros
- c. On 1st January the Class Association account held approximately £6461, it now holds approximately £7443 although already allocated spending brings that closer to £7070
- d. £400 still to be paid for tracking for the season
- e. Money made has largely been through subscriptions
- f. Sponsorship on the website has also brought in more money
- g. At the RTYC dinner 132 tickets were sold, bringing a loss of roughly £70 as was expected
- h. £238 has been spent on trophy maintenance
- i. Future spending, such as the Cowes week social, should break even
- j. The account is attached to the agenda for more information
- k. No questions asked

7. Subscription fees

It was agreed to leave subscription fees unchanged at GBP 20.00

8. Proposed amendments to Measurement Rules concerning Rule 4.3.19;

The following changes to rule 4.3 were proposed:

Rule Affected: Equipment Rule 4.3.19

Proposed Amended Rule:

4.3 The following *ARE* permitted while racing:

4.3.19. The hydraulic backstay may be replaced by a rope-based system

Arguments in favour of the change proposed by Class Technical Advisor:

- a. It is the IRC optimal arrangement and requiring a hydraulic system is a barrier for IRC boats to race in one design;
- b. It does not fail unlike the hydraulic system (some carry a cascade system as a back-up offshore, owing to previous experience of failures);

- c. It can be set up so the main sheet trimmer can adjust it which saves the helm being distracted and lends itself to two handed racing which is so popular now (75 two handed in the Fastnet this year);
- d. It is easier to use but does not as such, give a racing advantage.

Arguments against were presented by David Richards:

- a. We made some big changes to the rules last year and we should allow another year before proposing further changes
- b. The Cascade system provides the advantage of less weight up high, so to be competitive, the top boats will need to adopt this change
- c. Some may have recently incurred the expense of refurbishing their hydraulic system only to now have it made redundant
- d. Cascade system costs around £2,000
- e. Appreciation that they are better for offshore
- f. Given the changes to the rig (all non-overlapping by 2021), we should wait for the end of the transitional period (January 2021) before introducing more changes
- g. Finally, the important point was made that the tactician would become bereft of all exercise

Questions from the floor:

- a. Could you condition the change so that it is more flexible and there is forewarning of the change making it less of a cliff edge and bringing the change in line with the 2021 rig changes?
A cliff edge change is not proposed although it would effectively be necessary to be competitive at the top of the class
- b. Could be a topic to be deferred to next year's AGM?
Preference was to make a decision at this meeting and lay the matter to rest.
- c. Would the new backstays be mandatory?
No, the proposal is that both options will be acceptable, either the current hydraulic system or a rope-based system. It is important not to exclude those with / without new backstays from the class
- d. Could we relax application of the rule, allowing cascade backstays to be used immediately?
No – they are currently out of class. A rule change is required to allow them. We must maintain a clear rule to avoid unnecessary protests on technical matters.
- e. Is there a danger that creating grey areas represents a drift away from one design racing, perhaps it should be made compulsory by 2023?
Reluctant to make it compulsory as this may dissuade older boats from continuing to race with or to join the class. If people choose to disadvantage themselves (if, indeed a hydraulic system is considered a disadvantage), they shouldn't be disqualified
- f. Will there be a standard design for a cascade backstay?
We will approach Stuart Miller for a proposal

- g. Is there a safety issue / warranty issue with J-Boats?
As boats are all now old, the issue of a warranty is unlikely to be relevant. Owners with concerns over safety may use a system with a fixed safety strop to prevent risk of over easing of the backstay
- h. Will there be a maximum spend?
We will not specify a maximum cost, but there is a practical limit.
- i. Finally, it was noted that while the hydraulic backstays originally supplied with the boat are now very hard to source and repair, there is a new system available which is more reliable, easier to source and can be serviced in the Solent

David Richards proposed we vote to allow cascade backstays to be used as an alternative option to the hydraulic system from the end of the transitional period at the start of 2021.

Resolution passed, 100% in favour.

9. Any Other Business

a. Coachroof Winches

Dave Richards expresses concern over coach roof winches

- i. The winches fitted on the coach roof as standard are obsolete
- ii. Harken no longer make the parts
- iii. They are not designed for the load that is put on them by kite trimming
- iv. Proposed talk to Harken to sort out winches for when they inevitably need changing
- v. Advantage offered is minimal

David McGough to take responsibility for speaking to Harken to identify an approved alternative winch

b. Pole Out Rule

Dave Richards (and everybody else) express concern over the 'pole out' rule

- i. The rule is that one must have rounded the apex of the windward mark before the pole may be launched. All agree that this part of the rule is clear and acceptable.
- ii. Spreader marks make this rule confusing and especially the part of the rule which deals with the angle of the spreader leg to the wind, which makes application of the rule subjective in shifting wind conditions.
- iii. There is also confusion regarding the definition of a 'continuous' hoist
- iv. Dave Richards suggests that the pole should be launched at the apex of the spreader mark (if there is one) regardless of the angle of the spreader leg, David McGough agrees
- v. Concern was expressed that this would remove an element of tactical judgement as to whether to hoist the spinnaker on a spreader leg that is more than 90 degrees off the wind. However, it was suggested that purpose of a spreader leg is to separate those boats going up wind from those going down. A spreader leg is not necessarily supposed to be a tactical part of the course or a spinnaker leg.
- vi. It was pointed out that it will be important to advise Race Officers of the rule and so the significance of clearly defining when there is a spreader leg vs. just a second mark of the course.

- vii. John Smart proposes the removal of the word ‘continuous’ from the rule.
*It was noted that this would take the class out of line with IRC rules
The ambiguity over a continuous hoist may be rendered irrelevant if we
adopt the position that the pole can only come out on the spreader*
- viii. It was further pointed out that the kite could still go up even if the pole is not out
- ix. It was agreed that if people are not understanding or enforcing the rule as it is, then a change needs to be made
- x. It was agreed that it is important to restrict the early launching of poles as there have been situations in which this has been dangerous and the pole shouldn’t be capable of being launched to gain an overlap at the mark
- xi. Dave Richards can attest to the danger posed by poles being out early
- xii. Dave Richards proposed this as a rule change to be made for next year
- xiii. The committee will craft a new rule to be formally proposed by Dave Richards
- xiv. The meeting discussed the option of deferring the change to give it more discussion and not steam roller it through, however it was decided that the meeting were happy to organise it now and if necessary, review at a later date
- xv. Ultimately, the meeting agreed the proposal of restricting the launching of the pole to the spreader mark, if there is one, regardless of the angle of the spreader leg, contingent on circulating appropriate working and checking the approach taken by other classes with retractable poles in order to ensure we are applying best practice.

c. David McGough suggests a way of sharing technical issues on the website so other owners can be better informed

- i. David had trouble with his gearbox which he didn’t notice for some time and could have been a serious issue – if others could be let know of this and similar problems perhaps more boats could be kept in a better condition
- ii. It would help people deal with issues that others have encountered
- iii. Simon Perry will add it in to the website if people send in content
- iv. David McGough will organise the content
- v. This is something that is often seen on the Facebook group, perhaps content from there can be copied across

d. John Smart questions as to the possibility of a European Championships

- i. It was noted that this had never taken off in the past
- ii. It was agreed that if we are going to give it another go, Cork Week 300th anniversary is the best option we will have for the foreseeable future and the committee will liaise with the Cork Week organisers to investigate.

e. Paul Heys

- i. Neil Maclachlan proposed that the minutes should reflect the huge contribution that Paul Heys has made to the class and the incredible support he has shown to many individual owners, especially those new

to yacht racing. It was agreed that following his sad passing earlier this year, his presence has been sorely missed by all. The class was pleased to support the moving tribute to Paul on the Solent on the first day of the J-Cup

- ii. The class association was approached to make a contribution to the fund to raise capital for a mark to be placed in the Solent. The committee considered this but concluded that it was not appropriate to take a decision on this on behalf of the whole class and instead publicised the fund raising to allow individual owners to make their own contributions. It was noted that several owners have made valuable contributions to the fund, which now has sufficient capital to go ahead with the project.

f. **With no further business raised, the meeting was adjourned**

10. Follow Up Actions

- a. Connect with the organisers of Cork Week 2020 to investigate the possibility of holding a J/109 European Championship – **Simon Perry**
- b. Investigate cost of delivering J/109s to Cork and returning to the Solent and whether there is scope for a class discount – **David Richards**
- c. Investigate promoting the attributes of the class through a feature in Yachts and Yachting or similar – **Simon Perry**
- d. Approach Stuart Miller at SRM Marine to recommend a standard design for the cascade backstay and provide an estimated cost – **David McGough**
- e. Approach Harken for a recommendation for a replacement coachroof winch to be approved by the class technical advisor – **David McGough**
- f. Draft wording for a new Pole Out rule following review of approaches taken by other classes – **The Committee and David Richards**
- g. Establish a section on the website for sharing and effectively categorising technical and maintenance issues associated with ownership of a J/109 – **Simon Perry**
- h. Collate content for the technical section of the website – **David McGough**

Appendices

1. J/109 UK Class Association Chairman's Report 2019
2. Treasurer's Report for 2018 Accounts
3. Accounts for the year ended 28 February 2019

J/109 UK Class Association Chairman's Report 2019

On the Water

It's been a great year for J/109s across the UK. We started with a glittering dinner and prize giving in February at the Royal Thames before kicking off the season at the Warsash Spring Series and Championships, then a very competitive Vice Admirals Cup with the draw for the Carbonautica wheel. Unfortunately the first day of the Portsmouth Regatta was blown off, but two J/109s made the trip for the Sunday. Then a bit of a break in the one-design calendar before we find ourselves back here for the J-Cup then on to Taittinger, Cowes and Dartmouth.

In the gaps, J/109s have been active on the IRC circuit. Chris Preston's Jubilee dominated Class 2 at the RYS Members Regatta, which included a fleet of four competitive J/109 crews. Jubilee then went on to take the J/109 prize for the Round the Island Race and from there on to win Class 3 in the IRC Nationals. They are going fast.

Offshore, there were ten J/109s competing in the Myth of Malham, with class honors going to Jolly Jack Tar, followed by Boo and Jubilee. Before this, four finished the Cervantes Trophy, with class honors to Jubilee. Then for the Morgan Cup, five J/109s completed the course with David McGough's Just So, sailed two handed by his son William and Christian Jeffrey winning not just the class or the two handed title, but winning the whole race. This was a spectacular achievement for them and for the class.

In Ireland, John Maybury's Joker II won class 1 at the Dun Laoghaire Regatta in a fleet that contained 16 J/109s. Before this, Irish Class Captain Andrew Craig in Chimaera took Tarbert Week in a fleet similarly stacked with J/109s. There's a lot going on over there and we need to find a way to join in.

Review of Class Business

Following the Special General Meeting of the class in Cowes last year, the committee set out some objectives for the 2019 season:

1. Document and publicise the rule changes on sail plan agreed at the Cowes SGM
2. Renovate web site
3. Enforce membership
4. Connect with Irish fleet and encourage participation in Cowes 2019
5. Connect with Dutch fleet and encourage participation in Cowes 2019
6. Tighten class rules in preparation for broader participation in class events
7. Identify 2019 calendar
8. Establish "Solent Series" and designate events
9. Plan J/109 class dinner for Feb 2019 to outline plan for the year
10. Plan J/109 class dinner for Cowes 2019

Notification of changes to sail plan

Thanks to a huge effort from David McGough, our class technical officer and also to the input and comments provided by many members of the class, especially Mark Mansfield of

UK Sailmakers, I think we have crafted a rule which allows for a smooth transition to non-overlapping headsails by 2021 while preserving fairly matched boat to boat, one design racing during the transitional period.

The one-design rig configuration now closely matches that used by those who have optimized their boats for IRC racing and we've seen many examples of competitive racing between boats rigged traditionally and those with the new, non-overlapping configuration.

While we certainly want to enter a period of stability in the class rules, we have proposed a vote for this year's AGM on allowing the use of cascade backstays. Please take a look at the Agenda and consider how you want to vote.

Web Site

We've established a new website at www.j109uk.com and managed to provide coverage of most of the key events during the season so far.

This has become a central resource for all topics related to the J/109 and we're pleased to report that we've had a fairly consistent activity of between 300 and 600 views of the site a month. This has allowed us to attract some advertising from North Sails and UK Sailmakers which has helped cover the costs of running the website and we hope has provided the advertisers with some very targeted advertising to their core clients.

We'd welcome contributions to the website from a broader representation of the class and would encourage anyone with interesting things to post to come forward.

Membership

Membership is a little down on last year, but we've been reminding participants at class events that they need to be a member of the class association and that has been positively received.

We've not made any proposal to increase the cost of being a member (£20.00 annually) and will not do so until we see a clear reason to do this, but this seems like a low fee given the cost of running the boats and we feel we could justify a rise in the subscription if there were additional things we want to do with the money.

Irish Fleet

The Irish Fleet are very active and a part of the UK & Ireland Class Association. We've stayed closely in touch with them. We'd hoped to encourage some to Cowes or the J-Cup, but have not succeeded this year. In reality, a J/109 sits in a difficult place to encourage a lot of racing between regionally disparate fleets. It's too big to trail, but J/109 owners are not generally in the league of those who can afford the time or cost of moving their boats around the country to compete in far away events. So, for the time being, I think we must accept that regional fleets will tend to operate fairly independently. It's a shame because as you'll see from my introduction, there is a lot of J/109 sailing going on over there.

It's the 300th anniversary of Cork Week next year and this could potentially deliver an excuse to get the Irish and UK fleets together at one regatta. Let the committee know if you would be interested in doing that. We're talking to the Irish Fleet Captain about this already.

Dutch Fleet

We have kept in touch with the Dutch fleet and I'm pleased to report that Joule and Jack Rabbit will return to Cowes Week this year. Let's make them feel welcome.

Class Rules

Rig Configuration

As already discussed, we're pleased with the initial evolution of the transition period as we move to non-overlapping headsails.

Hull Weight

As we bring boats together to race from further afield, the issue of Hull Weight is likely to come up again. Certainly all J/109s are not the same weight. We can see that from the endorsed certificates.

At some point, we may have to consider a minimum hull weight, but we've not yet had any evidence to suggest that this is effecting the outcome of racing and given the significant changes we've already put through, we don't have any plans to move ahead on this point for the time being.

Sailing Calendar 2019

Solent Series

We've established the Solent Series to encourage greater participation through the season. We'll publish overall results across the following regattas:

- Vice Admirals Cup
- Portsmouth Regatta
- Taittinger
- JOG September event

The intention has been to boost consistent participation across these four weekend events. We'd welcome your thoughts as to whether this has been a success or not.

We are very grateful for the support we had from Carbonautica who very generously offered one of their wheels as a raffle prize to boost participation across the early events. This was won by Chris Burleigh of Jybe Talkin' who is one of the most frequent participants in the Solent fleet across one-design and offshore events. Don't forget, they are still offering a 20% discount for all class association members on any new wheel orders this year season.

Class Dinner, Feb 2019

Royal Thames Yacht Club provided a spectacular dinner in February, which was well attended and certainly lively. We would hope to repeat that in early 2020.

Cowes Week, 2019

We've booked Cowes Corinthian Yacht Club for the Tuesday of Cowes Week for a class hog roast. Please plan to be at the Cowes Corinthian Yacht Club (between Yacht Haven and Shepards) on Tuesday evening:

7:30pm to Midnight
Tuesday 13th August
Cowes Corinthian Yacht Club, Cowes
Hog Roast, Cocktails, J/109 Bar
Dress code: Crew kit or casual

Tickets, £20.00 per person in advance to cover welcome cocktail and hog roast.

Please e-mail j109ukrachel@gmail.com with your boat name, number of tickets required, any allergies or dietary requirements, then make a transfer for the requisite amount to the Class Association Bank Account:

J/109 (UK) Class Association

Lloyds Bank A/c: [0215 9006](#),

Sort Code: 30-92-94

Please put your name and the boat name as the reference.

We'll keep a list and have tickets available on arrival, which will be required to exchange for your first drink and food.

Race Tracking

We trialled race tracking for the Vice Admirals Cup. This was very popular and we're trying to roll this out for the J-Cup, Taittinger and Cowes Week. Please do get in touch with SailRacer via the notices on the web site to rent your tracker for the year and get it fitted to the boat.

The End Result

The objective of all of this activity is to enhance one-design sailing in the J/109. We want it to be competitive, evenly matched, engaging and social. Ultimately we hope that this will boost participation in one-design events and encourage those who would like this sort of sailing to join the class by purchasing a competitive boat. There are a number on the market.

We have not yet seen our efforts translate into greater participation and we've seen a few less of you on the water this year than last. We hope that we will start to see a reversal in this trend. Please be vocal if you think there is more we can do to accelerate the reversal.

Treasurer's Report for 2018 Accounts

Treasurer: Chris Burleigh

Membership:

In 2018 we had 37 paid-up Members, Associates and Services' Members. This brought a subscription income of £744.79 . There were some Euro transfer transactions that did not exchange exactly to £20, hence the slightly odd number.

Membership Subscription for 2019:

The subscription for 2019 remains at £20. It is recommended to maintain subscriptions at this level for 2020.

Account Balance:

Opening Balance £6,460.73

Closing Balance: £7,443.49 but this includes a £70 overpayment from North Sails, an unpaid £350 invoice that may need to be written off (no costs associated with this) and an unpaid £20 subscription that may need to be written-off.

Adjusted Closing Balance £7073.49

Annual Dinner:

The Annual Dinner at the Royal Thames YC cost £8,294.95 including the engraved glass tumblers handed out as prizes. 132 tickets were sold, bringing in £7,920.00 so a small loss of £374.95 was sustained on the event. A modest loss had been anticipated by the committee and was viewed as an acceptable use of Association funds.

Class Trophies:

Three new trophies were purchased, existing ones repaired or altered and winners' names engraved on them. This cost £238.08 in total.

Future Commitments:

The Association will support events including a Cowes Week social and a 2019 Annual Dinner. The aim is to break-even on balance but a small risk of loss can be sustained given the current balance of the accounts.

J109 UK&I Class Association
Accounts for the year ended 28 February 2019

| Income | 28-Feb-19 | 31-Dec-17 |
|-------------------------------|-------------------|------------------|
| Annual Dinner Tickets | 7920.00 | |
| Invoice 02-2018 North Sails | 350.00 | |
| Invoice 03-2018 UK sailmakers | 350.00 | |
| Association Membership Subs. | 744.79 | 699.45 |
| Total | 9,364.79 | 699.45 |
| Expenditure | | |
| Subscriptions | (55.00) | (55.00) |
| Website | (84.00) | - |
| Trophies | (532.98) | - |
| Dinner | (8,045.05) | - |
| National Prizes & Expenses | - | - |
| Other | 0 | |
| Total | (8,717.03) | (55.00) |
| NET SURPLUS/DEFICIT | 647.76 | 644.45 |
| RESERVES | | |
| Opening Balance: | 6,460.73 | 5,816.28 |
| Income less | | |
| Expenditure | 647.76 | 644.45 |
| Closing Balance: | 7,108.49 | 6,460.73 |
| 18/02/2018 Bank balance | 7143.49 | 6460.73 |
| Plus receipts not cleared | 20.00 | - |
| Overpaid Inv. 02/2018 | (70.00) | |
| Unpaid Inv. 03/2019 | 350.00 | |
| Less payments not cleared | 0.00 | |
| Closing Balance | 7,443.49 | 6,460.73 |