

Minutes of Int'l 110 Class Association Annual General Meeting Held September 19, 2024 at Hull Yacht Club

Financial Report - David West gave a narrative financial report highlighting that while the dues increase has had a positive impact and the class account has approximately \$8,000 in it, we have only 29 full dues paying members as of the meeting date.

Fleet Reports - Fleet 14 reports having had several regattas and the restoration of several boats. The six loaner boats for use in the nationals all were in reasonable working order. See Kit Boats for more on boat status of Fleet 14.

Fleet 56 reported a very active summer with racing every other week from early May through early November. Participation has been good though several boats/owners were inactive except for non-racing use.

Technical Issues

- **Window Size** - There was discussion about whether the window size limits should remain as is, be adjusted, or be eliminated. There was general agreement that allowing larger windows would enhance safety and that the need to limit window sizes had disappeared with the advent of non-woven cloth since the limitation was intended to disallow using window material to get around the woven cloth rule. It was moved, seconded and unanimously approved to eliminate size limitations on windows.
- **Jib Fairleads** - There has been experimentation with floating leads attached inside the combing, a position currently disallowed by the working deck rule. While some discussion occurred about how such a system operates, and its relatively unimpressive performance during the Pacific Coast Championship at Inverness Yacht Club in August, there was no proposal to amend the working deck rule.
- **Local Rules** - There was also discussion of the viability of reducing or eliminating the use of genoas. This conversation was not framed as a formal proposal so the conditions under which such a limit would be applied were not discussed in detail. Proponents argue that the smaller sail increases the joy of sailing (much easier tacks) and safety (far greater visibility to leeward, especially for the skipper) as an acceptable tradeoff for only marginally reduced performance. Those opposed want to maximize performance in any and all conditions and believe choosing between two possible headsails for any given race adds to rather than detracts from how the game is played. The discussion turned to the idea that when a fleet hosts an inter-fleet event (such as a nationals or regional championship) it could use the Notice of Race to limit which headsail can be used but if so must provide out-of-town competitors with boats rigged accordingly with good quality sails to match. No binding conclusion was reached and no vote taken but the general sense in the room was that a host fleet that followed that guidance would be operating fairly and acceptably from a class-health perspective.
- **Archaic Rule Elimination** - Noting that there are elements of the handbook that are severely out of date, it was proposed that a committee be formed to update it. It was moved, seconded and unanimously approved to form the committee with Tom Craig as chair.

Kit Boat Developments - Two kit boats, one on each coast, have been built and the eastern one is launched and competing. There was no report on the West Coast build. Steve Clark, the builder of the East Coast boat reported that (even at his professional skill level) it took 1,000 hours. The kit cost about \$5,000 before rigging (not clear whether or not that included the mast and boom) and sails. The boat is beautiful, strong, and competitive. For the right owner, and ignoring the value of one's own labor, it seems a new 110 could be yours for less than

buying a new Westease. That said, Steve cautioned that the build was challenging and unlikely to be successful if undertaken by someone without boat building experience.

New Business - A discussion arose over whether cutting off the back of the keel to reduce gross weight of the boat should be allowed. No conclusion was reached though there seemed to be general agreement that this would not be detrimental to the boat's performance. That said, there was no discussion of whether allowing such a method of reducing weight would be good or bad for the class's health. Clearly this "solution" needs full review by the Technical Committee before being approved.

2025 Nationals and Beyond - It was agreed that given the expense to competitors and the effort of hosting, that the class would hold its national championship every other year rather than annually. In the off years, emphasis would be put by the local fleets on regional racing, e.g., the Atlantic Coast Championship and the Pacific Coast Championship. In any case there will be no nationals hosted in 2025. Inverness Yacht Club and Fleet 56 will host the nationals in 2026.

Election of Officers - The current slate of officers agreed by acclimation to serve (yet!) another year.

- President, Milly Biller
- First Vice President, Malcolm Fife
- Sec/Treas, David West
- Technical Chair, Ross Weene
- District Governors, Stewart Craig
- Web Master, Michael Sporer