

# The International 110 Class Association

Minutes of the Annual Meeting of the Association at the  
Macatawa Bay Yacht Club on Thursday, August 13, 2015 at 0800 Hours

## Roll Call of Fleets

Fleet 7 – Macatawa, MI – Willis VanderBerg

Fleet 14 – Hull, MA – Stewart Craig

Fleet 28 – Chicago, IL – John Huff

Fleet 36 – Bay City, MI – Julaine Eddy

Fleet 54 – Newport, RI – Jeffrey Adam

Fleet 56 – Inverness, CA – Milly Biller

## Class Officers Present

President – Milly Biller

First Vice President – Malcolm Fife

Secretary/Treasurer – Thomas Craig

Technical Committee Chairman – Ross Weene

District II Governor – Daniel Nolan

Governor at Large – John Huff

Publicity Chairman – Michael Sporer

Web Master – Eli Slater

## Minutes of the 2014 Annual Meeting

Reading of the Minutes of the 2014 meeting was waived and approved unanimously upon the motion of David West which was seconded by Willis VanderBerg.

## Officer Reports

### Secretary/Treasurer.

Tom Craig reported the Class has approximately 35 Regular Members who paid \$30 dues each and approximately 3 Associate Members who paid \$15 dues each. In addition, the Class received an unspecified amount of \$5 new sail royalties. The Class treasury stands at approximately \$6,000 but the balance is quickly depleting due to the advertisement in Sailing World which costs \$900 per year. Other

expenses include \$150 for website maintenance, U.S. Sailing dues, and perpetual trophy shipping, maintenance and engraving. In the future, the winner of a perpetual trophy will be responsible for all expenses related to the trophy s/he wins. Mr. Craig will submit a written Treasurer's Report as of the date of the 2015 Annual Meeting.

#### Technical Chairman.

Ross Weene reported that the class scale is outdated and needs a new battery. Therefore, three new scales will be purchased for a total of about \$1,000; and each scale will be delivered to the Governor of the three districts. Each district will be responsible for the maintenance, calibration and any other expense related to its assigned scale.

Mr. Weene reported that he is preparing three-dimensional plans for the International 110. He suggested that cedar or foam/fiberglass be specified for chines instead of fir. Hughes & Co. and David Clark are preparing cost estimates for production of a kit International 110.

There followed a general discussion of the availability of keels for new boats. Mr. Craig reported that Jim Gretzky found an aluminum 110 keel plug, probably the former Lawley Yacht Yard's, in a scrap heap in Brockton, MA. He will request an estimate for manufacturing new keels. Messrs. Craig and Eddy reported that they each have two keels that can be used for construction of new boats. Mr. VanderBerg reported he has a Haggerty 110 (#377?) with keel detached behind Bill's Automotive, plus Thomas Buddy may have the keel for #456 in the Holland, MI area. Mr. Adam reported that there may be a number of keels in the South Boston, MA area.

Mr. Weene reported that, the night before, a number of members visited New Holland Marine's new shop where Jon Easley is working on completion of Westease 110 #755 for Will Laidlaw. The completion date was delayed by one year primarily due to Mr. Easley's engagement in a large modification project for a mega-yacht. Mr. Weene stated that the Class must find another builder of new fiberglass 110s and suggested Cameron Chislett of Chislett's Boating and Design, LLC in Dover, New Hampshire. Ideally, the Class Association should seek to acquire the molds of the Westease 110 but if that's not feasible, perhaps Mr. Chislett would build new ones. Mr. Adam suggested that the Class must develop a business model for marketing the 110. In addition, he stated that a technology called "Mold Cam" would enable the construction of new molds that would be

less expensive than the cost of acquiring the Westease molds. Mr. Adam suggested another possibility would be development of a dealership network with a dealer in each district who would acquire 110 hulls from Mr. Easley, rig them and then deliver them to customers. Possible candidates will be Scott Easom in District III and Cameron Chislett in District I. Mr. Adam stated that in order to succeed, the 110 should follow the marketing models of J-Boats and Melges Boats.

### **New Business**

Perpetual Trophies. Messrs. Craig and Eddy discussed the problem of delivering or shipping the numerous perpetual trophies to the site of each annual championship regatta. Most if not all the trophies have sturdy shipping boxes which were built by Joshua Hill and Ms. Biller. Nevertheless, due to the cost of shipping and the risk of loss and damage, it was suggested that the trophies be permanently placed in display cases in yacht clubs where there are active fleets. Mr. VanderBerg suggested that, due to the new construction at Macatawa Bay Yacht Club, there may be space for a number of trophies. Mr. Nolan suggested an International 110 Hall of Fame similar to the Baseball Hall of Fame in Cooperstown, NY. For the winner of each perpetual trophy, it was suggested that s/he receive a framed photo of the trophy with a brass plaque and the winner could have it engraved.

Asymmetrical Spinnaker. Mr. Adam brought up the fact that the Class Rules prohibit changing from a symmetrical to an asymmetrical spinnaker during a race day. The skipper must choose which type of spinnaker to use before starting the first race. But does the rule prohibit changing spinnaker type if the first one used is damaged? The Rules do not prohibit a skipper from replacing a damaged symmetrical spinnaker with another symmetrical spinnaker, so why can't s/he replace a damaged symmetrical spinnaker with an asymmetrical spinnaker s/he has on board, and vice versa? Ms. Eddy advocated that the Class adopt one spinnaker type in order to make racing a 110 more economical. Mr. Adam observed that the Class is moving away from the one-design ideal by having two spinnakers. He stated the only time it would be advantageous to change from a symmetrical spinnaker to an asymmetrical spinnaker during a race would be a long-distance race such as the "Round the Island Race" in Newport, RI. Mr. Huff stated the Class used to have several jib sizes, so having two types of spinnakers is not without precedent. Mr. Fife pointed out that the asymmetrical spinnaker is

more user-friendly for beginners since a spinnaker pole is not involved. The general consensus was that, overall, the symmetrical spinnaker is faster than the asymmetrical design with only a few exceptions such as on reaching legs. Mr. Weene presented his previously posted proposal that, for 2016 and thereafter, the maximum dimensions of the asymmetrical spinnaker be approved as follows: Luff – 21 feet; Mid Girth Minimum Length – 75% of Foot Length; Maximum Sail Area – 220.4 square feet. Ms. Biller seconded the motion and the motion passed unanimously. Mr. Craig pointed out there was no proposal posted on changing the Class rule prohibiting change from one spinnaker type to another type; so that rule remains in place.

Batten Pocket Length. Mr. Weene presented his previously posted proposal to correct a typographical error in the mainsail dimensions to reflect that the inside maximum length of a batten pocket shall be 43.5 inches and the maximum inside width shall be 2 inches. Mr. West seconded the motion and the motion passed unanimously.

### **International 110 Championship Regatta**

Fleet 56 submitted a bid to host the 2016 championship regatta at the Inverness Yacht Club which was accepted by enthusiastic acclamation.

### **Election of Officers**

On behalf of the Nominating Committee, Daniel Nolan presented the following slate of officers who were unanimously elected to serve the International 110 Class for calendar year 2016:

President	Milly Biller
First Vice President	Malcolm Fife
Second Vice President	James Eardley
Secretary/Treasurer	David West
Technical Chairman	Ross Weene
Tech Committee	Milly Biller Thomas Craig Fredrick Eddy Eli Slater
Governor District I	Thomas Craig

Governor District II Daniel Nolan

Governor District III Philip MacAfee

Publicity Co-Chairmen Joseph Berkeley

Michael Sporer

Web Master Michael Sporer

Mr. VanderBerg moved to adjourn the meeting; Mr. Adam seconded and the motion passed unanimously.

Respectfully submitted,

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John L. Huff, Reporter of the Meeting