

J-105 National Class Proposed Changes to the Class Rules October 23, 2002

Introduction

Dear J/105 Owner:

Your Technical and Executive Committees ask that you give serious consideration to the proposals to make certain changes to the class rules set forth below.

For your convenience, Nelson will add a link on the website to a document which contains the rules as proposed to be revised, showing all proposed additions as underlines and all proposed deletions as ~~strikethrough~~.

With best wishes for the holiday season and a successful 2004 season,

Your Technical Committee

Joerg Esdorn
Thomas Falck
Pat Benedict

ALL SUBMISSIONS TO BECOME EFFECTIVE 2/1/04

CHANGES TO THE CLASS RULES

Submission #1

Add the following as the third sentence of rule 3.4:

"Any Driver of a boat who is not a Group 1 competitor must be either (a) the 100% Owner of such boat or (b) the Charterer of the boat and the Owner is not on board."

Discussion: Rule 3.4 is intended to permit an owner who is a group 2 or 3 to drive if he owns 100% of the boat. It is not intended to permit a group 2 or 3 who is a 100% owner to drive another owner's boat. For example, a sailmaker who owns 100% of a J105 is permitted to drive that boat, but is not permitted to drive a customer's boat. This submission clarifies this point by adding a sentence to rule 3.4. Clause (b) clarifies that the new language cannot be circumvented by "chartering" a boat while the owner is part of the crew.

Submission #2

Add the following at the end of rule 3.6:

"During any class event designated by the ExComm as a national or international class event at least 45 days prior to the start of the first race, the Owner (or one of several Owners) of the boat shall be on board at all times while racing."

Discussion: Our rules do not expressly require an owner to be on board while racing. This gives owners the flexibility to have a family member or long term shipmate and friend fill in for the owner from time to time. See rule 3.4. On the other hand, the ExComm believes that J105 racing should primarily be a competition among owners, not others. For this reason, in some fleets, races where the owner is not on board are not scored for the fleet championship. This submission would require the presence of the owner at all national and international regattas designated by the ExComm. If a boat is chartered for those regattas, the charterer or the owner must be on board. See rule 3.10, second sentence. Regattas that would likely be designated include the North Americans and Key West Race Week.

Submission #3

The second sentence of rule 5.1 is amended to read as follows:

"Exception: forward V-berth cushions, dodger, shackles for main halyard and outhaul, and snuffer cleats on the starboard side of the cabin may be removed."

Discussion: This submission would permit the removal of the main halyard and outhaul shackles. These lines could therefore be knotted to the sail. It reflects existing practice in some fleets. Removing the halyard shackle may reduce or eliminate chafe of the halyard at the top of the mast for some mainsails. Removing the outhaul shackle would reduce or eliminate the scratching of the paint at the end of the boom which is often caused by the outhaul shackle.

Submission #4

Rule 6.3 is amended to read in full as follows:

"6.3 **Sails** carried aboard, or used during a class event shall be limited to one mainsail, one jib and two spinnakers. If a second spinnaker is deployed in a race, the first spinnaker used in that race shall not be used again in that race."

Discussion: Under rule 6.3, while a boat may have two spinnakers on board during any regatta, the second spinnaker may only be used if the primary spinnaker is damaged or, if due to extreme wind conditions, the skipper reasonably believes that the primary

spinnaker will be substantially damaged or destroyed. This submission would dispense with this condition and permit both chutes to be used at will. The Executive Committee is closely divided over this submission; and the members of the Technical Committee do not support it. Proponents of this submission make the following arguments:

There is too much subjectivity in the "extreme wind condition" clause, inviting disputes and protest and making it difficult to enforce.

This submission simplifies our rules. Our rules need simplification.

There would be no additional cost since we have the sail purchase limitations already that would not change. Most owners in Fleets #1 and 8 already have two 89s – they wouldn't have to buy anything more but could use both as they see fit. In Fleet #1 there have been 7 new 89s destroyed so far this year and a backup is often used. This submission permits owners flexibility in deciding whether to put up the backup and save the primary.

Opponents of this submission make the following arguments

Rule interpretations establish both a lower limit for the permissible use of the second chute for our standard windward/leeward courses (not less than 17knots of true wind) and a safe harbor (use will be ok in 22kn or more). At those windspeeds, there is no issue with our overbuilt chutes. There are few, if any, protests under the current rule. Let's not fix what isn't broken.

Relaxing the use of the second chute would result in a four sail inventory because, particularly in light air venues, it would promote two different spinnakers for different uses (light vs. heavy air). This opinion is supported by four sailmakers – against their own interests. This proposal is contrary to the class philosophy to keep things simple and will lead to a J/35-style arms war.

It would add to costs since most sailors now don't buy all the sails that they are permitted to purchase under the sail purchase rules and only have a single (or only one competitive) 89. The perception, if not the reality, would be that to be competitive you need two differently cut, competitive spinnakers.

New owners would be disadvantaged because they can purchase only one new chute.

Submission #5

Revise rule 6.3 to read in full as follows:

Sails used during a class event shall be limited to one mainsail, two jibs and two spinnakers, provided that (a) one of the jibs shall be a "used" sail (as defined in rule 6.8) and (b) on any one regatta day, only one of the jibs may be carried aboard and used. The second spinnaker shall only be used if the first ("primary") spinnaker is damaged or, if due to extreme wind conditions, the skipper reasonably believes that the primary spinnaker will be substantially damaged or destroyed. If a second spinnaker is deployed in a race, the primary spinnaker shall not thereafter be used in the same race.

Discussion: Our rules currently permit only one jib aboard during a class event and do not permit switching to an older sail if the wind increases dramatically. High winds are the primary cause of premature "aging" of our jibs. This proposal permits the use of a second, "used" jib during an event (i.e. a regatta), but permits only one of the two to be carried aboard and flown on any particular race day. For example, this proposal would permit an owner to use a used jib on one day of a five day regatta and use his new jib for the balance of the regatta.

Rule 6.8, in combination with RI 02-18, defines as a "used" sail one that has been used for a full season of racing use as the primary class sail of the owner. RI 02-19 defines "event" as generally including all days of a multi-day regatta. On the other hand, if a regatta spans more than one weekend, each weekend is considered a separate event.

Note that if submission #4 is adopted, the second sentence of rule 6.3 as proposed in this submission will be deleted.