

INTERNATIONAL J/80 CLASS ASSOCIATION

Proposed Amendments to the Class Rules for 2010

Submission #1

Rule C.3.1

Amendment: Replace existing rule with:

C.3.1 The maximum crew weight in swimming apparel is 338.6kg. A crew nominated or listed for a regatta, which is defined as a series of races held over six or fewer consecutive days including any lay days, shall remain the same throughout the event unless crew substitution is specified in the notice of race. In non-class events there is no crew weight or number limit.

Reason: The current provision which allows three people of unlimited weight is not deemed necessary, as in practice all crews are weighed and the weight limit is considered the rule. The new provision for crew substitution is added to be sure there are no loopholes when a race organizer doesn't remember to include a crew substitution provision in the NOR or Sailing Instructions.

Submission #2

Rule C.4.2(b)(ix)

New Rule:

C.4.2(b)(ix) Lashing, tape, and other preventative materials applied to the rigging, furler, and other fittings in order prevent the snagging of sails and sheets.

Reason: This practice is considered normal boat preparation, but is not specifically permitted in the rules and so has created inconsistency in enforcement/allowance.

Submission #3

Rule C.5.1(a)

Amendment: Add following sentence to end of rule:

“See Boat Weight Measurement Form Appendix H.6.”

And add a new Appendix H.6 titled “Boat Weight Measurement Form”

Submission #4

Rules C.6.1(d), C.6.1(e)

Amendment: Delete both rules

Reason: Recommended by ISAF. Most mainsails are loose footed with bolt-rope luffs, so are much easier to rig/unrig than the original class mainsails with mandatory luff slides.

Submission #5

Rule C.6.1(f)

Amendment: Replace current rule with:

C.6.1(f) New **sail** purchases - not more than one mainsail, one headsail and one gennaker, shall be registered in a calendar year. During the first year of a new boat, the owner may register a new second gennaker. Used **sail** purchases: to be exempt from new **sail** purchase restrictions, a **sail** must have been registered no less than one calendar year prior to the subsequent purchase date and must have been used for racing for at least one calendar year.

Reason: To simplify the rule by using registration rather than purchase or construction date, as the class is only able to effectively monitor the registration date. The last sentence is revised to make clear that this refers to used sails.

Submission #6

Rule C.8.1(b)(i)

New Rule

C.8.1(b) Use

- (i) The mast shall remain fixed (chocked) in position at the deck level for the duration of a regatta, which is defined as a series of races held over six or fewer consecutive days including any lay day.

Reason: To be consistent with similar rule regarding the forestay length (C.8.4(b)) and to discourage the potential practice of multiple mast chock positions. Sailors already have the freedom to change both the mast butt position as well as shroud tension in between races which is all that's needed to effectively change gears on a J/80 in different conditions.

Submission #7

Rule C.8.2(a)

Amendment: Replace existing rule with:

C.8.2 BOOM

- (a) Dimensions

.....Minimum.....Maximum
Boom weight **9.6 kg**

Reason: a recent sampling of boom weights from the two principal suppliers representing boats dating back to 1994 indicated that the minimum boom weight should be lowered to 9.6kg.

Submission #8

Rule C.8.3(a)

Amendment: Replace existing rule with:

C.8.3 BOWSPRIT

(a) Dimensions	Maximum
Hull to the upper bearing point of the bowsprit eye.....	1905 mm

Reason: The current rule refers to the “outmost point on the bowsprit” which is not the bearing point for the tack line – the ultimate determinant of gennaker’s projection in front of the boat. There are also several different sprit end fittings used over the 16 years -with padeyes that vary in location from the outmost point. Using the “upper bearing point of the bowsprit eye” as the measurement point eliminates this variation.

Submission #9

Rule C.8.3(b)(iv)

New Rule

C.8.3(b)(iv) A batten not to exceed 150mm may be added to the end of the bowsprit as a preventer for the gennaker sheet.

Reason: Windy conditions sometime necessitate rigging the gennaker sheets for an outside jibe (the lazy sheet is run in front of the gennaker luff). Without some sort of preventer or batten, the sheet easily drops in front of the sprit goes under the boat.

Submission #10

Rule C.8.4(b)

Modification: insert the words “six or fewer” as follows:

C.8.4(b) The forestay shall not be adjusted during a regatta, which is defined as a series of races held over six or fewer consecutive days including any lay day.

Reason: To maintain consistent definition of “regatta.”

Submission #11

Rule C.8.4(c)

New Rule

C.8.4(c) Lashing may be used to secure the upper backstay to the lower backstay legs, provided it does not exceed a span of 100mm.

Reason: to allow owners a low cost way to adjust the “throw” on the backstay for the many boats that are not standard equipped with lower backstay turnbuckles.

Submission #12

Rule C.8.5(a)(vii)

New Rule

C.8.5(a)(vii) Use of standard installed hardware as lashing points for blocks or fairleads for the following purposes: barberhauling the jib lead outboard, leading halyards aft to the cockpit, modifying the sheeting angle of the gennaker barberhauler.

Reason: to accommodate common practice of rerouting the jib halyard to the cockpit winches, without having to add optional halyard winches.

Submission #13

Rule D.1.5

New Rule

D.1.5 Major repairs requiring rebuilding of structure must have the pre-approval of a J/80 Class Measurer or a licensed J/80 builder. Documentation of the work performed must be submitted when the yacht is presented for re-measurement.

Reason: The class has no specific provision for documenting or approving major repairs. This is similar to the J/24 class rule. This will be important for the J/80 class as the boats continue to age.

Submission #14

Rule C.4.2(a)(iv)

Amendment: Reduce the minimum required battery weight from 8kg to 2kg:

(iv) Permanently mounted operable navigation lights, a 12 volt battery (2kg min, 25kg max)

Reason: the battery is only expected to power the navigation lights, which are rarely used during class racing. Battery technology is such that lighter weight 12V batteries are available.