

June 20, 2003

To: ICA Executive Committee

Fr: ICA Technical Committee

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## RULES CHANGE PROPOSALS FOR THE INTERNATIONAL J/80 CLASS FOR 2004.

Following are rules proposals that have been reviewed by the ICA Technical Committee and are hereby forwarded to the Executive Committee for distribution to the NCAs. We encourage each NCA to broadly distribute to its members (website, mailing, newsletter) in order that all J/80 members may have an opportunity to review and voice their opinions through their NCA. There will be a 60 day review period before the ICA Executive Committee convenes for a vote (on or about August 20, 2003), at which time the proposals that are approved will be forwarded to ISAF for approval during ISAF November meetings. ISAF approved rules changes will go into effect March 1, 2004. ICA voting will be in accordance with the current ISAF approved J/80 Constitution.

The proposals are divided into two sections. PART ONE represents Technical Committee submissions based upon recommendations from measurers and class administrators, and prior interpretations. In some cases, proposed measurements are TBA (To Be Announced) pending the collection of additional data. PART TWO contains new submissions that the Technical Committee believes have reasonable enough member support to be included for a class vote.

Red highlighted text indicates proposed wording changes to the rules.

Blue highlighted text indicates proposed deletion of current rules.

### **PART ONE**

#### **SUBMISSION #1: Storage Bags**

Add new rule: #C.4.2 (b) (viii) - Storage bags of any size, number and location for the purposes of storing lines, spinnaker and other portable equipment.

## **SUBMISSION #2: Substitution of Hardware**

Add new rule: #C.4.2(b)(ix) – Substitution of blocks, cleats, turnbuckles and boom vang by non-standard manufacturers, provided that the replacement part is of similar size, weight, power ratio and performs the same function.

## **SUBMISSION #3: Revise the Boat Weight Rule to Establish a builder's weight**

### **C.5.1 WEIGHT**

- (a) The **boat** in “Builder’s Weight” condition shall not be less than 1,425 kg or more than 1,450 kg on certified scales. This weight shall include hull, keel, rudder, deck, all specified moldings and structures, all fixed standard and optional fittings, spars, standing and running rigging and hardware that is part of the standard building specifications by the builder. Builder’s Weight excludes battery, sails, cushions, portable equipment and non-factory installed hardware.
- (b) The weight of the complete **boat**, ~~dry and in racing condition at building specification with permanently fixed mandatory or optional equipment, battery, engine and mandatory equipment under G.1~~ shall be not less than 1,495 kg. The **boat** must be submitted for weigh-in to a measurer in a dry condition in the following configuration:
  1. As specified for the Builder’s Weight (#C.5.1 (a)), except to the extent that modification to hardware and running rigging are permitted under these Rules.
  2. With battery (#C.4.2(a)(iv)), outboard engine (#C.4.3(a)(i)) and mandatory equipment under Rule G.1.
  3. With all other permanently fixed optional equipment permitted under these Rules.
- (c) If the **boat** is found to be underweight, lead corrector weights shall be added to bring the **boat** up to the minimum required weight. These corrector weights shall be divided equally fore and aft and shall be glued, bonded or fixed in the locations specified in Appendix H.2. These corrector weights shall remain in place until the **boat** is re-weighed by an **official measurer**. Re-weighing shall not take place closer together than one full calendar year, starting from the time of **initial fundamental measurement**.

## **SUBMISSION #4 – Windows in Sails**

Add new rule: C.6.1(h) The sails may be fitted with transparent windows of any material

## **SUBMISSION #5 – Revise Bowsprit extension rule to better define extension of sprit when in between the windward mark and an offset buoy.**

Modify and add to the existing rule: C.8.3(b)(iii) – The bowsprit shall not be extended until the bow of the boat breaks the imaginary line drawn from the leeward mark or start line through the windward mark, on the windward side of the mark. If for a windwhift, or for any other reason, the gennaker can be flown on a ‘windward’ leg, then the bowsprit may be fully extended and the gennaker may be set before the boat passes the ‘windward’ mark. The boat shall ~~fly~~ be in the process of setting, flying or dropping the gennaker at all times when the bowsprit is extended. For the purposes of this rule, in the event that a windward mark offset

buoy is set, the offset buoy shall not be considered a windward mark. Further, an extended bow sprit can not be used to establish an overlap at a windward mark offset buoy unless the gennaker is raised.

**SUBMISSION #6 – Better define the headstay measurement point on mast to account for different mast fittings on Sparcraft and Hall masts.**

C.8.4 STANDING RIGGING

(a) Dimensions

To control mast rake, the headstay length, measured between the centreline of the headstay pin on the mast (the “Rigging Point” see Appendix H.6) to the intersection of the stem line and the sheer line at the boat, shall not be greater than 10065mm nor less than 9995mm.

**Add a diagram to class rules as a new Appendix H.6**

**SUBMISSION #7 – Establish a minimum “I” dimension to negate any difference in mast or mast step height – and to capture any modifications made in the field.**

Add new rule: C.8.4(b) The height of the Rigging Point above the top edge of the lower black band on the mast shall be 8236mm. The height of the top edge of the lower black band shall be not less than   TBA   mm above the sheerline abreast the forward side of the mast.

**SUBMISSION #8 – Limit forestay adjustment during regatta – as this is a measured item.**

C.8.4(c) Use

(i) The forestay shall not be adjusted ~~in-between races during a multi-race day~~ during a regatta, which is defined as a series of races held over consecutive days including any lay day.

**SUBMISSION #9 – Allow shock cord on backstay**

C.8.5(a)(v) – Elastic cord may be rigged between the backstay bridle and the backstay to facilitate the release of the backstay control line. No additional hardware is permitted.

**SUBMISSION #10 – Establish minimum “bag” weights for sails to simplify regatta measurement**

G3.3 Mainsail Dimensions

~~Weight of the ply of the body of the sail~~ ...236 gr/m<sup>2</sup>

Minimum weight of the sail excluding battens   TBA  

G.4.2 Headsail Dimensions

~~Weight of the ply of the body of the sail~~ ...257 gr/m<sup>2</sup>

Minimum weight of the sail including battens   TBA  

**SUBMISSION #11 – Add minimum dimensions to batten pocket distance from corners of sail (to correct prior submission error to ISAF)**

G3.3 Mainsail Dimensions

	Min	Max
Head point to intersection of leech and centreline of uppermost batten pocket	TBA	2035 mm
Clew point to intersection of leech and centreline of lowermost batten pocket	TBA	2035 mm

G.4.2 Headsail Dimensions

<b>Head point</b> to intersection of <b>leech</b> and centreline of uppermost <b>batten pocket</b>	TBA	3100 mm
<b>Clew point</b> to intersection of <b>leech</b> and centreline of lowermost <b>batten pocket</b>	TBA	3000 mm

**SUBMISSION #12 – Modify lower batten pocket length to match middle batten lengths – to simplify measurement**

G.3.3 Mainsail Dimensions

Lower pocket ..... ~~953~~-1296 mm

**PART TWO (SUBMISSIONS RECEIVED APRIL 2003)**

**SUBMISSION #13 (France)– Add reef point back into mainsail for safety and alignment with CE Classification.**

G.3.2 (e) ~~There shall be one serviceable set of reef points. Mainsails built prior to December 31, 2003 are exempt from this requirement.~~

**SUBMISSION #14 (Sweden Class) – Modify advertising rule to reflect standards used at recent World Championships.**

C.7 ADVERTISING

~~C.7.1 Advertising for all J/80 one-design events shall be designated to comply with RRS and Appendix 1, Regulation 20 and shall always be Category C event with the following restrictions: 1) A maximum of one (1) advertiser per boat; 2) Advertisement restricted to the aft 75% of the hull; 3) Advertisement restricted to the lower 1/3 of the mainsail; 4) Advertisement permitted on the spinnaker.~~

**SUBMISSION #15 (France Class) – Provide measurers and class administrators with easier way to determine boat ownership.**

C2.1 (b) : Helmsperson.

Owner - a person who owns either the entire yacht or is one of two equal partners in terms of financial investment in the purchase of the complete yacht and the cost of its accessories, such as trailer, sails and operations, ~~and whose name appears on the boat’s official ownership documents.~~

**SUBMISSION #16 (France Class) – Relax requirement to have jib rolled on furler overnight, as it accelerates wear and tear.**

C.6 SAILS

C.6.1 LIMITATIONS

~~(e) The headsail shall remain hoisted throughout a class event and shall be rolled on the furler unit between race days of a series, except during an emergency or repair.~~

~~While racing, the headsail shall remain hoisted.~~

**SUBMISSION #17 (UK) – Modify minimum rigging spec to reflect standard equipment and lack of availability of 9mm line.**

Modify F2.5 Mainsheet Diameter.....~~9mm~~ 8mm.  
 Headsail Sheet Diameter.....~~9mm~~ 8mm.

Boom vang diameter: of wire no less than 4mm or synthetic rope no less than ~~8mm~~ 6mm.

**SUBMISSION #18 (UK)- Modify chain spec due to lack of available 9mm chain on market**

Modify C4.2(a)(i) to “One anchor and chain exceeding 6.0kg with 40m of polyamide rope with minimum diameter of ~~9mm~~ 8mm.”

**SUBMISSION #19 (USA class) – Add traveler purchase limit to Running Rigging.**

Add C.8.5 (vi) The maximum traveler line purchase shall be three to one.

**SUBMISSION #20 (USA class) – Establish minimum lifeline height to match European safety requirements.**

Add D.4.1 (v) The minimum lifeline height at the stanchions shall be 450mm.

**SUBMISSION #21 – (Key West owner forum) Allow blocks in clew of jib so that 2:1 jib sheet arrangement works more smoothly..**

Add #C.8.5(vii) - Up to two bullet blocks may be shackled to the clew of the jib, for purposes of rigging a 2:1 jib sheet system.

**SUBMISSION #22 – (Tech Committee) - Add wording to address destroyed sails within the sail purchase restrictions.**

Add Rule #c.6.1 (h) Any sail that, in the written opinion of an **official measurer** is destroyed or so substantially damaged that it cannot reasonably be repaired, may be replaced, *provided* such opinion and documentation of the damaged sail’s ICA royalty label under #G.2.3 is received by the owner’s NCA prior to replacement.