

Proposed Changes to J/109 Class Rules January, 2014

The Executive Committee submits five amendments to the Class Rules for approval by vote of the membership. The J/109 Class Constitution, Sections 7, sets forth the process for amendments to Class Rules:

7.0 Changes to Class Rules

7.1 The J/109 Class Association is committed to stability in the J/109 Class Rules governing racing. Therefore, rules amendments should be limited to circumstances dictated by safety, material advances in technology, changes mandated by national authority, the International Sailing Federation, or clearly advantageous changes to measurement or racing rules.

7.2 Amendments to the Class Rules may be proposed in writing by 20 Voting Members, the Technical Committee, the Executive Board, or the Copyright Holder. Proposed amendments shall be submitted to the Secretary not later than August 1 to be considered at the next Annual Meeting. All proposals shall be posted on the J/109 website to permit review and discussion by the membership.

7.3 Proposed rules amendments will be considered and voted upon at the Annual Meeting of the Executive Board. Each proposal receiving at least a two thirds vote by the Executive Board shall be submitted to Voting Members for approval.

7.4 The Secretary shall certify, announce, and post the proposed rules amendments which have been approved under section 7.3; and voting by Voting Members shall close after 30 days at midnight GMT. Each rules amendment receiving a majority of the votes cast shall be adopted and shall be effective February 1 in the following year; provided that the Executive Board may, for cause, set an earlier or later date.

PROPOSAL 1

Class Rule 4 concerns equipment for class racing. The intention of this Rule is to maintain level class racing, preserve the racer/cruiser character of the class, and avoid expensive "arms races". It states:

4.0 Equipment Rules

4.1 Standard factory supplied equipment, including, but not limited to, railings, stanchions, and furnishings, except as listed in section 4.3, shall be maintained and will not be removed, relocated, or altered when racing.

4.2 [omitted for brevity].

4.3 The following are permitted while racing:

[list omitted for brevity]

The standard factory supplied lifelines are stainless steel wire with swaged terminals, consistent with requirements of the ISAF Offshore Special Regulations when J/Boats introduced the J/109. Subsequently, ISAF modified the Offshore Special Regulations to permit lifelines to be constructed of high-modulus polyethylene (HMPE, e.g., Dyneema™ or Spectra™) fiber. HMPE has several advantages over steel wire, including lower cost, immunity to corrosion, no risk of sudden swage failure, higher tensile strength, and greater flexibility. HMPE lifelines are subject to chafe and UV damage, necessitating frequent inspection. Their lighter weight should not significantly affect sailing performance. The Executive Board agreed that the Class Rules should allow owners to evaluate and install either HMPE or stainless wire lifelines.

The J/109 Executive Board recommends amending Class Rule Section 4.3 by adding:

4.3.15 Substitution of high-modulus polyethylene fiber (e.g., Dyneema™ or Spectra™) lifelines for steel wire, subject to the requirements of Rule 3.14.6 of the ISAF Offshore Special Regulations.

PROPOSAL 2

Class Rule 4.4 reinforces Rule 4.1 by explicitly prohibiting certain alterations which owners might otherwise consider in order to improve sailing performance. The rule presently states:

4.4 The following are *not* permitted while racing in inshore buoy races:

... [omitted for brevity]

4.4.5 Altering the mast, boom, or bowsprit

The factory-supplied J/109 mast has a cutaway for loading slugs or bolt rope into the sail slot, with a gate to retain slugs when the mainsail is lowered. Some owners have reported difficulty bending on mainsails with long headboards. It would be desirable for them to raise the cutaway and relocate the gate to provide more clearance from the gooseneck. It was also pointed out that the Class Rules currently prohibit installing a storm trysail track, even if not used during Class events. Ability to set a storm trysail is necessary for safety and seamanship when sailing offshore, and thus is required by the ISAF Offshore Regulations for Class 0,1 and 2 events.

The J/109 Executive Board recommends amending Class Rule 4.4.5 to read as follows:

4.4.5 Altering the mast, boom, or bowsprit, other than:

- a) opening the sail slot to raise the cutaway to a maximum length of 12 inches (305 mm) and relocating the gate, for the purpose of making it easier to bend on the mainsail
- b) installing a track for a storm trysail, not to be used during Class events.

PROPOSAL 3

Class Rule 5.1 sets forth requirements for sail tags, as follows:

5.1 Each sail purchased for use used in J/109 Class sanctioned events shall comply with the Class Rules in effect on the date of delivery and when measured at an event. It is the obligation of the owner and captain to have certified sail measurement certificates onboard and ready for inspection at a J/109 Class sanctioned event. New sails delivered on an after September 1, 2006

shall be affixed at the tack with a sewn in J/109 sailtag purchased from the J/109 Class Association by the sailmaker. Sailtags shall be supplied to sailmakers by the Class and shall have serial numbers that are registered with the class secretary/treasurer. A certificate with a serial number, a statement that the sail conforms to class rules, and the date of delivery to the owner shall be signed by the sailmaker, delivered to the owner, and recorded by the Class Secretary. By affixing a sailtag, the sailmaker certifies that the sail meets the then effective sail material, weight, and measurement requirements of these Rules. Fees for purchase of sail tags by sailmakers shall be determined by the Executive Committee.

The requirement that measurement certificates be onboard during inspection is unnecessary, since that information is maintained by the Class Treasurer in a database. Instead, the rule should reinforce the responsibility of the owner to ensure that all sails used during an event are registered. Inspectors have also observed that sail tags affixed only with their stickyback tend to peel off and suggest that sail tags be required to be sewn on.

The J/109 Executive Board recommends amending Class Rule 5.1 to read as follows:

5.1 Each sail purchased for use in J/109 Class sanctioned events shall comply with the Class Rules in effect on the date of delivery. New sails delivered on or after September 1, 2006 shall have a J/109 sail tag affixed and sewn at the tack. Sail tags shall be sold to sail makers by the J/109 Class Association and shall have serial numbers which are registered with the Class secretary. By affixing a sail tag, the sailmaker certifies that the sail meets the then effective sail material, weight, and measurement requirements of these Rules. Fees for purchase of sail tags shall be determined by the Executive Committee.

The sailmaker shall:

- a) sign a certificate, including the sail tag serial number, a statement that the sail conforms to class rules, and the date of delivery to the owner;
- b) provide a copy of the certificate to the owner
- c) provide the original to the Class Treasurer for registration in the Class Association database.

Owners should confirm prior to a Class event that each sail they plan to use has been properly registered.

PROPOSAL 4

In March, 2013, the Class amended the Class Rules by adding Rule 5.8: This Rule was adopted to make it possible for Fleet 11 to host the 2013 North American Championship without requiring many of its members to purchase Class spinnakers. It reads:

5.8 Notwithstanding the limitations of section 5.6, for a Class sanctioned J/109 North American Championship event hosted by Fleet 11 in 2013, a spinnaker of the same dimensions used by the hosting fleet may be used, provided:

5.8.1 Fleet 11 submits a written proposal to the Executive Board committing to make arrangements to lend a spinnaker, of the same dimensions used by the hosting fleet, to boat owners who desire to compete in the event but do not own such size spinnaker

5.8.2 The Executive Board approves, by a two-thirds vote, a Notice of Race stipulation describing arrangements, terms and conditions for lending a spinnaker of the same dimensions used by the hosting fleet to boat owners who desire to compete in the event but do not own such size spinnaker

The Executive Committee's intent was to grant a one-time exception for this event. This Rule therefore no longer serves a purpose. As a matter of housekeeping, it should be deleted.

The J/109 Executive Board recommends deleting Rule 5.8.

PROPOSAL 5

Class Rules 6.1 and 6.2 limit crew weight during class events. They read:

6.1 For J/109 Class or fleet sanctioned events, the crew shall be limited to the driver plus six crew members. To encourage family participation, a seventh "lightweight person" may be added at no penalty, provided that person's weight does not exceed 60 kilos (132 lbs.).

6.2 For J/109 Class or fleet events designated by the Executive Board as national or other championship events, Rule 6.1 will not apply. For such designated championship events, a maximum crew weight limit shall apply. Maximum crew weight, regardless of the number of crew members, shall not exceed 550 kilos (1213 pounds) in swimming apparel, excluding the driver.

Rules 6.1 and 6.2 are intended to be mutually exclusive. Rule 6.2 is intended to apply to major Class championship events, at the discretion of the Executive Committee. A misunderstanding during the 2013 East Coast Championship showed that the applicability of these rules is ambiguous.

The J/109 Executive Board recommends amending Class Rules 6.1 and 6.2 to read as follows:

6.1 For J/109 Class or fleet sanctioned events, the crew of each boat shall be limited to the driver plus six crew members. To encourage family participation, a seventh "lightweight person" may be added without penalty, provided that person's weight does not exceed 60 kilos (132 lbs.).

6.2 By vote of the Executive Board, a Championship event may be designated to be a "weight limited" event. The Notice of Race for such events shall state that Rule 6.2 applies, and Rule 6.1 does not apply. Total weight of crew (excluding the driver) in swimming apparel shall not exceed 550 kilos (1213 pounds).