

By Tim Winger, ITC Chair

**What we are doing:** We are converting our Rules to the current ISAF format.

**Why we are converting our Rules:** To conform. This should help our relations with ISAF, because this is the rules format to which they are accustomed. It should help us better relate to, and communicate with, the industry because this is how almost everyone else's Rules are formatted. It gives our Rules more validity with juries because this is the format to which they are accustomed, and it will be a far better "closed Class Rules."

**What is changing:** Closed Class Rules relate to the positive – what you are allowed to do. If it does not say you may, then you may not. Our old Rules said that, but also included a long list of prohibitions, which you will not find in the new format. The list of prohibitions begins to look like if it is not prohibited, it must be OK. The new Rules are written with terms that are defined in the ERS (Equipment Rules of Sailing) and the RRS (Racing Rules of Sailing). Some measurement procedures are modified to conform with the ERS, where it does not cause problems. Some procedures and definitions remain proprietary to the J/24 Class.

Writing these Rules in ISAF format for our Class has been a challenge. We have allowed modification to these boats for many, many years, but in a very limited way. It is what keeps the Class strong and inexpensive, and keeps old boats sailing longer. It is even more one-design, if we control it carefully.

**New Language:** There is a lot of new language and new terms. Two of the key terms are **hull datum point** and **mast datum point**. These are primary measurement points on the hull and the mast to which almost everything else is tied. Many sections of the Rules are divided into "For Use While Racing" and "Not For Use While Racing." The "For Racing" was added here for clarity for those who are not used to dealing with this format. The standard is "For Use" and "Not For Use." Why the difference? Most of the required and optional equipment we deal with is "For Use While Racing." But there are a number of items, required and optional, that we may not use while racing, like the motor or GPS with charting capabilities. **Limits or limit marks** are the bands on the spars to limit sails

**Organization:** Part I (Sections A & B) refer to administration. Part II is the Rules as they affect the boat. Section C refers to how the boat is set up for sailing and covers a lot of the modifications to all parts of the boat. Sections D, E, F and G cover the parts of the boat and the way they would be delivered, repaired or modified that is not easily changeable during set up. Part III is the appendices. This is the area where we put the Plans and approved options to be used in Sailing Instructions to modify class rules for a specific event.

**Changes beyond the format:** These are actual Rules changes that would normally go through individual approval process that have been incorporated into this total overhaul. They will be explained and approved individually and informally by the ITC, the Executive Committee and World Council. They will be officially voted on as a package at the World Council Meeting in October 2014

**Things simply eliminated: Boom tip weight, spinnaker pole weight, storm trysails, twin stays on the forestay, grandfathered extra long genoa tracks on boats from the 1970s.**

REASON – Boom tip weight and spinnaker pole weight are nuisance items. If either comes in under weight, there is just a mad scramble to find lead to bring it up to weight, which does not improve the strength or

safety of the item in any way. Instead of boom tip weight, it is specified that a cast boom end fitting (supplied by a licensed builder) must be used. Nobody is using storm trysails or twin stays anymore. It is easy enough to do and time to cut off those extra long genoa tracks to comply with current rules.

**Companionway** C.7.2(a)(10) vertical hatch boards were specified to be supplied by a licensed builder. New Rules would allow this item to be made by anyone to match those supplied by a licensed builder.

**GPS** was prohibited under the old Rules. In the new Rules, it is allowed as follows: C.7.2(a)(12) A minimum of one fixed compass of magnetic card or digital readout type. Such devices may use any kind of technology to deliver the headings and may be capable of storing and retrieving those headings and using them in calculations to provide other tactical information. Devices with charting capability are not allowed. AND C.7.3(a)(4) Electronic devices to record, measure and calculate speed, distance and water depth. Such devices may incorporate GPS technology, but may not have charting capability.

REASON – This allows us to use modern equipment that is readily and inexpensively available and in use by most other classes to perform functions that are already allowed in our class. Much discussion has already taken place on this subject. The rule as proposed would allow devices such as the Velocitek Pro Start that would tell you how far you are from the starting line. There is also a phone app available to do the same thing. There are many opinions on just how accurate or helpful the Pro Start might be. The biggest potential negative seems to be buying both GPS and non-GPS devices and comparing them to figure out current. There are many other ways to figure out current without resorting to this expense. Overall, it would appear that these devices will give us an option that would reduce the cost of digital compass equipment.

**Shockcord** uses are expanded in C.7.3(a)(14) to include “to retain the throwable lifesaving device in the ready position in the cockpit” and “across the back of the pushpit to keep the slack backstay from falling into the cockpit area.”

REASON - Keep in mind that only uses of shockcord or elastic cord specifically allowed are legal. Many sailors are already using shockcord for these purposes in violation of class rules.

**Backstay and Backstay Bridle** – F.6.2(a)(4) “Backstay and backstay bridle of either multi-strand wire or synthetic rope of optional size”

REASON – to allow inexpensive, lighter ropes that are easier to replace and maintain and run more freely to replace the current wire backstays. This is allowed and supplied from the manufacturer in most newer Classes of this size range.

**Motor** – C.5.1(b)(1) One outboard engine of at least 12kg weight. If the engine runs on petrol or propane, it shall carry at least 2 liters of petrol or 1kg of propane when it crosses the finish line for the last race of the day. If the motor is electric it must carry at least two batteries. An electric outboard engine shall be weighed with its battery for the 12kg minimum weight. The outboard engine shall be stored under a quarter berth or aft of the sill of the companionway. Both the engine its fuel shall be secured against movement in the event of capsize.

REASON – This allows us to use modern equipment that is readily and inexpensively available and in use by most other Classes. The standard two stroke engines that the Class has depended on since its beginning are being banned from production in most countries for environmental reasons. The four stroke replacements for these engines are larger and heavier – harder to get on the transom and hard to store in the designated spot under the quarter berth.

**CREW – C.2 - "C.2.1 LIMITATIONS – There are no limitations on crew number, weight or substitution unless limitations are specified in event sailing instructions per RRS 87. See SECTION J for examples."**

**REASON –** This allows great flexibility for crew in low level club events and handicap rating systems. This is designed to get more people and crew involved at entry level where there is seldom any provision for weight enforcement anyway. Any event may control the crew by adding one of the options in SECTION J in the sailing instructions. Most class events will do this, and all international events shall do it. By stating it in this way, there is no requirement for class approval to add the (preapproved in SECTION J) restrictions to any sailing instructions. The limitations in SECTION J are the same in content as our current limitations (minimum 3 crew and 400kg), with an option for a 340kg crew sailing weight. Crew substitution options are also covered in SECTION J. **Crew substitution is not allowed under current class rules and always has to be changed in the SIs.** Different NJCAs could experiment with the 340kg sailing weight if they would like. Until an international decision is made to do otherwise, the IJCA will sail at 400kg for all international events.

**C.2.2 – Crew Positioning –** This rule includes the standard ISAF language for crew positioning, including keeping the base of the spine inboard of the sheerplan while hiking.

**C.2.3 - LIMITATIONS ON THE DIVER –** This rule clearly lays out the requirements and relationships between owners and drivers relative to qualifying for events and the nationality under which they may sail.

- (a) The owner, skipper and driver may be the same or separate members of the **crew**.
- (b) The **boat** shall sail under the nationality of the owner (or charterer).
- (c) In events where qualification is required for participation, either the owner or the driver must have qualified for the event.
- (d) Where a **boat** has been chartered for an event, the charterer assumes the roll of owner for the purposes of determining qualification and nationality.
- (e) Owners or **crew** may share the helm as they desire, except that one shall be designated principle driver for the purpose of prize giving.

**Propulsion – C.1.1(b) - RRS 42.2(a)** is modified by adding “Rhythmically trimming **sails** in time with waves that are rolling a **boat** in order to keep the sail stationary in the wind shall not be considered pumping.”

**Reason –** A number of competitors have been penalized in the last few years because the ISAF definition of pumping seems to include this action. This is a way to correct that interpretation for our class if we want to.

**Forestay: - F.6.3(b) Optional (1) – Forestay** rigging links and/or rigging screws (turnbuckles). While there is no change in the forestay length limits, there will be an adjustable turnbuckle allowed.

**Reason -** To vary the length of the **forestay** to help suit **forestay** sag to the rest of the rig and the genoa requirements. Adjustment will not be allowed while racing or after measurement at regattas.

**Please post your comments on these proposed changes on the appropriate section of the forum by September**

**12.** After that we will finalize it for the vote at the WCM in October. These rules have been vetted by the ITC and the IJCA Executive Committee and the Johnstones. They have been a two year project. Please do not expect every one of your comments to make it into the rules conversion. They may have been already considered and rejected, or they may be something that is a problem to ISAF, or they may be the kind of catches of items and ideas we have overlooked. That is one reason we are seeking your

comments. The second reason is for you to reach out to your NJCA to let them know your position and how they should vote at the World Council Meeting. Please give them your messages of approval, as well as identification of problem issues. Understand that this conversion needs to happen for the overall benefit of the J/24 Class. Let's all work to give us the best rules conversion possible. If we don't catch everything the first time, we can fix it later.

**Thank you** - - Tim Winger, ITC Chair