

Class Rule Changes

International J24 Class Association

Effective date: 2023-05(May)-17

Status: Approved



Amendment One:

SECTION J: Event Rule Change Options

Old:

J.2 SPARE SPINNAKER

Class rule C.10.2 may be changed per RRS 87 to allow a boat to carry a spare class spinnaker on board while racing for a specific event subject to the following:

- (a) The spare spinnaker must be so designated at measurement and may be marked by a special event limitation mark by the event inspectors.
- (b) The spare spinnaker may only be used after the primary spinnaker has been damaged to the point that it cannot be effectively repaired with sail tape while afloat. Approved damage would include tears over a meter long or beyond a single panel.
- (c) If the spare spinnaker is used, a boat shall submit written notice to the race committee at the race office within the protest time limit.
- (d) The damaged primary spinnaker shall be presented to the race committee for examination. If the damage does not meet the requirements of J.2(b), the race committee shall impose a scoring penalty of 20%, as calculated by RRS 44.3(c) to the races in which the spare spinnaker was used, without a hearing.
- (e) If the primary spinnaker is able to be repaired overnight, it shall be returned to service as the primary spinnaker for the remainder of the regatta. If the primary spinnaker is unable to be repaired and returned to use, the spare spinnaker shall be used for the remainder of the regatta, and the boat shall sail the remainder of the regatta without a spare spinnaker.

Amend to read:

H.2 SPARE SPINNAKER

Class rule C.10.2 may be changed per RRS 87 to allow a boat to carry a spare class spinnaker on board while racing for a specific event subject to the following:

- (a) The spare spinnaker must be so designated at ~~measurement~~ **event inspection** and may be marked by a special event limitation mark by the ~~Technical Committee or the~~ **event inspectors**.
- (b) The spare spinnaker may only be used after the primary spinnaker has been damaged to the point that it cannot be effectively repaired with sail tape while afloat. Approved damage would include tears over a meter long or beyond a single panel.
- (c) If the spare spinnaker is used, a boat shall submit written notice to the race committee at the race office within the protest time limit.
- (d) The damaged primary spinnaker shall be presented to the **Technical Committee** ~~or race committee~~ for examination. If the damage does not meet the requirements of **H.2(b)**, the race committee shall impose a scoring penalty of 20%, as calculated by RRS 44.3(c) to the races in which the spare spinnaker was used, without a hearing.
- (e) If the primary spinnaker is able to be repaired ~~overnight~~, it shall be returned to service as the primary ~~spinnaker~~, ~~for the remainder of the regatta~~. If the primary spinnaker is unable to be repaired and returned to use, the spare spinnaker shall be used for the remainder of the regatta, ~~and the boat shall sail the remainder of the regatta without a spare spinnaker~~. **unless that sail is also subsequently lost or damaged beyond repair.**

Commented [AS1]: Reason: The spinnaker is the sail most likely to be damaged while racing. The spare spinnaker rule is a convenience to competitors but should not create a penalty on competitors who elect to carry a spare spinnaker onboard when allowed while racing by prohibiting any additional replacements.

The main, jib and genoa may also be damaged beyond repair during an event, but the event Tech Chair or race committee could authorize multiple replacements if required. The current rule, if invoked in the NoR or SIs, does not require a boat to carry a spare spinnaker onboard. A boat not electing to carry a spare spinnaker could have multiple replacements as outlined for the main, jib and genoa. This rule change would allow that if the spare spinnaker is also subsequently lost or damaged, it may be replaced with an additional previously measured spinnaker.

Commented [FG2]: It would be even easier to allow two spinnakers (same identification) for the regatta - but ok with the concept

Commented [CB3R2]: Problem with that is that some people would carry 2 spinnakers, of different design, and potentially choose whichever one suited the conditions of the day. People carrying only 1 spinnaker would see that as a disadvantage and inspire them to buy more spinnakers to keep up.

Commented [FG4]: Technical Committee

Commented [FG5]: How is it possible to confirm that the spare one is not used if they are identical? Same identification etc etc

Commented [FG6]: Technical Committee

Commented [FG7]: Suggest to add: as soon as practicable

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Amendment Two:

SECTION F: Rig

Old:

F.4.2 FITTINGS and F.4.3.WEIGHT

F.4.2 FITTINGS

(a) MANDATORY

(1) Cast aluminium gooseneck attachment fitting (older gooseneck fittings may have the parts for a fixed tack and reefing horns removed).

(2) Kicking strap (vang) fitting

(3) The tip weight of a boom measured at the outhaul when the spar is supported at the gooseneck without a vang, mainsheet and blocks shall not be less than 3.3kg.

F.4.3 WEIGHT

The tip weight of a boom measured at the outhaul, when the spar is supported at the gooseneck without a vang, mainsheet and blocks, shall not be less than 3.3kg.

Amend to read:

F.4.2 FITTINGS

(a) MANDATORY

(1) Cast aluminium gooseneck attachment fitting (older gooseneck fittings may have the parts for a fixed tack and reefing horns removed).

(2) Kicking strap (vang) fitting

~~(3) The tip weight of a boom measured at the outhaul when the spar is supported at the gooseneck without a vang, mainsheet and blocks shall not be less than 3.3kg.~~

F.4.3 WEIGHT

The tip weight of a boom measured at the **outer point of the outhaul**, when the spar is supported at the gooseneck without a vang, mainsheet and blocks, shall not be less than 3.3kg.

Commented [AS8]: Reason: To correct an error in repeating the phrase. Wording should only appear in F.4.3

Commented [FG9]: Outer point?

Commented [CB10R9]: Outer point has no effective place to attach a scale. Everyone has an outhaul that can be connected to easily. Perhaps "outer point of the outhaul"...?

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Amendment Three:

SECTION C: Conditions for Racing

Old:

C.9.7 STANDING RIGGING

(a) DIMENSIONS minimum maximum Forestay length measured from between the centre of the forestay fixing point on the jib crane at the hounds and the intersection of the stemline at the sheerline Minimum: 8595 mm Maximum: 8670 mm

Amend to read:

C.9.7 STANDING RIGGING

(a) DIMENSIONS ~~minimum~~ maximum Forestay length measured from between the centre of the forestay fixing point on the jib crane at the hounds and the intersection of the stemline at the sheerline ~~Minimum: 8595 mm~~ Maximum: 8670 mm – (see diagram in G.3.1(a))

Commented [AS11]: Reason: Eliminate the minimum forestay length to avoid confusion.

Commented [FG12]: Rewording:
(a) DIMENSIONS maximum Forestay length measured from between the centre of the forestay fixing point on the jib crane at the hounds and the intersection of the stemline at the sheerline: 8670 mm

Commented [FG13R12]: Add the reference to the diagram in H.2

Commented [AS14]: Reason: 3mm is too small to be enforceable.

Amendment Four:

SECTION C: Conditions for Racing

Old:

C.7.2 FITTINGS – MANDATORY

(a) FOR USE WHILE RACING.

(5) The deck shall be fitted with two stanchions on each side, port and starboard, as indicated on Plan A. Taut (shall not sag more than 3mm between supports without any external loads) lifelines of wire, not less than 4mm diameter, shall be attached to the pulpit and pushpit and pass through the stanchions. The height of the lifelines above the sheerline when measured vertically shall not be less than 500mm. When the lifelines are secured by lanyards, the lanyards shall be of synthetic rope with an exposed length of not more than 100mm between the lifeline fitting and the pulpit/pushpit fitting. The stanchions shall not extend outboard of the sheer in plan.

Amend to read:

C.7.2 FITTINGS – MANDATORY

(a) FOR USE WHILE RACING.

(5) The deck shall be fitted with two stanchions on each side, port and starboard, as indicated on Plan A. Taut (shall not sag more than ~~3mm~~ 10mm between supports without any external loads) lifelines of wire, not less than 4mm diameter, shall be attached to the pulpit and pushpit and pass through the stanchions. The height of the lifelines above the sheerline when measured vertically shall not be less than 500mm. When the lifelines are secured by lanyards, the lanyards shall be of synthetic rope with an exposed length of not more than 100mm between the lifeline fitting and the pulpit/pushpit fitting. The stanchions shall not extend outboard of the sheer in plan.

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Amendment Five:

C.7 HULL

Old:

C.7.1 MODIFICATIONS MAINTENANCE AND REPAIR The following are permitted without re-certification or approval of the certification authority. Unless otherwise stated, items mentioned in this rule may be obtained from any manufacturer or supplier.

MAINTENANCE

(c) Cleaning and hull surface work like light sanding, painting and polishing which do not change the shape of the hull,

REPAIRS

(d) Minor repairs to the surface of the hull that do not change the shape nor penetrate into the core material.

Amend to read:

C.7.1 MODIFICATIONS MAINTENANCE AND REPAIR The following are permitted without re-certification or approval of the certification authority. Unless otherwise stated, items mentioned in this rule may be obtained from any manufacturer or supplier.

MAINTENANCE

(c) **Cleaning** and hull surface work like light **sanding**, painting, and polishing which do not change the shape of the **hull**,

REPAIRS

(d) Minor **repairs** to the surface of the **hull** that do not change the shape nor penetrate into the core material. ~~Repairs to hull, deck, keel and rudder may be done with epoxy resins. Repairs shall utilize standard E-glass, not S-Glass or carbon fiber.~~ **Repairs to hull, deck, keel and rudder may be done with any resin. Repairs shall utilize standard E-glass.**

Commented [AS15]: Reason: Allows epoxy for repairs. Vinylester and polyester resins are not as user friendly nor as strong as epoxy, and repairs need the benefit of the added strength epoxy provides.

Commented [FG16]: Definition of new ERS should be used.

Commented [CB17R16]: ok

Commented [FG18]: This shall read: Repairs to hull, deck, keel and rudder may be done with any resin. Repairs shall utilize standard E-glass.

Commented [FG19R18]: The limit should only be set on the fibres. No need to specify standard E-glass. E-glass is enough.

Commented [CB20R18]: ok

Commented [AS21]: Reason: To prohibit frivolous protests between boats. Relieves the OA from conducting multiple weigh-ins during an event.

Amendment Six:

Section C – Conditions for Racing

Old:

C.2.1 LIMITATIONS

(a) The crew shall consist of a minimum of three people and the combined weight (in swim wear) of all crew members shall not exceed 400kg.

Amend to read:

C.2.1 LIMITATIONS

(a) The crew shall consist of a minimum of three people and the combined weight (in swim wear) of all crew members shall not exceed 400kg. **Weigh is conducted during registration and inspection satisfies this requirement for the duration of the event.**

Commented [FG22]: Further discussion required.

Amendment Seven:

C.5 PORTABLE EQUIPMENT

Commented [AS23]: Reason: To clarify that the line gets weighed with the anchor and increasing the upper weight requirement accordingly.

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Old:

C.5.1 MANDATORY (a) FOR USE WHILE RACING

(2) One anchor and line, with or without chain. If a chain is used The anchor and line and optional chain shall weight not less than 6kg nor more than 9kg. Any material line, not less than 40m length and with a minimum of 8mm in diameter shall be attached to the anchor or chain. The anchor shall be secured against movement in the event of capsiz

Amend to read:

C.5.1 MANDATORY (a) FOR USE WHILE RACING

(1) A minimum of one bucket of minimum 9 litres capacity.

(2) One anchor and line, with ~~or without optional~~ chain. ~~If a chain is used~~ The anchor and line and optional chain shall weight not less than 6kg nor more than ~~9kg. 12kg~~. Any material line, not less than 40m length and with a minimum of 8mm in diameter shall be attached to the anchor or chain. The anchor shall be secured against movement in the event of capsiz

Commented [FG24]: ok

Amendment Eight:

J/24 Class Rule INTRODUCTION, paragraph 5

Old:

J/24 Class Rule INTRODUCTION, paragraph 5

J/24 hulls, hull appendages, mast spars and boom spars shall, after having left the builder, or sails after certification, only be altered to the extent permitted in Section C of the class rules.

Amend to read:

J/24 hulls, hull appendages, mast spars and boom spars shall, after having left the builder, or sails after certification, only be altered to the extent permitted in Sections C, D and E of the class rules.

Commented [AS25]: Reason: Updates the references so that the permitted alterations listed in Section D – Hull and Section E – Hull Appendages are also included.

Commented [FG26]: ok

Amendment Nine:

J/24 Class Rule C.5.2(a)(2)

Old:

Any replacement rigging as might be useful to repair or replace minor damages or equipment failures on the water.

Amend to read:

Any replacement running rigging and hardware as might be useful to repair or replace minor damages or equipment failures on the water.

Commented [AS27]: Reason: The current verbiage of C.5.2(2) conflicts with C.9.3 because C.5.2(2) allows for "any" replacement rigging to repair or replace minor damages or equipment failures on the water with the intent being that this would be carried aboard and would not require approval for use. C.9.3 "limits" more than one set of "standing rigging" to be used during an event unless approved by the race committee. The 2014 Class Rules version read: "Such extra lines and rigging..." and this was changed to the current verbiage when the Class Rules were converted to the World Sailing (ISAF) format in 2016. I believe it is the intent of the Class that only extra running rigging (halyards, sheets, lines, etc.) is to be included under C.5.2. Therefore, the type of rigging (and hardware) should be added to clarify what is allowed under Rule C.5.2(2).

Commented [FG28]: ok

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Amendment Ten:

Old:

C.6.1 WEIGHT

(a) Boat Weight

	minimum
Boat weight in dry condition excluding sails	1270 kg
Boat weight in dry condition including all portable equipment, but excluding sails and personal equipment	1330 kg

Amend to read:

C.6.1 WEIGHT

(a) Boat Weight

	minimum
Boat weight in dry condition excluding sails	1270 kg
Boat weight in dry condition including all portable equipment, but excluding sails and personal equipment	1330 kg

Amendment Eleven:

J/24 Class Rule C.6.1(b)

Amend to add:

Boats being weighed for the 1270 kg measurement must reflect the Builder's Weight as specified in parts B & C of the class measurement form, ~~and include all spars, standing and running rigging as defined in Rules C.9.4 to C.9.8, along with all other permanently fixed optional equipment permitted herein.~~

Amendment Twelve:

J/24 Class Rule C.7.1(c)

Amend to add:

C.7.1(c) Bow and stern navigational light fittings are optional.

Amendment Thirteen:

J/24 Class Rule Section H.1.2. Plan A – Deck Layout

Old:

No. 3 (in the table – Not in use)

Amend to read:

No. 3 Bow (and stern, not shown) navigation lights (optional)

Commented [AS29]: Reason: In 2016, the Class Rules were converted to the World Sailing (ISAF) format. In that conversion, the Class intended to simplify the Rules and relied on the Equipment Rules of Sailing's ("ERS") definition to define the Boat Dry Weight (see 2016 WCM Minutes and 2016 Class Rules redlined version).

To that end, the following verbiage was added as a heading to PART II: "The rules in Part II are closed class rules. Certification control and equipment inspection shall be carried out in accordance with the ERS except where varied in this Part." H.7.1 (defining dry weight) of the ERS states that: "Unless otherwise specified in the rules, any of the following shall be included: rig including spinnaker pole(s), whisker poles and/or jockey pole, main sheet and mizzen sheet, vang, inboard engine or outboard engine in stowed position, fitted berth cushions on board in their normal positions, all permanent fixtures and fittings and items of accommodation [emphasis added]. The ERS definition is in contradiction to the intended items to be included in the Boat Dry Weight and there is no definition or clarification in the Rules as to what is to be included in the Boat Dry Weight. It should be noted that prior to the 2016 conversion, the intended items were included in the Class Rules. Further, although there is a notation in the 2016 Class Rules redlined version that the items to be included in the Boat Dry Weight would be further clarified in the Measurement Manual, the Measurement Manual is not an official declaration or extension of the Class Rules, but rather a document to be used to assist measurement so therefore, the Measurement Manual would not be the proper location to define Boat Dry Weight.

Commented [FG30]: This is not clarifying much, Everything that must be include for the weighing shall be listed in the rules

Commented [FG31R30]: C.6.1(a) shall be amended as below:
Boat weight in dry condition including, anchor, ... and excluding

Commented [FG32R30]: Boat weight in bold already implies that sails shall be excluded and the spars included by default. No need to specify in the class rules

Commented [FG33R30]: "and include all spars, standing and running rigging as defined in Rules C.9.4 to C.9.8, along with all other permanently fixed optional equipment permitted herein" removed

Commented [AS34]: Reason: Several years ago, the J/24 deck layout was revised to no longer include the bow and stern navigation lights. Many boat owners have been removing these lights. However, because there are many references to the bow and stern navigation lights both within the Class Rules (see Discussion 1 below) and the

Commented [CB35R34]: ok

Commented [AS36]: Reason: Provides clarification that the bow and stern navigation lights are considered optional deck hardware in line with new Rule C.7.1(c).

Commented [FG37]: Diagram to be amended?

Commented [CB38R37]: yes

Commented [FG39R37]: Please send new diagram

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Amendment Fourteen:

J/24 Class Rule Section H.2 Plan B – Measurement Points and Logo

Old:

Rules C.9.4(a) and C.9.7(a)(1)

Amend to read:

Rules C.9.4(a) and C.9.7(a)

Commented [AS40]: Reason: C.9.7 does not have a (1) under subparagraph (a) so the reference to (1) should be removed.

Commented [CB41R40]: ok

Commented [FG42]: Diagram to be amended

Commented [CB43R42]: Ok

Commented [FG44R42]: We sent you the updated diagram

Amendment Fifteen:

General Housekeeping

The following revisions are provided to correct references or establish consistency within the Class Rules.

Page 2 – Index renumbered accordingly to new version of Class Rules

Section H removed

Section J renamed in Section H

Commented [AS45]: General Housekeeping
The following revisions are provided to correct references or establish consistency within the Class Rules.
Page 2 – Index

- Change page number for A.15 from page 7 to page 6
- Alternatively, move Section A.15 to page 7
- Change page number for D.5 from page 23 to page 24
- Change page number for D.8 from page 24 to page 25
- Change page number for G.1 from page 31 to page 32
- Change page number for G.2 from page 31 to page 32
- Change page number for G.3 from page 32 to page 33

Page 25 – D.8.1(c)

- Add “SECTION” between “on” and “H.3 Plan C”

Amendment Sixteen:

C.5.2 OPTIONAL (a) FOR USE WHILE RACING

Amend to add:

C.5.2 OPTIONAL (a) FOR USE WHILE RACING (17) Cameras and other video recording devices such as cell phones that are handheld or attached to the **Boat**.

Commented [FG46]: All diagrams listed in the appendixes should be moved in the main text of the class rules close to the specific rules.

Commented [CB47R46]: ok

Commented [AS48]: Reason: To allow boats to carry and use a video recording device, such as a mobile phone or GoPro camera, and masthead wind indicators while racing. The requirement to mount a camera to a boat's standard equipment is to prevent potentially dangerous mounts that have the potential to cause serious damage or injury, such as a 2 x 4 board lashed to the pushpit.

Commented [AS49]: Reason: To adapt the rule to accommodate readily available fixtures. There are several sturdy premanufactured boxes that fit perfectly but weigh slightly more than 9kg. The 9kg limit was aimed at the original igloo cooler that is not durable and can be a safety issue when they collapse or tip over. We still need to keep a weight limit to prevent someone from building an exceedingly heavy step box to circumvent the location of weight placement in the boat.

Amendment Seventeen:

C.5 PORTABLE EQUIPMENT

Old:

C.5.2 OPTIONAL

(a) FOR USE WHILE RACING

(8) A companionway step box or ice box located but not attached between the bunks on the cabin sole with an empty weight no more than 9kg.

Amend to read:

C.5.2 OPTIONAL

(a) FOR USE WHILE RACING

(8) A companionway step box or ice box located but not attached between the bunks on the cabin sole with an empty weight no more than ~~9kg~~ 14kg

Commented [FG50]: ok

Amendment Eighteen:

D.2.2 MODIFICATIONS MAINTENANCE AND REPAIR

Old:

Commented [AS51]: Reason: Most J24's are now over 40 years old, and the bulkhead at the chainplate is susceptible to deterioration. This change allows for increased sizes and materials for backing plates, to avoid catastrophic failure.

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D.2.2 MODIFICATIONS MAINTENANCE AND REPAIR The following will require re-measurement and re-certification and may be done by anyone, unless otherwise noted.

MODIFICATIONS

(g) Oversized backer plates, up to 60,000 square mm, may be added to the forward side of the main bulkhead. Up to 5 additional bolts through the bulkhead and the backer plate may be added in order to better spread the load to the bulkhead.

Amend to read:

D.2.2 MODIFICATIONS MAINTENANCE AND REPAIR The following will require re-measurement and re-certification and may be done by anyone, unless otherwise noted.

MODIFICATIONS

(g) Oversized ~~backer~~ backing plates, maximum 5mm in thickness, of aluminium up to 110,000 square mm, and of Stainless Steel up to 60,000 square mm, may be added to the forward side of the main bulkhead. Up to 5 additional bolts through the bulkhead and the backer plate may be added in order to better spread the load to the bulkhead.

Commented [FG52]: Backing plates?

Commented [CB53R52]: Ok