

**Minutes of the 2022 J/24 World Council Meeting  
Business Virtual Session November 2, 2022**

- 1) **Call to Order and Chair's Overview:** Christopher Howell called the meeting to order at 9:05 a.m. EDT and welcomed all to the meeting. We have a quorum. Attendees: Will Welles (Chair, USA), Kat Malone (Finance Chair, USA), David Cooper (Executive Committee, GBR), Aris Pallikaris (Executive Committee, GRE), Nancy Zangerle (Past Chair, USA), Curt Barnes (ITC, USA), Maik Hass (Executive Committee, GER), Christos Kifidis (GRE), Tim Octon (GBR), Sam Marshall (GBR), Mate Kakas (HUN), Mark Usher (IRL), Monica Persson (SWE), Dan Busch (USA), Marcus Rogers (USA), Christopher Howell and Julie Howell (ODAM, USA). Meeting materials were placed in the Dropbox folder distributed to our meeting attendees: <https://www.dropbox.com/home/J24%202022%20WCM>

Will just returned from the North American Championship in Annapolis with 38 boats, including teams from Japan and Argentina. Excitement was high. Thanks to all for joining this meeting!

- 2) **Appoint Secretary:** Nancy Zangerle appointed Julie Howell as the secretary.
- 3) **Introductions and Proxy Confirmation:** No proxies were received.
- 4) **Financials:** Chris and Kat prepared the year-end Profit & Loss statement and Balance Sheet for Fiscal Year 2021-2022. A change was made since World Council Meeting I in adding funds for Curt Barnes to attend the 2023 World Championship.

*Dan Busch made a motion to accept the Year-end Financial Statements and 2022-2023 Budget as presented, seconded by Aris Pallikaris. The motion passed unanimously.*

- 5) **World Championship Voting:** These proposals were discussed at the Open Meeting.

2024: A proposal from the USA is in the Dropbox folder from Seattle. Will noted that the OA is very proactive and thorough. Continued efforts on charter boats is vital. The US Class is very engaged. Dan added that sponsorship is already lined up.

*Dan Busch made a motion to accept the Seattle proposal for the 2024 World Championship host, seconded by David Cooper. The motion passed unanimously.*

2025: A proposal from GBR is in the Dropbox folder from Plymouth.

*Nancy Zangerle made a motion to accept the Plymouth proposal for the 2025 World Championship host, seconded by Monica Persson. The motion passed unanimously.*

The Worlds schedule is getting back on track after post-pandemic postponements. The Executive Committee will discuss the proper continent to host in 2026.

- 6) **Elections:** In even years, the IJCA elects a Chair, Vice Chair and the Executive Committee:  
Will Welles USA, Chair  
David Cooper GBR, Vice Chair  
Jorge Castillo MEX  
Nicolas Cubria ARG  
Maike Hass GER  
Keiji Kondo JPN  
Aris Pallikaris GRE  
Mark Usher IRL

*Nancy Zangerle made a motion to accept Will Welles as Chair and David Cooper as Vice Chair, seconded by Mark Usher. The nominations passed unanimously.*

*Nancy Zangerle made a motion to accept the Executive Committee as presented, seconded by Dan Busch. The slate passed unanimously.*

Thank you to Nick Jako who served as both Finance Chair and Vice Chair but is now moving on. Will looks forward to working with this new/diverse group.

The Technical Committee is appointed annually. Nominations from the ITC Chair, Curt Barnes, are as follows: Curt Barnes (USA) Chair, Michael Johnson (USA), Designers Representative, Alex Finsterbusch (ARG), Bob Kinsman (USA), Gianpietro Pollesel (ITA), Michael Peters (GER), Kenneth Porter (MEX), Tim Winger (USA).

*Aris Pallikaris made a motion to accept the Technical Committee as presented, seconded by David Cooper. The motion passed unanimously.*

Chris recommends expanding the Technical Committee.

- 7) **Rules Proposals:** See Attachment A. Curt highlighted that these are mostly clerical:
- wording of the spare spinnaker has been made clearer
  - 400 kg weigh-in is not protest-able during racing
  - remove minimum forestay dimension
  - change lifeline sag from 3mm to 10mm
  - clarify that epoxy is allowed for repairs
  - increase step box from 9kg to 12kg
  - anchor, rode and optional chain weighed together
  - chainplate backers are a little larger and dependent on material

*David Cooper made a motion to accept these Rules proposals as presented, seconded by Mark Usher. The motion passed unanimously.*

Three proposals were added following the four-week Constitutional review requirement. Nancy explained that the last proposal is to allow the Organizing Authority to appoint the race official who can best review and approve the circumstances for an emergency crew change request, depending upon the venue. At last week's NAC, an emergency crew change was

needed after the Race Committee and Jury were on the water. This proposal allows the OA flexibility to manage last minute crew changes.

*Tim Octon made a motion to accept the additional Rules proposals posted after the review period, seconded by Mark Usher. The motion passed unanimously.*

- 8) **Other Business:** Aris received an e-mail regarding a Turkish boat hoping to attend the 2023 World Championship. Christos believes that Serbia is also interested in attending. Chris will reach out to these teams to determine if Turkey and Serbia have enough boats to become a member nation or if this is a “one-off” situation.

Regarding 2022 Membership tracking, there were two nations at the North Americans (Chile and Bermuda) who were previously member NCAs but not currently having enough boats to maintain that status. In these cases, the individuals became US members. Five boats are the minimum for a NCA for the following year’s Worlds berths. Chris wondered if we could re-activate France and The Netherlands. Greece is proving to be a very desired Worlds location, so the goal is to have the NCAs join as a countries, not just individual members. If anyone has updated country contacts, please advise the names and contact details.

The survey had 335 responses, which is statistically very good. A summary is posted in the Dropbox. Chris highlighted a strong favor to minimize race days and races per day. Respondents stated their focus for inspections’ importance. Rule proposal ideas such as changing the sail plan or amount of people on the boat were not well received. This may be an opportunity to further educate the membership. Dan noted that a sail material change came in at about a 50/50 split. Will explained that this would reduce costs (approximately \$800), as aramid laminate is increasingly expensive while polyester is easier to come by. Longevity is comparable. The Technical and Executive Committees will debrief the survey feedback and perhaps issue a follow-up survey.

- 9) **Date and format of next meeting:** Do we want to continue virtual World Council Meetings and/or rotate in-person meetings? Aris suggested a hybrid meeting, although it would be challenging if the meeting lasted for a full day. Let’s discuss what this might look like. Will wondered if we could try a meeting onsite immediately following the 2023 Worlds. This information would need to be communicated well in advance to allow proper travel planning. Another option is to have a virtual meeting along with a separate gathering for those attending the Worlds.

- 10) The meeting was adjourned at 10:05 am EDT.

## **ATTACHMENT A: Proposed J/24 Class Rule changes for 2022**

The proposed rules changes below are intended to simplify the rules, streamline measurement and eliminate potential penalties for technicalities that do not affect performance. The International Technical Committee believes these changes have no practical bearing on the way the boats are being rigged and sailed.

The changes promoted in these proposed class rules **do not** change the all-up weight of the boat.

The changes promoted in the proposed class rules **do not** change a boat's obligation to sail safely and in compliance with all World Sailing, event and governmental regulations regarding safety equipment.

Words that appear in **bold** are defined in the Equipment Rules of Sailing.

### **Proposal #1:**

#### **SECTION J: Event Rule Change Options**

##### **Current rule:**

##### **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.

##### **Proposed Change:**

##### **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~~ **event inspection**, and may be marked by a special event limitation mark by the **Tech Chair** or 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 *Tech Chair or* 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 *carrying any additional* spare spinnaker *aboard*. *If the spare spinnaker is also subsequently lost or damaged, it may be replaced with an additional previously measured spinnaker.*

**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.

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## **Proposal #2**

### **SECTION F: Rig**

#### **Current rules:**

#### **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.

#### **Proposed Change:**

##### **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.

**Reason:** To correct an error in repeating the phrase. Wording should only appear in F.4.3

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**Proposal #3**

**SECTION F: Rig**

**Current rule:**

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

**Proposed Change:**

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

**Reason:** Eliminate the minimum forestay length to avoid confusion.

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**Proposal #4:**

**SECTION F: Rig**

**Current rule:**

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.

**Proposed Change:**

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.

**Reason:** 3mm is too small to be enforceable.

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**Proposal #5:**

**C.7 HULL**

**Current rule:**

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.

**Proposed Change:**

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.*** .

**Reason:** Allow 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.

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**Proposal #6-A:**

Section C – Conditions for Racing

**Current rule:**

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.

**Proposed Change:**

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 in conducted during registration and inspection satisfies this requirement for the duration of the event.***

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

**Proposal #6-B:**

J.4 CREW LIMITATIONS

The notice of race may invoke class rule J.4.4 as an addition to class rule C.2.1 or C.2.1 permitted replacements in J.4.

#### J.4.4 FOR EVENTS WITH PRE REGATTA WEIGH IN

The schedule of weigh in shall be included in the NOR or be displayed on the official notice board. Protest during the regatta for breaches of class rule C.2.1 will not be permitted by any competitor.

**Reason:** To prohibit protests between boats regarding crew weight after initial weigh-in conducted during registration and inspection.

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#### **Proposal #7:**

##### C.5 PORTABLE EQUIPMENT

#### **Current rule:**

##### 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

#### **Proposed Change:**

##### 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.

**Reason:** To clarifying that the line gets weighed with the anchor, and increasing the upper weight requirement accordingly.

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#### **Proposal #8**

J/24 Class Rule INTRODUCTION, paragraph 5

#### **Current Rule:**

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.

#### **Proposed Change:**

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.

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

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#### **Proposal #9**

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

#### **Current Rule:**

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

#### **Proposed Change:**

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

**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).

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### **Proposal #10**

J/24 Class Rule C.6.1(b) (New Rule Request)

#### **Current Rule:**

Does not exist.

#### **Proposed Change:**

**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.**

**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.

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### **Proposal #11**

J/24 Class Rule C.7.1(c) (New Rule Request)

#### **Current Rule:**

Does not exist.

**Proposed Change:**

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

**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 International J/24 Building Specification (see Discussion 2 below), a new rule should be added so that there is clarity relating to this modification.

Discussion 1

The INTRODUCTION warning states "...IF IT DOES NOT SPECIFICALLY SAY THAT YOU MAY – THEN YOU SHALL NOT."

H.1.2. Plan A – Deck Layout – shows the existence of bow lights, although it is not identified on the chart.

Because boats were previously constructed with bow and stern navigation lights as part of its overall Deck Layout (see 2 for additional comment), for purposes of clarification and to allow this modification, the new rule should be included in the Class Rules.

It could be argued that because D.6.1(a) does not include the bow and stern navigation lights and that this new Rule is not needed. However, I would argue that because it was a previously existing assembled part of the Deck Layout and based on the Introduction warning, that the new Rule should be included.

Discussion 2

The Introduction page references that Equipment is required to comply with the International J/24 Building Specification. The only reference available to review the current building specifications was located on the U.S. and Italy J/Boats pages.

U.S. <https://jboats.com/J/24-tech-specs> - the Deck Hardware section still references bow and stern lights.

Italy <http://jboats.it/modelli-barche-a-vela-jboats/J/24> - the Deck Hardware section does not reference bow and stern navigation lights.

For the U.S. page, the building specifications should be updated to remove the Bow and Stern navigation lights from the Deck Hardware section.

**Proposal #12**

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

**Current Rule:**

No. 3 in the table – Not in use

**Proposed Change:**

No. 3 in the table – **Bow (and stern, not shown) navigation lights (optional)**

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

**Proposal #13**

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

**Current Rule:**

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

**Proposed Change:**

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

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

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**Proposal #14**

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
  - o 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”
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**Proposal #15**

C.5.2 OPTIONAL (a) FOR USE WHILE RACING

**Current Rule:**

Does not exist

**Proposed Rule:**

C.5.2 OPTIONAL (a) FOR USE WHILE RACING (17) Cameras and other video recording devices such as cell phones that are handheld or mounted to a piece of the boat’s equipment as defined in the ERS.

**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.

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**Proposal #16:**

**C.5 PORTABLE EQUIPMENT**

**Current rule:**

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.

**Proposed Change:**

## 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 **14kg**

**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.

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## **Proposal #17:**

### D.2.2 MODIFICATIONS MAINTENANCE AND REPAIR

#### **Current rule:**

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.

#### **Proposed Change:**

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, of stainless steel of up to 60,000 square mm, **and maximum thickness of 5mm, or of aluminum of up to 110,000 sq mm, and maximum of 5mm** 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.

#### **Reason:**

As boats get older, chainplate backer plates help keep boats intact and competitive in heavy conditions. Limiting the thickness of backer plates to the existing rule is needed, and allowing for either Stainless Steel or Aluminum, with appropriate allowable sizes for each. Aluminum is approximately 1/2 the weight of Stainless Steel so the area is appropriately larger for Aluminum.

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## **Proposal #18:**

### J.4 CREW LIMITATIONS This changes Class Rule C.2.1

#### **Current rule:**

J.4.2 A crew nominated or listed for this event shall remain the same throughout the event. Emergency changes may be made only with written permission of the race committee.

J.4.3 A crew nominated or listed for this event may be different for different days only if scheduled in advance at registration. Emergency changes may be made only with written permission of the race committee.

**Proposed Change:**

J.4.2 A crew nominated or listed for this event shall remain the same throughout the event. Emergency changes may be made only with written permission of the race **official appointed in the Sailing Instructions.**

J.4.3 A crew nominated or listed for this event may be different for different days only if scheduled in advance at registration. Emergency changes may be made only with written permission of the race **official appointed in the Sailing Instructions.**

**Reason:**

To allow the Organizing Authority to appoint the race official that can best review and approve the circumstances for an emergency crew change request, depending upon the venue.