

ILLEGALLY POSITIONED LEAD WEIGHTS

A statement from the Executive Committee of the IJCA

- 1. At the 2010 World Championships, held in Malmo, Sweden, testing with sensor devices indicated the possibility of illegally positioned lead weights in three boats entered for the Championships. Physical examination verified the presence of these weights.**
- 2. Subsequent checking of a fourth boat, located in the UK and not entered for the World Championship, also revealed the presence of illegal additional weights.**
- 3. Two of the boats involved had a link through common previous ownership, and, in this case, a great deal of historical evidence and opinion was supplied to the Executive Committee in an attempt to determine responsibility for the installation of the additional and illegal weights.**
- 4. Having carefully considered all the evidence available the Executive Committee have concluded that given the considerable time span involved, the complicated ownership patterns, and the lack of concrete, factual, evidence there was no possibility of establishing, beyond doubt, personal responsibility for the installation of the weights in question, and that any protracted attempt to do so would not serve the best interests of the Class as a whole**
- 5. Notwithstanding the comments in #4 above, the Executive Committee is mindful of, and is clearly bound by, the provisions of Rule 2.5.6 in the IJCA Constitution which makes it clear that responsibility for compliance with the Class rules rests with the current owner, not the previous owner.**
- 6. The ruling of the Executive Committee in this case is that none of the boats involved will be allowed to participate in any National or International J/24 event until the illegal weight has been removed, and this removal has been verified by a suitably qualified representative of the NJCA where the boat is registered. No further action against any individual is proposed.**
- 7. The IJCA wishes to emphasise that it takes a very serious view of any breach of the Class Rules, particularly those designed to give a boat an illegal advantage, and it is fully determined to maintain the integrity of the Class. As a result of the recent events noted above, the Executive Committee has recognised the need to formulate a policy designed to deal with any future irregularities in a clear, simple, and transparent manner. A strategy document on Measurement Compliance is attached, and it is the intention of the Executive Committee to introduce this policy as a bylaw with immediate effect, and to present it to the next meeting of the World Council as an addition to the Constitution. Work has commenced on the drafting of a Standard Procedure for dealing with any future irregularities.**
- 8. The Executive Committee having agreed on this determination, now considers the above noted matters from the Malmo Worlds and the UK to be closed.**

**Jim Farmer
Chairman - IJCA
15 April 2011**