

**J/105 National Class
Proposed Changes to the Class Rules and
Constitution
October __, 2006**

Introduction

Dear J/105 Owner:

Your Technical and Executive Committees ask that you give serious consideration to the proposals to make certain changes to the class rules and constitution set forth below.

For your convenience, Nelson will add a link on the website to a document which contains the rules and constitution as proposed to be revised, showing all proposed additions as underlines and all proposed deletions as ~~striketrough~~.

With best wishes for the holiday season and a successful 2007 season,

Your Technical Committee

Joerg Esdorn
Walt Nuschke
Pat Benedict

ALL SUBMISSIONS TO BECOME EFFECTIVE 2/1/07

CHANGES TO THE CLASS RULES

Submission #1

Rule 3.7 is amended by adding the following at the end thereof:

The term "long term shipmate" of an Owner means an individual who (i) during the immediately preceding 12 months, sailed with the Owner on at least 6 race days (whether or not on a J/105), and (ii) during the immediately preceding 24 months, the person sailed with the owner on at least 18 race days and in 50% of

all sailboat races in which the owner competed (other than races in single handed boats).”

Discussion: This new rule largely follows the existing ruling of the Technical Committee (RI 02-17) on this subject, except in one situation. Where the owner has not raced for more than 2 years, the existing TC ruling left open the possibility that sailing with the owner for 6 “beer can” race days qualified a person as LTS. Clause (ii) fixes that situation by imposing a requirement that a person sail with the owner for a total of 18 race days before qualifying as LTS.

Submission #2

Rule 3.11 is renumbered as rule 3.12 and the following rule 3.11 is inserted:

- 3.11 In the case of a boat 100% owned by a naval or maritime academy or full time college or university (an "Academy"), the following shall apply:
 - 3.11.1 All crew members on an Academy boat, including the Driver, shall be full-time students at that institution and less than 24 years old, except that one crew member, other than the Driver, may be older and not be a student. The Driver shall be an Associate Member and shall be approved by the Regatta Committee. The criteria for approval shall include lack of involvement with the sailing industry or coaching for pay and other criteria the Regatta Committee deems relevant and that are consistent with the purposes of these class rules. All crew, including the Driver, shall be group 1, except that (a) in Level A racing, one crew, other than the Driver, may be a group 2, (b) in Level B racing, one crew, other than the Driver, may be a group 2 and one additional crew, other than the Driver, may be group 2 or 3 and (c) in Level C racing, all crew, other than the Driver, may be group 2 or 3. All crew shall hold valid ISAF rulings, which rulings are reflected on the ISAF website.
 - 3.11.2 The Academy owning the boat shall be an Active Member and shall be considered the "Owner" of the boat for purposes of these class rules.
 - 3.11.3 Rules 3.4, 3.6, 3.9, 3.10, 6.10 and the second sentence of rule 7.1 shall not be applicable.

Discussion: This rule would permit boats owned by naval academies and colleges – who do not have an “Owner” under our current rule and therefore no permitted driver – to race in our regattas. The 24 year cutoff is intended to conform to the ISAF crew eligibility rules, which make it much easier for sailors who are less than 24 years old to qualify for group 1 status.

Submission #3

The following rules 4.4 and 4.5 are added:

- 4.4 Any alleged or suspected variation from the standard shape and specifications of a hull, keel, rudder, deck, rig or interior of a boat for

which there is no prescribed measurement in these class rules or in the rulings of the Technical Committee established pursuant to the Class Constitution (the "Technical Committee") shall be referred to the Chief Measurer or a measurer appointed by the Technical Committee. The measurer shall select a sample of at least 3 other boats of comparable vintage ("Sample Boats") in his or her discretion. The measurer shall have evidence satisfactory to the measurer that the Sample Boats have not been modified from the relevant standard shape or specifications. If the variation is within the range taken from the Sample Boats the measurer shall accept the variation. If the variation is outside this range, the matter shall be reported to the relevant protest committee or international jury (in the case of a protest) or the Technical Committee for action. The protest committee, international jury or Technical Committee may declare the boat ineligible for class racing until remedial action prescribed by the Technical Committee is taken. Without limitation, this rule 4.4 shall be applicable to modifications governed by rules 5.4.3 and 5.4.5.

- 4.5 The cost of any measurement procedure under rule 4.4 (including any necessary haul out) shall be borne by the party asserting that the boat in question is not in compliance with these class rules, except that if the protest committee, international jury or Technical Committee finds that the boat is not eligible for racing unless remedial action is taken, the cost shall be for the account of the Owner(s) of the ineligible boat.

Discussion: This “sample boat” procedure is similar to that used in the J/24, Farr 40 and certain other classes. Unlike those boats, most J/105s are wet-sailed, which raises the costs of using this procedure if the variation in question is below the water line and, therefore, the sample boats need to be hauled. Proposed section 4.5 is intended to allocate the costs of the haul-out between the owner of the boat being protested and the protesting owner. Rule 4.3 would require owners of the sample boats to permit their boats being hauled as long as the protesting owner foots the bill.

This procedure applies for measurements where no specific procedure is required by the class rules. For example, it does not apply to measurements of the keel and rudder to the extent it is governed by the class templates. However, it would govern whether fairing of the keel sump has gone beyond the permitted “surface fairing” as permitted by proposed rule 5.4.3 and current RI 02-16.

As an alternative to the procedure proposed here, the ExComm discussed using templates to ensure conformity of hulls to the class rules. After extensive discussion, the use of templates was rejected since templates seem to encourage a significant number of people to prep their boats “to templates,” thereby increasing the cost of competition for everyone.

Submission #4

A. *Revise the title of Section 5 to read: “EQUIPMENT RULES AND PERMITTED ALTERATIONS AND MODIFICATIONS”*

B. In rules 5.3 and 5.4 delete “while racing” after “PERMITTED” and “NOT PERMITTED”

Discussion: A. is intended to better describe the contents of Section 5. B is intended to clarify that these items are permitted/not permitted even before the warning gun sounds.

Submission #5

Under rule 5.3, add the following new rule 5.3.19

5.3.19 Drilling extra holes in the jib tracks.

Discussion: This incorporates a prior ruling of the TC, which permitted these extra holes, into the class rules.

Submission #6

Rule 5.4.3 is amended to read in full as follows:

5.4.3 Altering or modifying the hull (including the keel sump), the keel or the rudder in any way, provided that light sanding and surface fairing of the hull, keel and rudder is permissible. For this purpose, "surface fairing" means smoothing out irregularities in the hull, keel and rudder as well as filling in "low points" and removing "high points" on the hull, keel and rudder, as applicable, including through the application of epoxy barrier coats or bottom paint and subsequent sanding. However, none of the following shall be permissible:

- a. alterations or modifications of the shape, profile or contours of the hull, keel or rudder, including the keel sump, the bow profile or the stern profile;
- b. alterations or modifications of the foil shape and non-compliance with the minimum chord length or minimum thickness of the keel (including the keel bulb) or rudder from that set forth in the Official Offsets; and
- c. any buildup of fairing material not required for surface fairing or the removal of any molded surface of the hull.

Notwithstanding the foregoing, this rule 5.4.3 shall not prohibit (1) fairing the keel and rudder (but not the keel sump) to the Official Offsets or (2) bona fide damage repairs intended to restore a boat to its original condition provided they are approved by the Technical Committee or a measurer designated by it.

Discussion: After a lot of study of the topic, the ExComm believes that the standard applicable to the fairing of keels and rudders under RI 02-16 – “surface fairing is permissible” – should also govern whether fairing of the rest of the hull is permissible. This proposal effectively integrates RI 02-16 into the rules and makes it applicable to the entire hull, not just the keel and rudder. It will continue to be permissible to fair the keel and rudder to the class templates, but removal of molded surface of the keel sump is not permissible. See clause c.

Submission #7

Rule 5.4.5 is amended to read in full as follows:

- 5.4.5 Altering or modifying the mast, mast step, boom or bowsprit in any way, such as cutting off the mast butt or lowering the mast step to increase rake.

Discussion: Modified to clarify that the mast step cannot be changed and to conform the wording to proposed 5.4.3, which uses “alteration and modification”.

Submission #8

A. Add the following at the end of rule 7.3.:

On February 1, 2008, the foregoing rule 7.3 (and the related Exhibits 7.3A and B) shall no longer be applicable and shall be automatically deleted. Effective February 1, 2008, rule 7.3 shall read as follows:

- 7.3 Unless otherwise specified in the sailing instructions, while class racing, each boat shall have an Empty Weight of at least 3,890 kg, with its Empty Weight being determined in accordance with Exhibit 7.3A, and there shall be on board a J/105 Class Weight Certificate in the form of Exhibit 7.3B (the "Weight Certificate"), duly completed and signed by an Owner of the boat and co-signed by the Chief Measurer or his or her designee or any Fleet Measurer or his or her designee. In addition to items required by rules 5.1 and 5.2, all equipment, ballast (fuel and lead) and other items referenced in paragraph 3 of the boat's Weight Certificate or in Exhibit 7.3C must be located on the boat at all times and, if locations are specified therein or elsewhere in the Class Rules or the exhibits, must be located in their specified locations. While racing, except for spinnakers and the standard cooler (in its standard location), no equipment or other items (including items referenced in Exhibit 7.3C) may be located either below or on top of the main cabin flooring or the flooring of the head compartment/changing area. A boat's Weight Certificate shall become void if the boat's keel, rudder or hull are faired or otherwise modified in any way.

B. Renumber Exhibits 7.3C and 7.3D as 7.3A and 7.3B, respectively, revise all references to Exhibits 7.3C and 7.3D with references to Exhibit 7.3A or 7.3B, as appropriate, and replace all references.

C. In Exhibit 7.3A (as renumbered), replace the seventh bullet in paragraph B.2 by the following:

- any of the required items of equipment listed in Exhibit 7.3C (except for those listed in paragraph 1 above)

D. In Exhibits 7.3A and 7.3B (as renumbered), replace the references to Class Rule “7.3.2” by “7.3”

E. Add the following Exhibit 7.3C:

EXHIBIT 7.3C

J/105 CLASS REQUIRED EQUIPMENT

The following equipment and other items must be on board at all times while racing:

Anchor w/attached chain and/or rode

USCG safety items (flares, foghorn, USCG approved life jackets for entire crew, and fire extinguishers)

1st aid kit, 1 bucket, 2 flashlights

2 main cabin berth cushions

Standard companionway boards

Lifesling, "man-overboard module" or horseshoe life ring (shall be on stern rail and not interfere with the operation of the swimming ladder)

Basic nav gear (e.g., chart book, ruler, dividers, tide book & rulebook)

Tool kit

Handheld or installed VHF and GPS

Radar reflector

Emergency tiller (if wheel boat)

Standard cooler, in standard location

Fuel tank in standard location, with gauge reading at least 1/2

1 standard – sized battery in standard location (for interior layout of the boat)

Boat hook

2 dock lines and 2 fenders

Bosun's chair

Any other equipment required by the Class Rules (including equipment and other items required by rules 5.1 and 5.2 or listed in paragraph 3 of the boat's Weight Certificate) or required by USCG rules

NOTE: This list is NOT intended as a list of minimum safety equipment required aboard a J/105. For example, these items do not include all equipment that would be required for ORC category 4 racing, the category applicable to many J/105 regattas pursuant to the notice of race or sailing instructions. In any event, the responsibility for providing and maintaining a safe and seaworthy vessel rests entirely on the owner and skipper. Neither the establishment or use of this Checklist, nor the inspection of a boat for compliance with the Checklist in any way limits or reduces the complete and unlimited responsibility of the owner or skipper.

Discussion: Under this proposal, the float line procedure would not longer be applicable after February 1, 2008. After that date, all boats participating in J/105 class events would have to be weighed and comply with rule 7.3.2. Note that weighing is a "one time"

affair. Given the impracticality of finding the right conditions for use of the floatline procedure and the wide variation of results of that procedure, a majority of the ExComm believes that the procedure should be discontinued. The February 1, 2008 date was chosen to allow more time to weigh all boats that race in one design regattas. Other changes to rule 7.3 and the new Exhibit 7.3C are technical in nature only and result from the deletion of Exhibits 7.3A and B.

Submission #9

The first sentence of Rule 6.3 is replaced by the following:

Sails used during a class event shall be limited to one mainsail, one jib and two spinnakers.

Discussion: Under current Rule 6.3, two jibs are permitted to be flown during any class regatta, provided one of them is “used” and only one of them is on board during any race day. The ability to fly a “used” jib on a given race day instead of the primary jib of the boat was added a few years ago in order to address the situation where a boat shows up with new sails for an early season regatta, such as Key West, and during that regatta, there is one extremely heavy air day. In that situation, there is a chance that the new jib would be substantially blown out, yet the owner has to use it for class racing during the rest of the season. This submission eliminates the ability to use “used” jibs for the following reasons:

- It has proven impossible to verify that a jib meets the “used” test laid out in RI 02-18.
- Current rule 6.3 was adopted when Aramid was not yet permitted. Since the bag weight was not reduced when we went to Aramid for our jibs, the new jibs are rather “bullet proof” and unlike the Pentex jibs being used when current rule 6.3 was adopted, do not show significant degradation on heavy air days.
- Given the longevity of the Aramid jibs, with good sails management it now is possible for boats to nurture two different cuts of jib through a racing schedule in compliance with the 3/2/3 sails rule. For example, a boat for Key West could measure in a new heavy air jib and a “used” AP jib (which would still be in very good shape given the longevity of Aramid shapes). The TC believes that this is inconsistent with the fundamental premises of the class rules to have a 3 sail boat.

Submission #10

A. *Rule 6.6.4 is deleted.*

B. *The parenthetical in Rule 6.8 (“used” defined as at least 6 months of sailing use)” is hereby deleted and the last sentence of Rule 6.8 is replaced with the following:*

For purposes of these rules, a “used” sail is a sail that has been used by a boat as the primary sail of that type for one full season of class racing consisting of at least 12 full race days.

Discussion: This submission codifies RI 02-18 in part. It replaces the prior “6 months of sailing use” language in order to make it clearer what is intended. Use as the “primary sail” for a season means that except under circumstances where our class rules permit the

use of a backup spinnaker (see rule 6.3 and RI 03-03) or a “used” jib (see rule 6.3, which may be eliminated if submission 9 is adopted)), the sail in question is the only sail of that type flown during the entire racing season. The submission makes it clear that the sail must have been flown for at least 12 full race days even if the season of the boat was shorter. Thus, if a chute has been flown only part of a day because the backup chute was used for part of the racing on that day, that day does not count as a full race day. However, if a boat acquires new sails at the beginning of the season and sails in 20 race days during the season, the sails are not used until the end of the season (rather than 12 race days).

Submission #11

Rule 6.8.1 is replaced with the following:

6.8.1 Any sail that, in the written opinion of the Chief Measurer or the relevant Fleet Measurer, is defective or so substantially damaged that it cannot reasonably be repaired, may be replaced, *provided* (a) such opinion, the certificate required by rule 6.9 and the sail tag of the defective or damaged sail are all received by the Class Secretary, (b) a used sail may only be replaced with a used sail, (c) the replacement sail is delivered within [one year] of the delivery date of the sail being replaced, and (d) a replacement sail does not count against the sail purchase limitations of the first sentence of rule 6.8. A sail is “defective” for this purpose only if its material or manufacture (rather than its shape) is defective and the sailmaker has notified the Class Secretary that it has agreed to replace it and all similarly defective sails without cost to the owners involved.

Discussion: This submission codifies RI 03-01 but proviso (c) is a change from that ruling, which required replacement sails to count against the 2/3/2 rule in future periods. The TC believes it is both simpler and more conducive to a “level playing field” to simply disregard replacement sails for purposes of the sail purchase limitations. The last sentence codifies prior unpublished rulings of the TC with regard to “warranty replacements.” Comment is being sought whether the one year period in clause (c) should be shorter, like six months.

Submission #12

The last two sentences of Rule 6.11 are replaced by the following:

In addition, if the used J/105, prior to the sale being contemplated, did not have at least one serviceable class legal mainsail, aramid jib, and 89 m² spinnaker each, the new Owner or Owners shall be permitted to purchase one used sail of the relevant type for each such missing sail. A sail is considered not “serviceable” for this purpose if (1) its year of delivery to the prior Owner is two years or more before the First Used Year or (2) in the written opinion of the Chief Measurer or the relevant Fleet Measurer (which opinion is delivered to the Class Secretary), it is not in good enough shape for use as a backup sail in the area where the boat is based.

Discussion: This proposal is to address the increasingly frequent situation that a boat that has not been actively raced is sold to an owner who wishes to race. In that situation, the boat often does not come with used sails that are good enough for use as backup in

heavy air conditions, yet under the current rules, the new owner will not be able to purchase replacement backup sails. By contrast, a purchaser of a new boat would be permitted to purchase a full suit of backup sails. This proposal is intended to level the playing field by permitting the purchaser of a used boat to replace older sails that come with the boat with newer “used sails” if the older sails are no longer “serviceable.” Whether a sail is serviceable is to be determined based on its cut and condition. For example, if a used boat is to be based outside San Francisco, a jib with a heavy air cut designed for sailing in San Francisco would not count as serviceable.

Submission #13

The following submission is being proposed contingent upon approval by fleet 1 at its 2006 Annual Meeting. If this submission is not approved by fleet 1, this submission will be automatically withdrawn.

A. *The following new rule is added:*

6.12 In addition to its standard suit of sails purchased pursuant to rule 6.8 (“standard sails”), a J105 may have and use a separate suit of sails (“travel sails”) in accordance with this rule 6.12. Before using travel sails, the Owners of the boat have to file a signed declaration in the form of Exhibit 6.12 with the Class Secretary (the “Travel Sails Declaration”).

6.12.1 If an Owner has purchased travel sails for a boat, the Owner may use and have on board that boat only travel sails during a travel event and only the standard sails during any other event.

6.12.2 A “travel event” means: (a) for a boat based in San Francisco Bay, any event started outside San Francisco Bay, and (b) for a boat not based in San Francisco Bay, any event started inside San Francisco Bay. A boat is “based” in San Francisco Bay if the Owners have elected San Francisco Bay as its base in the Travel Sails Declaration. This election may not be changed unless the boat is sold to another Owner or group of Owners.

6.12.3 The Owners of a boat may purchase the same number of travel sails under rule 6.8 as if they had purchased a separate, new boat. Both new sails and during year one, used sails may be purchased, and [destroyed or damaged][defective or damaged]¹ sails may be replaced pursuant to rule 6.8[.1], but no sails may be transferred from a boat's suit of standard sails to its suit of travel sails or vice versa. For this purpose, (a) the calendar year in which a boat's travel sails are first used in a travel event shall constitute “year one;” and (b) a new “calendar year” shall commence on the first January 1 after the travel sails have been used in 15 race days of class racing, as determined in writing by the Class Secretary. It is the responsibility of the Owners to maintain a record of all race days on the Travel Sails Declaration and file that as evidence of use of travel sails with the Class Secretary.

¹

Depending on whether Submission #11 is adopted

6.12.4 New travel sails shall be designated as such in the rule 6.9 sail certificate and all travel sails shall bear, in addition to the class sail tag, a red, circular "travel sail tag," with a diameter of at least 100 mm, which shall be sown to the sail's tack. These travel sail tags shall be supplied to sailmakers by the Class and have a serial number that is registered with the Class Secretary. Fees for purchase of travel sail tags by sailmakers shall be determined by the Executive Committee.

6.12.5 If a boat that has travel sails is sold to a new Owner or group of Owners, the new Owner or Owners must file a new Travel Sails Declaration with the Class Secretary. If under that new Declaration, San Francisco Bay becomes or ceases to be the base of the boat, the boat's standard sails shall become travel sails and its travel sails shall become standard sails upon filing of the new Declaration. In that case, the travel sail tags shall be removed from the former travel sails and new travel sail tags shall be sown to the tacks of all sails that are becoming travel sails.

B. Add the following Exhibit 6.12:

EXHIBIT 6.12

J/105 CLASS TRAVEL SAILS DECLARATION

Date: _____

Boat Name _____ Hull # _____

Owner(s) _____

Address _____

Email _____ Tel _____

The undersigned, which are all Owners of the above J105, hereby certify as follows:

1. I/We have elected to purchase a separate suit of travel sails under rule 6.12 of the J105 Class Association Rules.
2. For purposes of rule 6.12 of the J105 Class Rules, the boat shall be considered based:
_ in San Francisco Bay
_ outside San Francisco Bay
3. If I/we have purchased the boat used with travel sails and under this declaration, San Francisco Bay becomes or ceases to be the base of the boat, check here:
_ I understand that the boat's standard sails will become travel sails and its travel sails will become standard sails and I/We confirm that the travel sail tags have been removed from the former travel sails and new

travel sail tags have been sown to the tacks of all sails that will become travel sails.

4. I/We have read rule 6.12 and agree to abide by it at all times.
5. I/We have sailed the full race days listed on the next page using the travel sails (list only class regattas) *[The list is for filing with the Class Secretary under Rule 6.12.2 after the initial filing of this Certificate]*

Signed:

[all Owners of the boat need to sign]

- It permits a complete second suit of sails that can be used only outside of San Francisco (for San Francisco boats) or in San Francisco (for boats based elsewhere). Thus, a San Francisco boat that has traveling sails cannot use them in San Francisco if the wind is light and a non-San Francisco boat cannot use heavy air traveling sails in heavy air regattas outside San Francisco.
- This proposal does not permit an owner to mix travel and standard sails. Although this means that the owner wishing to use travel sails will have to purchase a complete set of sails, rather than just one or two sails, people seem to feel generally that all three SF sails are sufficiently different that they cannot be used competitively in other parts of the country and AP sails won't be competitive in SF and may even be destroyed in the SF conditions. Moreover, this rule facilitates enforcement: if all sails of a boat have to be travel sails, it will be obvious to all other boats in the regatta. Lastly, this rule avoids that owners who have travel sails gain a potential advantage over local owners who do not. Absent such a rule, it may be possible, for example, for a San Francisco boat to fly a heavy air backup chute from the standard inventory at Key West or for a Southern California boat to fly a "used" AP jib on a light air day in a San Francisco regatta while generally using travel sails in that regatta (if submission #9 is not adopted).
- Traveling sails are clearly identified in the sail certificate and must bear a second, large-sized red tag, sown to the tack of the sail. The ExComm believes that this identification will minimize the risk of violations of the rule against use of traveling sails outside traveling events.
- Before an owner can use traveling sails, he or she must submit a declaration to the Secretary/Treasurer, which among other things includes an election whether the boat is based inside or outside San Francisco. Given that the sail purchase limitations for traveling sails are somewhat more strict than those applicable to standard sails (see below), owners should not get any advantage from electing a base that does not constitute the place where the boat is sailed most of the time.
- Travel sail purchases under this rule will be subject to the same limitations as the purchases of standard sails (i.e. the 3/2/3 system applies), except that an owner must sail at least 15 race days in travel events before he's entitled to purchase the additional sails permitted for a new calendar year under rule 6.9 and then not until the next January 1. The 15 race days have to be proven to the Secretary/Treasurer – so no additional purchases are permitted unless the Secretary/Treasurer has confirmed that a new "calendar year" has started. The owner must submit a complete list of race days (second page of the Travel Sails Certificate) to the Secretary/Treasurer before the Secretary/Treasurer will give his confirmation. The Secretary/Treasurer will keep a separate count on the website for "T" purchases.
- When a boat with traveling sails is sold, the new owner must reelect whether the boat is San Francisco based or not and the two suits of sails are re-characterized as standard and traveling in accordance with this new election. New travel sail tags must be purchased and sown to the sails if sails change characterization.

CHANGES TO THE CLASS CONSTITUTION

Submission #14

Sections 8.1, 8.3, 10.6 and 10.7 of the Constitution are hereby amended to read as follows:

- 8.1 The Executive Committee (“***Executive Committee***”) shall consist of one representative appointed by each Voting Fleet (“***Fleet Representative***”), one representative of the Copyright Holder, one “at large” fleet representative appointed by the Copyright Holder, up to two “at large” representatives appointed by the Executive Committee from time to time (collectively, the “***At-Large Representatives***”), the President, the Vice-President, the Secretary/Treasurer, the Chief Measurer and the Past President.
- 8.3 All members of the Executive Committee (other than the representative of the Copyright Holder) and all Officers shall be Active Members.

- 10.6 The “***Nominating Committee***” is a sub-committee of the Executive Committee, with responsibility for the nomination of Class Officers for election at the next Annual Meeting and for proposing At-Large Representatives to be appointed by the Executive Committee.
- 10.7 The Nominating Committee shall consist of three past or current members of the Executive Committee appointed by the Executive Committee, all of which shall be Active Members. While in office, the Past President shall be a member of and the chair of the Nominating Committee. If no Past President shall be in office, the members of the Nominating Committee shall select the chair of the committee. None of the members of the Nominating Committee shall be current Officers.

Discussion: The proposal to amend section 8.1 expands the Executive Committee with up to two additional At-Large Representatives appointed by the other members of the committee. The intention here is to enable the Executive Committee to involve up to two additional qualified individuals in class business. For example, this would permit a West Coast and an East Coast representative to be appointed.

The proposed amendment to section 10.7 permits past class officers or fleet representatives to serve on the nominating committee. Under current 10.7, only non-officer members of the ExComm and the past president are eligible to serve on the nominating committee. ExComm members who are not officers tend to be less involved in class business than officers. The ExComm believes that having more individuals with more experience in the class serve on the nominating committee would enhance the selection of future class officers. The proposed amendment to 10.6 expands the role of the nominating committee to include making proposals for the selection of the two additional At-Large Representatives.