

J-105 National Class
Proposed Changes to the Class Rules and
Constitution
November 1, 2004

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 ~~strikethrough~~.

With best wishes for the holiday season and a successful 2005 season,

Your Technical Committee

Joerg Esdorn
Tom Falck
Pat Benedict

ALL SUBMISSIONS TO BECOME EFFECTIVE 2/1/05, EXCEPT AS INDICATED

CHANGES TO THE CLASS RULES AND CONSTITUTION

Submission #1

Add "(a)" in front of "to preserve" in the first line of Rule 1.1 and add the following clause (b) at the end of rule 1.1:

", and (b) to foster one-design racing in J/105s among predominately amateur crews"

Add the following at the end of section 2c) of the Class Constitution:

"among predominately amateur crews"

Discussion: Rule 3.5 gives the Executive Committee the authority to interpret the crew eligibility rules in rules 3.1 through 3.11 "within the spirit of these class rules." These

proposed additions to the class rules and constitution make express what is otherwise implicit in our rules and constitution.

Submission #2

Change the last sentence of rule 3.6 to read as follows:

"During any class event designated by the ExComm as a national or international class event at least 45 days prior to the start of the first race, the Owner (or one of several Owners) or the Charterer of the J/105 shall be on board at all times while racing, except for temporary absences excused for good reason by any Class Officer (or the Officer's designee) not participating in such regatta."

Discussion: This submission adds an exception to the existing rule whereby an Owner who cannot sail a particular race of a national regatta for a good reason (such as illness or a pressing business engagement), can get dispensation from a class officer not sailing in that regatta. This exception by its terms only applies to "temporary" absences – e.g. an absence for one race or one day of a multi-day regatta. Note: if this submission is not adopted, the existing rule will remain unchanged (i.e. will require the Owner to be on board without exception). The Executive Committee has designated Key West Race Week 2005 as a "national event" under this rule, whether or not this submission is adopted.

Submission #3

Rule 5.3.8 is amended to read as follows effective January 1, 2006 :

"5.3.8. U-bolts or pad eyes and blocks attached to them, in each case outboard of standard jib track for barber-hauling the jib outboard, or blocks affixed to the stanchion bases or chain plates for the same purpose, provided that the purchase of any barber hauler shall not exceed 2:1; trimming the lazy windward jib sheet, but no additional equipment or running rigging for barberhauling the jib inboard is permitted.

Discussion: This submission would clarify what is permitted for barberhauling the jib outboard and would prohibit separate concoctions to barberhaul the jib inboard. The Executive Committee believes that the various barberhauling arrangements in use by some boats complicate the boat unnecessarily and are therefore inconsistent with rule 1.1. This submission would become effective 1/1/06 to permit sailmakers to adjust their designs to rely less on barberhauling.

Submission #4

The last sentence of Rule 5.1 is amended to read in full as follows:

"Exception: forward V-berth cushions, dodger, shackles for main halyard and outhaul, block at end of bow sprit and snuffer cleats on the starboard side of the cabin may be removed."

Discussion: This submission permits the removal of the block at the end of the bow sprit and reflects existing practice in some fleets.

Submission #5

Add the following rule 5.3.17:

"5.3.17 The use of a snap shackle or other securing device attached to a stanchion base or shroud to hold the spinnaker halyard while the spinnaker is not in use."

Discussion: This submission clarifies that existing practice on many boats is class legal.

Submission #6

Add the following rule 6.11:

"6.11 If a used J/105 is sold to an Owner or group of Owners none of whom are then Owners of a J/105, all sails purchased by both the old and the new Owner or Owners during the calendar year when the J/105 is first used by the new Owner or Owners (the "**First Used Year**") and the immediately preceding calendar year shall be counted for purposes of Section 6.8; however, the new Owner or Owners shall be permitted to purchase a **sail** under clause (b) of the first sentence of Section 6.8 in the First Used Year, whether or not three **sails** were purchased by the previous Owner or Owners in the immediately preceding year."

Discussion: This submission clarifies how the sail purchase limitations apply if a used J105 is sold to a new owner. The general rule is that the sail purchases by both the old and new owner are aggregated, but that a third sail may be purchased during the year of first use of the boat by the new owner. For example, if a boat is sold in April of 2005 and old owner did not purchase any new sails in 2005, the new owner will have the ability to purchase 3 new sails. If, on the other hand, the old owner purchased 2 new sails in 2005 prior to sale of the boat, the new owner can purchase only one new sail in 2005 (for example, a new jib).

Submission #7

Add the following at the end of rule 7.9:

"provided that this rule shall not apply to any race with a scheduled length of 25 nautical miles or more"

Discussion: This submission permits the rig to be adjusted during a long-distance race and avoids the need for a similar provision in a notice of race or sailing instructions.

Submission #8

Add the following new Section 11.8 to the Constitution:

"11.8 The Officers shall endeavor to ensure that the Class Rules apply without modification to all one-design regattas among J/105s. The Fleets are encouraged to take all steps necessary so that the Class Rules without modification apply to all one-design regattas sponsored by the Fleets or on the Fleets' racing calendars

("Fleet Regattas"). In order to ensure a fair competition among J/105s from different Fleets at one-design regattas, no Fleet shall permit any modification to be made to rule 6 of the Class Rules (Sails) for purposes of any Fleet Regatta (provided that this sentence shall not apply to Class Rule 6.3 in any race with a scheduled length in excess of 25 nautical miles)."

Discussion: This submission would encourage fleets to dispense with modifications to the national rules for purposes of fleet racing. It would also prohibit fleets to change the sail rules. For example, this rule would prohibit a fleet from designating "serious" and "not so serious" racing and to permit non-tagged sails to be used for the "not so serious" racing. Such practices would obviously give an unfair advantage to boats from such fleet in regional regattas because their sails would have less use than those of boats from fleets where all racing is governed by the national sail rules.

Submission #9

In Section 8.1 of the Constitution, replace the word "and" in front of "Chief Measurer" with ", " and add at the end of such Section:

"and the Past President"

Add the following Section 8.10 and renumber current Sections 8.10 and 8.11 accordingly:

- 8.10 The Past President shall be the Chair of the Nominating Committee as long as he or she is in office. The President in any year who retires or is not reelected at the Annual Meeting shall be the Past President for the immediately succeeding year or years until the succeeding President retires or is not reelected at an Annual Meeting, in which case the successor shall be the next Past President.

Revise the heading of Article 10 of the Constitution to read in full as follows:

"10. TECHNICAL COMMITTEE; REGATTA COMMITTEE; NOMINATING COMMITTEE"

Add the following Sections to Article 10 of the Constitution:

- 10.4 The "**Regatta Committee**" is a sub-committee of the Executive Committee, with responsibility for exercising all powers of the Executive Committee contemplated by rule 3 of the Class Rules and such other powers as the Executive Committee may delegate to the Regatta Committee.
- 10.5 The Regatta Committee shall consist of the Past President (if one is serving) and all persons who are Officers. The President shall be the chair of the Regatta Committee. If no Past President is in office, the Executive Committee shall appoint one of its members who is not an Officer to serve on the Regatta Committee.
- 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.

- 10.7 The Nominating Committee shall consist of three members of the Executive Committee appointed by the Executive Committee. While in office, the Past President shall be 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 Officers.
- 10.8 At meetings of the Technical Committee, Regatta Committee or Nominating Committee, two members (or three members in the case of the Regatta Committee) shall constitute a quorum for the conduct of business and all actions of those committees shall be taken by a majority of those present. Sections 9.5 and 9.6 shall apply *mutatis mutandis* to meetings of any subcommittee of the Executive Committee."

Discussion: This submission creates the position of "Past President", creates a Nominating Committee and sets forth the composition and role of the Regatta Committee.

The Past President will be the immediate past president of the J105 Class, will be a member of the ExComm and the Regatta Committee and will be the chair of a newly established Nominating Committee consisting of individuals who are not class officers. The ExComm and Regatta Committee would benefit from the membership of the Past President because he or she would be very knowledgeable about the class (having been president for a year) and provide additional "institutional" knowledge that will be particularly useful for new members of the ExComm. Having an established Nominating Committee would make the selection of class officers a more orderly and open process and provide a forum for suggestions from the class membership for future officers.

The Regatta Committee was created a few years ago pursuant to Section 8.11 of the Constitution by separate resolution of the ExComm. This submission adds the Past President to the Regatta Committee but otherwise leaves the role of the Regatta Committee unchanged: to interpret our class rules regarding eligibility of crew.

Submission #10

Effective September 1, 2005, Rule 6.5.1 is amended to read in full as follows:

"6.5.1 The roller jib shall be constructed of either 1) **woven ply**, or 2) **laminated ply** of PET film and PET or PEN (polyethylene naphthalate - such as Pentex) or Aramid (such as Kevlar). The use of Spectra, Vectran, Carbon Fiber, PBO or Cuben Fiber in the construction is not permitted."

Discussion: This submission permits jibs to be made from Aramids such as Kevlar. Over the years, there have been a lot of complaints about the short performance life of our Pentex jibs. The TC and ExComm have considered on several occasions permitting the use of more high tech fibers for our jibs in order to increase the life of our jibs and decrease the cost of our sails per hours sailed. One complication in this is that some of

our owners will buy the maximum number of sails the rules permit under all circumstances – so that if the cost of a jib increases (even if the life is longer), the overall cost per hour sailed will also increase.

Most recently, the TC and ExComm have consulted again with all the major sail makers in the class about going to either Kevlar or Carbon for our jibs. Based upon this input, the TC believes that the cost of a Kevlar jib will be approximately \$200 higher than the cost of a Pentex jib, but that the performance life of Kevlar will be significantly longer than that of Pentex. The result should be that the cost per hour sailed goes down for most of our owners, except for those of our racers who will buy the maximum number of sails the rules permit in any event (and for those, the increase should be modest). In addition, since Kevlar should hold up significantly better than Pentex, boats which put a lot of races on their sails should be at less of a disadvantage versus boats who only sail a few key regattas each year. Owners should be aware of one disadvantage of Kevlar vs. Pentex: Kevlar is considerably more UV sensitive so that a Kevlar jib should not be left on the furler without a UV blocking cover.

The TC and ExComm have considered permitting Carbon for our jibs, but have rejected this idea for the time being largely because of cost considerations. Sailmakers have told us that the price of a Carbon jib would be up to \$1,000 more than the cost of a Pentex jib.

This submission, if adopted, would go into effect on September 1, 2005, just in time for the North Americans and the Big Boat Series in San Francisco.