

**J-105 National Class  
Proposed Changes to the Class Rules and Constitution  
October \_\_, 2005**

**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 2006 season,

Your Technical Committee

Joerg Esdorn  
Tom Falck  
Pat Benedict

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ALL SUBMISSIONS TO BECOME EFFECTIVE 2/1/06

**CHANGES TO THE CLASS RULES**

**Submission #1**

A. *Rule 7.3 is amended to read in full as follows:*

7.3 Unless otherwise specified in the sailing instructions, while class racing, each boat shall comply with either rule 7.3.1 or 7.3.2:

7.3.1 the boat shall have float lines installed and shall have its weight equalized in accordance with Exhibit 7.3A to these rules, and shall have on board a J/105 Class Flotation Worksheet and Certificate in the form of Exhibit 7.3B (the "Floatline 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; or

- 7.3.2 The boat shall have an Empty Weight of at least 3,890 kg, with its Empty Weight being determined in accordance with Exhibit 7.3C, and there shall be on board a J/105 Class Weight Certificate in the form of Exhibit 7.3D (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.

Whether rule 7.3.1 or 7.3.2 is applicable, all equipment and other items listed in paragraph II of Exhibit 7.3B are required to be on the boat while racing. If any optional items are permanently installed on the boat (as contemplated by paragraph III and IV of the Floatline Certificate or paragraph 3 of the boat's Weight Certificate, as applicable), they may not be removed from the locations where they are installed. All equipment, ballast (water (if rule 7.3.1 applies), fuel and lead) and other items referenced in paragraphs III and IV of the boat's Floatline Certificate or in paragraph 3 of the boat's Weight Certificate, as applicable, must be located on the boat at all times and, if locations are specified herein, the Floatline Certificate or Weight Certificate or in Exhibits 7.3A or 7.3C to these Class Rules, 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 referenced under Paragraphs C and D of Exhibit 7.3A 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 Floatline Certificate or Weight Certificate, as applicable, shall become void if the boat's keel, rudder or hull are faired or otherwise modified in any way.**

- B. *The following exhibits 7.3C and 7.3D are added to the Class Rules:*

EXHIBIT 7.3C

### **PROCEDURE FOR WEIGHING BOATS**

- A. **Scale.** The boat shall be weighed using a single point load cell cleared by the RORC's IRC rating office for weighing boats for purposes of obtaining an endorsed IRC measurement certificate.
- B. **Boat Empty.** When weighed, the boat must be absolutely empty, to determine the "Empty Weight" as defined in IRC rule 22, as follows:
1. Empty Weight is the weight of the boat in the following, dry condition, with a clean bottom:
    - Fully rigged with all spars, standing rigging, backstay, halyards, main sheet, and vang.
    - Standard battery and 2 cabin cushions on board in their standard positions (for interior layout of the boat). If any optional items (including second battery) or v-berth cushions are on board, these items must be in their

standard positions and must be noted in paragraph 3 of the boat's Weight Certificate.

- All permanent fixtures and fittings and items of accommodation whether detachable or not, including standard companionway boards, bunk and floorboards, on board in their normal positions
- All optional items noted in section 3 of the boat's Weight Certificate on board (e.g. V-berth cushions, dodger, etc) – must be permanently installed except for V-Berth cushions

2. The following items shall **not** be on board for weighing:

- Sails, headsail and spinnaker sheets, spare standing and spare running rigging.
- Water and the contents of any other tanks (including holding tank), except as provided below for the fuel tank.
- dodger and v-berth cushions, unless noted on the boat's Weight Certificate
- emergency tiller (if wheel boat), cockpit cushions, shore power cable, and main cabin table
- Anchors, chains, warps, mooring lines and fenders.
- All removable safety equipment (including lifesling).
- any of the required items of equipment listed in paragraph II of Exhibit 7.3A (except for those listed in paragraph 1 above)
- Food, cooking and catering utensils.
- Clothing, bedding and personal effects.
- Tools and spare parts.
- Loose gear, down to the toilet paper and cleaning supplies.

3. Bilges and other compartments must be dry.

C. Fuel tank. If the fuel tank contains any fuel, the following amounts shall be deducted from the gross weight of the boat:

Fuel Gauge Reading	Deduction (kg)
0 to 1/3	5

greater than 1/3 and not more than 1/2	10
greater than 1/2 and not more than 3/4	15
greater than 3/4 but not full	25
full	35kg

D. Corrector weights. If any corrector weights are installed, they shall comply with the following:

- Corrector weights shall be permanently installed (bolted, glassed or glued) inside a locker, settee, cabinet or space other than below or above the main cabin flooring or the flooring in the head compartment/changing area.
- Notwithstanding the foregoing, no more than 180kg<sup>1</sup> of corrector weights shall be located between the forward bulkhead of the head compartment/changing area and the forward face of the cockpit floor. If more than 180kg of weight is required to achieve minimum Empty Weight, such excess weight shall be in the form of lead corrector weights and 30% shall be located on the forward face of the forward bulkhead of the head compartment/changing area (above the floor boards under the V-berth and outboard of the opening to the storage under the V-berth), and 70% shall be located aft of the forward face of the cockpit floor (but not inside the engine room).

E. Optional Equipment. All optional equipment that is permanently installed on the boat shall be noted on the Weight Certificate.

F. Tolerance. The Empty Weight shall be determined to the nearest 10kg.

G. Weight Adjustment. After a boat has been weighed, its Empty Weight may be adjusted without reweighing the entire boat by adding to or subtracting from the Empty Weight (1) the weight of corrector weights permanently installed on or removed from the boat after weighing and (2) the weight of optional equipment permanently installed on or removed from the boat after weighing. In such a case, a revised Weight Certificate, reflecting the changes, shall be prepared and duly signed as required by Class Rule 7.3.2.

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<sup>1</sup> Equivalent of approximately 400 lbs.

**J/105 CLASS WEIGHT CERTIFICATE**

Date: \_\_\_\_\_

Boat Name \_\_\_\_\_ Hull # \_\_\_\_\_

Owner(s) \_\_\_\_\_

Address \_\_\_\_\_

Email \_\_\_\_\_ Tel \_\_\_\_\_

The undersigned hereby certify as follows:

1. The above boat weighs at least 3,890 kg
2. That weight was determined in accordance with J105 Class Rule 7.3.2. and Exhibit 7.3C to the Class Rules.
3. The following optional items were on board while the boat was weighed (or correction for such items was made in accordance with paragraph G of Exhibit 7.3C to the Class Rules); all (except for V-berth cushions) were permanently installed (please check)

- \_\_\_\_\_ V-berth cushions
- \_\_\_\_\_ Dodger frame and dodger (in standard location)
- \_\_\_\_\_ 2nd battery (in standard location for interior layout of the boat)
- \_\_\_\_\_ Lead weight secured in place: total weight \_\_\_\_\_ Location \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_ (must be permanently installed (bolted/glassed/glued) in the locations specified in paragraph D of Exhibit 7.3C to the Class Rules)
- \_\_\_\_\_ Water tank, empty in standard location
- \_\_\_\_\_ Cooker, in standard location
- \_\_\_\_\_ Other Systems Group items: automatic bilge pump, vanity sink & water pump, drawers in galley and nav table (all in standard location)
- \_\_\_\_\_ Genoa tracks
- \_\_\_\_\_ Shore power installation (excluding cable)
- \_\_\_\_\_ Autopilot on the wheel/in lazarette (circle one)
- \_\_\_\_\_ Other (list item & location; must be permanently installed): \_\_\_\_\_  
 \_\_\_\_\_  
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Certified by:

\_\_\_\_\_  
Owner  
Designee

\_\_\_\_\_  
Class Measurer or Designee/Fleet Measurer or

**Discussion:** This submission permits the weighing of boats as an alternative to the float line compliance procedure. The 3,890 kg weight was chosen by weighing a number of SCRIMP boats that were weight equalized using the floatline procedure. Before weighing those boats, they were emptied out so that the "Empty Weight" could be determined in accordance with this proposal. In other words, 3,890 kg is the equivalent Empty Weight of a boat that floats to the float lines with all equipment required for class racing added after weighing.

The procedure requires the boat to be weighed once in empty condition. If the boat is lighter than 3,890 kg, lead weight needs to be added to bring it to that minimum weight. If it is heavier than the minimum weight, optional, permanently installed equipment – such as a second battery or an autopilot - can be removed to get closer to the minimum.

### **Submission #2**

*If submission #1 is adopted, add the following at the beginning of the last paragraph of rule 7.3:*

Notwithstanding the foregoing, during any ~~class event designated by the ExComm as a~~ national or international class event **designated as a "weighing-only" event** at least 45 days prior to the start of the first race, rule 7.3.2 shall be applicable.

**Discussion:** This submission makes it possible for the ExComm to require all boats attending a national or international class event to be have been weight equalized by weighing, rather than the floatline procedure. The rationale for this proposal is that the floatline procedure has been found to result in a relatively wide spread of weights, much wider than would be expected from weighing. This submission would permit the ExComm to require a "more level" playing field for our most important regattas, such as Key West Race Week or the North Americans. It is expected that the ExComm would not designate a regatta under this rule unless adequate weighing facilities are available in the area.

### **Submission #3**

*Under rule 5.3 (**Permitted** while racing), add the following rule 5.3.18:*

Adaptions (as defined in IFDS Race Management Manual 2005-2008) permitted by ISAF's International Foundation for Disabled Sailing (IFDS) for use by a sailor possessing a current classification number under the IFDS Functional Classification System, provided (a) such adaptations are used only by the disabled sailor, and (b) meet the conditions set forth in Section 4 of Part 1 of the IFDS Race Management Manual 2005-2008.

**Discussion:** This rule permits certified disabled sailors to use supportive equipment when sailing on J105s. The IFDS permits only adaptations that do not enhance performance over that of a non-disabled sailor and requires that only the disabled sailors on board use these adaptations. This rule is substantially identical to an ExComm recommendation to the fleets earlier in 2005 for local rules that would permit disabled sailors to sail on J105s.

#### **Submission #4**

A. *Add the following at the end of rule 3.1:*

Subject to Section 3.5, Group 1, 2 or 3 status is to be determined in accordance with the ISAF Eligibility Code.

B. *Delete the parenthetical "(as defined in US Sailing Competitor Eligibility Appendix)" in rule 3.3.*

C. *Rule 3.5 is hereby amended to read in full as follows:*

All sailing industry related persons (excluding 100% Owner) who do not hold a valid, unexpired ISAF ruling that they are Group 1 or 2 (which ruling is reflected on the ISAF website), shall be deemed to be Group 3. Notwithstanding an ISAF ruling, the ExCom shall be the final authority in determining a competitor's status within the spirit of the class rules.

**Discussion:** Technical changes to deal with the replacement of the US Sailing classification system with the ISAF system.

#### **Submission #5**

*The words "42 g/m<sup>2</sup> (0.75 oz)" in rule 6.6.1 are replaced by "44 g/m<sup>2</sup>"*

**Discussion:** The Technical Committee believes that the current 42g/m<sup>2</sup> cloth weight makes it difficult to keep out of the class 40g/m<sup>2</sup> cloths which are used for J/24s and other much smaller boats and do not hold up as well over the long term. The increase of the minimum cloth weight is meant to restrict spinnakers to cloth that will last longer, in the same way that the change to aramid for jibs was meant to make jibs last longer, with little change in performance.

#### **Submission #6**

*Rule 6.11 is hereby amended by adding the following at the end thereof:*

In addition, if the used J/105, prior to the sale being contemplated, (a) did not have any full sized, legal 89 m<sup>2</sup> spinnaker, the new Owner or Owners shall be permitted to purchase one used spinnaker or (b) did not have any jib made from **laminated ply** of PEN or Aramid, the new Owner or Owners shall be permitted

to purchase one used jib. Any such used spinnaker or jib would have to be delivered during the First Used Year.

**Discussion:** This submission permits a purchaser of a used J105 to purchase used sails in narrowly defined circumstances. This is in addition to the right to purchase new sails as specified in rule 6.11. In the normal case, our rules do not permit a purchaser of a used J105 to purchase used sails on the assumption that the boat will come with a decent set of used sails for use as backup sails (see rule 6.3, permitting a used jib and a backup chute to be flown subject to certain conditions). This proposal provides an exception to the general rule where the boat does not come with a class legal 89m<sup>2</sup>.chute or only comes with a Dacron jib.