

## **Proposed J/105 Rules Modifications For 2009**

### **Summary**

In response to considerable commentary and observation, the Rules Committee approached this year's review of Class Rules with an eye toward simplification. Most of the J105 Rules are straight forward and easily understood. However, the rules applying to sails carried aboard, sail purchase limitations, when certain sails can be used, what happens to sail tags when a boat or sail changes hands, when a new owner purchases a boat, and replacement of faulty or damaged sails have been considered to be unenforceable and difficult to understand. The components of these rules that have been removed were well considered so we can't say that these are not changes, but rather a move toward practicality. The structure is to remove the concept of "used sail" from the rules, and instead rely on tag registration date and purchase limits as the limiting factors. This means that the owner can make his own decisions regarding the competitive trade off when purchasing a particular sail.

Rule 6.1.0 is simplified to remove the allowance for a Charterer to borrow a back up spinnaker. This is considered to be an unnecessary complication to what should be a simple situation.

The headstay length Rule 7.4, is proposed to be deleted, and replaced by one that prevents changing the headstay during the course of a day of racing. This is done because technical analysis shows that the original rule does not properly account for the variability in the build of the boat, and as a result some boats are penalized. Consultation with sail makers has indicated that the emphasis should be on the tuning issues for each boat relative to the sails. Headstay measurement is also a serious logistical problem when running events such as the NA's.

New Rule 7.10 is proposed to keep boats with tenders from transferring equipment, sails, and crew during a day of competition. This would alleviate some of the advantages inherent to tended boats.

A revised Weight Certificate has been proposed in order to better document the boat weight and any corrections that have been made. This will enhance the inspection process and provide historical context throughout the life of the boat. If accepted, the Fleet Measurer's are encouraged to update certificates with the new form.

### **Submission #1 – Rule 6.3 Simplification**

Rule 6.3 is founded in the principle of preventing the use of specialty sails and controlling the cost of racing the boat. The argument against the current wording of this rule is that it is unenforceable in the sense that competitors are not practically able or inclined to police which sail is in use by other competitors. The current rule also limits the use of backup sails to "used" sails. The proposed change eliminates the concept of "used sails" and relies on the annual purchase limits as the limitation, and allows the owner to pick from whatever sails he has been able to purchase within the 2-3-2 tag limits.

Based on a review of tag registrations it appears that those who purchase the most sails buy a new jib each year, and a new main and spinnaker every two years. This works out to four sails every two years, leaving one extra tag in that interval. A limited number of owners are using the extra tag but the majority do not. Many owners use fewer tags than this with the deciding factor presumably being each owner's racing budget. This means that with the current rule, those with more budget have the advantage of newer sails, so disparity exists regardless of the proposed change.

The contrary position on this rule is that some will use it to stockpile specialty sails and therefore gain an advantage over those who do not use all their tags. Examples of specialty sails would be a heavy air version of the jib, and a spinnaker that is designed for higher apparent wind angles. Under this scenario, an owner could use a new HA jib on a day of an event that has heavy wind. With the current rule that jib must be a used sail which effectively prevents someone from using a tag on this specialty sail. Whether some owners will use tags to accrue extra specialty sails instead of buying AP sails is unknown but a distinct possibility.

Current wording:

6.3 Sails used during a class event shall be limited to one mainsail, two jibs and two spinnakers; provided

that (a) one of the jibs shall be a "used" sail (as defined in rule 6.8) and (b) on any one regatta day, only one of the jibs may be carried aboard and used. The second ("backup") spinnaker shall only be used if the first ("primary") spinnaker is damaged or, if due to extreme wind conditions, the skipper reasonably believes that the primary spinnaker will be substantially damaged or destroyed. If a backup spinnaker is deployed in a race, the primary spinnaker shall not thereafter be used in the same race.

Proposed revision:

6.3 Sails Allowed Aboard: Sails used during a class event shall be limited to one mainsail, two jibs and two spinnakers. Only one mainsail and one jib may be carried aboard during each sailing day.

#### **Submission #2 – Rules 6.8, 6.8.1 & 6.11 Simplification**

There has been considerable comment regarding the sail purchase limitations placed on the purchaser of a newly manufactured boat or a boat that has not been sailed competitively and has no existing racing inventory. The general lack of availability of used sails, which is in part due to the sail purchase limitations, makes the provisions to fill the void with extra used sails impractical. This has been considered an impediment to racing oriented owners coming into the class and existing owners buying a new boat. There are two rules, 6.8 and 6.11, that overlap. This proposal will eliminate 6.11 and roll those provisions into 6.8 so that the relevant rules are in one place.

Current wording:

**6.8** For purposes of class racing, sail purchases shall not exceed (a) two sails in any calendar year, *plus* (b) one additional sail during any period of two consecutive calendar years. In addition, during the calendar year in which a new boat is first used ("*year one*"), one used mainsail, one used jib and one used spinnaker may be purchased. Any sail purchased before year one shall be considered purchased during year one. 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.

**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 any new 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 sail maker has notified the Class Secretary that it has agreed to replace it and all similarly defective sails without cost to the owners involved.

**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. 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 m<sup>2</sup> 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.

The revised wording combines the intent 6.8 and 6.11 into 6.8. 6.11 covering new owners is deleted. 6.8.1 (b) is modified to require a replacement sail be no newer than what it replaces.

6.8.2 is added to clarify the status of sails that are transferred to a new owner or the same owner of a new boat by any means. This clause acknowledges that the registration is primarily to the boat rather than the owner. For example, when an owner buys a second boat or a new boat, the sail purchase limits are controlled by the boat not by the owner. The intent is that the transferred sails will accrue to the existing 2-3-2 purchase limits but allow one additional purchase for the new owner in the first year after a boat (new or used) is purchased by all new ownership. This “all new” limitation is to prevent shuffling partners in order to get extra tags.

Proposed revised wording:

**6.8 Sail Purchase Limitations:** For purposes of class racing, sail purchases shall not exceed (a) two sails in any calendar year, *plus* (b) one additional sail during any period of two consecutive calendar years. In addition, during the calendar year in which a boat is first used by all new Owner(s), one additional sail may be purchased.

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) the registration year of the replacement sail is not newer than the registration year of the sail it replaces, (c) the replacement sail is delivered within one year of the delivery date of any 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 sail maker has notified the Class Secretary that it has agreed to replace it and all similarly defective sails without cost to the owners involved.

6.8.2. **Transfer of sails to a new boat:** A sail that is transferred from one boat to another boat, and has an original registration date recorded with the Class Secretary that is during the year of transfer or the immediately preceding year, will be counted toward the sail purchase limits of the new boat, as defined in rule 6.8 (a) and (b), as if the sails had been purchased at the original purchase date. The total of sails for the year prior to transfer, and the year of transfer, must not exceed the sail purchase limits specified in 6.8.

### **Submission #3 - Simplification of Rule 6.1.0**

This rule covers sails that may be used when chartering a boat. The intention is that the charterer either uses the sails from his boat or those from the boat chartered. This modification removes the exception that allowed a borrowed spinnaker to be part of the sail mix. This ties into the modifications to 6.3 that remove the restrictions on use of the backup spinnaker.

Current wording for 6.1.0:

6.1.0 During a charter, the Charterer shall use either the sails of the chartered boat or, if the Charterer is an Owner, the sails of his or her own boat. Borrowed sails shall not be used during any regatta, except that a second spinnaker (Rule 6.3) may be borrowed and except as permitted by the first sentence of this rule for charters.

Proposed revised wording for 6.1.0:

6.1.0 During a charter, the Charterer shall use either the sails of the chartered boat or, if the Charterer is an Owner, the sails of his or her own boat. Borrowed sails shall not be used during any regatta except as permitted by the first sentence of this rule for charters.

### **Submission #4 – Replacement of Rule 7.4**

This rule, which limits maximum and minimum headstay length, has been in the Class Rules to allow adjustment within the measured range of the roller furler drum. Subsequent experience has shown that the boats have enough geometric variables that these limits are not fair to a certain number of boats. Furthermore sail makers have advised that the headstay should be tuned to match the characteristics of each hull and rig so there is no known performance advantage to extremes of adjustment. Headstay measurement is also a severe bottleneck for inspections at class events. Other classes such as the J80 and J22, that previously had the same type of rule, have removed these limits for similar reasons. It is therefore proposed to drop the current rule 7.4 and replace with a prevention of changing the length during a day of racing.

#### **Current Rule 7.4**

7.4 To control mast rake, the head stay system length, measured between the centerline of the head stay pin on the mast to the intersection of the stem line and the sheer line at the bow, shall not be greater than 13035mm nor less than 12985mm.

#### **Proposed Rule 7.4**

7.4 The headstay length shall not be changed after the boat leaves its dock or mooring until the completion of all racing started that same day.

#### **Submission #5 - Proposed New Rule 7.10**

This proposed new rule is to help level the competitive position with boats that are served by tenders. The purpose is to prevent the transfer of crew, equipment, water, sails, etc., for the duration of racing on a given day. Otherwise, boats that are tended have an inherent advantage over non-tended boats regarding weight (drinking water), sail inventory (spare sails on tender), and crew (light and heavy crew can switch depending on conditions). The rule does not try to control racing boats from helping one another.

There exists RRS 41 that is repeated below. This can be construed to accomplish the same end as the proposed 7.10 although only information is specifically mentioned. 7.10 specifically targets equipment carried aboard with the intention of equalizing tended boats with those that are not.

RRS 41:

#### **41. OUTSIDE HELP**

A boat shall not receive help from any outside source, except

- (a) help for an ill or injured crew member;
- (b) after a collision, help from the crew of the other boat to get clear;
- (c) help in the form of information freely available to all boats;
- (d) unsolicited information from a disinterested source, which may be another boat in the same race.

Proposed new J/105 Rule:

7.10 A boat may not transfer crew, supplies, sails or other equipment to or from another non-racing boat (tender) after the boat leaves its dock or mooring until the completion of all racing started that same day, except in case of personal emergency for one of the crew.

#### **Submission #6 – Revised Weight Certificate in Rule 7.3**

See attachment.