

**Rules Proposals for 2011**  
**Rev. I**

**Proposal #1: New rule to define the meaning of “taut” lifelines.**

The ISAF Offshore Rules define “taut” as a deflection of not more than 50mm (1.97 in.) with a deflecting source of 50N (5.1 Kg or 11.2 lb.). Deflection is difficult to measure and exact weights may not be available. This proposal refines this definition to make measurement easier by specifying the total deflection in the up and down direction. This eliminates the need to establish a straight-line reference. The force is defined as “not less than 11.2 pounds” but allows that any force that pulls the slack from the entire length of the lifelines is sufficient. Testing has shown that this force will exceed 11.2 pounds to be able to overcome the line weight and friction.

Note: The decision of the ExComm is to increase the deflection from +/-2 in. to +/-4 in. The total deflection is changed from 4 to 8 inches. The last sentence has been added to comply with RRS 86.1.

7.11 **Lifeline tension.** The upper and lower lifelines shall be adjusted to be taut such that when a force of not less than 11.2 pounds, or a force strong enough to pull the slack from the entire length of the lifeline, is applied halfway between the two adjacent stanchions immediately forward of the shrouds, the total deflection caused by the force straight down and straight up must not exceed 8 inches. This rule provides definition for “taut” as used in RRS 49.2.

**Proposal #2: Weight Certificate Renewal With New Ownership**

Rule 7.3 regarding minimum boat weight is currently valid for the life of the boat. The proposed revision requires that a boat be re-certified when there is a change to new ownership. This method of renewal is chosen since generally during the boat sale process (survey, shipment, etc) there is ample opportunity to weigh the boat without incurring extraordinary cost. This will have the benefit of improving class record keeping and bringing the boat up to date with any rules changes. This will also help sort out any problems that may have resulted from scale problems. The change is shown in italics. This change can be added in conjunction with any other proposals that change this rule.

Note: The decision of the ExComm is allow 6 months of leeway for the new owner to renew the certificate. The change is in the last sentence.

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 (all such items, equipment, fuel and lead, the "Required Items") 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 Required Items 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 or 6 months after the boat is acquired by all new ownership.

**Proposal #3: Weight Adjustment for boats that are over minimum class weight.**

Rule 7.3 only allows for weight adjustment to boats that are less than class minimum weight. The following proposal modifies 7.3a-G to allow limited modification of boats that are over the minimum weight. The modifications are shown in italics. This is proposed in the spirit of further leveling of one design competition and to help alleviate the effect of boat weight on market value.

**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.

*A boat, that after completion of the weight certificate, has a net weight that is higher than the required minimum, and has no corrector weights, may make the following adjustments. Any adjustments made must be recorded on the weight certificate to include the weight of each item removed and the corrected net weight of the boat. The final net weight of the boat must not be less than the specified minimum weight.*

- 1. Removal of the head door.*
- 2. Removal of one or both of the floor boards from under the v-berth.*
- 3. Removal of one or both of the boards that comprise the forward half of the v-berth.*
- 4. Removal of one or both of the required cushions in the main cabin.*
- 5. Removal of one or more of the doors on the chart table, sink, and head vanity.*

When an adjustment has been made, a revised Weight Certificate, reflecting the changes, including the measured weights, shall be prepared and duly signed as required by Class Rule 7.3

#### **Proposal #4: Registration of the Weight Certificate**

There have been frequent problems with lost weight certificates where no duplicates can be found. This proposed revision requires the Owner or Measurer to forward a copy of each existing and new weight certificate to the Class Secretary. This can be done by any means feasible. The Class Administrator acting on behalf of the Class Measurer will convert the certificate to electronic format so it can be easily transmitted when needed. This will also help simplify registration for class events. The Administrator will then certify the certificate and return two copies of the certified document to the owner and/or the respective Measurer. The certified copy will become the official copy for use at class events. A nominal charge to cover costs has been suggested and is included in this revision of the proposal. The change is shown in italics.

**7.3.1 *Certification of Minimum Boat Weight.*** 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 *certified 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, the Chief Measurer or his or her designee or any Fleet Measurer or his or her designee, *and by the signature or seal of the Class Administrator to signify that the certificate has been registered with the class. New or existing non-certified certificates should be forwarded through electronic (Word or pdf) or printed format to the Class Administrator. The Class Administrator will complete the certification and secure backup of the certificate and return one copy to the Owner and a second copy to the respective Measurer. Certified weight certificates will only be available at the request of the Owner or the Measurer at any Class Event that the boat has entered.*

**7.3.2 *Equipment requirements relative to the weight certificate.*** 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 (all such items, equipment, fuel and lead, the "Required Items") 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 Required Items 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 or 6 months after the boat is acquired by all new ownership.

### **Proposal #5: Permitted location for the battery.**

The boat battery (or batteries) is currently required to be located in the original location from the builder. The boats were built with two interior layouts. Boats with the chart table aft in the cabin (originally called the “Standard Layout”) had the battery in the starboard lazarette, immediately aft of the cabin bulkhead, and boats with the chart table forward (originally called the “Euro Layout”) have the battery located in the compartment aft of the engine. The weight correction rule 7.3 allows correction weights to be located primarily in the center section of the boat. This is judged to be a significant advantage for weight corrected boats. This proposal allows any boat to locate the battery in either of the standard locations and will improve weight distribution for boats that currently have the battery aft. Revision F adds requirements for proper installation of the battery.

- 5.3.20 **Battery Location and Installation** - The standard battery (or batteries) location shall be either in the starboard lazarette immediately behind the aft cabin bulkhead, or in the compartment immediately behind the engine. Batteries must be secured in position to keep them in place in the event of capsize, and the terminals must be covered to prevent accidental short circuit. The battery must be protected against overload with an appropriately sized fuse. It is recommended that batteries be of sealed construction to prevent leakage of hazardous material in the case of capsize.

### **Proposal #6: Deletion of Group 2**

The following rules have been modified to delete reference to Group 2 ISAF Classification. A search of the rules turned up the following clauses that referenced Cat 2. The changes are intended to be cosmetic only, however in Level B events the allowance of one Cat 2 and one Cat 3 is changed to one Cat 3 only. This affects 3.6 and 3.11.1.

- 3.1.1 An Active Member shall be an Owner of a J/105 that complies with Class Rules and whose annual dues have been paid. Subject to Section 3.5, Group status is to be determined in accordance with the ISAF Eligibility Code.
- 3.5 All sailing industry related persons (excluding 100% Owner) who do not hold a valid, unexpired ISAF ruling that they are Group 1 (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.

3.6 All races sailed under these rules shall be categorized for crew eligibility at least 45 days prior to the start of the race as either:

*Level A:* The crew aboard (excluding a 100% Owner) shall be comprised of Group 1 competitors.

*Level B:* The crew aboard (including a 100% Owner) shall be comprised of Group 1 competitors, except that the crew may include one Group 3 competitor.

*Level C:* OPEN - The crew aboard (excluding Owner) may consist of any combination of Group 1 and 3 competitors.

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.

3.11.1 All crew members on an Academy boat, including the Driver, shall be full-time undergraduate students at that institution and must be eligible to compete in inter-collegiate racing and qualify under rule 12 of the ISCA Rules, except that (a) one crew member, other than the Driver, may be ineligible and not be a student, (b) the exception to ISCA Rule 12 contained in ISCA Rule 14(c) shall not apply and (c) in case of conflicts between these rules and the ISCA Rules, these rules shall govern. 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. Notwithstanding ISCA Rule 12(f), all crew, including the Driver, shall be group 1, except that (a) in Level B racing, one crew, other than the Driver, may be a group 3 and (b) in Level C racing, all crew, other than the Driver, may be group 3. All crew shall hold valid ISAF rulings, which rulings are reflected on the ISAF website.