

Note: Revision B changes are in italics.

Rule 3.4 – Driver Requirements

Why consider change?:

There have been a small number of difficulties with this rule relating to the LTS provision. Boats that are not part of organized fleets can sail without the Owner driving. When they show up at class events no one knows who is who and in at least one case a team of former college All Americans sailed a boat in several major class events while the Owner trimmed the jib. The owner claimed LTS through an unintended interpretation of the rule.

In the case of Charters, the existing rule requires that the Owner drive if aboard. This eliminates one of the primary reasons an Owner would make his boat available for charter.

Why not change?:

No counter arguments are currently perceived. The proposed change makes no material change to the assumed intent of the Class Rule and intends to strengthen the ability to enforce the rule.

Description of the proposed change:

The proposed revision does two things:

- a. In the case of a Charter, the Charterer can drive the boat regardless of whether the owner is aboard. It is an enhancement to an Owner to make his boat available for charter if he can participate as a crew. This clause is in bold underline below.
- b. The LTS may not gain LTS status while driving the J/105 in one design events. This eliminates the loophole that someone can become an LTS while violating the rule.

The existing rule:

3.4 The Driver shall either be an Active Member or an Associate Member. Any Driver who is an Associate Member shall be a Group 1 competitor and be either (a) a member of an Owner's immediate family or (b) a long term shipmate and friend of an Owner. A Driver is defined as the person or persons who, excepting for momentary absence due to personal or shipboard needs, steer(s) the yacht during the 5 minutes prior to and including the start, until the finish. Any Driver of a boat who is not a Group 1 competitor must be either (a) the 100% Owner of such boat or (b) the Charterer of the boat **and the Owner is not on board**. 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, 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 sailed in dinghies).

Proposed revision:

3.4 The Driver shall either be an Active Member or an Associate Member. Any Driver who is an Associate Member shall be a Group 1 competitor and be either (a) a member of an Owner's immediate family or (b) a long term shipmate and friend of an Owner. A Driver is defined as the person or persons who, excepting for momentary absence due to personal or shipboard needs, steer(s) the yacht during the 5 minutes prior to and including the start, until the finish. Any Driver of a boat who is not a Group 1 competitor must be either (a) the 100% Owner of such boat or (b) the Charterer of the boat. 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, 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 sailed in dinghies). An individual, while qualifying to be a long-term shipmate, may not drive the Owner's J/105 in a one design event until the conditions of (i) and (ii) have been satisfied and races or race days during which an individual drives in violation of the foregoing do not count for purposes of clauses (i) and (ii) of the definition

Rule 7.10 – Boats with tenders or support boats

Why Change?:

Racing boats with tenders is an increasing issue in certain areas and some invariably appear at key events. Rule 7.10 was added for 2009 in an attempt to focus on the ability of tended boats to offload gear and crew to a support boat in relation to the Class crew and boat weight rules. The rule requires that all boats be required to make the same decisions regarding what equipment is carried aboard. Presumably a tended boat could off-load drinks, back up sails, excess crew on light air days, etc. to a tender.

A boat with a tender also has a potential advantage regarding tactics as the tender can quickly transition the course and assess conditions. Some classes, in particular the Farr 40, have attempted to deal with this. The difficulty with rule making is to not mix spectators in the same category as coaches. The proposed revision is verbatim from the Fleet 1 rule. The Fleet 1 members feel that this has adequately dealt with the problem without infringing on the benign use of tenders.

Why not?:

The issues with tenders are for the moment very limited. Fleet 1 seems to be the primary problem spot and this modification is in response to their comments. There are plenty of instances where friends and family come out to watch the racing and have no tactical coach or specialist who could give an advantage.

Current 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.

Proposed revision:

- 7.10 **Individual support or coach boats** shall not have contact of any nature, including (i) communication by radio, telephone, vocal signal, visual signaling of any kind (i.e., tactical placement, use of flags and/or different colors of clothing) or (ii) the transfer of crew, equipment or supplies, with a registered racing boat from the time the boat leaves its dock or mooring each day until the boat has finished racing for the day. Notwithstanding the foregoing, (i) late arriving crew, food and drink may be transferred to a racing boat prior to the first race of the day, and (ii) crew may be transferred in the event of a unforeseen personal emergency. Infringements of this rule will result in a penalty to the boat associated with the support boat. Such penalty may be either penalties or disqualification at the discretion of the protest committee or jury.

The following two rules have a discrepancy in the conversion from pounds to kilograms. Since the large majority of boats have used the US pound version, the conversion has been corrected to match the pounds. The small error is not significant and should not be used retroactively.

Is:

- 6.5.3 The jib shall have a minimum weight of 23.0 lbs. (10.35 kg), including any **battens**.

Should be:

- 6.5.3 The jib shall have a minimum weight of 23.0 lbs. (10.43 kg), including any **battens**.

Is:

- 7.1 The maximum crew weight (in swimming apparel) for one-design racing is 475 kilograms (1045lbs.)with no limit on numbers of crew. An Owner who is the sole Driver for a regatta may elect a weight of 100 kg (220 lbs.) for that regatta, in which case he or she shall not be subject to weigh-in or other weight check. If the sailing instructions require a weigh-in prior to the start of a regatta, a boat complying with the weight restrictions at weigh-in shall not otherwise be subject to a weigh-in during or after the regatta, except for weighing substitute crew.

Should be:

- 7.1 The maximum crew weight (in swimming apparel) for one-design racing is 474 kilograms (1045 lbs.) with no limit on numbers of crew. An Owner who is the sole Driver for a regatta may elect a weight of 100 kg (220 lbs.) for that regatta, in which case he or she shall not be subject to weigh-in or other weight check. If the sailing instructions require a weigh-in prior to the start of a regatta, a boat complying with the weight restrictions at weigh-in shall not otherwise be subject to a weigh-in during or after the regatta, except for weighing substitute crew.