

Reporting Committee – Keelboat
Other Committee - Measurement

Class Rule Changes
ISAF Regulation 26.10

A submission from the International J/22 Class

PROPOSAL (A):

New Rule

3.2.4 The moulded portion of the hull at the junction of the trailing edge of the keel stub and fairbody (dovetail), shall be tangential to points A and F, and within +/- 6mm of points B through E on Jig #3 which is described in the Class Keel Measurement Procedures.

CURRENT POSITION (A)

[Not stated]

REASON:

To establish a measurer's tool for this moulded part of the hull.

(Note: The points on the diagram of Jig #3 will be labelled as indicated above. Point A is where the dovetail departs the trailing edge of the stub. Point F is where it fairs into the fairbody.)

PROPOSAL (B):

Change to existing rule

3.3.4 delete: exceed 720.7mm and add, be neither more than 720.7mm nor less than 708mm.

CURRENT POSITION (B)

[not stated]

REASON:

To restore a measurement for the minimum keel depth established in 1984 and deleted with the Sept.1, 1994 rules change.

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PROPOSAL (C):

Change to existing rule

3.5.8 after the second sentence add: Each strand of wire shall be of the same diameter and round in cross section.

CURRENT POSITION (C)

[not stated]

REASON:

These changes/new rules (see 7.14 below) reflect the February 1996 ITC Ruling regarding the use of formed standing rigging.

Dyform, one manufacturer of formed wire, advertises that their product is “high-tech, low stretch wire” and that it “features more than a 30% increase in breaking strength over traditional 1x19 wire”.

The ITC feels that the use of Dyform violates class rules 1.1- (low cost of ownership) Dyform is premium priced product; 1.2-If it is not specifically permitted, it is not legal; 1.3-Dyform is not listed in the builders specifications; and, 1.4-Not approved by any of the listed entities.

More importantly, the ITC believes that using Dyform rigging would substantially change the sailing characteristics of the J/22. Further, it could encourage the unhealthy and expensive practice of owners purchasing two sets of rigging so they can have a choice of which rig to sail with based on wind conditions

PROPOSAL (D):

New Rule

5.31 Use of a lanyard or "pigtail", in addition to the fixed spinnaker pole trip-line, of any length, affixed to either or both pole ends.

CURRENT POSITION (D)

[not stated]

REASON:

Use of short “pigtail” lanyards is common on most one-design keelboats. Under rule 1.3, the use of such a device is not permitted unless stated in the rules.

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PROPOSAL (E):

New Rule

7.14 The use of formed wire standing rigging with any strand that is not round in cross section. See explanation under 3.5.8 above

CURRENT POSITION (E)

[not stated]

REASON:

To incorporate the ITC's rulings of 3/85 and 2/01 into the class rules.

PROPOSAL (F):

The use of barber haulers with the class jib.

The use of an extender in the mainsheet system.

CURRENT POSITION (F)

[not stated]

REASON:

To incorporate the ITC's ruling of 5/01 into the class rules. The use of a length of line between the mast bail/pad eye and the upper block in the mainsheet system is a violation of rule 1.3 and is prohibited.

PROPOSAL (G):

J/22 Class Keel Measurement Procedure

Add: Diagram of Jig # 3

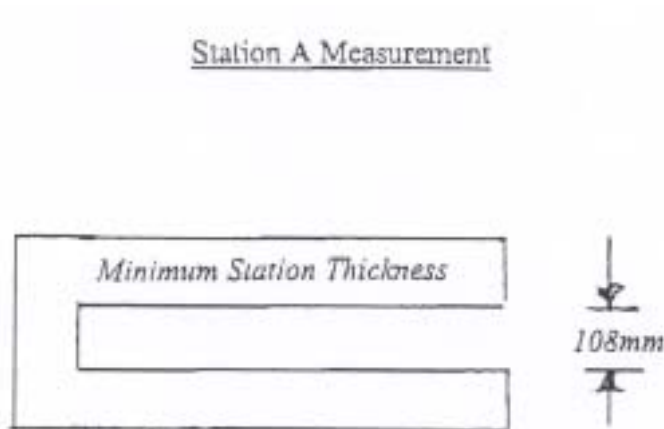
Add: After J/22 Station 2 Measurements add:

Station A Measurements

Station A is defined as the section cut of the keel stub portion of the hull between MP E and MP F.

(The dimensions of a new Minimum Section Thickness jig are diagrammed here.)

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Note: MP E and MP F are added to the existing diagram of the keel measurement procedure. (MP E is located 203.5mm(8 inches) above MP A. MP F is located 253mm(9 15/16 inches) above MP B. The minimum section thickness at max. chord is 108mm (4 1/4 inches). There is no maximum thickness at max. chord. The minimum trailing edge thickness at MP E is 8mm. There is no maximum.)

Measurement Certificate

Changes are indicated in *italics*

Item	Rule	Measurement	Minimum	Actual	Maximum
New	9	Station A, Section Thickness	108		
Re-number 9 to 10		3.3.4 720.7		708	
Re-number Number 10 & 11		Trailing Edge Thickness 6 Bottom to MP E			NA
New 12		Trailing Edge Thickness 8 MP E to hull			NA
Change 13		Dovetail within +/- 6mm of MP's B_E on Jig # 3	Pass/Fail		
Re-number each item to follow:					
Change old	18	3.4	1515		1525
Change old	19	3.4	950		960

CURRENT POSITION (G)

[not stated]

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REASON:

Plan D (Rudder Plan) provides no tolerances for the overall or Section A (trailing edge to bottom) lengths of the rudder due to allow for minor building variations and/or subsequent distortion. The establishment of this range of tolerances reflects the actual variations that are found on a large sample of boats and are reasonable for licensed builders of a production boat.

PROPOSAL (H):

Official Plan A

MP1 is re-drawn as the centre of the forward hole in the mast deck plate in lieu of the forward face of the mast at its base.

Official Plan D

Section A height is changed to *950-960mm*

Rudder length is changed to *1515-1525mm*

CURRENT POSITION (H)

[not stated]

REASON:

To permit an accurate measurement of the horizontal distance between MP1 & MP2 without stepping the mast. The existing range of tolerances accommodates the range of measurements of boats with both flat and angled mast steps.