

## **CLASS RULE CHANGES**

### **J/80 Class**

#### **Rule A.9.1**

**Existing:**

A.9.1 Any interpretation of **class rules** required at an event may be by a current ICA Technical Committee representative or by an international jury constituted in accordance with the RRS, Appendix Q. Such interpretation shall only be valid during the event and the organizing authority shall, as soon as practical after the event, inform ISAF, the MNA and the ICA of such interpretation.

**New:**

Delete the words "Appendix Q" and replace with words "Appendix M".

**Reason:**

To accommodate changes in the RRS, this rule should refer to RRS 2001 – 2004 Appendix M – International Juries.

#### **Rule C.4.2(a)(iv)**

**Existing:**

C.4.2(a)(iv) Operable navigation lights, a 12 volt battery (8kg min, 25kg max)

**New:**

Replace the word "Operable" with the words "Permanently mounted operable"

**Reason:**

To discourage removal of navigation lights from the hulls, which has been performed by some owners to achieve weight reduction in the bow section. This also simplifies compliance with authorities requiring navigation lights.

#### **Rule C.4.2 (b)(ii)**

**Existing:** C.4.2 (b)(ii) Harken 00 flex roller furling system

**New:** Replace the words "Harken 00 flex" with the words "Harken 00 or Harken 00AL"

**Reason:**

Due to availability of materials from their supplier, Harken no longer distributes the Harken 00 roller furling system and has replaced it with the Harken 00AL roller furling system. The Harken 00AL roller furling system is now standard issue on J/80's as outfitted by J/Boats, Inc.

**Rule C.5.2(a)**

**Existing:**

C.5.2(a) When roll tacking the upper body of any crew shall not go outside the hiking lines. Standing up and hanging on the shrouds and mast when roll tacking is prohibited.

**New:** Replace the words “hiking lines” with the word “lifelines”

**Reason:**

Suggested by an International Jury during a protest hearing, this amendment would keep the wording of the rule consistent with terminology used in RRS rules 43.2 and 49.2.

**Rule C.6.1(b)**

**Existing:**

C.6.1(b) Not more than one mainsail, one headsail and one gennaker shall be used during an event except when a **sail** has been lost or damaged beyond repair

**New:**

Replace the words “damaged beyond repair” with the words “damaged to the point where it cannot be effectively repaired while afloat”.

**Reason:**

To clarify the position taken by the International J/80 Class Association on deployment of a replacement sail when the original has been damaged. The words “damaged beyond repair” do not specify whether a replacement sail may be used if the original has been damaged and can be repaired by a sailmaker with appropriate facilities but cannot be repaired on-the-water.

**Rule C.6.1(g)**

**Existing:**

C.6.1(g) Sail purchases shall be limited to one mainsail, one headsail and one gennaker, in a calendar year. During the first year of a new boat, the owner may purchase a second gennaker

**New:**

Replace the words “Sail purchases” with the words “New **sail** purchases”.

Replace the words “second gennaker” with the words “second new gennaker”.

To the end of the existing text add the following: “To be exempt from new **sail** purchase restrictions, a **sail** must have been constructed no less than one calendar year prior to the purchase date and must have been used for racing for at least one calendar year.”

The amended rule should read as follows:

C.6.1(g) New **sail** purchases shall be limited to one mainsail, one headsail and one gennaker, in a calendar year. During the first year of a new boat, the owner may purchase a second new gennaker. To be exempt from new **sail** purchase restrictions, a **sail** must have been built no less than one calendar year prior to the purchase date and must have been used for racing for at least one calendar year.

**New:**

To clarify the position taken by the International J/80 Class Association on sail purchases. The intent of the rule is to limit new sail purchases but to allow purchase of used sails for practice, club racing, and for economic reasons.

**Rule C.8.3(b)(iii)**

**Existing:**

C.8.3(b)(iii) The bowsprit shall not be extended until the bow of the boat breaks the imaginary line drawn from the leeward mark or start line through the windward mark, on the windward side of the buoy.

**New:**

Replace the word "buoy" with the word "*mark*".

To the end of the existing text add the following: "If for a windshift, or for any other reason, the gennaker can be flown on a 'windward' leg, then the **bowsprit** may be fully extended and the gennaker may be set before the boat passes the 'windward' *mark*. The boat shall fly the gennaker at all times when the **bowsprit** is extended."

**Reason:**

To permit flying the gennaker when conditions allow, even on a leg of a course that was designated as a 'windward' leg. The existing wording of the rule prohibits extending the bowsprit and flying the gennaker when a windshift would make it possible on a leg that began as a windward leg.

**New Rule**

**Existing:**

Not specifically addressed under existing Class Rules.

**New:** Add the following rule:

G3.2(d) Only four battens shall be permitted on the **leech**.

**Reason:**

When the existing International J/80 Class Rules were submitted for ISAF approval last year, the number of battens allowed on the mainsail leech was inadvertently omitted. Specifying four battens is consistent with the existing rules.

**Rule G.5.2(d)**

**Existing:**

G.5.2(d) Weight of the **ply** of the **body of the sail** shall not be less than 25.7 gr/m<sup>2</sup>

**New:** Replace the existing rule with the following:

G.5.2(d) Minimum weight of the **ply** of the **body of the sail** shall be 32 gr/m<sup>2</sup>.

Minimum weight of the **ply** shall be defined as the weight of the finished goods in the **sail**.

**Reason:**

To specify minimum sailcloth weight for the body of the gennaker. Weight of finished ply is a uniformly measurable quantity; however, weight of pre-finished ply cannot be measured once the ply is finished and is effectively unenforceable.