

Class Rule Changes

ISAF Regulation 26.10

A submission from the International J/22 Class

PROPOSAL:

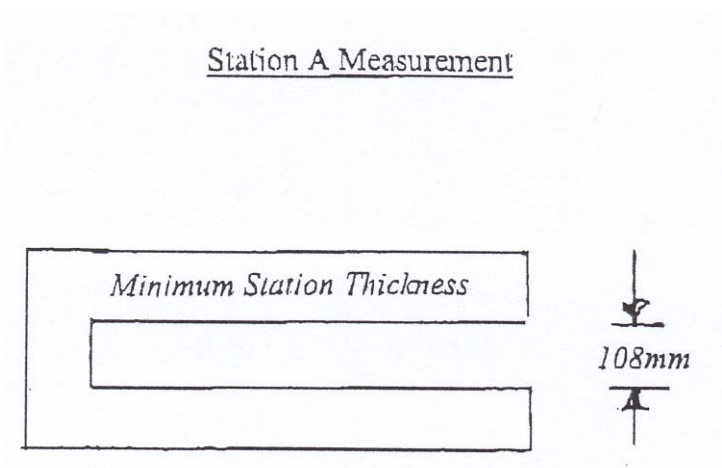
J/22 Class Keel Measurement Procedure

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.)

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 | 708 | 720.7 |
| 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 |

Deferred Submission: J22-02 (G) (cont.)

Change 13 Dovetail within +/- 6mm Pass/Fail
 of MP's B_E on Jig # 3

Re-number each item to follow:

| | | | | |
|------------|----|-----|------|------|
| Change old | 18 | 3.4 | 1515 | 1525 |
| Change old | 19 | 3.4 | 950 | 960 |

CURRENT POSITION AS AT NOVEMBER 2002:

[Not stated]

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.