

J/80 RULE SUBMISSIONS FOR 2005

(For effective date of March 1, 2006)

SUBMISSION #1 (ISAF)

Delete Rule #C.4.2(b)(ii) Optional: *“Harken 00 or Harken 00AL roller furling system.”*

Change Rule #C.6.3(a)(i) *“The headsail shall be attached to and operated on the standard Harken “O” ~~00AL~~ or optional Harken 00 roller furling system.”*

Reason: Furler brand and model names are subject to change and are governed by the standard builder specifications.

SUBMISSION #2 (Technical Committee)

Change #C.4.2(b)(vi) to read: *“The location of not more than four nor less than two winches, ~~not exceeding power/size equivalent of Harken 32.2A~~, shall be restricted to standard cockpit primary and optional cabin-top secondary locations. The primary winches shall not exceed power/size of Harken 32.2A. The optional cabin-top winches shall not exceed power/size of Harken 16A”*

Reason: Optional halyard winches have never exceeded size 16 in the Building Specifications. Current rule implies that larger winches are legal, which is a conflict with specifications.

SUBMISSION #3 (France, with modification by Technical Committee)

Change first sentence of #C.4.3(a)(i) to: *“Engine weight (empty of fuel) of no less than 12.5kg and no greater than 25kg.”* (Old Rule: Engine: Minimum nominal power of 2 kilowatt (3hp) minimum weight 12.5kg (empty of fuel).)

Reason: two cylinder engines will soon be outlawed in Europe (pollution issues) and will be replaced by 4-cycle engines. The 4-cycles are heavier and more powerful for the given horsepower. The important point in the regulation is the weight. If heavy enough, then horsepower should not be an issue. In March of 2004, the Technical Committee ruled that 25kg was a maximum weight due to the structural rating of the standard outboard bracket.

SUBMISSION #4 (UK & Technical Committee)

Change #C.7.1 to read: *“Advertising for all J/80 one-design events shall be designated to comply with ISAF Regulations, regulation 20 advertising code, Category C with the following restrictions: 1) A maximum of one (1) **competitor advertiser** per boat; 2) Advertisement on the mainsail is restricted to the lower 1/3 of the sail; 3) No advertising is permitted on the jib.”*

Reason: RRS Appendix 1 no longer exists. The present rule could be interpreted as ambiguous at present because by stating - “A maximum of one (1) advertiser per boat;” – it apparently precludes a second sponsor apart from the Event sponsor from sponsoring

an individual boat which I think, was not the original intention. “Competitor advertiser” is a defined term (ISAF Regulation 20.10 (h)) By re-wording the restrictions, advertising would now be available on the deck/cockpit and spars.

SUBMISSION #5 (Technical Committee and prior ISAF input)

Change Rule #C.8.3(b)(iii) Bowsprit to read:

~~“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 mark. If for a windshift, or 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 be in the process of either a normal continuous hoist setting, or flying or dropping the gennaker at all times when the bowsprit is extended.”~~

Reason: Wording of current rule is overly complex. By changing the word “setting” to “hoisting” the intent of rule is clear and more easily administered/policed.

SUBMISSION #6 (USA)

Delete Rule C.8.4(a) Standing Rigging “To control mast rake, the headstay length, measured between the forestay measurement point on the mast (see Appendix H.6) to the intersection of the stem line and the sheer line at the boat, shall not be greater than 10065mm nor less than 9995mm.”;

Delete Appendix H.6 Forestay Measuring Point; and then renumber C.8.4(c) to C.8.4(a)

Reason: To simplify regatta measurement. To eliminate any affect that manufacturing tolerances in mast step height and mast length have on the rake of the mast.

SUBMISSION #7 (from 2004 Worlds)

New Rule #C.8.4(b)(ii) “*Standing rigging, including all shroud turnbuckles, shall not be adjusted while racing.*”

Reason: to reduce complexity for J/80 sailors, and to change the rules to reflect the actual practice of most J/80 sailors.

SUBMISSION #8 (from 2004 Worlds)

Change current rule #C.9.1 which currently reads “Lifeline height above the deck at each stanchion Min 450mm.” to read “*Lifeline height above the deck at each stanchion Min 450mm. Lifelines shall be considered taut when a deflecting force of 50 N (5.1 kg, 11.2 lb) is applied to the lifeline midway between supports, and the lifeline does not deflect more than 50 mm.*”

Reason: Provides clearer direction to owners and measurers as to the tautness of the lifelines.

SUBMISSION #9 (Technical Committee)

Delete: D.4.1(a)(iv) – Modification of the mainsheet traveler control blocks and cleats to permit cleating on side tanks.

This rule was originally designed to allow the early J/80 owners (Hulls #1-63) to add hardware to the side tanks in lieu of the windward sheeting car (then standard equipment). This rule is considered redundant, because old boats are already permitted to update their deck layout to the newer standard.

SUBMISSION #10 (USA)

Modify Rule G.2.2 (c) to read *“For gennakers, the weight in g/m² of the **body of the sail** shall be indelibly marked in the **head** by the sailmaker together with the date and his signature or stamp.”*

Both the mainsail and jib now have minimum bag weights, and no minimum cloth weight, so it is no longer necessary for sailmakers to sign cloth weight at the heads of these sails, as previously required.

SUBMISSION #11 (USA)

Change rule G.4.1 (b) to read: *“The **body of the sail** shall be constructed of **woven ply** and/or **laminated ply** made from one or more of the following materials: polyester, aramid, HMPE. **Sail reinforcement** shall be made from one or more of the following materials: polyester, aramid, HMPE, glass fiber. Aramid is marketed under trade names such as Kevlar and Twaron and HMPE under trade names such as Spectra and Dyneema. #5 or #6 luff tape shall be used for the furling system attachments.”*

Reason: To improve the racing life of the jib, especially after windy regattas. The cost differential between Pentex and Kevlar is nominal.

SUBMISSION #12 (ISAF)

Change Rule #G.4.1(c) to read: *“Not more than three battens, capable of being rolled with the jib, may be placed on the leech.”* (Old Rule: Not more than 3 rollerable type battens or stiffeners, may be placed on the **leech**.)

Reason: the current term “rollerable type battens” doesn’t accurately describe vertical battens, and the word “stiffener” is unnecessary.

SUBMISSION #13 (Technical Committee)

Change Rule #G.4.2 (Headsail Dimensions) as follows:

Inside batten pocket length or length of stiffeners as described in G.4.1(c) Max 1000 mm
Head point to intersection of **leech** and centreline of uppermost **batten pocket** Min 2200 mm
Clew point to intersection of **leech** and centreline of lowermost **batten pocket** Min 2050 mm

Reason: The term “stiffeners” is not needed. Batten length is increased to improve longevity of sail. The distance from the head and clew to the battens (which are optional under the #G.4.1(c)) is no longer important to the Class now with last year’s approval of G.4.1(d) “The **leech** shall not be convex.”

SUBMISSION #14

Delete rule #C.6.1 (e) *“The headsail shall remain hoisted throughout a class event and shall be rolled on the furler unit between race days of a series, except during an emergency or repair.”*

Reason: the overnight roller furling of the jib has been cited as contributing to the wear and tear of the jib, especially jibs equipped with horizontal battens. Deleting this rule will allow competitors to remove the jibs overnight, or to at least lower, remove battens and then rehoist and furl. Additionally, if Submission #11 (Kevlar I the jib) passes, then the class would want to allow owners to protect their jibs from UV without owners having to purchase jib socks.

REGATTA GUIDELINES (for recommended inclusion in standard J/80 Sailing Instructions)

“If the wind consistently exceeds 20 knots during the five minutes prior to the Class Preparatory signal, the Race Committee may, at its discretion, fly Code Flag G, to signal that competitors may use either their primary or back-up gennaker for the race. Only one gennaker may be flown during the race unless it has been lost or damaged beyond repair while racing.”

Reason: this would help owners save their primary spinnakers on extreme days where damage is likely to occur.