

# J/111 Class Rule Proposals for 2015 Annual General Meeting

## 1. J/ Representative

### Proposed Rule Change

**C.3.1 (a)** With the exception of 1 crew member, all those under the age of 65 shall hold a valid group 1 classification. As an exemption, for events not designated by the J/111 Class Fleet or J/111 Class Association as a championship event, ~~an~~ one additional member of crew may be a Group 3 or unclassified competitor who is a full time employee of J/Boats or of a J/Boats approved dealer, or is the J/111 class manager.

**Reason:** The original intent of the J/Boats representative provision was to help owners get up to speed more quickly with their new boat without impacting the normal make-up of the crew. By limiting the J rep to local/regional events the original intent is met and eliminates any perceived “stacking of the deck” (with another Group 3 aboard) that could occur at championship events.

## 2. Sail Inventory Clarification

### Proposed Rule Change

#### C.10 SAILS

##### C.10.1 SAIL LIMITATIONS

(a) Not more than 1 Mainsail, 2 Headsails, 2 Asymmetric Spinnakers, 1 Class Heavy Weather Jib, 1 Storm Triesail and 1 Storm Jib may be used during an event of 5 or less consecutive days or when the class royalty numbers have been required as part of registration. The minimum required inventory shall consist of 1 Mainsail, 1 Headsail, 1 Asymmetric Spinnaker and 1 Class Heavy Weather Jib.

(b) The same sails, and number of sails selected for use at the beginning of an event must be carried on board for the duration of the event.

**Reason:** The change in Part (a) clears up confusion over the minimum sail inventory. Under OSR Cat 4 a Heavy Weather Jib is required and this aligns with the original intent of having a proper 20+ knots jib in the inventory. Part (b) has been an event rule at the past two World Championships to prevent sails from being left on the dock when light winds are predicted. This makes it clear that a boat always carries aboard what is declared/measured at the outset of the event.

## 3. Sail Purchase Limit

## Proposed New Rule

### #C.10 SAILS

#### C.10.1 LIMITATIONS

(c) Sail Purchase Limits: Effective starting \_\_\_\_\_, 2016, a boat may purchase up to eight (8) sail royalty tags the first calendar year (January 1 – December 31) of new ownership, and up to three (3) sail royalty tags each subsequent year of the same ownership. Sail tags may not be transferred to another J/111 and are only valid for the year of purchase.

**Reason:** to establish a reasonable limit on sail purchases based on the current buying habits of the majority of J/111 owners, as expressed during owner round-tables at the last two World Championships and most recent North Americans.

#### Forestay Configuration

**Background:** The J/111 was originally introduced to the North American market with headsail furling as a standard feature. The intent was to encourage easier handling for all skill levels. This attracted several owners to the fleet including the core members of Fleet #1 in Chicago, the largest and most active USA J/111 fleet. As one-design activity started with only a few events per year, the focus in the Midwest was the annual Chicago-Mackinac race where there was a premium on being able to readily change headsails - something that was a challenge with roller furling and jibs with vertical battens. The desire among the owners to have a sail inventory that could work both for distance and on-design racing, led to the current class rules that allow direct hoisting and lowering of the two primary headsails provided the furler is still rigged. This was a reasonable compromise as the daysailing jib could be easily rigged back on the furler after the regatta, to maintain dual purpose of use. All USA built boats have been shipped with metal-foil furling systems, though only the Heavy Weather Jib is required to be furlable.

At the 2014 North Americans, half of the fleet rolled their primary headsails while the rest hoisted/dropped. Those that direct hoisted were permitted to drop the top swivel below the feeder. At the Owner Meeting, 10 of the 13 owners favored staying with furling.

In Europe, most of the J/111s began racing under IRC, which provides no credit or consideration for the extra weight of a furling system. For this reason, the few owners of early boats that were equipped with furlers (USA boats exported to Europe) quickly discarded them in favor of a plastic-foil system (Tuffluff). When European production began a year later, the Tuffluff became part of the standard Builder's Specification and the furler was offered as an option. In anticipation of seeing both furler and Tuffluff configurations at the 2014 Worlds in Cowes, J/Boats approved an NOR modification that stated: "Tuff Luff corrector weights: if a tuff luff is rigged instead of a furler, boats shall be required to carry 22kg of corrector weights to be located in the anchor locker." This calculation was based on the Designer's weight study and recommendation for equalizing the moments between furler and nonfurler equipped

boats. When it was determined that none of the fleet at the 2014 Worlds was equipped with a furler, the corrector weight requirement was waived. During the Owner Meeting, the owners were unanimous in wanting to see the two configurations co-exist in the Class Rules, as each was already part of a standard builder's specification.

At the 2015 Worlds in Newport, RI, all boats were required to carry an approved metal-foil furling system. Only 4 boats out of the 26 boats competing were furling their primary headsails, the rest were hoisting/dropping. At the owner meeting, there was strong support for a rules amendment that would allow both configurations to co-exist.

Two related proposals are submitted for consideration. The first (#4) cleans up the language in the headsails section so the heavy-weather jib works for both forestay configurations.

The second proposal contemplates permitting both plastic-foil and metal-foil forestay configurations globally and the fairest and easiest method by which to equalize them while racing.

#### 4. Jib Attachment & Heavy Weather Jib

##### Proposed Rule Change

###### C.10.3 HEADSAILS AND CLASS HEAVY WEATHER JIB

###### (a) USE

- (1) **Luff** bolt ropes shall be in the **headsail** groove.
- (2) The jib **may be roller-furled**. ~~shall be attached to the standard roller furling system.~~
- ~~(3) The Class Heavy Weather Jib must be capable of furling, except in the event of a damaged headfoil, when the jib may be attached via a secondary means, but only while no other headsail or spinnaker is set.~~

**Reason:** the primary headsails already have the option to be straight hoisted or furled, and the Class already permits storing the top swivel of the furler below the feeder. This makes it impractical to change from a nonfurling #2 jib to a mandatory furling #3 while racing. This proposal treats the heavy weather jib in the same way as the primary headsails, and in so doing brings the class rules for sails into alignment with both forestay configurations.

#### 5. Forestay Configuration (Tuff Luff/Furler)

##### Proposed New Rule

###### C.9.4 STANDING RIGGING

###### (a) DIMENSIONS

- (1) **If a Class approved plastic-foil, forestay system is rigged in place of a Class approved metal-foil, furling system, the boat shall carry 22kg of corrector weight in the bow**

anchor locker. Weight may be in the form of anchor chain, fixed lead or sealed water containers.

(b) USE

- (1) Rigging screws shall not be adjusted **while racing** (backstay adjustment is permitted).
- (2) The forestay shall not be adjusted from the time the boat leaves its dock or mooring each day until the boat has finished racing for the day.

**Reason:** to provide a fair and easy-to-administer process for both forestay configurations to race together within the class rules. After a careful review of other correction options (including corrector weight on the mast, and crew weight penalty/credit) the Designer concluded that a bow locker weight correction, as originally calculated for the 2014 Worlds, is the most effective and practical equalization method available. #C.9.4 (b)(2) is included in the proposal to negate the quick tuning advantage (access to the turnbuckle) that a Tuffluff has over a furler.

## 6. Alternate Proposal (if #5 is not approved)

### Proposed New Rule

#### PART III – EVENT RULES

##### J.4 TUFF LUFF/FURLER EQUALIZATION

- J.4.1 Boats equipped with a Class approved plastic-foil forestay system in lieu of a Class approved metal-foil furling system, shall carry 22kg of corrector weight in the bow anchor locker. Weight may be in the form of anchor chain, fixed lead or sealed water containers.
- J.4.2 The forestay shall not be adjusted from the time the boat leaves its dock or mooring each day until the boat has finished racing for the day.

**Reason:** If CRP #5 is not approved, then the North American fleet will continue to carry the metal-foil furling system and the European fleet the plastic-foil furling system. This Event rule proposal, as previously approved for the 2014 Worlds in Cowes, provides the Class the option to accommodate both forestay configurations at a future event (such as the 2016 Worlds in Cowes).