

# International J/24 Class 2012-13 Rules Changes

As approved by ISAF

Effective 1<sup>st</sup> April 2013

## **Class Rule 3.2.5**

### **Amendment:**

The deck shall be fitted with two stanchions on each side, port and starboard, as detailed in Plan A. Taut lifelines of wire not less than 4mm diameter shall be attached to the pulpit and the pushpit and pass through the stanchions. The height of the lifelines above the sheerline when measured vertically shall not be less than 500mm. ~~Where second lifelines are fitted, they shall be of wire not less than 3mm diameter, attached to the pulpit and the pushpit.~~ When lifelines are secured by lanyards, the lanyards shall be of synthetic rope with an exposed length of not more than 100mm. The stanchions shall not extend outside of the sheer in plan.

**Comment:** This eliminates the second lifeline and solves the hiking between the lifelines issue in the manner recommended by ISAF.

## **Class Rule 3.5.2 c)**

### **Amendment:**

The mast shall be fixed at the heel ~~and be chocked at deck level in way of the mast and shall not be altered when racing.~~ by screws or pins to the mast beam, and shall be securely chocked at deck level by any manner of shims or a plate fixed on top of the deck. The position of the mast at the heel and the deck shall not be altered when racing.

**Comment:** Makes the rule more specific about how the heel must be fastened and makes it clear that the deck plates in common use for chocking are legal.

## **Class Rule 3.5.3 f) (Standing Rigging)**

### **Amendment:**

The overall length of the axis of the spreaders from the surface of the mast to the bearing point of the upper shrouds shall not be more than 800mm or less than 760mm. ~~A straight line between the shroud bearing surface of each spreader shall not be less than 95mm measured as the shortest distance from the aft edge of the mast, measured with or without rig tension.~~

Comment: Eliminates the spreader sweep measurement that has been a useless number for years.

### **Class Rule 3.5.4 Running Rigging**

**Amendment:** Replace existing rule with –

- a) One spinnaker halyard of synthetic rope which shall exit through the mast bracket and bear not more than 35mm forward of the mast or more than 40mm above the center of the forestay fixing pin.
- b) One mainsail halyard of wire and/or synthetic rope.
- c) Not more than two jib or genoa halyards of wire and/or synthetic rope which shall exit the forward surface of the mast below the intersection of the extension of the forestay and the mast surface.
- d) One kicking strap (vang) of synthetic rope not exceeding 8:1 power ratio. A strop of wire or synthetic rope may be used to connect the kicking strap to its bracket on the mast.
- e) One mainsail outhaul of wire and/or synthetic rope not exceeding 6:1 power ratio.
- f) Cunningham controls of synthetic rope not exceeding 6:1 power ratio which may include a single wire or rope strop for attachment to the mainsail or headsail.
- g) One backstay adjuster tackle of synthetic rope not exceeding 4:1 power ratio attached to the bridle blocks.
- h) Two mainsheet traveler control lines of synthetic rope not exceeding 2:1 power ratio.
- i) One mainsheet of synthetic rope not exceeding 6:1 power ratio.
- j) Spinnaker sheets of synthetic rope.
- k) Headsail sheets of synthetic rope.
- l) Reefing lines of synthetic rope.
- m) One spinnaker pole uphaul of synthetic rope.

Comment: Eliminates the restrictions on rigging line sizes. The synthetic rope currently available for rigging is so much stronger than when this rule was last modified that we felt the need to update the rule to take advantage of savings in cost and weight aloft available from the new materials. Please be careful in resizing halyards especially that they are not so small that they jump off the sheave and jamb between the sheave and the cheek in the mast blocks. Be aware that removal of the covers of high tech lines, while legal under this rule, exposes the core to wear and UV that may damage the lines and shorten their useful life.

### **Class Rule 3.5.6**

#### **Amendment:**

Spinnaker ~~Pole Boom~~ The overall length of the spinnaker ~~pole boom~~, including fittings, shall not be more than 2895mm. The weight of the spinnaker ~~pole boom~~ and fittings shall not be less than 2.7kg. The spinnaker pole may be made of any material.

Comment: Housekeeping in changing from spinnaker boom to spinnaker pole. The addition of the last sentence makes it clear that the pole may be made of carbon fiber. The use of “any material” is current standard language that is used within our Class Rules in a few other places. Do not stray into other exotic materials because this rule will likely be further restricted to aluminum or carbon fiber in the next version of our rules, as will be any other use of the term “any material” more specifically restricted. Additionally, it has been common practice to allow weights to be taped or added to the outside of the poles to bring them up to minimum weight. There will shortly be a discussion to end this practice. The intention of the Class in specifying minimum weight is to insure a certain level of strength in the poles. Taping weight or adding weights in any manner to the poles does not contribute in any way to the strength of the poles. This practice may be disallowed in the near future. If that happens, it will be much more difficult to bring a pole into compliance at an event. This has been a chronic problem at Worlds. You may want to make sure that your spinnaker pole weighs at least 2.9kg before bringing it to an event.

### **Class Rule 6.1.14 (Optional Equipment)**

#### **Amendment:**

One spinnaker sheet barber hauler may be fitted port and starboard, each consisting of a one or two fairleads of blocks with accompanying cleat.

Comment: Housekeeping to allow what has generally been practice.

### **Class Rule 6.1.22 (optional Equipment)**

#### **Amendment:**

Watertight inspection ports, may be fitted as necessary to facilitate use of the lifting rig and to allow access to fittings and sealed spaces. ~~not exceeding 102mm inside diameter may be fitted~~

~~to the cabin top and cabin liner directly above the lifting beam.~~ Ports shall be closed when racing.

Comment: Housekeeping to allow what has generally been practice.

#### **Class Rule 6.1.23 (Optional Equipment)**

##### **Amendment:**

Foam or plastic cushions may be fitted to the ~~upper and/or lower~~ lifelines.

Comment: See Class Rule 3.2.5 as amended.

#### **Class Rule 6.1.30 (Optional Equipment)**

##### **New Rule:**

A device to adjust the position of the mast heel on the mast beam.

Comment: Housekeeping. Additionally, this device may now be left attached to the mast but not adjusted when racing. See Class Rule 3.5.2 as amended and 8.1.4 as amended.

#### **Class Rule 6.1.31 (Optional Equipment)**

##### **New Rule:**

One Spinnaker pole downhaul.

Comment: Moves this item from Running Rigging to Optional Equipment.

#### **Class Rule 7.1.19 (Prohibitions)**

##### **Amendment:**

The use of elastic (shock) cord to adjust the standing or running rigging with the following specific exceptions:

a) to hold down sails.

b) to return the backstay adjuster toward the untensioned position

c) a single length stretched around the mast and/or across the cabin top behind the mast for the purpose of retaining rope tails.

Comment: Clears up questions about legality of using shock cord anywhere. ISAF likes this to be very specific.

#### **Class Rule 8.1.4 (Restrictions When Racing)**

##### **Amendment:**

The adjustment of standing rigging, including all turnbuckles and ~~the ability to adjust the position of the mast heel by any method. The connection to the mast of any adjustment device or equipment.~~ the position of the mast heel.

Comment: See 3.5.2 as amended and 6.1.30.

General Comments: The J/24 Class is in the process of a total rewrite of the Class Rules to bring us into compliance with the current ISAF format for **Closed Class Rules**. This rewrite will focus more on what is allowed as opposed to what is not allowed, so there will be rules written to cover what have been common practice and common modifications and repairs. We will do our best to cause as few problems as we can for those who have had work done on their boats, but there may be some issues. This rule will be much tighter and less subjective in enforcement. The intent is to do this with little change in the content of our rules as now written. There may be a few exceptions to that, but they will be highlighted to be voted on separately by the World Council. As we are now, our rules language and approach is often at odds with ISAF practices, making it difficult to support our position with them. The last couple of rules changes that I have been involved with have been rather difficult. The change in approach and format should make our interactions with ISAF, measurement and judges smoother.

We are in the process of making adjustments to the Measurement Manual, measurement worksheets and Measurement Certificates to reflect the above changes. Please bear with us as we work through this process, as it may not all be done by the effective date of the rules, April first, 2013.

Tim Winger  
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