**J/24 Class 2015 Technical Report**

This year has been all about the new J/24 Class Rules. It has been quite a learning experience for both me and to a large degree for ISAF. A change in their staff of the person with whom we were working further complicated the process.

The really complicated part of this conversion that took us away from any existing models was the fact that the J/24 Class is a combination of a measurement rule and a manufacturer’s rule. A measurement rule is for a class like the Lightning, where anyone may build all or any part of a boat. A manufacturer’s rule is for a class like the Melges 24 or the J/70, where you really may not do anything to the boat. Our class requires that the hull, deck, keel, rudder, mast and boom come from a J-Boats licensed builder. Even after that we are allowed great latitude in fairing and customizing layouts to suite individual sailors. The ISAF rule model favors the manufacturer’s class, so there was no real model to accommodate the kind of things that we have already done and will continue to do to these boats. What we allow to be done to the boats after they come from the licensed manufacturer keeps the boats sailing much longer and keeps them more alike in their performance than the manufacturers classes.

Sections A & B of the rules are the administrative sections and were the easiest to deal with. Much of what is in Section 2 of our old rules moved into this area with some changes in language to suit the ISAF standard. Section C is where it really starts to get complicated. This is where we put the rules that control variable items that can change easily as in hardware replacements, deck layouts, position of the mast, etc. This is mostly things that may be changed without needing to get re-measured and a new measurement certificate. We started out putting all of the allowed changes to the boat in this section, and that is how the rules were approved at last year’s World Council Meeting. Sections D-G are about the parts of the boat that are supplied by a licensed manufacturer and require a new measurement certificate when they are altered. This is now where alterations that require a new measurement certificate are located. Measurement certificates will be changing as a result of this. **Certification Measurement** is ISAF’s term for measurement that results in a measurement certificate. **Equipment Inspection** is ISAF’s term for measurement at an event and covers many things that do not belong on the measurement certificate. These are concepts that have been all muddied together in the past.

There have been a lot of language changes from the rules version that we approved last year. There has been very little change in the substance of the rules version that we approved last year. The substance changes involved the instrumentation that was very much controlled by the technology we allowed in the past, such as no GPS. ISAF wants us to ignore the technology and approach it from the functions that we want to allow. Another substance change involves the rudder where we used to weigh the rudder with the tiller and tiller extension. The rudder is made by a licensed manufacturer, and is certified on the measurement certificate. The tiller and extension may be supplied by anyone and should not be part of the rudder certification. If the tiller and extension are not certified with the rudder, they may be changed at any time without having to get a new measurement certificate. The difference in these two sections should be reviewed and re-voted at this year’s WCM. They will be presented in another document.

As of this writing, we are through the staff approval and our new rules have gone to ISAF’s committee for approval. It has been suggested by the chairman of that committee that any further changes will not involve substance at this point. These new rules should become effective March 1, 2016.

The next step will be adjusting all of our race documents, Regatta Regulations and Measurement Manual to the new rules. We will do our best to get that done by the effective date. Tim Winger, ITC chair