

**International Technical Committee (ITC) Rulings**  
**Archive Summary 3/1/2013**

**Hull Fairing - Permitted?**

*Source: 1993 Yearbook May 99 Newsletter*

Sanding out blemishes & small ripples OK. No long boarding. Fairing defined as "the addition of material to the surface of a hull in order to fill a hollow(s) and/or the removal of a portion of the exterior surface of the hull so as to produce a surface that is smooth and free from distortion and which will result in the least possible drag". If "fairing" left in rule 3.2.2 it would be impossible for an owner to put anti-fouling paint on their hull or to repair damage from wear & tear and other small imperfections. World Council & ISAF approved deletion of "fairing" from rule.

**Repairs - Permitted?**

*Source: May 99 Newsletter*

Any repairs to hull (and keel or rudder, for that matter) must be approved by a IJ22CA measurer in writing and appended to the owners measurement certificate. "Repairs" includes any substance applied to the hull whether it is anti-fouling paint or an epoxy or gelcoat with no anti-fouling characteristics whatsoever.

**Toe Rails - Plastic?**

*Source: September 95 World Council Meeting*

Extruded toe rails, companionway slides, considered a permitted Builders Specification change. Approved by WC.

**Hand Rails - Stainless?**

*Source: June 95 World Council Meeting*

Stainless steel hand rails considered a permitted Builders Specification change. Approved by WC.

**Anchors-Addition of Weights to Make Min?**

*Source: September 96 Newsletter*

No. Altering an anchor or any required equipment from its designed purpose or use is prohibited

**Tiller Strap - Angled?**

*Source: February 1996 International Technical Committee*

Must be of like design and cannot provide any advantage over stock tiller straps (brackets). This includes added stiffness.

**Keel Tolerance - Elliptical?**

*Source: February 1996 International Technical Committee*

The keel must conform to the keel plan. The 3mm tolerance (rule 3.3.7) is intended to allow for poor craftsmanship, but not for intentional deviations from the keel plan. Any concave contour which goes beyond an accidental "hollow" is considered illegal.

**Spinnaker Pole Ends - Composite?**

*Source: March 98 Newsletter*

Replacement of cast end fittings w/ composite fittings. "Composite" means cut fiberglass, not Kevlar or other "exotic materials"..

**Spinnaker Pole Bridles - Synthetic?**

*Source: March 98 Newsletter*

Wire bridles/trip line may be replaced w/Spectra or its equivalent.

**Aft Inspection Port - Relocate?**

*Source: March 98 Newsletter*

Builders may relocate this port to the aft face of cockpit on new boats in order to reduce future maintenance. Builder specification reviewed w/ ITC. Relocation of this port on existing boats not Permitted.

**Molded Forward Air Tank - Permitted?**

*Source: January 1998 International Technical Committee*

Molded pan liner vs. plywood on new boats. Change permitted by Builders Specifications.

**Cabin Windows - Framed?**

*Source: January 1998 International Technical Committee*

Approved change to Builders Spec. substituting framed window for flat Lexan. Reduces chance for leaks. Reduces maintenance.

**Two Speed Mainsheet Systems - Permitted?**

*Source: May 99 Newsletter*

These systems provide fine-trim adjust-of the mainsheet by the helmsman. They offer twice as much speed when pulled in tandem than a standard 4:1 system. Not permitted.

**Cabin Sole - Material?**

*Source: Summer 2000 Newsletter*

When replacing standard teak and holly cabin sole, it must be replaced w/similar material of the same dimensions as original.

**Jib Barber Hauler - Permitted?**

*Source: February 2001 International Technical Committee*

Not Permitted

**Bow Cleat - Replace?**

*Source: September 2000 International Technical Committee*

Replacement of std. cast (4 hole) cleat w/ J/24 style bow mooring eye not permitted.

**Dyform Standing Rigging - Permitted?**

*Source: February 1996 International Technical Committee*

Dyform not allowed. Only standard Type 316 1x19

**Electronic Devices/Compass - Permitted?**

*Source: International Technical committee 2012*

Electronic compasses that display head/lift information are permitted. Electronic devices and speedometers including some based on GPS receivers are permitted but are limited to the Velocitek Speed Puck and Novasail NS 100. Instruments capable of locating the start line and distance to it, such as the Velocitek Pro Start, are not permitted. The Technical Committee will review additional electronic devices periodically.