

J/109 CLASS RULES

OBJECTIVES

These rules are to preserve J/109's recreational and cruising features, including ease of handling, low cost of ownership, safety, comfort, equality of performance and resale value.

Fundamental Rule 1 Except where variations are specifically permitted by these rules, J/109s shall be alike in hull, deck, keel, rudder and spar construction, weight and weight distribution, sail plan, equipment, and interior furnishings.

Fundamental Rule 2 All yachts, competing in one design or class sponsored events, shall comply with standard specifications published by J Boats, Inc. and these Class Rules. No alterations or modifications are permitted unless explicitly permitted by these rules.

1. ADMINISTRATION

1.1 Until a representative owner's class association has been formed, J Boats, Inc. or its designated representative shall be the sole authority worldwide for the conduct and management of Class events.

1.2 J/109s shall be built only by builders licensed to do so by J Boats, Inc., and shall comply with J/109 building specifications detailed by the copyright holder.

1.3 No boat shall be deemed a J/109 class boat until it has been completed with a building number assigned by J Boats, Inc. molded into the transom and equipped to qualify for one-design class racing.

1.4 Molded fiberglass parts, spars, rudder, keel, engine and prop shall be supplied by J Boats, Inc. or their authorized J/109 agent.

1.5 The official language for the class shall be English. The word "shall" is mandatory. The word "may" is permissive.

1.6 Advertising for the Class shall comply with the International Racing Federation's Racing Rules of Sailing, as in effect from time to time (referred to herein as "RRS") and Category A of Appendix 1 thereto (or any successor appendix).

2. MEMBERSHIP AND ELIGIBILITY

2.1 An Active Member shall be an Owner of a J/109 that complies with Class Rules and whose annual dues have been paid.

2.2 An Associate Member is a family member, crew or other individual supporting the Class Association by paying annual dues.

2.3 An Owner is the person who legally owns 100% of the boat. All Owners shall be Active or Associate Members of the J/109 Class Association.

2.4 The Driver shall either be an Active Member or an Associate Member. Any Driver who is not the Owner shall be a Group 1 or Group 2 competitor (as defined in the ISAF Competitor

Classification system). A Driver is defined for one-design inshore buoy racing as the person or persons who, excepting for momentary absence due to personal or shipboard needs, steer(s) the yacht during the 5 minutes prior to and including the start, until the finish.

2.5 The default category for any sailing industry related persons (excluding 100% Owner), who have not received ISAF Competitor Classification determination, shall be Group 3.

2.6 No crew aboard may be compensated in any way or receive financial benefit for racing in a J/109 sanctioned event. However, a crew may occasionally accept reimbursement for reasonable out-of-pocket expenses of travel, living accommodations and meals necessary for participation in an event.

3. MEASUREMENT

3.1 **Conflict of Interest.** A measurer shall not measure a yacht in which he or she is an interested party.

3.2 **Owner Responsibility.** Active Members and skippers have the responsibility of ensuring that their yacht complies with these Class Rules.

3.3 **Open Inspection.** By participating in J/109 events or for J/109 one-design trophies, owners agree to permit J Boats, J/109 Class Officers or Race Committee or their appointed representatives to board their boat unaccompanied for the purpose of inspecting, measuring or equalizing at any time during a regatta or within 24 hours prior before or after.

4. EQUIPMENT RULES

4.1 Standard factory supplied furnishings and equipment, including but not limited to the swim ladder, jib roller furling, emergency tiller, 12 volt battery, stove, holding tank, head, paneling under and on top of the V-berth, floor boards, main settee bunk cushions, and main cabin table shall not be relocated or removed when racing.

4.2 Safety equipment shall, at least, conform to ORC Category 4 regulations, except that the mainsail reefing requirement specified in Par 4.26.9 and the bowrail requirement in Par 3.14.3(e) are waived.

4.3 **PERMITTED** while racing:

4.3.1 Tactical/Navigational boat instrumentation.

4.3.2 Interior cruising and day-sailing amenities that don't enhance performance.

4.3.3 Foredeck lifeline netting, shroud rollers & other anti-chafing gear.

4.3.4 Installed genoa tracks not used.

4.3.5 U-bolts or pad eyes outboard of standard jib track for barber-hauling the jib, or affixing blocks to the stanchion bases or chain plates for the same purpose.

4.3.6 Spinnaker sheet twings led to stanchion bases or midships pad eyes, with additional cam cleats.

- 4.3.7 Trimming the lazy windward jib sheet, to barberhaul the jib lead inboard.
- 4.3.8 Block and tackle cunningham to ring at top of Quickvang.
- 4.3.9 Re-leading the single-ended outhaul and/or boomvang aft to cockpit.
- 4.3.10 Driver foot braces mounted on cockpit sole.
- 4.3.11 The use of a shackle or other similar device to attach headsail sheets to sails and to attach the tack line to the spinnaker.
- 4.3.12 Removal of the dodger, v-berth cushions and stern "dock box."
- 4.3.13 Relocation but not removal of the main bulkhead door.

4.4 **NOT PERMITTED** while racing.

- 4.4.1 Halyard Locks or Hooks.
- 4.4.2 Holes or Tubes which feed halyards or control lines through the deck, hull or transom.
- 4.4.3 Altering Rudder or Keel Profile or exceeding tolerances in Official Offsets.
- 4.4.4 Specialty light air spinnaker sheets, not capable of use in heavy air.
- 4.4.5 Use of a mast, boom or bowsprit that has been modified in any way, such as cutting off the mast butt to increase rake.
- 4.5.6 Adjustment of standing rigging (other than the backstay).

5. SAILS

5.1 A sail shall comply with the **class rules** in effect on the date of delivery of the sail or at **event measurement**.

5.2 All sail measurements shall be carried out in accordance with the Equipment Rules of Sailing ("ERS"). Terms used in these Class Rules in **bold** letters are used as defined in the ERS.

5.3 Sails carried aboard, or used during an inshore buoy racing class event shall be limited to four (4) sails: one class mainsail, one class jib and two class asymmetrical spinnakers; provided that the second spinnaker shall only be used as a back-up in case the primary spinnaker is damaged and not re-deployable during the race.

5.4 **Mainsail**

5.4.1 The **mainsail** may be manufactured from any woven or laminated materials approved by IMS (i.e. Dacron, Mylar, Kevlar, Carbon) having a bag weight (without battens) of not less than 14.5kgs.

5.4.2 Dimensions shall not exceed: **luff length**– 13180 mm; **foot length** – 4720mm; **half width** – 3068mm; **three-quarter width** – 1794mm; **top width** – 189mm.

5.4.3 Up to five (5) **battens** shall be fitted of any length so that the center of the **batten pockets** shall divide the **leech** of the mainsail into equal parts with a tolerance +/- 80 mm.

5.4.4 The **tack** ring of the mainsail shall be affixed in the standard **tack** fitting and the **clew** of the mainsail shall not be allowed to float free from the **boom**. The **foot** may otherwise be loose. At least one serviceable row of reef points shall be installed approximately parallel to the **foot**, with the **tack point** and the center of the reef point in the **luff** to be no closer than 1830mm to the boom. The mainsail may be attached to the mast with sail slides, boltrope or luff cars.

5.4.5 The class insignia in blue (or white on carbon) with overall dimensions approximately 450x900mm shall be affixed on both sides of the sail, with the bars nearly perpendicular to a line between the head and the center of the boom and between the upper two **batten pockets**. **Windows** are permitted.

5.5 Jib

5.5.1 The jib may be manufactured of any woven or laminated materials approved by IMS, having a bag weight including any battens of not less than 11.25kgs.

5.5.2 The dimensions of the jib shall not exceed: **luff perpendicular** - 4250mm (105% LP), **luff length** - 13840mm. The **leech** shall be fair and concave (**half-width** shall not exceed 50% of **foot length** and **three-quarter width** shall not exceed 25% of **foot length**).

5.5.3 Up to 3 **battens** of any length are permitted on the **leech**, provided that they do not restrict rolling the jib on the furler. **Windows** are permitted.

5.5.4 The jib shall be attached to and operated on the standard roller furling system using #6 luff tape. UV protective tape may be applied to the **leech** and **foot** to cover the sail when roller furled.

5.6 Spinnaker

5.6.1 The **asymmetric spinnaker** shall be manufactured from woven nylon with minimum nominal weight of not less than 40 grams per square meter.

5.6.2 The area of the sail ("SA") shall not exceed 108 square meters, based on the following formula: $SA = (\text{luff length} + \text{leech length}) * .25 \text{ foot length} + (\text{half width} - .5 \text{ foot length}) * (\text{leech length} + \text{luff length})/3$.

5.6.3 Adjustable leech, luff and foot lines shall be fitted.

5.7 **Heavy weather sails.** Jibs of less than 80% LP, a storm trysail or 2nd mainsail reef at least 40% up from the tack required by ORC regulations are additionally permitted, but are not required for J/109 one-design racing.

5.8 **Sail purchase limitation.** For one design racing, purchases shall not exceed (a) two mainsails, jibs and spinnakers in the 1st calendar year of ownership *plus* (b) one mainsail in any subsequent period of two consecutive calendar years and (c) one jib and one spinnaker during any subsequent calendar year. If a sail is not ordered when allowed, the right is carried forward into subsequent years.

6. ADDITIONAL RULES

6.1 **Maximum crew weight** (in swimming apparel) for one-design racing, not including the Driver, who shall not be subject to weigh-in, is 500 kilograms (1,103 lbs) with no limit on numbers of crew. If the sailing instructions require a weigh-in prior to the start of a regatta, a boat complying with the weight restrictions at weigh-in shall not otherwise be subject to a weigh-in during or after the regatta, except for weighing substitute crew.

6.2 **Extending the sprit at the windward mark.** When not in the process of setting, flying or taking down the spinnaker, the bowsprit shall be retracted so that the tip of the sprit is aft of the forwardmost point on the bow. Approaching a windward mark without the spinnaker set, the bowsprit shall not be extended until the bow of the boat has passed the mark. The bowsprit shall be retracted at the first reasonable opportunity after taking the spinnaker down. Penalty for non-compliance shall be a 360 degree turn prior to the finish of the race.

6.3 **Equalized displacement.** Unless otherwise specified in the sailing instructions, while class racing, all boats shall have float lines installed and shall have their weight equalized in accordance with Exhibit 6.3A to these rules, and shall have on board a J/109 Class Flotation Worksheet and Certificate in the form of Exhibit 6.3B, duly completed and signed by an Owner of the boat and co-signed by the Chief Measurer or his or her designee or any Fleet Measurer.

6.4 **Mast rake.** To control mast rake, the headstay system length, measured between the intersection of the headstay (natural extension of the headstay) and the forward face of the mast to the intersection of the stem line and the sheer line at the bow, shall not be greater than TBA mm nor less than TBA mm.

6.5 **Kinetics.** Notwithstanding the provisions of RRS 42, 42.3 or 49, hanging on the mast or shrouds to promote roll tacking or roll gybing is prohibited at all times. For purposes of RRS 49.2, roll tacking or roll gybing shall not be a "necessary task."