

J/105 UK CLASS RULES - Approved 2011

OBJECTIVES

1.1 These rules are to preserve J/105's recreational features, including ease of handling, low cost of ownership, safety, comfort and equality of performance while maximising participation at J/105 events.

1.2 Except where variations are specifically permitted by these rules, J/105's shall be alike in the hull, deck, keel, rudder and spar construction, weight and weight distribution, sail plan, equipment and interior furnishings.

1.3 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. Alteration or modification to the class rules shall only be permitted with the joint approval of the copyright holder and J/105 Class.

2 ADMINISTRATION

2.1 The J/105 UK Class Association shall be the sole authority for the conduct and management of J/105 UK Class events. The management of class events and class rules shall be conducted with the involvement of the copyright holder and UK Class Association.

2.2 The UK Class Association comprises the Full Members and Associate Members. UK based J/105 owners shall be eligible for Full Membership. UK based J/105 crew shall be eligible for Associate Membership. In the case of a boat owned by two or more persons all owners shall be entitled to join the UK Class Association as Full Members. Only Full Members shall be entitled to vote on UK Class Association business and in any event votes shall be limited to one vote per boat. Annual fees for membership shall be determined from time to time at a meeting of the UK Class Association. Applications for membership shall be submitted in writing with payment of the appropriate annual fee to the UK Class Captain, or as directed. The UK Class Association Committee shall have an absolute discretion to refuse any application for membership without giving its reasons for such refusal.

2.3 The UK Class Association shall (i) keep members informed of proposed rule changes and activities (ii) seek member consensus in recommending rule changes to the copyright holder.

2.4 J/105's shall be built only by builders licensed to do so by J Boats Inc., and shall comply with J/105 building specifications detailed by the copyright holder.

2.5 No boat shall be deemed a J/105 class boat until it has been completed with a building number assigned by J Boats Inc. moulded into the transom and equipped to qualify for one-design class racing.

2.6 Moulded fibreglass parts, spars, rudder, keel, engine and prop shall be supplied by J Boats Inc. or their authorised J/105 agent.

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

2.8 Unless otherwise stated, the definitions used in ISAF Regulations and associated documentation shall apply

MEASUREMENT

3.1 A Measurer shall not measure a yacht in which he is an interested party.

3.2 The skipper has responsibility of ensuring that their yacht complies with these Class Rules.

3.3. By participating in J/105 events or for J/105 one-design trophies, skippers agree to permit J/105 Class Officers or Race Committee or their appointed representatives to board their boat unaccompanied for the purpose of inspecting, measuring or equalising at any time during a regatta or within 24 hours before or after.

4 EQUIPMENT RULES

4.1 Standard factory supplied furnishings and equipment shall not be removed or relocated when racing, but cushions, dodger, and bulkhead door need not be carried when racing.

4.2 To ensure safety all J/105 class events require compliance with ISAF Special Offshore Regulations for Category 4 events as a minimum and as extended by the applicable Notice of Race and/or Sailing Instructions.

4.3 Permitted whilst racing:

4.3.1 Tactical Instrumentation and electronic navigation and communications equipment, including additional non-electronic compasses.

4.3.2 Adjustable jib tracks

4.3.3 Interior cruising, day sailing amenities and modifications to berths, cookers and batteries which do not enhance performance or reduce weight.

4.3.4 Foredeck lifeline netting, shroud rollers and other anti-chaffing gear.

4.3.5 Fine tune on tail of mainsheet, mounted over coarse tune block with 24:1 power ratio.

4.3.6 Installed Genoa tracks not used.

4.3.7 U-bolts or similar (P&S) outboard of standard jib track for barber hauling.

4.3.8 Spinnaker sheet barber haulers led to stanchion bases or midship padeyes, with additional Cam Cleat (P&S) on cabin side.

4.3.9 Trimming the lazy windward jib sheet, or running a “barber hauler” to haul the jib lead inboard.

4.3.10 Halyard locks, hooks or cleats

4.4 Not permitted whilst racing:

4.4.1 Holes or tubes which feed halyards or control lines through the deck, hull or transom.

4.4.2 Altering Keel or Rudder profile or exceeding tolerances on Official Offsets.

4.4.3 Light spinnaker sheets

4.4.4 Use of a mast, boom or bowsprit which has been modified in any way, such as cutting off the mast butt to increase rake

5 SAILS

5.1 Sails shall be measured and constructed in accordance with ISAF ERS (Equipment Rules of Sailing), except where otherwise stated herein.

5.2 Sails carried aboard shall be limited to one mainsail, one non-overlapping jib, two asymmetric spinnakers, one heavy weather jib and storm sails.

5.3 The mainsail dimensions shall not exceed:-

Dimension	Maximum Value
Foot	4450mm
Half Width	2890mm
Three-Quarter Width	1685mm
Luff	12650mm
Leech	13260mm

5.4 The mainsail may have up to five battens of any length and type

5.5 The tack ring of the mainsail shall be affixed in the standard tack fitting, and the clew shall not be allowed to float free from the boom. The foot may be otherwise loose.

5.6 At least one serviceable row of reef points shall be installed approximately parallel to the foot with a tack point and the centre of the reef points in the luff to be no closer than 1830mm to the boom.

5.7 The Class insignia in blue (or appropriate colour on carbon sails) with overall dimensions of approximately 450x900mm shall be affixed on both sides of the mainsail with the bars nearly perpendicular to a line between

the head and centre of the boom and between the location of the upper two batten pockets were there to be 5 batten pockets in the sail.

5.8 The non-overlapping jib dimensions shall not exceed:-

Dimension	Maximum Value
Luff Length	12300mm
Luff Perpendicular	4250mm
Half Width	2270mm

5.8.1 The non-overlapping jib shall have a maximum of three battens fitted to the leech of any length or type provided that they allow the sail to be fully furled.

5.9 The heavy weather jib shall have a luff length no greater than 10600mm and maximum area of 19.2m² and a maximum of three battens may be fitted to the leech of any length or type provided that they allow the sail to be fully furled.

(NB. This dimension ensures that the sail is eligible as an ISAF ERS Heavy Weather jib however to be compliant the sail also needs to have a means to attach the luff to the forestay independent of the luffgroove in the furling system. If grommets or other fixing are not provided with the heavy weather jib, then an additional storm jib, as defined by ISAF ERS must also be carried to achieve compliance with ISAF SOR Cat 4)

5.10 Standard Harken roller furlers, or equivalent shall be used.

5.11 One asymmetric spinnaker shall be manufactured from woven nylon with a minimum nominal finished weight of not less than 38 g/m² and a maximum area of 95m²

5.12 A second asymmetric spinnaker also manufactured from woven nylon with a minimum nominal finished weight of not less than 38 g/m² and of maximum area 77m² may also be carried.

5.8 A storm jib or ISAF ERS Heavy weather jib shall be carried at all times

ADDITIONAL RULES

6.1 The maximum number of crew shall be seven persons with no limit on crew weight.

6.2 To control mast rake, the headstay system length measured between the centreline of the headstay pin on the mast to the intersection of the stem line and the sheer line at the bow, shall not be greater than 13035 mm nor less than 12895 mm.

6.3 To extend the bowsprit a boat shall be in the process of either a continuous hoist, flying or a continuous retrieval of the spinnaker. At all other times the bowsprit shall be retracted.

The penalty for each infringement of this rule is a penalty turn. The penalty turn is a single manoeuvre that will include at least one tack and one gybe and must be completed as soon as possible following the infringement.

6.5 In one design events the helm shall be a regular member of the crew, and shall be a member of the J/105 UK Class Association.

6.6 No member of crew shall be remunerated for participation in Class events.

6.7 In one design events an additional spinnaker and an additional jib may be carried aboard provided they comply with class rules and are declared to the designate UK Class representative before the start of the event. They may only be used under the following circumstances and in strict compliance with the procedure defined. This rule is in addition to rule 5.2.

6.7.1 The third spinnaker may only be used if one of the other 2 spinnakers is damaged in use to the extent that it cannot safely be flown.

6.7.2 The third jib may only be used if one of the other 2 jibs (excluding storm sails) is damaged in use to the extent that it cannot safely be flown.

6.7.3 Any boat flying a spinnaker or jib in reliance on this rule shall declare so to the designated representative of the UK Class Association within two hours of finishing the race and will, if requested by the race officer, race committee or designated representative of the Association, submit the damaged sail and the sail used in its place for inspection.

6.8 The word "event" shall mean either an individual race or several associated races intended to be run on one day.

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Appendix C - ISAF References

ISAF OSR (Cat 4) [ISAF OSR Cat 4](#)

2.03 General Requirements

2.03.1 All equipment required by Special Regulations shall:-

a) function properly

4.26 Storm & Heavy Weather Sails

4.26.1 Design

a) it is strongly recommended that persons in charge consult their designer and sailmaker to decide the most effective size for storm and heavy weather sails. The purpose of these sails is to provide safe propulsion for the yacht in severe weather - they are not intended as part of the racing inventory. The areas below are maxima. Smaller areas are likely to suit some yachts according to their stability and other characteristics.

4.26.3 Materials

b) it is strongly recommended that a heavy-weather jib does not contain aromatic polyamides, carbon and similar fibres other than spectra/dyneema.

4.26.4 The following shall be provided:-

f) a heavy-weather jib (or heavy-weather sail in a yacht with no forestay) of area not greater than 13.5% height of the foretriangle squared and without reef points;

g) either a storm trysail as defined in OSR 4.26.4(c), or mainsail reefing to reduce the luff by at least 40%.