

## **J/105 UK CLASS RULES – March 2008**

### **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.

### **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 consists 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 at any meeting of the UK Class Association 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.

### **MEASUREMENT**

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

3.2 Active members and primary helmsmen have the 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, owners 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.

## **EQUIPMENT RULES**

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

4.2 Safety equipment shall, at least, conform to ORC Category 4, regulations prescribed by the applicable Notice of Race and/or Sailing Instructions.

4.3 **Permitted** whilst racing:

4.3.1 Tactical Instrumentation

4.3.2 Additional, non-electronic compasses.

4.3.3 Adjustable jib tracks

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

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

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

4.3.7 Installed genoa tracks not used.

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

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

4.3.10 Trimming the lazy windward jib sheet, or running a barber hauler through the cabin handrail to barber haul the jib lead inboard.

4.3.11 Halyard locks, hooks or cleats

4.3.12 Electronic navigation and communications equipment.

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.

## SAILS

5.1 Sails shall be measured and constructed in accordance with IRC sail measurements, and ORC regulations, except where otherwise stated herein.

5.2 Subject to rule 6.6 sails carried aboard shall be limited to one mainsail, one non-overlapping jib, two asymmetric spinnakers and one heavy weather jib.

5.3 The mainsail shall be manufactured from materials accepted under IRC.

Dimensions shall not exceed: Luff – 12650mm; Foot – 4450mm; Leech – 13260mm; Upper ¼ girth – 1685mm; Mid-girth – 2890mm (Girths measured from ¼ and mid point of leech to the closest point of outside of Luff tape). A maximum of five Leech battens shall be fitted of any length so that the centre of the batten pockets shall divide the aft edge of the sail into equal parts with a tolerance of +/- 80mm. 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 mainsail foot may otherwise be loose. At least one serviceable reef point shall be installed no closer than 1830mm up from the tack. The Class insignia with overall dimensions approximately 450 x 900mm 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 upper two battens.

5.4 The non-overlapping jib shall be manufactured from materials accepted under IRC: Maximum dimensions measured between (and not extending beyond) the bearing points of the three cringles. Luff 12300 mm, Luff Perpendicular (LP) 4250 mm, Half-Width (HHW) (measured from the mid-point of leech to closest point of outside luff tape) 2270 mm. Three battens may be fitted to the leech, provided they are equally spaced between the head and the clew (+/- 80mm) and that they allow the sail to be fully furled.

5.5 Standard Harken roller furlers or equivalent shall be used.

5.6 One asymmetric spinnaker shall be manufactured from woven nylon with a minimum nominal finished weight of **not less than** 38 g/m<sup>2</sup> and a maximum area of 95 Sq. metres.

5.7 A second heavy weather asymmetric spinnaker of reduced area (not more than 77 Sq. metres) may also be carried. Spinnaker area will be calculated using the formula:  $((SLU+SLE)/2)*((SF+(4*SHW))*0.2)*0.83$ , where SLU shall not exceed 16500 mm

Spinnakers shall be flown from the standard J105 fractional halyard position or from the masthead.

5.8 A storm jib or ORC Heavy weather #4 jib shall be carried.

5.9 All sails shall be measured prior to commencement of a Class event. Sails shall not be replaced during a series without permission from the UK J/105 Class Committee.

## ADDITIONAL RULES

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

6.2 Shoal draft boats will be allowed a 36 seconds per hour's time allowance.

6.3 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.

6.4 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. The penalty is a turn to include one tack and one gybe before the end of the race for each contravention.

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 a third spinnaker and a third jib may be carried aboard but the third spinnaker may only be used if one of the other spinnakers is damaged in use to the extent that it cannot safely be flown and the third jib may only be used if one of the other jibs is damaged in use to the extent that it cannot safely be flown. Any boat flying a third spinnaker or jib in any one design event in reliance on this rule shall declare to designated representative of the UK Class Association that it has done so either during the race in which such sail is flown or within two hours of finishing and will, if requested by the race officer or race committee or a designated representative of the Association to do so, submit the damaged sail and the sail used in its place for inspection failing which it may be disqualified or otherwise penalised.

6.8 The word "event" when used in rule 6.5 and 6.6 shall mean either an individual race or a regatta. A "regatta" shall mean a series of races run on consecutive days as part of the same event.