

J/109 UK & Ireland Class Rules

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1. RULES FOR THE J109 UK & IRELAND CLASS ASSOCIATION

1. Title

The full title of the Association shall be the “J109 UK Class Association” (herein after known as the “Association”).

2. Objectives

The objectives of the Association are to promote and further the interests of the UK J109 Class in the UK and to represent the interest of UK owners of J109s as follows:

- (a) To enhance the enjoyment of J109 sailing within the UK.
- (b) To promote and develop J109 one design racing within the UK.
- (c) To create and maintain a one design rule for the UK J109 Class.
- (d) To keep members informed of developments concerning the Class and any proposals concerning Class Measurement Rules.
- (e) To co-ordinate a programme of races including a championship for the Class.
- (f) To forge links with other associations of J109 sailors in the USA and Europe.
- (g) To encourage communication between members of the Association.

3. Terms and Definitions

In these rules:

‘The Copyright Holder’ shall mean J Boats Inc.

A ‘Licensed Builder’ shall mean a person for the time being holding a valid licence to build the J109 issued by the Copyright Holder.

‘The Committee’ shall mean the Committee of the Association.

‘The Association Rules’ shall mean the rules governing the conduct of the Association.

‘The Class’ shall mean the J109 class constructed in accordance with the Class Measurement Rules.



‘The Class Measurement Rules’ shall mean the rules relating to specification, construction and measurement controls of the Class as defined in the ISAF Equipment Rules of Sailing and governing the building of each J109.

‘Owner’ and ‘Joint Owner’ shall mean any person or persons, organisation entered on the IRC certificate as owner or joint owner of the yacht.

4. Membership and Voting Rights

(a) The following classes of membership shall be recognised:

- (i) Full Membership
- (ii) Associate Membership

(b) Full Membership shall, upon payment of the prescribed annual subscription be open to any Owner of a J109 or, in the case of Joint Owners, to any one of them, or in the case of a J109 owned by an organisation, to a nominated representative of that organisation.

(c) Associate Membership shall, upon payment of the prescribed annual subscription, be open to any Joint Owner of a J109 not being a Full Member, and to any individuals or organisation interested in the J109 Class.

(d) Each Full Member shall be entitled to one vote at a General Meeting of the Association, or in a postal ballot. Associate Members shall be entitled to attend and speak at any General Meeting, but not to vote.

5. Management

(a) The affairs of the Association shall be managed by the Committee.

(b) The Committee shall consist of a Chairman, Class Secretary/Treasurer, Measurer elected at the Annual General Meeting of Members to hold office until the conclusion of the next Annual General Meeting.

(c) At meeting of the Committee, two members shall form a quorum.

(d) The Committee shall have power to make recommendations to the members in general meeting, or by post, for alteration in, or additions to, the Association Rules.

(e) At least two weeks notice of the date, place and agenda for any Committee Meeting must be given in writing or by email by the Secretary to each Committee Member.

6. Conduct of Meetings of the National Association

(a) The Annual General Meeting of the Association shall be held annually during the National Championship of the Class or any other place judged by the Committee to be most convenient to the majority of members of the Association. The precise date, time and place to be at the Committee’s discretion.

(b) A Special General Meeting shall be called by the Chairman or Class Secretary upon receipt by the Class Secretary of a written request, signed by not fewer than five Full Members of the Association.

(c) At least three week's written or email notice shall be given to members of any General Meeting.

(d) At any General Meeting five members shall form a quorum.

(e) At any General Meeting or Committee Meeting decisions shall be limited to matters on the agenda and shall be carried by a 75% vote. Voting shall be by a show of hands, unless a poll is demanded by not fewer than three of the Full Members present. At any meeting the Chairman shall have a casting vote. In the event of a postal or email ballot, all returns shall be made to the Secretary within two weeks of the date of posting or emailing the ballot paper.

7. Subscription Fees

(a) Subscriptions payable for the classes of membership of the Association shall be payable annually and shall be decided at the Annual General Meeting and shall become due on 1st March of the following year.

(b) Unless otherwise determined by the General Meeting, the annual subscription for Full Members shall be £20.00 and for Associate Members £20.00.

(c) Any member whose subscription has not been paid within one month of the date due may have his name removed from the list of members of the Association by the Committee.

8. Accounts

(a) The Treasurer shall cause true accounts to be kept giving particulars of:

(i) All monies, assets and liabilities of the Association.

(ii) All monies received and expended by the Association and the reasons for such receipts and expenditure.

(iii) All sales and purchases by the Association.

(b) The Treasurer shall cause the annual financial statement to be prepared and presented at every Annual General Meeting.

(c) The Annual General Meeting may require that the annual financial statement is audited.

9. Protection of 'One Design' of the Class

(a) The Association shall promote the maintenance of the one design character of the Class and no yacht shall be eligible to enter the National Championships or Class race unless it has been built by a Licensed Builder in accordance with and complies with the Class Measurement Rules.

(b) Changes to Class Measurement Rules Specifications may be made by Licensed Builders with the prior written approval of the Copyright Holder providing such changes only relate to:

(i) Improving the quality of the finish or interior appointments.

(ii) Substitution of construction materials or hardware of equal or better quality and operation.

(iii) Relocation of fittings or hardware, to improve or facilitate the liveability, durability or safety of the yacht.

(iv) Revision of the moulding techniques or methods of construction provided that the shape, dimensions, weight, and rigidity (stiffness of bending moments) of the hull, keel, rudder, mast and boom and the weight and distribution of weight of the deck.

(c) Any other changes to the Class Measurement Rules require the consent of the Association.

2. MEASUREMENT RULES

Introduction

These are the J/109 UK & Ireland Class Rules and all J/109 Class designated one-design racing in the UK and Ireland will be run in accordance with these rules. The rules are based on the J/109 Class Rules, as adopted and specified by J/109 Class Association through its Executive Board.

Additions or amendments to the international J/109 Class Rules, as applied by the J/109 UK & Ireland Class Association within the UK and Ireland are denoted **(UK & Ireland - Amendment)** within this document and are highlighted in yellow.

These J/109® Class Rules are adopted by the J/109 Class Association and are effective upon adoption. These Rules may be changed or amended in accordance with section 7 of the J/109 Class Association Constitution.

These Rules apply to Class and Fleet sponsored events.

1.0 Administration

1.1 The J/109 Class Association through its Executive Board shall be the sole authority for managing and conducting J/109 Class affairs and for applying and enforcing these Rules. Local fleets shall have delegated authority to apply and enforce these rules for fleet events and for local events within fleets.

1.2 J/109's which comply with these Rules shall be built only by builders licensed by J/Boats, Inc. and shall comply with specifications determined by J/Boats, Inc. Repairs and modifications shall be made in accordance with J/Boats, Inc. specifications.

(UK & Ireland Clarification of 1.2) For clarification: When the Builder has modified or improved the specification for new boats, owners of existing boats may, if they so desire, carry out the same modification to their own boats at their own expense.

1.3 No boat shall be deemed to be a J/109 Class boat unless it is completed with a hull identification number assigned by a builder authorized by J/Boats, Inc. and molded into the transom and until the boat is equipped to qualify for J/109 one design Class racing.

1.4 Molded fiberglass parts, spars, rudders, keels, engines, and props shall be supplied by J/Boats, Inc. or its authorized vendors. Major repairs and modifications shall be made in a manner approved by J/Boats, Inc. or by an authorized J/Boats, Inc. builder.

1.5 Unless otherwise prescribed in the Notice of Race, advertising on boats entered in J/109 Class and fleet sponsored events shall comply with ISAF Regulation 20, Category A.

(UK & Ireland Amendment 1.5) Advertising for all J/109 Class designated one-design events shall at all times comply with RRS 79 and the ISAF Advertising Code will be Category C.

2.0 Membership and Eligibility

2.1 The terms, Voting Members and Associate Members shall be as defined in section 3 of the J/109 Class Association Constitution.

2.2 The Driver for in-shore racing shall be the person who drives the boat from five minutes before the start until the finish, but for momentary absences for personal or shipboard needs. The Driver shall be a Voting Member or an Associate Member. A Driver who is not a 100% owner of the J/109 shall be a Group 1 or Group 2 competitor as defined in the ISAF Competitor Classification system.

(UK & Ireland Amendment 2.2) Any Driver who is not the Owner shall be a Group 1 competitor as defined in the ISAF Competitor Classification system.

2.3 The default classification for any sailing industry related crew member, other than a 100% owner, who does not have a formal ISAF competitor classification shall be ISAF Group 3. Not more than one Group 3 competitor, other than a 100% owner, shall be permitted to race on a J/109, unless otherwise prescribed by the Executive Board in the Notice of Race at least 30 days prior to the event.

(UK & Ireland Amendment 2.3) The maximum number of ISAF Group 3 competitors per boat shall be two.

2.4 No crew member may be paid or compensated in any way for racing in a J/109 sanctioned event. However, a crew member may accept reimbursement for reasonable out of pocket expenses, transportation, living accommodations, and meals necessary for participation in an event.

2.5 A J/109 may be chartered for J/109 sanctioned events. The charterer must be a Voting Member or an Associate Member who is an owner of a J/109.

(UK & Ireland Amendment 2.5) The charterer must be an Associate Member but need not be an owner of a J/109.

3.0 Measurement

3.1 Neither the Chief Measurer nor an assistant measurer shall measure a J/109 in which he or she is an interested party.

3.2 The captain and owner are responsible for assuring that a J/109 participating in a J/109 class or fleet sanctioned event complies with these Rules.

3.3 By participating in a J/109 sanctioned event, Voting Members, owners, and captains agree to permit J/Boats, J/109 Class officers, measurers, and the Race Committee or their representatives to board their boats unaccompanied for purposes of inspection, measurement, or compliance at any time during an event or within 24 hours before or after the event.

3.4 A measurement determination by the Chief Measurer or an assistant measurer shall be determinative.

3.5 A technical decision or determination by the Technical Committee which applies to these Rules shall be determinative.

4.0 Equipment Rules

4.1 Standard factory supplied equipment, including, but not limited to, railings, stanchions, and furnishings, except as listed in section 4.3, shall be maintained and will *not* be removed, relocated, or altered when racing.

(UK & Ireland Amendment 4.1) All cushions may be relocated but not removed.

4.2 Safety equipment *shall* be on board, *shall* be used, and *shall* at least conform to ISAF Special Offshore Regulations Appendix J- Category 5, provided that personal floatation devices meeting USCG Type II requirements shall be sufficient. *See* www.sailing.org. Each J/109 participating in a Class or fleet sponsored event shall comply also with additional safety requirements of the Race Committee as set out in the Notice of Race and sailing instructions.

(UK & Ireland Amendment 4.2) All J/109s racing in the UK and Ireland *shall carry as a minimum* safety equipment in accordance with **ORC Category 4** and shall always carry safety equipment that meets with the requirement of the Notice of Race and all other documents relating to the regatta.

4.3 The following are permitted while racing:

4.3.1 Tactical / navigation / communication instrumentation

4.3.2. Interior cruising and day sailing amenities that do not enhance performance

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

4.3.4 Installed but unused genoa tracks

(UK & Ireland Amendment 4.3.4) Installed genoa tracks may be used.

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

(UK & Ireland Amendment 4.3.5) The term 'jib' and 'genoa' are always interchangeable for the purpose of the UK and Ireland J/109 Class Rules.

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

4.3.7 Trimming the lazy windward sheet to barber haul the jib

4.3.8 Block and tackle Cunningham

4.3.9 Re-leading the single ended outhaul and/or boom vang to the cockpit

(UK & Ireland Amendment 4.3.9) Re-leading the single and/or double ended boom vang to the cockpit.

4.3.10 Foot braces, hand holds, non skid surfaces, and lifeline cushions

4.3.11 Use of a shackle or similar device to attach headsail sheets to sails and to attach the tack line to the spinnaker

4.3.12 Removal of the dodger, forward cabin cushions, forward bulkhead door, and stern box

(UK & Ireland Amendment 4.3.12) The 'dodger' is the sprayhood. Forward cabin (v-berth) cushions may not be removed.

4.3.13 Adaptations (as defined in IFDS Race Management Manual 2005-2008) permitted by ISAF's International Foundation for Disabled Sailing (IFDS) for use by a sailor possessing a current classification number under the IFDS Functional Classification System, provided (a) such adaptations are used only by the disabled sailor, and (b) meet the conditions set forth in Section 4 of Part 1 of the IFDS Race Management Manual 2005-2008.

4.3.14 Substitution of blocks, cleats, and clutches provided by non-standard equipment manufacturers, provided that the replacement parts are of similar size, weight, and power ratio and perform the same function.

4.4 The following are *not* permitted while racing in inshore buoy races:

4.4.1 Halyard locks or hooks

4.4.2 Holes or tubes which lead lines or halyards through the deck, hull or transom other than the sprit control line

4.4.3 Altering the hull or rudder or keel profiles or exceeding tolerances in officially determined offsets

4.4.4 Specialty light air sheets which cannot be used in heavy air

4.4.5 Altering the mast, boom, or bowsprit

4.4.6 Adjusting the location of the mast butt or the standing rigging, other than the backstay

4.5 A Voting Member may request a written determination from the Technical Committee concerning the compliance of any proposed alteration or upgrade with these Rules. All such determinations shall be posted on the Class website.

5.0 Sails

5.1 Each sail purchased for use used in J/109 Class sanctioned events shall comply with the Class Rules in effect on the date of delivery and when measured at an event. It is the obligation of the owner and captain to have certified sail measurement certificates onboard and ready for inspection at a J/109 Class sanctioned event. New sails delivered on or after September 1, 2006 shall be affixed at the tack with a sewn in J/109 sailtag purchased from the J/109 Class Association by the sailmaker. Sailtags shall be supplied to sailmakers by the Class and shall have serial numbers that are registered with the class secretary/treasurer. A

certificate with a serial number, a statement that the sail conforms to class rules, and the date of delivery to the owner shall be signed by the sailmaker, delivered to the owner, and recorded by the Class Secretary. By affixing a sailtag, the sailmaker certifies that the sail meets the then effective sail material, weight, and measurement requirements of these Rules. Fees for purchase of sail tags by sailmakers shall be determined by the Executive Committee.

(UK & Ireland Amendment 5.1) Rule 5.1 shall not apply in the UK and Ireland.

5.2 All sail measurements shall be made by certified measurers and in accordance with the ISAF Equipment Rules of Sailing (“ERS”). In this section, terms in **BOLD** are used as defined and used in ERS.

5.3 Sails carried on board and used for J/109 Class or fleet sanctioned events for inshore buoy racing shall be limited to five sails: one Class **mainsail**, two Class **jibs**, and two Class **spinnakers**. Each Class sail shall comply without exception with the provisions of these Rules. For each day of an event, the captain shall designate a jib and spinnaker which shall be used for the entire day; provided that an alternate jib or spinnaker may be used in the event a sail is materially damaged.

(UK & Ireland Amendment 5.3) Rule 5.3 is replaced by: Sails carried aboard, or used during an inshore buoy racing Class event shall be limited to seven sails: one Class **mainsail**, three Class **headsails** and three Class **asymmetric spinnakers**. J/109s racing in the UK and Ireland shall carry as a *minimum* safety equipment in accordance with **ORC Category 4**. Therefore boats will also be required to carry (and may use) an **ORC heavy weather jib** and either a **trysail** or a **mainsail with a reef that reduces the luff length by at least 40%**.

All sails shall be specifically declared at the start of a class one design regatta and all sails declared shall be carried on board for the duration of the regatta.

5.4 The Class **mainsail** may be manufactured of woven and laminated materials, including polyester, aramid, and carbon fibers having a bag weight (without battens) of not less than 31.96 pounds / 14.5 kilos. Dimensions shall not exceed: **luff length** – 13180mm; **foot length** – 4720mm; **half width** – 3068mm; **three-quarter width** – 1794mm; **top width**- 189mm. The class **mainsail** may have up to five **battens** of any length and arranged so that the center of the **batten pockets** shall divide the **leech** of the sail into equal parts with a tolerance of +/- 80mm.

The **tack** ring of the Class **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. 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 points in the **luff** to be no closer than 1830mm to the boom. The Class **mainsail** may be attached to the mast with slide, luff cars, or bolt rope.

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

5.5 The Class jib may be manufactured of woven and laminated materials approved by IMS, having a bag weight (without battens) of not less than 24.8 pounds / 11.25 kilos. Dimensions 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 the **foot length** and **three-quarter width** shall not exceed 255% of **foot length**). For all sails delivered on and

after September 1, 2006, the dimensions of the jib shall not exceed **luff perpendicular** – 4250mm (105%LP); **luff length** – 13890mm; **half-width** – 2125mm; and **three-quarter width** – 1063mm.

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

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 furled.

(UK & Ireland Amendment 5.5) Rule 5.5 is replaced by: The jibs or genoas may be manufactured of any woven or laminated materials. The dimensions of the jibs or genoas shall not exceed: **luff perpendicular** - 5880mm (145% LP), **luff length** – 13800mm. 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).

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

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 furled.

5.6 The class **asymmetric spinnaker** shall be manufactured from woven nylon with a minimum nominal weight of not less than 40grams per square meter. The area of the sail (“SA”) shall not exceed 108 square meters, based on the formula: $SA = (\text{luff length} + \text{leech length}) * .25 \text{ foot length} + (\text{half width} - .5 \text{ foot length}) * (\text{leech length} + \text{luff length}) / 3$.

Adjustable leech, luff, and foot lines shall be fitted to the **Asymmetric spinnaker**.

(UK & Ireland Amendment 5.6) Rule 5.6 is replaced by: The class **Asymmetric spinnaker** shall be manufactured from woven nylon of any weight. The area of the sail (“SA”) shall not exceed 108 square meters, based on the formula: $SA = (\text{luff length} + \text{leech length}) * .25 \text{ foot length} + (\text{half width} - .5 \text{ foot length}) * (\text{leech length} + \text{luff length}) / 3$.

Adjustable leech, luff, and foot lines **may** be fitted to the **Asymmetric spinnaker**.

5.7 For J/109 Class or fleet sanctioned one design racing, purchases shall not exceed (a) two mainsails, jibs, and spinnakers in the first year of ownership (b) plus one mainsail, one jib, and one spinnaker during any subsequent calendar year. Notwithstanding any other limitation in this section, the Executive Board or the Chief Measurer may permit replacement of any sail which has been damaged beyond reasonable repair.

(UK & Ireland Amendment 5.7) Rule 5.7 shall not apply in the UK and Ireland.

6.0 Additional Class Racing Provisions

6.1 For J/109 Class or fleet sanctioned events, the crew shall be limited to the driver plus six crew members. To encourage family participation, a seventh “lightweight person” may be added at no penalty, provided that person’s weight does not exceed 60 kilos (132 lbs.).

(UK & Ireland Amendment 6.1) Rule 6.1 shall not apply in the UK and Ireland.

6.2 For J/109 Class or fleet events designated by the Executive Board as national or other championship events, Rule 6.1 will not apply. For such designated championship events, a maximum crew weight limit shall apply. Maximum crew weight, regardless of the number of crew members, shall not exceed 550 kilos (1213 pounds) in swimming apparel, excluding the driver.

(UK & Ireland Amendment 6.2) For J/109 Class designated one-design or championship events, a maximum crew weight limit shall apply. Maximum crew weight, regardless of the number of crew members, shall not exceed 600 kilos in swimming apparel, excluding the owner. Where a boat is jointly owned, the 'Owner' shall be the person who is the largest or designated joint largest shareholder in the boat.

6.3 The bowsprit shall be retracted when not in the process of setting, flying, or taking down the spinnaker. When approaching a windward mark without the spinnaker set, the bowsprit shall not be extended until the bow of the boat passes the mark. The penalty for failure to comply with this rule shall be one 360 degree turn taken before the finish of the race.

6.4 Hanging on the mast or shrouds to promote roll tacking or roll gybing is prohibited at all times.