

J/105 CLASS ASSOCIATION RULES February 15, 2002

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 maximizing participation at J/105 events.

1.2 Except where variations are specifically permitted by these rules, J/105s shall be alike in 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.

ADMINISTRATION

2.1 The J/105 Class Association shall be the sole authority worldwide for the conduct and management of J/105 Class events. The management of class events and class rules shall be conducted with the involvement of the copyright holder and Class Executive Committee, as defined in the J/105 Class Constitution.

2.3 The ExCom shall keep members informed of proposed rule changes and class activities.

2.4 J/105s 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. molded into the transom and equipped to qualify for one-design class racing.

2.6 Molded fiberglass parts, spars, rudder, keel, engine and prop shall be supplied by J Boats, Inc. or their authorized 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 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).

MEMBERSHIP AND ELIGIBILITY

3.1 An Active Member shall be an Owner of a J/105 that complies with Class Rules and whose

annual dues have been paid.

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

3.3 An Owner is the person who legally owns 100% of the yacht or is one of two or three Group 1 competitors (as defined in US Sailing Competitor Eligibility Appendix) with equal partnership in terms of financial investment in the purchase of the complete yacht and the cost of its operations. All Owners shall be Active or Associate Members of the J/105 Class Association.

3.4 The Driver shall either be an Active Member or an Associate Member. Any Driver who is an Associate Member shall be a Group 1 competitor and be either (a) a member of an Owner's immediate family or (b) a long term shipmate and friend of an Owner. A Driver is defined 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.

3.5 All sailing industry related persons (excluding 100% Owner) who have not received US Sailing competitor eligibility determination, shall be Group 3. Notwithstanding a US Sailing competitor eligibility determination, the ExCom shall be the final authority in determining a competitor's status within the spirit of the class rules.

3.6 All races sailed under these rules shall be categorized for crew eligibility at least 45 days prior to the start of the race as either:

Level A: The crew aboard (excluding a 100% Owner) shall be comprised of Group 1 competitors, except that one crew member may be a Group 2 competitor unless the boat has a 100% Owner who is a Group 2 or 3 competitor.

Level B: The crew aboard (including a 100% Owner) shall be comprised of Group 1 competitors, except that the crew may include (a) one Group 2 competitor and (b) one additional Group 2 or Group 3 competitor.

Level C: OPEN - The crew aboard (excluding Owner) may consist of any combination of Group 1, 2 and 3 competitors.

3.7 If no Level is designated by the Notice of Race or by other Class notice 45 days prior to the event, then Level A shall apply.

3.8 No crew aboard may be compensated in any way or receive financial benefit for racing in a J/105 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.

3.9 In addition to the non Group 1 competitors in #3.6 Levels A and B, representatives of J Boats and the J/105 Class Coordinator may sail on a temporary basis with new owners of J/105s in order to familiarize them with the boat.

3.10. A Charterer is the person who charters a J/105 for one or more regattas, provided (a) the charterer is an Active or Associate Member, and (b) the charterer is otherwise an Owner of a J/105 or the ExCom has determined that the charterer is a Group 1 competitor and is likely to become an Owner of a J/105 in the near future. In the case of a chartered J/105, references in rule 3.4 to "Active Member," and references in all class rules to "Owner," shall include the Charterer; references in these class rules to "100% Owner" shall include a Charterer only if he or she otherwise legally owns 100% of a J/105.

3.11 The ExCom shall be the sole interpreter of these definitions and their application.

MEASUREMENT

4.1 A measurer shall not measure a yacht in which he is an interested party.

4.2 Active Members and skippers have the responsibility of ensuring that their yacht complies with these Class Rules.

4.3 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 equalizing at any time during a regatta or within 24 hours prior before or after.

EQUIPMENT RULES

5.1 Standard factory supplied furnishings and equipment, including but not limited to the swim ladder, jib roller furling, emergency tiller (wheel boats only) 12 volt battery, igloo cooler, holding tank, head, paneling under and on top of the V-berth, floor boards, main settee bunk cushions, and bulkhead door shall not be relocated or removed when racing. *Exception: forward V-berth cushions, dodger, and snuffer cleats on the starboard side of the cabin may be removed.*

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

5.3 **PERMITTED** while racing:

5.3.1 Tactical instrumentation.

5.3.2 Additional, non-electronic compasses.

5.3.3 GPS/Loran/VHF/Radar.

5.3.4 Interior cruising and day-sailing amenities which don't enhance performance.

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

5.3.6 A fine tune system for the mainsheet with a maximum 24:1 power ratio may be installed over the coarse tune block or on a bracket mounted on the opposite side of the traveler at the same height as the traveler.

5.3.7 Installed genoa tracks not used.

5.3.8 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.

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

5.3.10 Trimming the lazy windward jib sheet, or running a barberhauler through the cabin handrail to barberhaul the jib lead inboard.

5.3.11 Block and tackle cunningham to ring at top of Quickvang.

5.3.12 Moving mainsheet swivel base forward of traveler.

5.3.13 Driver foot braces.

5.3.14 Non-factory tiller that when weighed with standard tiller head, tiller straps and fasteners is a minimum of 10.9 pounds.

5.3.15 Toggles in the backstay or forestay, or both.

5.4 **NOT PERMITTED** while racing:

5.4.1 Halyard Locks or Hooks.

5.4.2 Holes or Tubes which feed halyards or control lines through the deck, hull or transom.

5.4.3 Altering Rudder or Keel Profile or exceeding tolerances in Official Offsets.

5.4.4 Light air spinnaker sheets.

5.4.5 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

Until 6/30/2002, Rules 6.1 through 6.6 reads as follows:

6.1 Sails shall be measured and constructed in accordance with IOR sail measurements, IMS rules WITHOUT PENALTY and ORC regulations, except where otherwise stated herein.

6.2 Sails carried aboard, or used during an event where J/105s are competing as a class amongst themselves shall be limited to one class mainsail, one class jib and two class asymmetrical spinnakers; provided that the second spinnaker shall only be used if the first or primary spinnaker is damaged or, if due to extreme wind conditions, the boat owner reasonably believes that such primary spinnaker will be substantially damaged or destroyed. If a second

spinnaker is deployed, the primary spinnaker shall not thereafter be used in the same race.

6.4 The mainsail shall be manufactured from woven polyethylene terephthalate (PET), such as Dacron, of not less than 7 oz (300 grams per square meter) weight. Dimensions shall not exceed: Luff - 12650mm; Foot - 4450mm; Leech - 13260mm; Upper 1/4 Girth 1685mm; and Midgirth - 2890mm. Four (4) battens shall be fitted of any length so that the center of the batten pockets shall divide the aft edge of the sail into five equal parts with a tolerance +/- 80 mm. 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 mainsail shall be attached to the mast with sail slides. The class insignia in blue 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 battens. Windows are permitted.

6.5 The roller jib shall be constructed of either: 1) woven PET, or 2) a laminate consisting of PET film and PET or PEN (polyethylene naphthalate-such as Pentex) substrate of a weight not less than 6 oz.(257 grams per square meter) attached to and operated on the standard roller furling system using #6 luff tape with the following maximum dimensions measured between (and not extending beyond) bearing points of the three cringles: Luff - 12150mm, a fair concave Leech - 11280mm, Foot - 4450mm and Mid-girth including luff tape - 2130mm.

6.5.1 Not more than 3 battens or stiffeners of any length on the leech are permitted, provided that they do not restrict rolling the jib on the furler. Windows are permitted.

6.5.2 UV protective tape may be applied to the leech to cover the sail when roller furled.

6.6 The asymmetric spinnaker shall be manufactured from woven nylon with minimum nominal weight of not less than 42 grams per square meter with a maximum area of 77 square meters based on the formula: $(SLU+SLE) * .25SF + (SMG-.5SF) * (SLE+SLU)/3$ where SLU (luff) shall not be greater than 14900mm nor less than 13600mm, SLE (leech) shall not be greater than 11900mm and SMG (mid-girth) shall not be less than .65SF(foot). Spinnakers manufactured prior to December 1, 1999 are subject to the previously published minimum nominal weight of not less than .75 oz. per running yard (8690mm wide) cloth weight.

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

From 7/1/2002, Rules 6.1 through 6.6 will read as follows:

6.1 A sail shall comply with the **class rules** in effect on the date of delivery of the sail (rule 6.9) or **at event measurement**.

6.2 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.

6.3 **Sails** carried aboard, or used during a class event shall be limited to one mainsail, one jib and two spinnakers; provided that the second spinnaker shall only be used if the first ("primary") spinnaker is damaged or, if due to extreme wind conditions, the skipper reasonably believes that the primary spinnaker will be substantially damaged or destroyed. If a second spinnaker is deployed, the primary spinnaker shall not thereafter be used in the same race.

6.4 **MAINSAIL.**

6.4.1 The mainsail shall be manufactured from **woven ply** of polyethylene terephthalate ("PET"), such as Dacron, and the **ply** weight of the **body of the sail** shall not be less than 300 g/m² (7 oz).

6.4.2 The dimensions of the mainsail shall not exceed: **luff length** – 12,650 mm; **foot length** – 4,450 mm; **leech length** – 13,260 mm; **half width** – 2,890 mm; **three-quarter width** – 1,685 mm; and **top width** – 178 mm.

6.4.3 Four **battens** of any length shall be fitted so that the center of the **batten pockets** shall divide the **leech** of the mainsail into five equal parts with a tolerance +/- 80 mm.

6.4.4 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. The mainsail shall be attached to the mast with sail slides. **Windows** are permitted.

6.4.5 The class insignia in blue with overall dimensions approximately 450x900mm shall be affixed on both sides of the sail between the upper two **batten pockets**, with the bar underneath the "J" located on, and nearly perpendicular to, a line through the **mid foot point** and a point on the top of the sail equidistant from **head point** and **aft head point**. National letters and sail numbers shall conform with the RRS and shall be placed between the middle two **batten pockets**.

6.5 **JIB.**

6.5.1 The roller jib shall be constructed of either 1) **woven ply** of PET, or 2) **laminated ply** of PET

film and PET or PEN (polyethylene naphthalate - such as Pentex).

6.5.2 The dimensions of the jib shall not exceed: **luff length** – 12,150 mm; **leech length** 11,280 mm; **foot length** – 4,450 mm; **half-width** – 2,020 mm; and **top width** – 80 mm.

6.5.3 The jib shall have a minimum weight of 23.0 lbs. (10.35 kg), including any **battens**.

6.5.4 Not more than 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.

6.5.5. The jib shall have a hollow **leech** and while racing, 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.

6.6 SPINNAKER.

6.6.1 The spinnaker shall be manufactured from **woven ply** consisting of nylon. The **ply** weight of the **body of the sail** shall be not less than 42 g/m² (0.75 oz).

6.6.2 The area of the sail ("SA") shall not exceed 77 m² based on the following formula:

$$SA = \frac{[(\text{luff length} + \text{leech length}) * .25 * \text{foot length}] + [(\text{half width} - .5 * \text{foot length}) * (\text{leech length} + \text{luff length})]}{3}$$

where **luff length** shall not be greater than 14,900mm nor less than 13,600mm, **leech length** shall not be greater than 11,900 mm and **half width** shall not be less than $.65 * \text{foot length}$.

Effective January 1, 2003, rule 6.6.2 is replaced by the following:

6.6.2 The area of the sail ("SA") shall not exceed 89 m² based on the following formula:

$$SA = \frac{[(\text{luff length} + \text{leech length}) * .25 * \text{foot length}] + [(\text{half width} - .5 * \text{foot length}) * (\text{leech length} + \text{luff length})]}{3}$$

where **luff length** shall not be greater than 15,100 mm nor less than 13,600 mm, **leech length** shall not be greater than 12,140 mm and **half width** shall not be less than $.65 * \text{foot length}$.

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

6.6.4 If a boat does not have at least two full sized, legal 89 m² spinnaker on January 1, 2003, one or two 89 m² spinnakers, as applicable, may be purchased before December 31, 2004 to make up the deficiency. If an additional spinnaker may be purchased under rule 6.8 on January 1, 2003, the number of sails that may be purchased under this rule 6.6.4 will be reduced by one.

6.7 Heavy weather 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/105 one-design racing.

6.8 For purposes of class racing, sail purchases shall not exceed (a) two sails in any calendar year, *plus* (b) one additional sail during any period of two consecutive calendar years. In addition, during the calendar year in which a new boat is first used ("year one"), one used mainsail, one used jib and one used spinnaker ("used" defined as at least 6 months of sailing use) may be purchased. Any sail purchased before year one shall be considered purchased during year one. Further, any sail that, in the written opinion of the Chief Measurer or any Fleet Measurer, is destroyed or so substantially damaged that it cannot reasonably be repaired, may be replaced, *provided* such opinion and the certificate required by rule 6.9 are received by the Class Secretary.

6.8.1. Transition rules: Any mainsail purchased during the last calendar quarter of 2000 or 2001, and any jib or spinnaker purchased during the last calendar quarter of 2001, shall be considered purchased during the next following calendar year. For all boats commissioned before 2002, the first sail shall not be purchased under rule 6.8(b) until the second year after the year during which the last mainsail was purchased.

6.9 Effective January 1, 2001 (or effective October 1, 2001, in the case of any 89 m² spinnaker that complies with rule 6.6 as to be in effect on January 1, 2003), all sails manufactured or delivered after January 1, 2001 shall bear a class-provided sail tag sewn to the tack. These tags shall be supplied to sailmakers by the Class and have a serial number that is registered with the class secretary/treasurer. A certificate with serial number, a statement that the sail conforms to class rules, and the date of delivery to the owner shall be signed by a person authorized by the Executive Committee and placed on file with the secretary/treasurer. Fees for purchase of sail tags by sailmakers shall be determined by the Executive Committee.

6.10. During a charter, the Charterer shall use either the sails of the chartered boat or, if the Charterer is an Owner, the sails of his or her own boat. Borrowed sails shall not be used during any regatta, except that a second spinnaker (Rule 6.2 6.3) may be borrowed and except as permitted by the first sentence of this rule for charters.

ADDITIONAL RULES

7.1 The maximum crew weight (in swimming apparel) for one-design racing is 475 kilograms (1045 lbs.) with no limit on numbers of crew. An Owner who is the sole Driver for a regatta may elect a weight of 100 kg (220 lbs.) for that regatta, in which case he or she shall not be subject to weigh-in or other weight check. 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.

7.2 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.

7.3 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 7.3A to these rules, and shall have on board a J/105 Class Flotation Worksheet and Certificate in the form of Exhibit 7.3B, 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.

7.4 To control mast rake, the headstay system length, measured between the centerline 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 13035mm nor less than 12985mm.

7.5 The torso of the driver, while steering in a race, must at all times remain aft of the mainsheet traveler.

7.6 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."

7.7 A yacht that that has been protested for infringing rule 7.2, 7.5 or 7.6 may exonerate herself by promptly making one complete 360 degree turn, including one tack and one gybe unless the boat caused serious damage or gained a significant advantage in a race or series.

7.8 Unless otherwise specified in the sailing instructions for a regatta, all rulings of the Technical Committee shall be incorporated herein by reference and shall constitute *rules* for purposes of the RRS.