



J/100 CLASS RULES July 2005

1. OBJECTIVES

- 1.1. These rules are to preserve J/100's recreational features, including ease of handling, low cost of ownership, safety, comfort, and equality of performance.
- 1.2. Except where variations are specifically permitted by these rules, J/100s when competing in one-design or class sponsored events shall be alike in compliance with these class rules, official plans and standard building specifications published by J Boats, Inc. detailing dimensions, layup schedules and weight of: hull, deck, keel, rudder, spars, sails, equipment and interior layout; boat weight and weight distribution; and these class rules.
- 1.3. No alterations or modifications are permitted unless explicitly permitted by these rules.

2. ADMINISTRATION

- 2.1. **Authority** Until such time as the J/100 Owner's Class Association is operational and approved by J Boats, Inc, J Boats, Inc. shall be the sole authority worldwide for the conduct and management of J/100 Class events and may appoint an interim Executive Committee (EXCOM) to assist in the administration of the J/100 Class to keep members informed of class activities and proposed rule changes.
- 2.2. **Language** The official language for the class shall be English. The word "*shall*" is mandatory. The word "*may*" is permissive.
- 2.3. **Builders** J/100s shall be built only by builders licensed to do so under copyright of J Boats, Inc. (557 Thames St., PO Box 90, Newport RI 02840) and shall comply with the building specifications detailed by the copyright holder.
- 2.4. No boat shall be deemed a J/100 until it has been completed with a building number assigned by J Boats, Inc. molded into the transom and the boat is equipped for one-design class racing.
- 2.5. Advertising for the Class and on J/100s shall comply with Category A of Appendix 1, Regulation 20 of the International Racing Federation's Racing Rules of Sailing (referred to herein as "*RRS*"), as in effect from time to time and thereto (or any successor appendix).
- 2.6. J/100 One-Design racing may be conducted under J/100 Class Rules in either a **Non-Spinnaker** or **Spinnaker** format at the discretion of the Regatta/Race Organizing Authority. The default category shall be **Non-Spinnaker** unless the Notice of Race announces otherwise at least 30 days prior to the event or all J/100 participants attending the event agree to race with spinnakers.
- 2.7. The J/100 One-Design configuration for the purpose of IRC or PHRF Base or One-Design Rating shall be the **Spinnaker** format.

3. MEMBERSHIP AND ELIGIBILITY

- 3.1. An Active Member shall be an Owner of a J/100 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 a person who legally owns 100% of the yacht or is a Group 1 competitor (as defined in the ISAF Competitor Eligibility Appendix) who is an at least one-third partner 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/100 Class Association, provided there shall be only one Active Member per boat.
- 3.4. The Driver shall either be an Active Member, part of an Active Member's immediate family, or an Associate Member. To drive, an Associate Member shall be a Group 1 competitor. 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. No crew aboard may be compensated in any way or receive financial benefit for racing in a J/100 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.

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- 3.6. Unless otherwise specified in the Notice of Race, a charterer of a J/100 for one or more regattas, shall be an Active or Associate Member.
- 3.7. The ExCom shall be the sole interpreter of these definitions and their application.

4. MEASUREMENT

4.1 BOAT WEIGHT.

4.1.1 All J/100s shall be weighed on a calibrated digital scale prior to shipment from the builder. The builder shall record the "Builder's Weight" for each J/100 and produce an official weight certificate based on the following weight condition: J/100 with all standard fixed fittings, factory installed optional equipment, spars, Hoyt jib boom mounts, standing rigging, standard running rigging and blocks, lifelines & pulpits, batteries, but not including safety gear, cushions, dodger and non-standard loose gear.

4.1.2 The total dry weight of the boat, for one-design racing or IRC handicap racing, including installed electronics, dodger, spinnaker gear and cushions that remain on the boat while racing; but excluding sails, fenders, docklines, spare blocks & line, anchor & rode, tools, personal gear, safety gear, galley equipment, rafts, whisker pole, fuel & water, food & beverages or any other loose gear shall be not less than 3000 kgs. (6600 lbs.)

4.1.3 Additional weight equalization procedures may be prescribed by the J/100 Class or Notice of Race.

4.2 J Boats or the EXCOM may appoint an Official Class Measurer to insure one-design compliance at J/100 Class events.

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

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

4.5 By participating in J/100 events or for J/100 one-design trophies, owners agree to permit J/Boats, J/100 ExCom members or Race Committee or their appointed representatives to board their boat unaccompanied for the purpose of inspecting, measuring or equalizing the boats at any time during a regatta or within 24 hours prior or following.

5. EQUIPMENT RULES

5.1. Standard factory supplied furnishings and equipment, including but not limited to the swim ladder, jib roller furling, 12 volt battery, cooler, holding tank, head, floor boards, main settee bunk cushions, and bulkhead door shall not be relocated or removed when racing.

5.2. Safety equipment shall, at least, conform to US Coast Guard regulations.

5.3. **PERMITTED EQUIPMENT** while racing:

5.3.1. Tactical instrumentation.

5.3.2. GPS/VHF/Radar.

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

5.3.4. Lifelines and/or pulpits with or without foredeck lifeline netting, shroud/lifeline rollers & other anti-chafing gear.

5.3.5. 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.

5.3.6. Block and tackle Cunningham.

5.3.7. Moving mainsheet swivel base forward of traveler.

5.3.8. Additional foot braces, hand holds, or harness attachment points.

5.3.9. Spinnaker turning blocks, twings, tack line, one pair of spinnaker sheets (e.g. no specialty light air sheets) and halyard.

5.3.10. Non-factory tiller with standard tiller head, tiller straps and fasteners weighing not less than 5 kgs (11 lbs.)

5.3.11. One toggle in the backstay and/or forestay.

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- 5.3.12. -Whisker pole to be used with Class jib only, with an extended (if telescoping) length not more than **3.51m**, (“J” dimension) measured along the pole from the forward side of the mast to the outer extremity of the pole, and with related blocks/tackle and cleats.
- 5.3.13. Optional Self-Tacking Jib Boom.
- 5.3.14. Storage bags of any size, number and location for the purpose of storing lines and other portable equipment.
- 5.3.15. Substitution of blocks, cleats, tiller extension and turnbuckles by non-standard manufacturers, provided that the replacement part is of similar size, weight, power ratio and performs the same function.
- 5.4. **EQUIPMENT NOT PERMITTED** while racing:
 - 5.4.1. Halyard locks or hooks.
 - 5.4.2. Non-standard holes or tubes which feed halyards or control lines through the deck, hull or transom.
 - 5.4.3. A Rudder or Keel with a profile outside the tolerances permitted by Official J/100 Class Offsets.
 - 5.4.4. Use of a mast or boom which has been modified in any way, such as cutting off the mast butt to increase rake.
 - 5.4.5. Genoa tracks installed for handicap racing.
 - 5.4.6. Whisker pole attached to a spinnaker.

6. SAILS

- 6.1. A sail shall comply with the **class rules** in effect on the date of delivery of the sail or at **event measurement**.
- 6.2. All sail measurements shall be carried out in accordance with the Equipment Rules of Sailing (“ERS”) and be manufactured from materials approved for use in IRC and commencing with sails delivered after September 30, 2005, shall have affixed at the tack by the Sailmaker, J/100 Class Royalty PAID Tags.
- 6.3. Sailmakers shall provide the owners with a Certificate of Compliance with J/100 Class sail measurements, including sail measurements.
- 6.4. Sails carried aboard for one-design class racing shall be limited to one mainsail, one roller furling jib and, when prescribed as a “**J/100 Class event with Spinnakers**” by the notice of race, two spinnakers. The mainsail shall remain attached to the spars and jib attached to the headstay for the duration of a regatta.
- 6.5. Sails carried aboard when racing with a class one-design rating under handicap rules such as PHRF or IRC may include an additional class spinnaker and headsail, with LP measuring not more than **3.51m**
- 6.6. **MAINSAIL.**
 - 6.6.1. The dimensions of the mainsail shall not exceed : luff length (P) – **11.58 m**; foot length (E) – **4.12m**; leech length (MLE) - **12.11m**; half width (MHW) - **2.67m**; three-quarter width (MTW) - **1.56m** and upper seven-eighths width (MUW) - **1.07m**.
 - 6.6.2. The mainsail shall fit within contrasting colored bands of a minimum width of **20mm** encircling the mast and boom.
 - Mast:** The distance (P) from the upper edge of the lower band on the mast (at standard boom height) to the lower edge of the upper band shall be not more than **11.58m**.
 - Boom:** The distance (E) from the aft surface of the mast to the forward edge of the band shall not be more than **4.12 m**.
 - 6.6.3. The mainsail shall have a minimum un-bagged weight of **27 lbs. (12.3 kgs)**, excluding **battens** but including luff slides.
 - 6.6.4. Four battens of any length shall be fitted so that the center of the batten pockets shall divide the leech of the mainsail into equal parts with a tolerance +/- **80 mm**.
 - 6.6.5. The tack ring of the mainsail shall be affixed in the standard tack fitting at the gooseneck 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. The distance from the tack pin to the center of the reef point in the luff shall be not less than **1200mm**. An additional set of reef points is permitted. The mainsail shall be attached to the mast with sail slides. Windows are permitted.

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6.6.6. The official J/100 class insignia (www.jboats.com/j100/) 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 to the RRS and shall be placed between the middle two batten pockets.

6.7. JIB.

6.7.1. The jib LP (luff perpendicular) shall be not more than the maximum foretriangle base dimension (J) of **3.51m** and the jib luff LL (luff length) shall be not longer than **11.51m**

6.7.2. The jib shall have a minimum un-bagged weight of **17 lbs. (7.7 kgs)**, including any battens.

6.7.3. 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.

6.7.4. 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.

6.8. ASYMMETRIC SPINNAKERS

6.8.1. Asymmetric spinnakers shall be manufactured from woven nylon with minimum nominal weight of not less than **40 grams** per square meter with an area not greater than **80 square meters** nor less than **60 square meters** based on the area formula: $SPA = ((SLU + SLE) / 2) * ((SF + (4 * SHW)) / 5) * 83$ where SLU (luff length) shall be not greater than **14.0m** and SLE (leech length) shall be not greater than **12.7m**, and SHW (half-width) not less than $.75 * SF$ (foot).

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

7. ADDITIONAL RULES

7.1 CREW WEIGHT:

7.1.1 One-Design Event. When racing as a one-design fleet Non-Spinnaker, the maximum crew weight (in swimming apparel) is **350 kilograms** (770 lbs.) with no limit on numbers of crew. When racing as a one-design fleet with Spinnaker, the maximum crew weight (in swimming apparel) is **450 kilograms** (990 lbs.).

7.1.2 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.

7.1.3 If regatta 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.

7.1.4 When racing under PHRF, IRC or other handicap system in a mixed fleet, the crew weight limits imposed by the handicap rating rule shall apply.

7.3 MAST RAKE

To control mast rake, the headstay system length including the standard Harken roller furling unit, measured between the centerline of the headstay pin on the mast to the centerline of the tack pin above the deck, shall be not more than **12.24m**.

7.4 ROLL TACKING/JIBING

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."

7.5 HIKING RULE

When sailing one-design* as a separate fleet, no part of the crew's upper torso shall be outboard of the vertical line projected upward from the sheerline, perpendicular to the waterplane.

* When sailing under IRC, PHRF or other handicap rules, handicap rule restrictions shall apply.