

J/109 UK CLASS CONSTITUTION AND RULES

CONTENTS

1. RULES FOR THE J109 UK CLASS ASSOCIATION
2. MEASUREMENT RULES

1. RULES FOR THE J109 UK 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

J/109 UK CLASS MEASUREMENT RULES

INTRODUCTION

These are the J/109 UK Class Measurement Rules and all J/109 one-design 'Class' racing in the UK will be run in accordance with these rules. The rules are based on the International J/109 Class Rules, as specified by J Boats Inc.

Additions or amendments to the International J/109 Class Rules, as applied by the J/109 UK Class Association within the UK are denoted (UK) within this document and are highlighted.

OBJECTIVES

These rules are to preserve J/109's recreational and cruising features, including ease of handling, low cost of ownership, safety, comfort, equality of performance and resale value.

Fundamental Rule 1 Except where variations are specifically permitted by these rules, J/109s shall be alike in hull, deck, keel, rudder and spar construction, weight and weight distribution, sail plan, equipment, and interior furnishings.

Fundamental Rule 2 I 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.

1. ADMINISTRATION

- 1.1 Until a representative owner's class association has been formed, J Boats, Inc. or its designated representative shall be the sole authority worldwide for the conduct and management of Class events.
- 1.2 J/109s shall be built only by builders licensed to do so by J Boats, Inc., and shall comply with J/109 building specifications detailed by the copyright holder.
- 1.3 No boat shall be deemed a J/109 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.
- 1.4 Molded fiberglass parts, spars, rudder, keel, engine and prop shall be supplied by J Boats, inc. or their authorized J/109 agent.
- 1.5 The official language for the class shall be English. The word "shall" is mandatory. The word "may" is permissive.
- 1.6 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).



2. MEMBERSHIP AND ELIGIBILITY

- 2.1 An Active Member shall be an Owner of a J/109 that complies with Class Rules and whose annual dues have been paid.

(UK - Amendment) In line with the J109 UK Class Association Rules for 'Active Member' read 'Full Member'.

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

(UK - Amendment) An Associate Member is also a joint owner who is not an Active Member and whose annual dues have been paid.

- 2.3 An Owner is the person who legally owns 100% of the boat. All Owners shall be Active or Associate Members of the J/109 Class Association.

(UK - Addition) Where a boat is jointly owned, the 'Owner' shall be the person who is the largest or designated joint largest shareholder in the boat.

- 2.4 The Driver shall either be an Active Member or an Associate Member. Any Driver who is not the Owner shall be a Group 1 or Group 2 competitor (as defined in the ISAF Competitor Classification system). A Driver is defined for one-design inshore buoy racing 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.

(UK - Amendment) The second sentence is replaced by: "Any Driver who is not the Owner shall be a Group 1 competitor (as defined in the ISAF Competitor Classification system)".

- 2.5 The default category for any sailing industry related persons (excluding 100% Owner), who have not received ISAF Competitor Classification determination, shall be Group 3.

- 2.6 No crew aboard may be compensated in any way or receive financial benefit for racing in a J/109 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.

(UK - Addition) The maximum number of Group 3 competitors per boat shall be two.

3. MEASUREMENT

- 3.1 **Conflict of Interest.** A measurer shall not measure a yacht in which he or she is an interested party.

- 3.2 **Owner Responsibility.** Active Members and skippers have the responsibility of ensuring that their yacht complies with these Class Rules.

- 3.3 **Open Inspection.** By participating in J/109 events or for J/109 one-design trophies, owners agree to permit J Boats, J/109 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.



4. EQUIPMENT RULES

- 4.1 Standard factory supplied furnishings and equipment, including but not limited to the swim ladder, jib roller furling, emergency tiller, 12 volt battery, stove, holding tank, head, paneling under and on top of the V-berth, floor boards, main settee bunk cushions, and main cabin table shall not be relocated or removed when racing.

(UK - Amendment) A tuff-luff will be permitted as an alternative to jib roller furling for one-design Class racing in the UK.

- 4.2 Safety equipment shall, at least, conform to ORC Category 4 regulations, except that the mainsail reefing requirement specified in Par 4.26.9 and the bowrail requirement in Part 3.14.3(e) are waived.

(UK - Amendment) The phrase 'mainsail reefing requirement specified in Par 4.26.9' is deleted.

- 4.3 **PERMITTED** while racing:

- 4.3.1 Tactical/Navigational boat instrumentation.
- 4.3.2 Interior cruising and day-sailing amenities that don't enhance performance.
- 4.3.3 Foredeck lifeline netting, shroud rollers & other anti-chafing gear.
- 4.3.4 Installed genoa tracks not used.
- 4.3.5 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.
- 4.3.6 Spinnaker sheet twings led to stanchion bases or midships pad eyes, with additional cam cleats.
- 4.3.7 Trimming the lazy windward jib sheet, to barberhaul the jib lead inboard.
- 4.3.8 Block and tackle cunningham to ring at top of Quickvang.
- 4.3.9 Re-leading the single-ended outhaul and/or boomvang aft to cockpit.
- 4.3.10 Driver foot braces mounted on cockpit sole.
- 4.3.11 The use of a shackle or other similar device to attach headsail sheets to sails and to attach the tack line to the spinnaker.
- 4.3.12 Removal of the dodger, v-berth cushions and stern "dock box."
- 4.3.13 Relocation but not removal of the main bulkhead door.

- 4.4 **NOT PERMITTED** while racing.

- 4.4.1 Halyard Locks or Hooks.
- 4.4.2 Holes or Tubes which feed halyards or control lines through the deck, hull or transom.
- 4.4.3 Altering Rudder or Keel Profile or exceeding tolerances in Official Offsets.

- 4.4.4 Specialty light air spinnaker sheets, not capable of use in heavy air.
- 4.4.5 Use of a mast, boom or bowsprit that has been modified in any way, such as cutting off the mast butt to increase rake.
- 4.5.6 Adjustment of standing rigging (other than the backstay).

5. SAILS

- 5.1 A sail shall comply with the class rules in effect on the date of delivery of the sail or at event measurement.
- 5.2 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.
- 5.3 Sails carried aboard, or used during an inshore buoy racing class event shall be limited to four (4) sails: one class mainsail, one class jib and two class asymmetrical spinnakers; provided that the second spinnaker shall only be used as a back-up in case the primary spinnaker is damaged and not re-deployable during the race.

(UK - Amendment) 5.3 above 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. Heavy weather sails, as detailed in UK - Amendment 5.7 shall also be carried and may be used. 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 Mainsail

- 5.4.1 The **mainsail** may be manufactured from any woven or laminated materials approved by IMS (i.e. Dacron, Mylar, Kevlar, Carbon) having a bag weight (without battens) of not less than 14.5kgs.
- 5.4.2 Dimensions shall not exceed: **luff length**- 13180 mm; **foot length** - 4720mm; **half width** - 3068mm; **three-quarter width** - 1794mm; **top width** - 189mm.
- 5.4.3 Up to five (5) **battens** shall be fitted of any length so that the center of the **batten pockets** shall divide the leech of the mainsail into equal parts with a tolerance +/- 80 mm.
- 5.4.4 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 to the boom. The mainsail may be attached to the mast with sail slides, boltrope or luff cars.
- 5.4.5 The class insignia in blue (or white on carbon) 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 **batten pockets**. **Windows** are permitted.

5.5 Jib

- 5.5.1 The jib may be manufactured of any woven or laminated materials approved by IMS, having a bag weight including any battens of not less than 11.25kgs.
- 5.5.2 The dimensions of the jib 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 foot length and three-quarter width shall not exceed 25% of foot length).
- 5.5.3 Up to 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.
- 5.5.4 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 roller furled.

(UK - Amendment to 5.5) Clause 5.5 is replaced by:

5.5.1 The jib may be manufactured of any woven or laminated materials.

5.5.2 The dimensions of the jib 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).

5.5.3 Windows are permitted.

5.5.4 Three such jibs may be carried.

5.6 Spinnaker

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

(UK - Amendment) Replace the phrase: "with minimum nominal weight of not less than 40 grams per square meter" with the phrase "of any weight material".

(UK - Addendum) 5.6.4 Three such asymmetric spinnakers may be carried.

- 5.7 Heavy weather sails. 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/109 one-design racing.

(UK - Amendment) UK J109 one-design Class races will be sailed to ORC Category 4 safety requirements. Therefore, boats will be required to carry and may use an ORC heavy weather jib with a maximum area of 27 square metres, or a storm jib and either a trysail or a mainsail with a reef that reduces the luff length by at least 40%.

- 5.8 **Sail purchase limitation.** For one design racing, purchases shall not exceed (a) two mainsails, jibs and spinnakers in the 1st calendar year of ownership *plus* (b) one mainsail in any subsequent period of two consecutive calendar years and (c) one jib and one spinnaker during any subsequent calendar year. If a sail is not ordered when allowed, the right is carried forward into subsequent years.

(UK - Amendment) Rule 5.8 will not apply.

6. ADDITIONAL RULES

- 6.1 **Maximum crew weight** (in swimming apparel) for one-design racing, not including the Driver, who shall not be subject to weigh-in, is 500 kilograms (1,103 lbs) with no limit on numbers of crew. 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.

(UK - Amendment) The clause "not including the Driver, who shall not be subject to weigh-in, is 500kilograms (1,103 lbs)" is replaced by "not including the Owner, who shall not be subject to weigh-in, is 600 kilograms".

- 6.2 **Extending the sprit at the windward mark.** 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 forward most 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. Penalty for non-compliance shall be a 360 degree turn prior to the finish of the race.

- 6.3 **Equalized displacement.** 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 6.3A to these rules, and shall have on board a J/109 Class flotation Worksheet and Certificate in the form of Exhibit 6.3B, 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.

(UK Amendment) Rule 6.3 will not apply.

- 6.4 **Mast rake.** To control mast rake, the headstay system length, measured between the intersection of the headstay (natural extension of the headstay) and the forward face of the mast to the intersection of the stem line and the sheer line at the bow, shall not be greater than TBA mm nor less than TBA mm.

- 6.5 **Kinetics.** 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."