



# **CLUB FJ CLASS ASSOCIATION RULES**

## **GENERAL**

The Club FJ was created as a strict one-design dinghy where the true test, when raced is between crews and not boats and equipment.

## **Part One**

### **1. Fundamental Class Rule**

The Club FJ shall be raced only with hull, equipment, fittings, spars, standard rigging, sails and running rigging manufactured in accordance with Club FJ design specifications.

Any additions or alterations to the hull form, construction, equipment, type of equipment, placing of equipment, fitting, type of fittings, placing of fittings, spars, standard rigging, sails, battens and running riggings as supplied by the builder is prohibited, except when such an alteration or substitution is specifically authorized by Part II of these rules.

### **2. Definition of Builder**

A builder is any manufacturer licensed by the Club FJ Class Association to build and supply the Club FJ in accordance with Club FJ design specifications

Licensed builders as of June 1, 1996 are:

Performance Catamaran  
1800 Borchard Ave  
Santa Ana, CA 92705

Ph (714) 835-6416

Fax (714) 541-6643

Vanguard Racing Sailboats  
300 Highpoint Ave  
Portsmouth, RI 02871

Ph (800) 966-SAIL

Fax (401) 683-0900

### **3. Grandfather Rule**

The Club FJ Class will allow a Vanguard built "Club Junior" that has been built prior to January 1988, but otherwise complies with the Club FJ rules.

### **4. Measurement Diagrams**

The Measurement Diagrams are part of these Rules.

The spars, sails, battens, standing rigging, running rigging and the placing of fittings and equipment shall conform to the Measurement Diagrams. The Measurement tolerances are intended to allow for necessary manufacturing tolerances and shall not be used to alter the design.

## **5. Measurement**

In the case of a measurement dispute on the hull, spars, sails, battens, centerboard, rudder, rigging, type of fittings and equipment and the placing of same not explicitly covered by these Rules and Measurement Diagrams, the following procedure shall be adopted:

A random sample of five (5) other boats shall be taken and measured using identical techniques. The dimensions of the disputed boat shall be equal to or between the maximum and minimum dimensions obtained from these five (5) boats. If the boat in questions is outside these dimensions the matter, together with any relevant information shall be referred to Chief Measurer of the Club FJ Class Association, who shall file a final ruling. If any of the dimensions for the boat in question are considered to be unusual, the Class Association shall refer all the relevant information to the Chief Measurer.

## **6. Measurement Fee**

- a. The Club FJ Measurement fee is \$25.00 The owner of each boat shall pay this fee. Payment shall be made direct to the Treasurer of the Club FJ Class Association who shall issue a measurement fee receipt and sail number.
- b. A transfer fee of \$10.00 must be paid by the new owner to the Club FJ Association, who shall issue a new measurement receipt.
- c. A measurement sticker shall be issued upon payment. The sticker shall be placed on the back of the stern in the upper right hand corner.

## **7. Membership Fee**

Annual Class dues of \$15.00 are payable to the Club FJ Class on a yearly basis due on July 1st. An annual receipt card will be issued to each member.

## **8. Class Insignia, National Letters and Sail Numbers**

- a. The registration number of each boat as molded into or fixed to each boat shall also contain the sail number of the boat.
- b. The current Racing Rules governing identification - Class Insignia, National Letters and Sail Numbers shall apply.
- c. An exception to this rule may be made in the case of a boat or sail borrowed or chartered for a specific race(s) when written permission is obtained from the Race Committee for the race(s) authorizing a completion to use a sail with numbers or identification different from the registration number of the boat.
- d. Numbers are not required on spinnakers.
- e. The Emblem shall be shown the following way:



## **9. Clothing and Equipment**

- a. The current Racing Rules governing clothing and equipment shall apply, except that;
- b. The total weight of all clothing and equipment worn by a person sailing in a Club FJ shall not exceed 8 kg/17.6 lbs when weighed according to the current Racing Rules.
- c. Weight jackets are not permitted.

## **10. Sailing Requirements**

- a. Crew: A Club FJ shall be sailed with a 2-man crew.
- b. Rudder: The rudder shall be maintained in the full down position, while racing.
- c. Shrouds and Stays may not be altered while racing.
- d. The mast rake can be altered by the jib halyard while racing.

## **11. Hull Coatings**

The use of slowly soluble applications, which might alter the boundary layer characteristics of the hull, are prohibited.

**12. Sails**

Only one suit of sails may be purchased in a calendar year beginning on January 1st for each Club FJ.

**13. Class Association Membership**

No person is permitted to race a Club FJ in any fleet, interfleet, District or other sanctioned event unless at least one member of the crew is a current member of the Club FJ Class Association.

**Part Two**

**Options and Exceptions to Part One**

**14. Sheets, Lines and Wire Rigging (See Exhibit)**

- a. Any sheets and lines supplied by the builder may be substituted with sheets or lines of any length or material except that sheets and lines in whole or in part of wire are prohibited unless supplied by the builder in whole or in part of wire. Sheets and lines of aramid fibre and similar material are prohibited and each sheet or line shall be of one continuous length of line of uniform diameter.
- b. The length and gauge of all wire rigging is restricted.
- c. The jib sheets and spinnaker sheets (if used) may be continuous or two separate sheets.
- d. The number and position of locking ferrules on the jib halyard are restricted.

**15. Fittings and Shackles (Refer to Exhibit B)**

- a. The cockpit center mainsheet block may be replaced by any type of single block fitting with or without an integral or attached jamming device and mounted in position shown in the measurement diagram. The single block fitting may be supported by a spring.
- b. One mainsheet clam or cam cleat of any type maybe mounted on the deck on each side of the boat as shown in the measurement diagram.
- c. One jib sheet clam or cam cleat of any type may be mounted on the deck of each side of the boat as shown in the measurement diagram.
- d. The jib sheet fairlead and cleat may be an adjustable fairlead on a track of maximum length 12 inches/304. 8mm.
- e. A spinnaker sheet "Catcher" may be placed on the deck at the bow. The "Catcher" shall be capable of collapsing easily under collision impact and shall have no dangerous or sharp projections.
- f. Any shackle may be substituted with another shackle or shackles performing the same function.
- g. The bow fitting shall have three holes. The head stay shall be attached to the center hole. The jib tack shall be attached to the aft hole. The center hole shall be 157inches/3988mm (+3/8 inches/9.5 mm from the exterior face of the transom. The for and aft holes shall be no more than 1inch/25.4 mm from the center hole.

**16. Hull Construction (Refer to Exhibit C)**

- a. The construction of the hull shall be fiberglass in accordance with the hull measurement instructions.
- b. The cap on the centerboard truck may include fiberglass wings as provided by manufacturer.

**17. Centerboard and Rudder**

- a. The construction, shape, weight, placement, location and length of tiller is restricted.
- b. The centerboard and rudder shall be made of fiberglass.

**18. Tiller**

- a. The construction, shape, weight, location and length of tiller is restricted. The tiller shall be capable of quick and easy removal from the rudder head and shall have a cleat for the downhaul.
- b. A cleat for a rudder uphaul on the tiller is required.

- c. The type and placement of the tiller extension is unrestricted, however the length shall not exceed 30 inches.

**19. Mast (Refer to Exhibit D)**

- a. The type, weight of mast is restricted except that:
- b. The position of the mast is optional, but must fit into the mast step. The mast step shall be no more than 4 1/2-inches/114.3 mm in length. The mast step shall be centered at 104-inches/2,642 mm from the exterior face of the transom.
- c. The following fittings may be used:
  - 1. A halyard lock for the mainsail and a halyard lock for the jib will be allowed.
  - 2. The top of the gooseneck bracket shall be located at 4 feet 4 inches/1,321mm from the butt of the mast.
  - 3. The spinnaker pole shall be fastened to an eyelet located between five-feet/1,523mm and 5 feet 8 inches/1,727mm from the butt of the mast.
- d. An adjustable jib halyard with no more than a 3:1 mechanical advantage is allowed by the use of a bullet block that is attached to the end of the wire portion of the jib halyard. This is an alternative system to be used at the discretion of the owner/skipper.
- e. The use of an all rope main halyard is allowed by using prestretch line not to exceed 3/16" diameter and 34' in length. An adjustable mechanical advantage will be allowed not to exceed 3:1 by the use of a tie-down knot; no additional hardware may be added. This is an alternative system to be used at the discretion of the owner/skipper.
- f. The maximum length of the forestay is fixed and shall be 13 feet 5 1/2 inches/4102.1 mm. The forestay shall not be lengthened or otherwise altered by any means whatsoever and shall be fixed in place while racing.

**20. Boom**

- a. The type, placement, weight of the boom is restricted.

**21. Spinnaker Pole**

- a. The spinnaker pole and fittings attached thereto are unrestricted, except that it shall be made of aluminum and shall not exceed 69 inches/1,752.6mm overall length, including fittings.
- b. An adjustable external spinnaker pole up haul and/or downhaul may be fitted using lines and/or shock cord and fittings
- c. The downhaul must be of line and/or shock cord terminating at the base of the mast. The up haul adjustment must terminate on the centerboard trunk in a single purchase.

**22. Spinnaker Chute and Spinnaker**

- a. A spinnaker bag supplied by the builder or sail maker may be fitted in accordance with the fitting instructions supplied by the builder.
- b. The following fittings may be attached to the full to control the spinnaker halyard:
  - (i) A turning block, (either fixed or swivel) or fairlead on the mast.
  - (ii) A cam cleat with integral or separate fairlead anywhere on the centerboard trunk.
  - (iii) A turning block (either fixed or swivel) or fairlead on the centerboard trunk aft of the cleat.
- c. A Spinnaker sheet block shall be affixed to the aft portion of the deck with an eye strap, or a like, with no more than two attachment points no further than two (2) inches apart. The centerline of the attachment point shall be eight (8) inches from the exterior face of the transom. No part of the lead block shall extend more than three (3) inches from the deck.

**23. Hiking Straps**

- a. The hiking straps may be substituted with any type of non-stretch material and they may be padded.
- b. A shock cord may be attached to the hiking straps for the purpose of improving access.

**24. Trapeze Equipment**

- a. The trapeze shall not be used, unless authorized by the Club FJ Class Association.

**25. Inspection Ports**

Inspection ports not exceeding six (6) inches or 150 mm internal diameter may be installed on the deck or in the cockpit to provide access to the hull cavity, provided that any inspection port is fitted with water-tight threaded covers (any bayonet mounted ports are deemed to be not threaded). Storage receptacles are permitted underneath hatch covers.

**26. Clips and Storage Bags**

Storage is permitted in the cockpit using clips, ties or bags to stow or secure safety or other equipment.

**27. Compass**

A maximum of two compasses are permitted, mounted on or recessed into any part of the hull. If the compass is mounted in or on the inspection port cover to permit removal, there shall be a permanently watertight compartment behind the port-mounting ring. Any compass, which is recessed into the deck, and any port, which is installed, shall be permanently installed with fasteners and sealant.

**28. Wind Indicators**

- a. Wind indicators may be attached as desired.
- b. Ribbons, wool or similar wind indicators may be attached to the sails.

**29.**

- a. The use of plastic flexible adhesive tape or similar is permitted to secure shackle pins and slips and to wind sheets, line and rigging, except that tape shall not be used to construct new fittings or modify the function of the existing fittings.
- b. Plastic tubing may be used to cover the shrouds.

**30. Miscellaneous**

- a. Non-slip paint, tape or material may be added to the gunwales.

**31. Anchor**

An anchor need not be carried unless prescribed by the Notice of Race and the Sailing Instructions of a race or series of races.

**32. Safety Equipment**

Any additional equipment required by an international, national or other governing authority for safety purposes may be fitted or carried provided it is not used in contravention of the FUNDAMENTAL CLASS RULE.

**33. Repairs and Maintenance**

Repairs and preventative maintenance to the sails, hull, deck, centerboard, rudder, mast or boom may be carried out without violation of these Rules provided such repairs are made in such a way that the essential shape or characteristics are not materially affected. In the event of the failure of any fittings, or the replacement of fittings as authorized by these Rules, the same or a replacement thereof of the same size and function shall be replaced in a position conforming to the Measurement Diagrams.

**34. Boat Weight**

The weight of the hull, mast, boom, spinnaker pole, rudder, tiller and centerboard, but excluding sails, removable sheets and other equipment shall not be less than 260 lbs and shall conform with the issued measurement certificate. Correcting weight shall be permanently affixed to the hull, mounted forward of the mast step and aft of the bulkhead on the keelson or on either side of the keelson.

**35. Crew Weight**

The minimum combined crew weight shall be not required unless required by the regatta chairman of any event. In the event the minimum crew weight is required, the combined weight shall be 240 lbs/108.8kgs however no crew can carry more than 25 lbs/11.3kgs.

**36. Sails (Refer to Exhibit A)**

a. Sails shall be made and measured to the Sail Measurement Instructions.