

# J® 24 CLASS RULES

January 1, 1980

## 1. OBJECTIVES OF THE CLASS RULES

- 1.1 The J24 is a one design class created to fulfill the diverse needs of recreational sailors such as cruising, one design racing, day sailing and handicap racing. These rules are intended to preserve important design characteristics; ease of handling, low cost of ownership, safety and comfort.
- 1.2 Except where variations are specifically permitted, yachts of this class shall be alike in hull, deck, keel, rudder and mast construction, weight and weight distribution, sail plan and equipment.
- 1.3 All yachts shall comply with official PLANS A, B, C & D, building specifications and the class rules. No alterations or modifications are permitted unless explicitly stated in the current rules.
- 1.4 Alterations or modifications to official PLANS A, B, C & D, and class rules shall only be permitted with the joint approval of the copyright holder and class associations.

## 2. ADMINISTRATION

- 2.1 **Language** The official language for the class shall be English. The word 'shall' is mandatory. The word 'may' is permissive. In the event of dispute over class rule interpretation, the English text shall prevail.
- 2.2 **Builders** J24s shall be built only by builders licensed to do so under the copyright of J Boats, Inc., (Brenton Cove, Newport, RI 02840) and shall comply to the building specifications detailed by the copyright holder.
  - 2.2.1 **Building License** Applications for building licenses shall be made to J Boats, Inc. who shall request that the national authority of the country concerned indicates it's support for the applicant.
  - 2.3 **Building Fee** The building fee shall be payable to J Boats, Inc. when the moulding of the hull commences.
- 2.4 **Registration and Measurement Certificate**
  - 2.4.1 No yacht shall be deemed to be a J24 until it has been completed with a building number assigned by J Boats, Inc. moulded into the transom.
  - 2.4.2 The sail number shall be as required by the national authority concerned.
  - 2.4.3 No yacht shall race unless a current valid certificate of measurement has been issued by a national or the international J24 Class Owners' Association.
  - 2.4.4 Change of ownership shall invalidate the measurement certificate.
  - 2.4.5 Any alteration, replacement or major repair to an item of equipment measured in the rules invalidates the certificate until remeasured.
  - 2.4.6 It is the responsibility of an owner to ensure that the yacht complies at all times with the current class rules.
  - 2.4.7 No yacht shall race unless the owner(s) is a full member of a national J24 class owners' association.
- 2.5 **Measurement**
  - 2.5.1 Yachts shall only be measured by J24 class approved measurers.
  - 2.5.2 A measurer shall not measure a yacht, spars, sails or equipment owned or built by himself, or in which he is an interested party or has a financial involvement.
  - 2.5.3 The builder shall weigh and record the weight of the keel before assembly with the hull.
  - 2.5.4 The builder shall record the weight of the complete yacht to the standard specification before delivery.
  - 2.5.5 Tolerances in measurement in the rules and measurement plans are to provide for minor building errors or age distortion.
  - 2.5.6 The measurer shall report on the measurement form anything which is considered to be a departure from the intended nature and design of the yacht, or to be against the general interest of the class. A certificate may be refused even if the specific requirements of the rules are satisfied.
- 2.6 **Method of Measurement**
  - 2.6.1 The method of measurement, unless otherwise stated, shall be in accordance with the recommendations of IYRU.

## 3. CONSTRUCTION AND MEASUREMENT

- 3.1 **General** The hull, deck, interior layout, keel, rudder, sail plan and basic fittings shall conform to the building specifications, class rules and official PLANS A, B, C & D.

**3.2 Hull**  
3.2.1 The hull and deck shall be moulded in glass reinforced plastics to the building specification of lamination.  
3.2.2 Horizontal flotation marks of not less than 12mm in height and 100mm in fore and aft length shall be displayed in the stem of the hull as follows:  
**Stem Flotation Marks:** The upper edge of the stem flotation mark shall be 1055mm, measured along the line of the stem, from the sheerline at stemline.  
3.2.3 The cockpit, deck and interior bulkheads shall conform to the details of official PLAN A. The main companionway cover shall be as supplied by a licensed builder.  
3.2.4 The cabin moulding on the starboard side aft of the main bulkhead shall be fitted with either a sink and drain and water tank or a stove with a separate liquid petroleum gas or alcohol container of not less than 1.80 kilograms in weight.  
3.2.5 The deck shall be fitted with a wire lifeline, port and starboard, of not less than 4mm diameter. The lifelines shall be not less than 610mm vertically above the sheerline between the bow pulpit and stern pushpit. The maximum deflection of the lifelines shall not be more than 125mm when a 5 kilogram weight is suspended from the lifelines. The stanchions shall not extend outboard of the sheer in plan.  
3.2.6 The chain plates shall be fixed to the aft side of the forward bulkhead by the approved builder.  
3.2.7 **Prohibitions** the following are not permitted:  
a) Coring, drilling out, rebuilding, replacement of materials, grinding or re-locating standard equipment in any way to reduce weight, to improve moments of inertia, or to change standard shapes.  
b) Reshaping of the hull profiles or contours.  
c) Filling in or closing the sink drain skin fitting. This restriction shall not apply to J24s sailed in European waters. Where local laws require closure of the skin fitting it shall be plugged from the inside and not filled and faired to the outer hull skin.  
d) Windows or skin fittings other than one each for depthmeter and/or a knot meter/log or two for a marine toilet.

**3.3 Keel**  
3.3.1 The keel shall be of moulded lead to the building specifications. The external dimensions and configuration of the keel shall comply with the table of offsets contained of official PLAN C.  
3.3.2 The keel may be overcoated in any base liquid or paste protective material.

**3.4 Rudder and Tiller**  
3.4.1 The rudder shall be supplied by a licensed builder.  
3.4.2 The external dimensions and configuration of the rudder shall comply with the official rudder drawing and table of offsets contained in official PLAN D.  
3.4.3 The weight of the rudder, including fixed fittings shall be not less than 11 kg.  
3.4.4 Horizontal flotation marks of not less than 12mm in height and 100mm in fore and aft length shall be displayed on the rudder as follows:  
**Rudder Flotation Marks:** With the rudder fitted in its normal position the upper edge of the flotation mark at its intersection with the leading edge of the rudder shall be 670mm vertically from the sheerline at transom on centerline.  
3.4.5 The tiller shall be made of wood. Tiller extensions of any material may be fitted.

**3.5 Spars**  
3.5.1 The spars shall be of aluminium extrusion supplied by a licensed builder.  
No alterations or modifications to the spar extrusions are permitted except to facilitate the attachment of rigging and fittings as specified in these rules.

**3.5.2 Mast**  
a) Rotating masts are not permitted.  
b) The distance from the sail track or its extension at aft edge of the mast, at the intersection of the mast bearing beam to the forward surface of the main bulkhead at the centreline shall be 230mm  $\pm$  25mm.  
c) The distance from the forward surface of the mast at deck, measured horizontally to the stem at sheerline (see official PLAN B), shall be not more than 2910mm nor less than 2880mm.  
d) The mast shall be fixed at the keel and be chocked at deck level in way of the mast and shall not be altered when racing.  
e) Distinguishing contrasting coloured bands of a minimum width of 20mm shall encircle the mast as follows: The upper edge of the lower band shall be not less than 1885mm above the upper surface of the mast bearing beam. The lower edge of the upper band shall be not more than 10420mm above the upper surface of the mast bearing beam.  
f) Not more than two spinnaker boom attachment fittings shall be fixed to the forward surface of the mast. The maximum height shall be not more than 2800mm above the upper surface of the mast bearing beam. The fittings shall project not more than 55mm horizontally from the forward surface of the mast.

**3.5.3 Standing Rigging**  
a) The mast standing rigging shall only consist of one forestay, or optional permitted equipment, one backstay and backstay bridle, two upper shrouds and two lower shrouds. The standing rigging shall only be of stainless steel or galvanized steel multi-strand wire. The shrouds and forestay, except when a permitted optional forestay equipment is fitted, shall not be less than 4.7mm in diameter. The backstay and backstay bridle shall be not less than 3.9mm in diameter.  
b) The forestay shall be fixed between (1) a point on the forestay fitting of the mast bracket not more than 30mm or less than 20mm from the forward surface of the mast and not more than 9000mm or less than 8970mm from the upper surface of the mast bearing beam, and (2) a point on the stemhead fitting not more than 70mm or less than 50mm above the intersection of the stem line and the sheerline.  
c) The distance between the fixing points of the forestay shall not be more than 8600mm or less than 8545mm.

- d) The forestay and shrouds shall not be adjusted while racing.
- e) The backstay shall be fixed to the masthead crane and backstay bridle.
- f) The upper shrouds shall be fixed to the mast and intersect the surface of the mast not more than 9115mm or less than 9080mm above the upper surface of the mast bearing beam. They shall bear on one pair of spreaders and be fixed to the chain plates.
- g) The axis of the spreaders shall intersect the surface of the mast at a point not more than 5380mm or less than 5330mm above the upper surface of the mast bearing beam.
- h) The overall length of the axis of the spreaders from the surface of the mast to the bearing point of the upper shrouds shall not be more than 800mm or less than 760mm.
- i) The lower shrouds shall be fixed to the mast and intersect the surface of the mast not more than 5285mm or less than 5250mm above the upper surface of the mast bearing beam and shall be fixed to chain plates.

#### 3.5.4 Running Rigging

- a) One spinnaker halyard of synthetic rope not less than 8mm diameter which shall bear not more than 35mm forward of the mast or more than 9030mm above the upper surface of the mast bearing beam.
- b) One mainsail halyard of wire not less than 3mm diameter and/or synthetic rope of 8mm diameter.
- c) Not more than two jib or genoa halyards of wire not less than 3mm diameter and/or rope of 8mm diameter, which shall not intersect the forward surface of the mast above the intersection of the extension of the forestay and the mast surface.
- d) One kicking strap (vang) of synthetic rope not less than 10mm diameter contained in a 4 power ratio tackle with integral jamming cleat.
- e) One spinnaker boom uphaul and one downhaul of synthetic rope not less than 8mm diameter.
- f) One mainsail outhaul (or leech tensioning control) of wire and/or synthetic rope with not more than 6:1 power ratio.
- g) One mainsail leech tensioning device (or outhaul control) of synthetic rope of not more than 4:1 power ratio.
- h) One Cunningham control of synthetic rope using a maximum of 6:1 power ratio which may include a single wire sail attachment strap.
- i) One backstay adjuster tackle of not less than 6mm diameter synthetic rope and a 4:1 maximum power ratio attached to the bridle blocks.
- j) Two mainsheet traveller control lines of synthetic rope with maximum of 2:1 power ratio.
- k) Headsail and spinnaker Barber haul tackles of synthetic rope.
- l) One mainsail mainsheet of synthetic rope not less than 9mm diameter and having a maximum power ratio of 4:1.
- m) Spinnaker sheets of synthetic rope not less than 8mm diameter.
- n) Headsail sheets of synthetic rope not less than 1mm diameter.
- o) Reefing lines of synthetic rope.
- p) One boom topping lift of wire, not less than 2mm diameter and/or rope of 6mm diameter fixed to the masthead crane.

#### 3.5.5 Main Boom

- a) The boom shall not be tapered or permanently bent.
- b) The boom may be fitted with attachment points for only an adjustable outhaul, topping lift, one mainsheet fiddle block, kicking strap (vang), reefing equipment, and leech tensioning devices.
- c) A distinguishing contrasting colored band of minimum width 20mm shall encircle the boom. The forward edge of the band shall be not more than 2970mm from the aft surface of the mast, when the boom is held at right angles to the mast.

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#### 3.5.6 Spinnaker Boom

The overall length of the spinnaker boom, including fittings, shall be not more than 2895mm.

##### 3.6 Sails

- 3.6.1 One mainsail, one genoa, one jib, and one spinnaker only shall be carried when racing.
- 3.6.2 The sails shall be single ply except for permitted reinforcements, constructional seams, tabling, reefing patches, camber lines and genuine repairs to damage, and shall be of woven material as defined by the IYRU.
- 3.6.3 The mainsail, jib and genoa may be fitted with transparent windows of any material. If fitted no dimension of any window shall be more than 1500mm and any edge of any window shall be not less than 80mm from the nearest edge of sail.
- 3.6.4 The sails shall be made to measure to the recommendations of the IYRU except where varied herein.

- 3.6.5 The maximum reinforcement of any corner of any sail shall not exceed 500mm plus 3% of the length of the luff. Additional reinforcement of two layers of material of the same weight as that of the body of the sail is permitted. Local reinforcement of the reefing points is permitted but shall not exceed 400mm in any direction.

The above reinforcements shall be capable of being folded.

- 3.6.6 The class emblem and sail numbers shall conform to the requirements of the IYRU Racing Rules. (Pending resolution with O.R.C.).

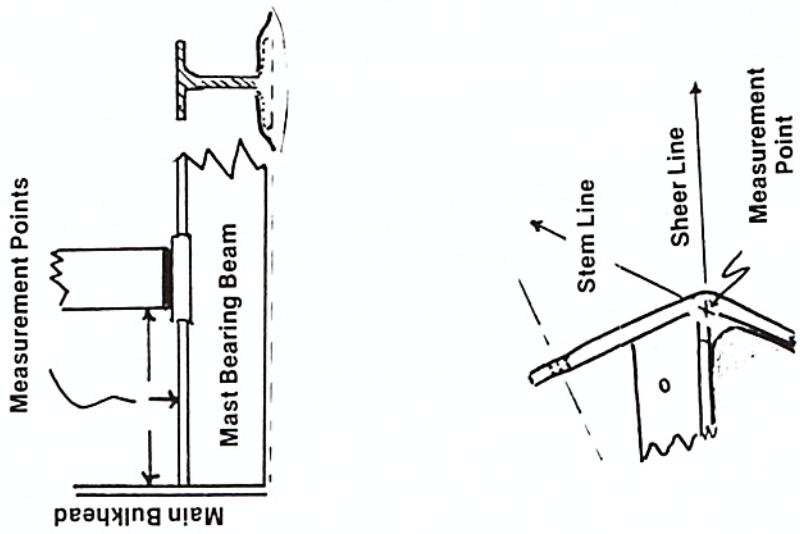
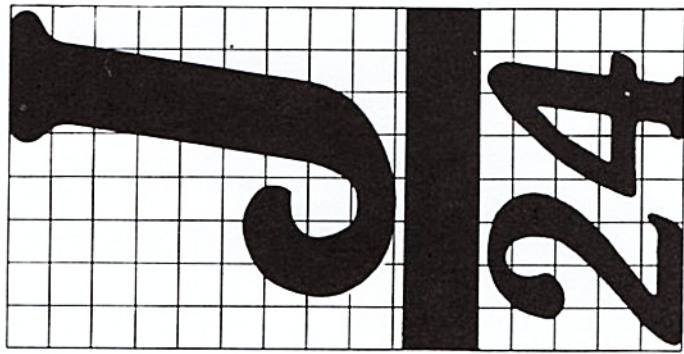
- 3.6.7 The class emblem on the mainsail shall be as on PLAN B, in blue, and contained within two 305 x 610mm rectangles located starboard on top of port but separated by a 75mm space. The centerlines of the rectangles shall be on line between mid head and mid foot, between the top and next batten pockets.

- 3.6.8 The National letters and distinguishing numbers shall not be less than:

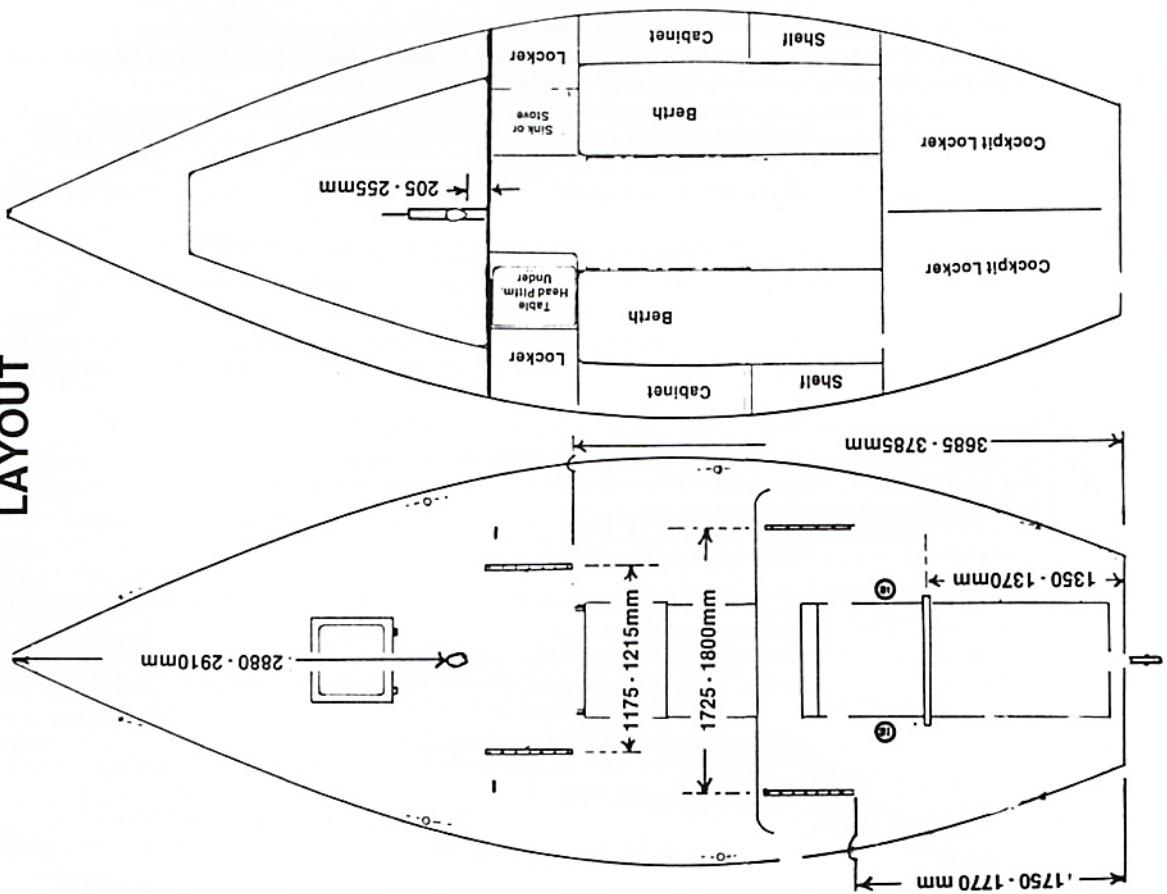
|           |                                       |
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| height    | 300mm                                 |
| width     | 200mm (except the figure or letter I) |
| thickness | 45mm                                  |

The space between adjoining letters and numbers shall be 60mm.

**PLAN B**  
**MEASUREMENT POINTS**  
**AND INSIGNIA**



**PLAN A**  
**DECK AND INTERIOR**  
**LAYOUT**





3.6.9 **"Minimum Sail Cloth Weights"** Minimum cloth weight for the mainsail shall be 218 grams per square meter except for a mainsail foot shelf not exceeding 300mm in width. Minimum cloth weight for the jib shall be 218 grams per square meter. Minimum cloth weight for genoa shall be 166 grams per square meter. Minimum cloth weight for spinnaker shall be 33 grams per square meter.

Minimum cloth weight shall be defined as the weight of the raw uncoated woven material used (gray goods) in the sail.

3.6.10 **Mainsail**

- a) The headboard may be of any material with a maximum width of 115mm and shall not extend more than 150mm aft of the head when measured at right angles to the luff.
- b) The length of the leech shall not exceed 9170mm.
- c) The cross width measurements shall be taken from the threequarter, half and quarter points on the leech, located when the head is folded to the clew for the half height point, and when the head and clew are folded to the half height point to determine the three quarter and quarter height points.
- d) The maximum threequarter height width between the leech and the nearest point on the luff, including the luff rope, shall be not more than 1175mm.
- e) The maximum half height width between the leech and the nearest point on the luff, including the luff rope, shall be not more than 1980mm.
- f) The maximum quarter height width between the leech and the nearest point on the luff, including the luff rope, shall be not more than 2600mm.
- g) The sail shall have four battens. The top and bottom battens shall be not more than 605mm in length and the intermediate battens not more than 660mm in length. The maximum width of the battens shall be not more than 50mm.
- h) The distance from the head and clew to the intersection of the aft edge of the sail with the centerline of the nearest batten pocket, measured in a straight line, shall be not less than 1775mm.
- i) At least one reef shall be built into the mainsail. The bearing surface of the cringle, delta ring or reefing device in the leech shall be fitted not less than 1000mm, measured in a straight line, from the clew.
- j) A Cunningham hole may be fitted in the luff.
- k) A leech tensioning cringle may be fitted in the leech.
- l) A leech line is permitted.
- m) Camber lines are permitted.

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Batten 610mm Int 990mm Luff 775mm

3.6.11 **Jib**

- a) The width of the head measured at right-angles to the luff including the luff tape or rope shall be not more than 95mm.
- b) The luff shall be not more than 8300mm nor less than 7845mm.
- c) The diagonal (LP) shall be not more than 2895mm nor less than 2785mm, measured to the forward side of the bolt rope.
- d) A Cunningham hole may be fitted in the luff.
- e) Reefing attachment points or devices may be fitted.
- f) The leech shall not be convex but may be supported by a maximum of three equally spaced battens, each with a length not more than 230mm.
- g) A leech line is permitted.
- h) Camber lines are permitted.

3.6.12 **Genoa**

- a) The width of the head measured at right-angles to the luff including the luff tape or rope shall be not more than 95mm. 3.74"
- b) The luff shall be not more than 8460mm nor less than 8100mm. 27.76'
- c) The diagonal (LP) shall be not more than 4345mm nor less than 4180mm measured to the forward side of the bolt rope. 14.25'
- d) A Cunningham hole may be fitted in the luff.
- e) The leech shall not be convex.
- f) A leech line is permitted.
- g) Camber lines are permitted.
- h) A cringle in the foot is permitted for a tacking line.

3.6.13 **Spinnaker**

- a) The spinnaker shall be a three-cornered sail, symmetrical about its center line.
- b) The sail, laid out on a flat surface, shall be measured when folded in half about its center line, with the leeches superimposed. Sufficient tension shall be applied to remove wrinkles and creases along the lines of measurement.
- c) The length of the leeches shall be not more than 8130mm nor less than 7930mm.
- d) The length of the vertical center fold shall be not more than 9600mm nor less than 8600mm.
- e) The half width of the foot shall be not more than 2600mm nor less than 2300mm.
- f) The half-height half-width shall be taken as the distance between the points on the leech and the center fold 4060mm measured in a straight line from the head. The three-quarter-height half-width shall be taken as the distance between the points on the leech and the center fold 2030mm from the head measured in a straight line.
- g) The half-height half-width shall be not more than 2610mm nor less than 2540mm.
- h) The threequarter-height half-width shall be not less than 1600mm.

3.7 **Weight**

3.7.1 The all-up weight for racing excluding crew shall be indicated by the flotation marks. In still water these marks shall not show above the surface.

3.8 **Fixed Fittings And Equipment To Be Carried When Racing**  
3.8.1 Four headsheet tracks, each not more than 610mm in length, located in the positions as indicated on PLAN A except on J/24's produced in the U.S.A. prior to January 1979 which may retain factory installed 1220mm aft tracks.  
3.8.2 One mainsheet traveller track, positioned as indicated in plan A.  
3.8.3 Two primary sheet winches positioned between the main sheet traveller and the aft face of the forward end of the cockpit well. The two primary sheet winches shall not have a power ratio of more than 30:1.  
3.8.4 Berths equipped with cushions as supplied by the manufacturer.  
3.8.5 A manual bilge pump and a bucket of a minimum capacity 10 litres.  
3.8.6 A 10 litre water container with a minimum of 5 litres of water.  
3.8.7 One anchor with or without chain of combined minimum weight 6kg with 40m of 9mm non-floating warp.  
3.8.8 An outboard of minimum 3.5 horsepower and a minimum weight of 14 kilos, which when not in use shall be securely stowed aft of main bulkhead.  
3.8.9 'A container of a type as required by the National Authority or local regulations with a minimum of 2 litres of motor fuel.'  
3.8.10 A transom bracket for the outboard engine.

#### **4. SAFETY RULES WHEN RACING**

4.1 The following equipment shall be carried on board:  
4.1.1 One securely fixed 12 volt battery of not less than 40 ampere/hour capacity.  
4.1.2 Navigation lights.  
4.1.3 Radio receiver, capable of receiving weather bulletins.  
4.1.4 One fixed marine type compass.  
4.1.5 One fog horn.  
4.1.6 One water resistant flashlight, with spare battery(ies) and bulb(s).  
4.1.7 Fire extinguisher(s) of type and capacity required by local regulations.  
4.1.8 Life jackets for each member of the crew as required by local regulations.  
4.1.9 A minimum of one horseshoe type life ring and drogue.  
4.1.10 Equipment capable of disconnecting and severing the standing rigging.  
4.1.11 One marine first aid kit and manual.

#### **5 CREW**

5.1 The crew shall consist of three to five persons

#### **6 OPTIONAL EQUIPMENT**

6.1 The following are permitted when racing:  
6.1.1 Six padeyes for control of headsail sheets.  
6.1.2 Two halyard winches with a power ratio not exceeding 8:1 and not exceeding 67mm in diameter. They may be fixed to the cabin top.  
6.1.3 One twin headstay luff groove device of approved design and not exceeding 30mm in width.  
6.1.4 The type and location of deck blocks or cleats for halyards, headsail sheets, backstay, Cunningham hole, outhaul, leech tensioning, spinnaker boom topping lift, foreguy and reefing equipment is optional.  
6.1.5 One mechanical masthead wind indicator with light.  
6.1.6 Headsail forestay hanks.  
6.1.7 One storm trysail or storm jib of not more than 3.25 m<sup>2</sup>.  
6.1.8 Spare wood tiller and tiller extension of any material, a measured rudder and spinnaker boom.  
6.1.9 Electronic devices to record and measure speed and distance and to indicate water depth.  
6.1.10 Radio direction finder.  
6.1.11 A two way radio and antennae.  
6.1.12 Additional lockers, bookshelves or personalized accomodation equipment.  
6.1.13 Additional safety devices and equipment to owners requirements or to comply with local regulations.

#### **7 PROHIBITIONS**

7.1 The following are not permitted.  
7.1.1 Hydraulics  
7.1.2 Running backstays or devices to simulate such.  
7.1.3 Wire strop for the backstay.  
7.1.4 Halyard locks or hook up devices.  
7.1.5 The use of a foresail halyard to vary the measured length of the forestay.  
7.1.6 The use of any installed genoa and jib roller furling equipment when racing.  
7.1.7 Spinnaker guy struts.  
7.1.8 Stowage of the spinnaker boom on the main boom.  
7.1.9 Spinnaker chutes through the deck.

- 7.1.10 Rigging utilizing Kevlar or similar proprietary synthetic materials.
- 7.1.11 A wire strop or the use of wire in the mainsheet control system.
- 7.1.12 Bushed or unbushed holes or slots to feed halyards or control lines through the deck, hull or transom.
- 7.1.13 Any equipment or device to feed halyards or control lines below deck.
- 7.1.14 Quick throw devices, levers or other equipment that may increase the power ratio of the running rigging.
- 7.1.15 Hiking equipment, above the cockpit sole, attached to more than one fixing point.
- 7.1.16 A 12 volt battery weighing more than 32 kg.

## **8 RESTRICTIONS WHEN RACING**

- 8.1 The following practices are not permitted when racing:
  - 8.1.1 Alteration or re-cutting of sails other than for damage repair.
  - 8.1.2 The stowage of an outboard motor, equipment, or gear other than unbagged sails in use on the cabin sole over the keel.
  - 8.1.3 Use of other than normal sailing gear in normal, designed or proper storage areas to attain sailing weight.
  - 8.1.4 Pumping or rapid trimming of the spinnaker guy or halyard to induce surfing or planing.