

J
24TM



CLASS RULES

APRIL 1978

CLASS RULES AND SPECIFICATIONS

The following rules were adopted by the Executive Committee of the J/24 Class Association on April 12, 1978 to take effect immediately.

I. INTENT

The J/24 sloop was created to be a one-design sailboat which would fulfill the many recreational needs of a sailing family. These needs include weekend cruising, round-the-buoys club racing, daysailing, offshore racing, and instruction. Class rules and specifications are designed to preserve these design characteristics. Ease of handling, low cost of ownership, safety, strict one-design rules, and comfort are all important. And, when competing as a one-design class, the intent is that all boats will be essentially equal and that racing will be a test of sailing ability. It is therefore declared that any effort on the part of anyone to alter the boat or its rigging, except as is specifically authorized by these rules, which would result, or in the opinion of a protest committee, is designed or likely to result in such boat or its helmsman or both obtaining an advantage over his or her competitors, is a breach of these rules not only in spirit but in substance, and such boat shall, for racing purposes, be deemed not to be a J/24.

II. GENERAL

- 1.0 The official language of the J/24 Class is English and in the event of dispute over interpretation, the English text shall prevail.
- 2.0 All J/24 Class yachts must be built by J Boats, Inc., or a builder approved by them.
- 3.0 Neither the J/24 Class Association, J Boats, Inc., or the builder accept legal responsibility in respect to these rules or any claim arising therefrom.

III. REGISTRATION

- 1.0 No yacht shall be allowed to race in the Class unless it has an Official Measurement Certificate on file with the J/24 Class Association. Application for the Certificate and membership registration shall be the responsibility of the owner(s).
This requirement may be waived by a Regatta Committee if (a) the yacht was acquired within the previous 30 days, (b) the US\$10 annual Active Membership fee (per owner) is collected by the Regatta Committee for forwarding to the Class Association, and (c) a copy of the completed Measurement Certificate (less section E) is presented and also forwarded to the Association with the fees.
- 2.0 No boat may compete using a Voluntary Revalidation of Base Weight (section B) prior to acceptance by the Chief Measurer of the J/24 Class and prior to completion of registration with the Association.
- 3.0 The owner shall complete the measurement form, which is delivered with new boats, and shall certify thereon that the boat complies with these Class Rules.
- 4.0 A copy of the Measurement Certificate, when completed by the owner, shall be sent to the J/24 Class Association together with the US\$10 annual membership fee required by the Association. On receipt of these, the yacht will be entered on the official Class Register and a membership card will be returned to the owner(s).
- 5.0 Change of ownership or the addition of co-owners invalidates the certificate but re-registration may be effected by returning the old certificate to the Association, together with an application in writing containing the name, address, and telephone number of the new owner(s) and registration fees for each new member (or co-owner). The J/24 Class Association shall issue a new certificate and membership card(s) to the owner(s) and the Class register shall be amended accordingly.
- 6.0 Notwithstanding anything contained in these rules, the J/24 Class Association shall have the power to refuse or withdraw the certificate of any boat.

IV. MEASUREMENT

- 1.0 These Class Rules, however complete, can not anticipate every possible situation which may arise. It should be assumed that anything which is not specifically permitted, is specifically prohibited until a ruling by the Chief Measurer has been obtained.
- 2.0 Where there is any question of the permissibility of any proposed detail of design, construction, or rigging, a specific request is to be made to the Chief Measurer for a ruling.
When a request for such a ruling has been made, the Chief Measurer shall approve or disapprove of the proposal within 90 days. Such rulings, once made, become part of the Class Rules and may be changed or repealed at a later date only in accordance with the Class Constitution articles covering changes to these Rules.
In making such rulings, the Chief Measurer is to follow the intent of the existing rules, and is not to be concerned with the literal construction of the wording of the existing rules. The Chief Measurer is to follow the basic philosophy that the J/24 is intended to be a one design class in which no difference in design, equipment or construction which affect boat speed are to be permitted.
Requests for rulings shall be submitted to the Chief Measurer of the J/24 Class Association, Box 429, Newport, R.I. 02840.
- 3.0 Templates used for official measurement or re-measurement shall be issued by the J/24 Class Association.
- 4.0 Only an official measurer recognized by the Class shall weigh the basic boat and sign the declaration of weight on the measurement certificate. Payment for the measurer's services is the responsibility of the owner.
- 5.0 A measurer shall not weigh his/her own boat.
- 6.0 It is the responsibility of the owner to see that the boat, its spars, sails and equipment is correctly measured and to ensure that they thereafter comply with the current Class rules.
- 7.0 All certified boats shall be liable to re-measurement at the discretion of the J/24 Class Association or Race Committee, but only by an official measurer.
Any boat re-measured at a class meeting and found not to comply with the class rules may be disqualified.
- 8.0 A certificate shall be invalidated by structural alteration, replacement of components, or repair of the boat and the boat shall be re-measured in respect to the affected parts by an official measurer.

V. ALTERATIONS

Nothing on the Standard Boat as delivered from the Builder can be changed, modified, removed, replaced, relocated, or be added to except items listed below:

- 1.0 Roller furling systems to facilitate sail handling.
- 2.0 Jib luff groove systems such as the Headfoil II, Twinstay, Gemini, etc. with a fore and aft dimension not exceeding 1½ inches.
- 3.0 Length or source of wood tiller and hiking stick.
- 4.0 Location and type of blocks or cleats for halyards, headsail sheets, backstay, cunningham, outhaul, spinnaker pole lift and downhaul, and reefing gear. (Mast sheaves may not be changed.)
- 5.0 The addition of one headsail halyard in the sheave provided.
- 6.0 The addition of two cabin top halyard winches with a drum diameter not to exceed 2.63 inches or power ratio to exceed 8:1.
- 7.0 Installation of a transom outboard bracket and use of an outboard not weighing less than 30 pounds, or 3.5 h.p.
- 8.0 Use of the following instruments: Mechanical masthead wind indicator with light, fathometer, knotmeter, log, RDF, hand held bearing compasses, VHF or other radio. All must operate from a maximum of two 12 volt wet cell batteries.

- 9.0 Required, recommended, or preferred safety equipment or pumps.
- 10.0 A back up or second spinnaker pole eye.
- 11.0 Barber haul or twing devices for spinnaker or jib sheets.
- 12.0 Additions to personalize the interior.
- 13.0 Installation of deck prisms or ventilator ports which must be water-tight when sealed shut.
- 14.0 A snap shackle attached to the lower end of the vang tackle to permit use of the vang as a preventer when attached to a deck eye.
- 15.0 Use of a four power, double or single ended rope, backstay adjuster which leads forward to be cleated near the helmsman.

VI. PROHIBITIONS

Specific items or practices disallowed are:

- 1.0 Mast, boom, spinnaker poles, or rudders other than standard factory supplied.
- 2.0 Reshaping of keel, rudder, or hull profiles and contours.
- 3.0 Electronics on the mast other than a single running/anchor light, a single masthead light to illuminate a wind indicator, an anti-collision strobe light, and a radio antenna.
- 4.0 Mast bending devices such as jack stays, mechanical rams, or jib luff wires tensioned in such a manner as to take strain from the headstay. (Only mast blocks and backstay tackle may be used.)
- 5.0 Changes to the design or size of standing rigging, halyards, or pole lift.
- 6.0 Use of quick throw devices, tracks, or levers on shrouds.
- 7.0 Thru-deck spinnaker launchers.
- 8.0 Running backstays or arrangements to duplicate such.
- 9.0 Use of a boom vang other than the four power manufacturer supplied type with a self contained cleating system.
- 10.0 More than two sheet winches with a power ratio exceeding 30:1. Self-tailing winches are permitted.
- 11.0 Coring, drilling out, rebuilding, replacing materials, grinding, or relocating standard equipment in any way to reduce weight, to improve moments of inertia, or to change standard shapes.
- 12.0 Hydraulics or other than standard equivalents of Dacron/polyester rope tackle or lines on the spinnaker halyard and all running rigging systems with the exception of main and jib halyards.
- 13.0 Spinnaker guy strut.
- 14.0 Relocation of primary sheet winches so that any part of the winch is outside an area bound by the aft edge of the bridge deck or the forward edge of the mainsheet traveller on the cockpit seat.
- 15.0 A headstay which is adjustable while sailing or whose length is greater than 28' 2 1/2" or less than 28' 1/2" as measured from pin to pin centerlines.
- 16.0 A "J" (stemhead tip to front edge of mast) measurement which falls outside of 9.5' \pm 1/2", or a mast which is not blocked to those dimensions at the deck and permanently bolted to the mast step.
- 17.0 Filling in or closing with flaps the sink drain thru-hull fitting.
- 18.0 Angling of stanchions outside a vertical line from the gunwhale, hiking with the torso outside the lifelines or a lifeline droop which exceeds 5" with a ten pound weight suspended from the midpoint of the lifeline between the bow pulpit and first stanchion.
- 19.0 Changing the length or location of the mainsheet traveller, and use of alternative mainsheet bridle systems.
- 20.0 Spinnaker pole tracks on the mast.
- 21.0 Spreaders or spreader brackets other than supplied as standard by the manufacturer, or the relocation/modification of them.
- 22.0 Pumping or rapid trimming of the spinnaker guy to induce surfing or planing. Pumping is permitted on the spinnaker, jib, and main sheets.
- 23.0 Wearing by the crew of extra clothing, water vests, or weight for the purpose of holding the boat down.
- 24.0 Use of other than standard located jib tack hooks or jib sheet tracks.
- 25.0 Alteration of sails during a regatta other than for damage repair.

- 26.0 Placement of an outboard motor, equipment, or gear other than unbagged sails in use on the cabin sole forward of the companion-way hatch and standard location for the ice chest.
- 27.0 Windows or thruhulls other than for two thruhulls for a fathometer and a knotmeter/log.
- 28.0 Lifelines which are attached to other than standard locations on the top of bow and stern pulpits. Or, lifeline wire design or size which is other than standard.
- 29.0 Use of other than normal sailing gear in normal, designed, or proper storage areas to attain the minimum 3100 pound sailing weight. The intent of this rule is to prevent use of lead pigs, excess tools, bags of winch handles, unattached anchor chain, or other high density materials to reach sailing weight.
- 30.0 Wire or Kevlar cored sheets or ropes.
- 31.0 Adjustment of standing rigging turnbuckles while racing.

VII. SAILING WEIGHT

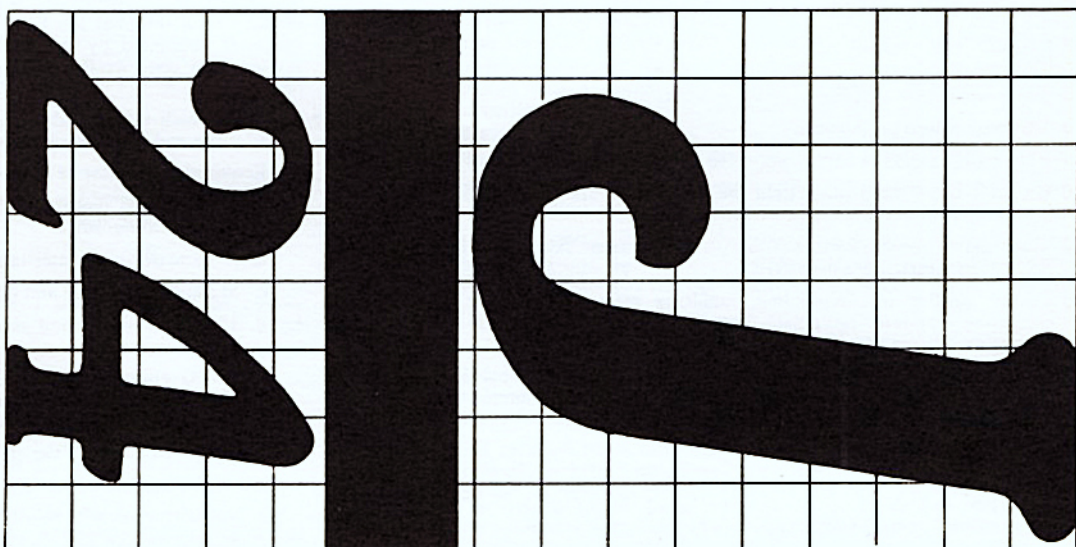
- 1.0 Since there will be some variance in base boat weights coming from the factory and since owner preference for gear will vary, an all up/on minimum sailing weight is established at 3100 lbs.
- 2.0 This will be established by adding the total boat weight from the factory weight certificate to the weight of all loose gear aboard, which was not included in the factory weight calculation.
- 3.0 If additional weight has been added in the form of installed cabinets, stereo sets, instruments, winches, etc., such items will not be credited until the boat has been reweighed (dry) by an authorized measurer appointed by the J/24 Class Association to arrive at a revised base boat weight. At such time, a new certificate will be issued.
- 4.0 The gear which may be added to the base weight includes (A) required items and (B) optional items as follows:
 - 4.1 Required items must be on board at the start of any race.
 - a. An outboard motor, minimum 3.5 h.p., one gallon of fuel and fire extinguisher.
 - b. A standard issue water tank with at least one gallon of water.
 - c. Manual bilge pump and bucket.
 - d. 15 lbs. of anchor and chain with a minimum of 150 feet of 3/8" nylon rope.
 - e. USCG approved life jackets for each member of the crew plus a throwable pony horseshoe ring or equivalent with drogue located topsides within reach of the helmsman.
 - f. Approved charts of the area being sailed.
 - g. Marine first aid kit.
 - h. Radio receiver with weather band.
 - i. Tool kit, flashlight with extra bulb and battery.
 - j. Sails.
 - k. Two compasses.
 - l. Two 6" diameter fenders.
 - m. Foghorn and operable running lights.
 - 4.2 Optional items which may be added to reach sailing weight.
 - a. Stove and fuel.
 - b. Portable head charged.
 - c. Twelve volt batteries (two maximum).
 - d. Binoculars, navigational books, RDF, EPIRB, flares.
 - e. Sleeping bags and pillows.
 - f. Galley equipment and food stores.
 - g. Second anchor and attached chain and rope.
 - h. Foul weather suits and boots.
 - i. Swimming ladder and dock lines.
 - j. Inflatable life raft and related equipment.
 - k. Foam flotation blocks.
 - l. Ice box.
 - m. Other safety devices or equipment prescribed by local rule, owner preference or regulation.
 - n. A reasonable number of spare blocks and line.

VIII. SAILS

- 1.0 Only four sails are allowed for use during a race series. One mainsail, a 150% genoa, a 100% jib and spinnaker. Local fleets may opt for additional sails to suit local conditions such as a 170% genoa for light air areas or a storm jib for predominantly heavy wind areas.
- 2.0 Minimum cloth weights are 5 oz. for main and 100% jib, 3.8 oz. for 150% jib, and .75 oz. s.m.y. for the spinnaker.
- 3.0 National letter abbreviations are not permitted, and sail numbers shall be the same as hull numbers which are consecutive worldwide. Sail numbers shall be placed immediately above the third batten down from the head of the mainsail, on the 150% genoa (in line with the mainsail numbers) and on the spinnaker.
- 4.0 The rig is designed to enable approximately 6"-12" of mast bend. Spreader length is 30" and they are located 14 feet above the deck. Mast rake is approximately 12°.
- 5.0 IYRU Sail Measurement Instruction guidelines will be followed regarding reinforcing patches and woven sailcloth material. Sails will be single ply material.
- 6.0 Mainsails manufactured prior to May 1, 1978, are not restricted to the mainsail leech and mid girth specification contained herein and may show USYRU/IOA numbers in lieu of hull numbers.
- 7.0 MAINSAIL: Black banded dimensions are luff 28' 0" and foot 9' 9". Maximum leech length from the front corner of the headboard is 30' 1" and maximum mid girth dimension is 6' 6".
- 7.1 The headboard maximum fore and aft dimension is 4½".
- 7.2 The foot must be attached to the boom with ¾" boltrope and a clew slide. A clam type shelf or zippered shelf with lighter weight sailcloth is permitted.
- 7.3 At least one reef shall be built into the main at a minimum of 4' 6" above the foot at the luff and 4' 8" on the leech. A lower second reef and flattening reef are permitted.
- 7.4 Four battens shall be placed at even intervals along the leech with a maximum length for upper and lower of 23.70" and for intermediates of 26.04".
- 8.0 HEADSAILS: A double luff groove headstay system and second jib halyard sheave/exit are standard.
- 8.1 Rectable jibs are permitted and standard jib track locations may not be changed.
- 8.2 Pin to pin length of the headstay shall be 28' 1½" ± 1".
- 8.3 Maximum LP dimensions are 9'6" for the 100% and 14'3" for the 150%. Spinnaker shape shall be symmetrical with maximum luffs of 26'8", maximum girth of 17'1½" and minimum girth of 16'8".
- 8.4 Three battens with a maximum length of 9½" can be spaced at approximately even intervals on the 100% jib.
- 8.5 Setback of jib tack hooks from the headstay is 2"-2½".

IX. OFFICIAL CLASS IDENTIFICATION

- 1.0 Color is Blue.
- 2.0 Location is within the space formed by two 12" x 24" rectangles located on top of one another and between the top and next lower batten, centered on a line drawn from midheadboard to midfoot. The two rectangles shall be as close as possible, but not closer than the width of the insignia's bar.
- 3.0 The starboard insignia shall be located on top.



Scale: 1½" Squares

- 4.0 By following the above directions, the bottom of the starboard "2" will be directly above and parallel to the top of the port "J", with both insignia bars parallel. The bars of either side will be perpendicular to the mid-headboard-mid-foot line.
- 5.0 Outline numbers or insignia are prohibited.

J/24 CLASS ASSOCIATION

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