



# CLASS RULES AND SPECIFICATIONS

Revised January 1, 1980

The following rules are proposed to the Executive Committee of the J/30 Class Association and will govern J/30 events until approved by them.

## 1. ONE DESIGN

The J/30 is a one-design class, created to fulfill the diverse needs of recreational sailors such as cruising, one-design racing, daysailing, handicap and offshore racing. These rules are intended to preserve important design characteristics: ease of handling, low cost of ownership, safety and comfort.

Except where variations are specifically permitted, yachts of this Class shall be alike in: hull, deck and keel form, construction, weight and weight distribution; shape of rudder; sail plan; and equipment.

All boats shall be built in accordance with the plans, specifications and these class rules. No alternatives or modifications are permitted unless explicitly stated in these rules or on the official plans or building specifications.

Modifications shall be defined to include: coring, drilling out, rebuilding or replacing materials; grinding, removing or relocating standard equipment in any way to reduce weight, to improve moments of inertia, or to change standard shapes; and filling in or closing with flaps any standard through hull fittings.

These Class Rules, however complete, cannot anticipate every situation which may arise. Owners should assume that anything not specifically permitted is prohibited until a ruling by the Chief Measurer is obtained.

Interpretations of these rules shall be made by the Chief Measurer of the J/30 Class Association who may consult the Class Advisory Board and may consult the national authority or the IYRU.

## 2. ADMINISTRATION

.1 *Languages* The official language of the class is English from which translations may be made. The word "shall" is mandatory and the word "may" is permissive. Other working languages may be introduced as and when appropriate. In the event of dispute over class rule interpretation, the English text shall prevail.

.2 *Administrative Authority* for the class is the J/30 Class Association, RD#1 Box 107, Stonington, CT 06378 USA, Telephone (203) 535-2680.

.3 *Licensed Builders* Yachts in the Class shall only be built by builders licensed by J Boats, Inc., Brenton Cove, Newport, RI 02840 USA, Telephone (401) 846-8410.

The builder shall ensure that before every boat leaves the yard she has been measured and complies fully with the class rules, specifications and plans. It shall be the builder's responsibility to correct the boat as he sees fit, if she is found not to comply with these requirements during the first year of ownership.

Neither the J/30 Class Association, nor the builder, nor J Boats, Inc. accept legal responsibility in respect to these rules nor for any claim arising therefrom.

.4 *Sail Number* The sail number of the yacht shall correspond to the hull number obtained from the builder and assigned by J Boats, Inc. which is molded into the transom or stamped on a metal plate fixed to the aft face of the cockpit well. Numbers are assigned on a consecutive basis worldwide. However, in the immediate future it is appreciated that National regulations and IOR numbering requirements preclude this, and until the J/30 is established internationally, those numbers will be accepted.

## 3. OWNER'S RESPONSIBILITY

.1 *Compliance with Class Rules* It is the owner's responsibility to ensure that his yacht, spars, sails and equipment at all times comply with Class Rules.

.2 *Changes and Major Repairs* to the yacht may require partial re-measurement by an official measurer.

.3 *Membership of Class Association* No boat shall be permitted to race if the owner(s) is not a current member of the Class Association.

## 4. MEASUREMENT

.1 *Tolerances* are given in these rules and plans only to permit minor building errors or distortion through age.

.2 *Supplementary Measurements* may be taken by an official measurer to ensure that construction, equipment, and practices do or do not accord with Class Rules. If the measurer considers an attempt has been made to depart from the One-Design Construction or these rules in any detail, or if he is unsure of any interpretation, he shall report the facts to the Chief Measurer.

.3 *Sails* which are new or substantially altered are to be measured by an official measurer who will stamp or sign and date the sail near the tack.

.4 *Vested Interest* A measurer shall not measure or check a boat, spars, sails or equipment owned by himself or in which he is an interested party or has a vested interest.

.5 *IYRU Measurement Instructions and Racing Rules* Except where other methods of measurement are clearly indicated in the Class Rules, the IYRU measurement instructions and IYRU racing rules shall apply.

.6 *Templates* shall be made only from offsets approved by J Boats, Inc.

## 5. CONSTRUCTION AND MEASUREMENT RULES

.1 *Production Molds* for hull, deck, interior, hatches, and rudder shall be made from moulds obtained from the one current official master plug. The casting pattern for the fin keel shall be cast from the one current official master pattern. The shape and forms of the patterns, plugs and moulds shall not be amended or altered unless specifically authorized by J Boats, Inc. The primary measurement control shall be by means of a single uniform source of moulds.

.2 *Hull & Deck* construction shall be in accordance with the approved laminate, general arrangement, construction plans and techniques, and specifications approved by J Boats, Inc.

.3 *Interior Equipment* supplied with the standard boat from the factory may not be deleted or substituted for except by equivalent items of comparable weight (i.e., the stove). Optional equipment offered by the builder or comparable equipment installed by the dealer or owners is permitted as are other items such as shelves or drawers to personalize the interior.

.4 *Deck Gear* No additions, relocations, or modifications are permitted except as herein provided:

.1 Permitted Alterations or Additions:

.1 Four pairs of deck pad eyes to assist trimming of headsails or for use as boom preventers along with related blocks, cleats and rope tackle.

.2 Alternative mooring cleats and chocks.

.3 Handrails or foot blocks.

.4 Deck prisms and/or ventilators which must be watertight when sealed shut.

.5 Self-tailing winches of comparable size to those supplied provided they remain in the same position as the winches substituted for.

.6 Forward jib sheet tracks may be relocated fore and aft in line with the factory drilled holes so that no part of the track is more than 640 mm aft of the shroud chainplates, nor more than 330 mm forward of the shroud chainplates.

.2 Prohibited Alterations or Additions:

.1 Thrudeck running or standing rigging controls or thrudeck spinnaker launchers.

- .2 Lifeline stanchions which project outside a vertical line from the gunwhale, lifelines attached to other than standard locations on bow pulpit and sternrail, lifeline wire design or size other than standard, or lifeline droop exceeding 125 mm with a 5 kg weight suspended between the pulpit and first stanchion.
- .3 Relocating or changing the length of the mainsheet traveller or the use of alternative mainsheet bridle systems.
- .4 Use of other than standard located jib tack hooks.

#### .5 Keel

- .1 *Casting of Keel* The fin keel shall be manufactured by approved builders only from the official pattern and shall be of lead.
- .2 *Weight of Keel* The weight of the fin keel shall be 950 kg  $\pm$  20 kgs.
- .3 *Coating of Keel* may be by any synthetic material provided the shape and weight are within the template tolerances.
- .4 *Trailing Edge* The trailing edge of the keel shall not be narrower than 6 mm at the tip nor 19 mm at the top with a uniform taper from top to tip.

#### .6 Rudder

- .1 *Construction* The rudder shall be made only by approved builders according to official plans. The trailing edge shall not be narrower than 5 mm.
- .2 *Tiller and Tiller Extension* may be altered in length and material but must be equivalent in weight to that provided by the builder.

#### .7 Mast

- .1 *Material* shall be of aluminum alloy extrusion with a continuous fixed groove integral with the spar, and shall be produced only by approved manufacturers and supplied only through a builder approved by J Boats, Inc. in conformity with the official mast drawing.
- .2 *Measurement Bands* of contrasting one inch width shall be appointed on the mast as indicated on the official mast drawing.
- .3 *Position of the Mast* shall be fixed at the deck 3505 mm  $\pm$  13 mm from stemhead tip to the front edge of the mast. And, it shall be permanently bolted to an immovable mast step so that the forward edge of the mast is 25 mm  $\pm$  25 mm from the forward face of the molded step in the sole at the centerline.
- .4 *Mast Hardware and Spreaders* may not be deleted, modified or replaced by other than an authorized builder.

#### .8 Standing Rigging

may not be altered in material, design, or added to except as herein provided:

- .1 Permitted Alternatives are:
  - .1 Jib roller furling systems to facilitate sail handling.
  - .2 Jib luff groove systems such as the Twinstay, Gemini Foil, etc., with a fore and aft dimension not exceeding 50 mm.
- .2 Prohibited Alternatives or Additions are:
  - .1 A headstay length which exceeds 10.935 m when measured from pin to pin centerline.
  - .2 Use of quick throw devices, tracks, or levers on shrouds or a headstay which is adjustable while sailing.
  - .3 Running backstays or arrangements to duplicate such.
  - .4 Use of hydraulics anywhere for any purpose.

#### .9 Running Rigging

may not be altered in material, design, or added to except as herein provided:

- .1 Permitted Alternatives are:
  - .1 Replacement wire rope and rope of the same design and size as supplied by the builder.
  - .2 Substitute blocks or cleats for the headsail sheets, backstay adjuster, traveller controls, cunningham, outhaul, reefing gear, and vang provided that power ratios are not changed.
  - .3 Snap shackles or clips at the end of headsail sheets.
  - .4 Barber hauling and twing devices as covered in 5.4.1.1.
- .2 Prohibited Alternatives or Additions are:
  - .1 Spinnaker guy strut.
  - .2 Wire or Kevlar cored sheets or ropes.
  - .3 Boom vangs other than six power manufacturer supplied type with self contained cleating system.

#### .10 Main Boom

- .1 *Material* shall be of aluminum alloy extrusion with a continuous fixed groove integral with the section, and shall be produced only by approved manufacturers and supplied only through a builder approved by J Boats, Inc.
- .2 *Measurement Band* of a contrasting color shall be painted on the boom with its inner edge not more than 3962 mm from the aft side of the mast.

#### .11 Spinnaker Boom

- .1 *Material* shall be of aluminum alloy extrusion and supplied only through a builder approved by J Boats, Inc.
- .2 *Length* of the pole including fittings shall not extend more than 3810 mm from the face of the mast.

#### .12 Sails

##### .1 General

- .1 Sails shall be constructed and measured in accordance with the IYRU sail measurement instructions except where otherwise stated herein.
- .2 Sails shall be of single ply woven sailcloth material which excludes laminated mylar-type materials.
- .3 Sail numbers shall be placed immediately above the third batten #2 sown from the head of the mainsail, on the #1 and larger genoa in line with the mainsail numbers and on the spinnaker. The starboard or forward number shall be on top.
- .4 Numbers shall be of the following dimensions in solid black, red, green or blue:  
Height 380 mm. Width 254 mm. Thickness 57-77 mm. Spacing 77 mm.
- .5 *Windows* There is no limit on the number or design of collision, telltale or spreader tip windows on the mainsail, or genoas.

##### .2 Mainsail

- .1 Minimum cloth weight is 6.25 oz.
- .2 The length of the leech, measured in a straight line from the head to the clew, shall not exceed 12.395 m.
- .3 The width of the sail from the mid point of the leech to the nearest point on the luff, including the bolt rope, shall not exceed 2621 mm.
- .4 The width of the headboard measured at right angles to the mast shall not exceed 158 mm.
- .5 There shall be four batten pockets. The upper and lower battens shall be no longer than 701 mm and the middle two battens shall be no longer than 780 mm. Spacing between battens and the head and clew shall be approximately even, but in no case closer than 2300 mm.
- .6 Two reefs shall be included at 1675 mm and 3350 mm above the tack at the luff and perpendicular to the mast. At least two intermediate grommets must be built into the sail on each reef.
- .7 A clam opening shelf and/or flattening reef (with the out-haul grommet no higher than 305 mm from the clew grommet, measured on grommet centerlines) is permitted.

##### .3 Reefable Genoa (#3)

- .1 Minimum cloth weight is 6.25 oz.
- .2 The length of LP shall not exceed 3658 mm nor be less than 3625 mm.
- .3 One reef point shall be included with a minimum height of 1220 mm along the luff from the center of the tack. Cunningham's are not permitted.
- .4 Maximum luff length is 9982 mm (32.75').
- .5 Up to 3 battens are permitted between the head and the clew evenly spaced on the leech, not to exceed 280 mm in length.

##### .4 Genoa (#2)

- .1 Minimum cloth weight is 5.50 oz.
- .2 The length of LP shall not exceed 4907 mm nor be less than 4877 mm.
- .3 No reef points or cunningshams are allowed.
- .4 Maximum luff length is 10.515 m (34.5').

##### .5 Genoa (#1)

- .1 Minimum cloth weight is 3.50 oz.
- .2 The length of LP shall not exceed 5665 mm nor be less than 5500 mm.
- .3 The length of the leech shall permit windward trimming to the existing genoa tracks.
- .4 No reef points or cunningshams are allowed.
- .5 Maximum luff length is 10.670 m.

##### .6 Spinnaker

- .1 Minimum cloth weight is 0.75 oz. nominal and 0.9 oz. actual weight.
- .2 The maximum length of the leeches is 10.515 m. The half width at half height, measured from mid point of the leeches to the nearest point on the centerfold shall not exceed 3429 mm (11.25'). The foot shall be contained by a 110° angle from the clews.

#### .13 Auxiliary Engine and Propeller

- .1 *Weight* The engine dry weight plus adjacent batteries shall be not less than 150 kg. If less, corrector weights shall be fitted adjacent to the mid point of the engine location as shown on the plans.

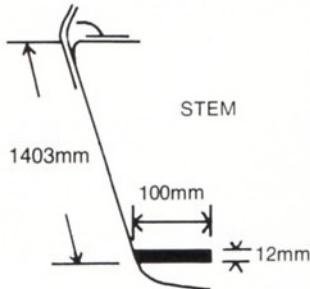
.2 **Manufacturer** The engine used must be from a supplier and of a type approved by J Boats, Inc.

.3 **Propeller and shaft** shall be as specified with a minimum prop diameter of 330 mm.

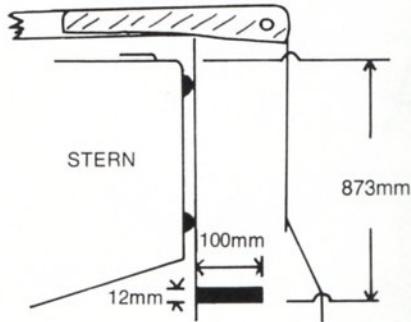
.14 **Sailing Weight**

Comparable sailing weight among boats shall be achieved through the use of draft marks located on the stem and on the rudder of each boat. Draft marks shall be 12 mm wide and extend aft at least 100 mm from the leading edge on both sides of the stem and rudder. Draft marks are to be painted on by owners or molded by the builder in sharply contrasting color.

The bottom of the stem mark shall be 1403 mm (55 1/4") down the stem from an extension of the line formed by the top of the hull flange at the stem, not including the deck.



The bottom of the rudder mark shall be 873 mm (34 5/8") down from an extension of the line formed by the top of the hull flange at the center of the transom.



When in sailing trim (without crew) with all supplies, sails, stores, tankage, and sailing gear, the bottom of both lines should touch the water.

.15 **Official Class Identification**

.1 **Color** is solid blue. Outline insignias are prohibited.

.2 **Location** on the mainsail shall be formed by two 400 mm x 800 mm rectangles located on top of one another and between the top and next lower battens, centered on a line drawn from the center of the headboard to the center of the mainsail foot. The top of the "J" on the port side shall be approximately 100 mm from the bottom of the "3" on the starboard side.

.3 **Design** of the insignia shall be as indicated in the adjacent plan.

## 6. ADDITIONAL RULES

.1 **Instruments** The following instruments are permitted for use in one-design racing:

.1 One electronic device transmitting data relative to 360° wind direction, wind direction relative to boat heading, and wind speed.

.2 One electronic device transmitting boat speed and distance.

.3 One electronic device transmitting water depth.

.4 Mechanical tell-tales of any kind.

.5 Loran C or comparable RDF.

.6 A VHF, CB or similar transmitter radio.

.7 Compasses or mechanical trim indicators.

.2 **Sails**

.1 The number of sails on board during a regatta series or race shall be limited to five: #1, #2, & #3 genoas, mainsail and spinnaker.

.2 A local fleet may adopt, for local racing only, a rule to carry an additional sail or sails such as a storm jib for heavy wind areas, or a second spinnaker when sailing in long distance offshore events.

.3 Alteration of sails during a regatta series is not permitted.

.3 **Pumping** of the spinnaker guy or halyard under any conditions is prohibited.

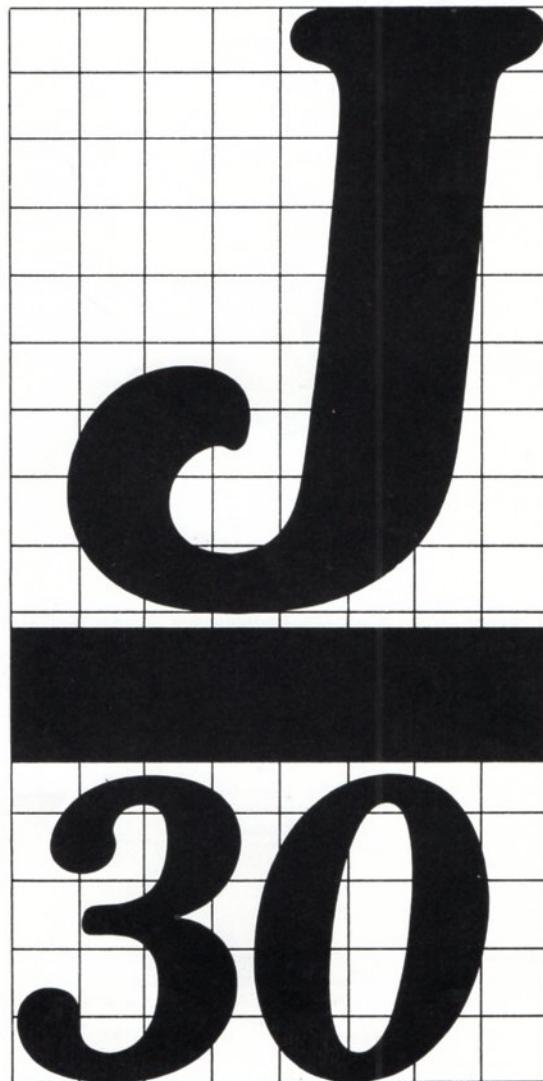
.4 **Safety Gear and Equipment** These rules are in no way to be interpreted as being restrictive with regard to safety. Safety devices and equipment prescribed by local rule, owner preference or regulation are permitted.

The equipment specified in IOR Special Regulations Category 3 shall be carried on board.

.5 **Storage of Gear**

.1 Use of other than normally required sailing gear in normal, designed or proper storage areas to attain sailing displacement is prohibited. The intent of this rule is to prevent use of lead pigs, excess tools, winch handles in bags, unattached anchor chain, or other high density materials to reach sailing weight with optimized moments of inertia.

.2 Placement of gear or equipment other than sails in use or a proper main cabin table weighing no more than 35 kgs, on the cabin sole while racing is prohibited.



Scale: 50 mm Squares

# J 30

