

3.3.9 All non-permanent equipment, fixtures, fuel, and water used as ballast shall be described on an inventory list. The inventory list describe the weight and location of said ballast and shall be kept aboard at all times.

3.4 Auxiliary Engine and Propeller:

3.4.1 The engine shall be from a supplier and type approved by J/Boats, Inc.

3.4.2 The propeller shall be a standard Martec bronze propeller of these dimensions 406mm x 356mm x 25.4mm (16" x 14" x 1").

3.4.3 The propeller shaft shall be a 25.4mm (1") thick round stainless steel shaft attached to the engine, exiting through the bottom of the hull, passing through the strut, to which is affixed to the propeller of Rule 3.4.2.

3.4.4 The strut shall be of bronze alloy cast in the mould by the builder. The shape shall not be altered, except to remove the manufacturer's stamp. *If an original is unobtainable, only replacement struts of identical material, weight, dimension, profile and specification may be substituted.*

3.5 Keel:

3.5.1 The keel shall be of molded lead reinforced with antimony to the building specifications and cast in a mould supplied by J/Boats, Inc.

3.5.2 The external dimensions and configuration of the keel shall comply with the Official Plan C revised 2/12/89 by Rodney Johnstone.

3.5.3 Shoal draft yachts may be permitted in Championship races; however, only fin keel yachts of 6'11" draft shall be made available to Regional Qualifiers.

3.6 Rudder:

3.6.1 The rudder shall be molded in GRP to the original building specifications in regard to lamination, construction materials, weight and to the dimensions and profile as shown in plan D (Rudder profile and offsets.)"

3.6.2 The external dimension and configuration of the rudder shall comply with the official rudder drawing and table of offsets contained in Official Plan D. The rudder may be overcoated in any base liquid or paste protection material and faired, provided it complies with the minimum dimensions in Official Plan D.

3.7 Spars:

3.7.1 Spars shall be of aluminum extrusion with the exception of the spinnaker pole, which may be of aluminum extrusion or resin reinforced carbon fiber. The mast and the main boom shall be supplied by a licensed builder. No alterations or modifications to the spar extrusions are permitted except to facilitate a repair or attachment of rigging and fittings as specified in these rules.

3.7.2 Mast:

3.7.2.1 Rotating masts are not permitted.

3.7.2.2 The mast shall be fixed at the keel and be chocked at the deck level and shall not be altered when racing. Devices specifically designed to move the mast when not racing (i.e., hydraulic, screw-type gears, or jacks) are not permitted.

3.7.2.3 Distinguishing contrasting colored bands of a minimum width of 20mm (3/4") shall encircle the mast: the distance from the upper edge of the lower band (at standard boom height) to the lower edge of the upper band shall not be more than 12650mm (41'6"). The top edge of the lower band shall not be less than 1473mm (4.8") nor greater than 1524mm (5') above the sheerline.

3.7.2.4 Spinnaker pole track shall be fixed to the forward surface of the mast and shall not be cut or altered to affect the bending characteristics of the mast. The overall length of the track shall not exceed 3310mm and the upper end of the track shall not be more than 2400mm above the upper edge of the lower mast band. Spinnaker pole end fittings, cars, inboard end hoists and downhauls may be altered or substituted.

3.7.2.5 The distance from the forward surface of the mast at the deck, measured horizontally to the stem at the sheerline (see official Plan A), shall not be more than 4470mm nor less than 4420mm.

3.7.3 Main Boom:

3.7.3.1 The main boom shall not be tapered or permanently bent.

3.7.3.2 The boom may be fitted with attachment points for only an adjustable outhaul, topping lift, mainsheet block(s), vang, reefing equipment, leech line, and staysail controls.

3.7.3.3 A distinguishing contrasting colored band of minimum width 20mm (3/4") shall encircle the boom. The forward edge of the band shall not be more than 4267mm (14') from the aft surface of the mast when the boom is held at right angles to the mast.

3.7.4 Spinnaker Pole:

3.7.4.1 The overall length of the spinnaker pole, when in its fittings on the mast and set in a horizontal position athwartships, measured from the centerline of the yacht to the extreme outboard end of the pole and any fittings used when a spinnaker is set, shall not be longer than 4470mm (14'8') (SPL).

3.7.5 Standing Rigging

3.7.5.1 The mast standing rigging shall only consist of the one forestay, except when a permitted optional forestay equipment is fitted, one backstay, two upper shrouds, two upper intermediate shrouds, two lower shrouds, and two checkstays. The standing rigging shall only be of a round stainless steel rod, except the checkstays which may be of stainless steel multi-strand wire or synthetic line. The upper shrouds and forestay, shall not be less than .250 inches in diameter (-10 in strength). The upper intermediate shrouds shall not be less than .225 inches in diameter (-8 in strength). The lower shrouds shall not be less than .281 inches in diameter (-12 in strength). The backstay shall not be less than .250 in diameter (-10 in strength).

3.7.5.2 The forestay and shrouds shall not be adjusted while racing.

3.7.5.3 The backstay shall be fixed to the masthead crane and the backstay plate. A mechanical (turnbuckle) or hydraulic adjustment device of no more than 241 mm (9.5") effective adjustment (integral or remotely controlled) may be attached. Split backstays or cascading block and tackle backstay adjustment systems are prohibited.

3.7.5.4 The upper shrouds shall be fixed to the mast and shall bear on both the upper and lower spreaders and be fixed to the chain plates, port, and starboard.

3.7.5.5 The upper intermediate shrouds shall be fixed to the mast and they shall bear on the lower spreaders and be fixed to the chain plates, port and starboard.

3.7.5.6 The lower shrouds shall be fixed to the mast and shall be fixed to the chain plates, port and starboard.

3.7.5.7 The checkstays shall be fixed to the mast and to the checkstay adjustment system on deck.

3.7.6 Running Rigging:

3.7.6.1 One mainsail halyard of wire and/or synthetic rope.

3.7.6.2 Not more than two genoa and two spinnaker halyards of wire and/or synthetic rope.

3.7.6.3 One vang of the wire and/or synthetic rope or rigid aluminum tube with internal spring for boom support and a purchase system with integral cam cleat. Hydraulic adjusters (integral or remotely controlled), installed before July 1988, will be grandfathered. Power ratios are not limited.

3.7.6.4 One spinnaker pole downhaul of synthetic rope either single or double-ended.

3.7.6.5 One mainsail outhaul (or leech tensioning control) of wire and/or synthetic rope.

3.7.6.6 Cunningham controls of wire and/or synthetic rope for attachment to mainsail or headsail.

3.7.6.7 Two mainsheet traveler control lines of synthetic rope.

3.7.6.8 One mainsail mainsheet system of synthetic rope. This may be a straight multi-purchase system or a coarse/fine tune system.

3.7.6.9 Spinnaker sheets of synthetic rope.

3.7.6.10 Spinnaker guys of synthetic rope.

3.7.6.11 Reefing lines of synthetic rope.

3.7.6.12 One spinnaker pole uphaul (topping lift) of synthetic rope.

3.7.6.13 Checkstay adjustment system affixed to the bottom of the checkstay. This may be a single-part line led to winches or a multi-purchase system with integral cam cleat.

3.7.6.14 Genoa sheets of synthetic rope.

3.7.6.15 Spinnaker tweakers of synthetic rope.

3.8 Deck Fittings:

- 3.8.1 Standard headsail tracks shall be located in the positions as indicated on Plan A.
- 3.8.2 Additional track(s) may be fitted outboard of standard headsail track location.
- 3.8.3 Moving genoa track location inboard from standard factory position as in Plan A is not permitted.
- 3.8.4 One mainsheet traveler track shall be positioned as indicated in Plan A.
- 3.8.5 A minimum of six winches shall be affixed to the deck.
- 3.8.6 The deck shall be fitted with twisted wire strand rope double life lines, port and starboard. Lifelines must comply with minimum current ORC regulation 3.14.2.
- 3.8.7 The upper lifelines shall not be less than 610mm (24") when measured vertically above the sheerline between the bow pulpit and stern pulpit. The lower lifelines shall pass through the stanchions and be within 50mm of the half-height of the upper lifelines.
- 3.8.8 The stanchions shall not extend outboard of the sheer in plan.
- 3.8.9 Lifelines shall be permanently fixed and shall not deviate from a straight line between any stanchion or pulpit, excepting deflection caused by netting attached to the lifelines forward of the shrouds. Utilization of "shockcord," or other rubber band devices to tension lifelines is not permitted.
- 3.8.10 Stanchion bases must be located where installed by the factory and the stanchions must be straight.

4. SAIL MEASUREMENT

4.1 Sails shall be measured in accordance with JCA sail measurement instructions and definitions as indicated in Plan B.

4.2 The following sails shall be measured by a sailmaker or a class measurer:

Mainsail
Headsails with LP exceeding 6498mm (21.32')
All spinnakers

An official J/35 Class Association measurement label shall be affixed to the tack of each measured sail with the actual dimensions and the signature of the measurer.

4.3 Distinguishing numbers shall be placed on the mainsail, genoas of greater than 130% LP, and spinnakers.

4.4 The class emblem shall be placed on the mainsail and shall be as on Plan B, and contained within two 400mm (16") x 800mm (31.5") rectangles located starboard on top of port but separated by 75mm (3") space. The centerlines of the rectangles shall be near to the line between midhead and mid-foot, and between the top two batten pockets. The class emblem shall be affixed on all mainsails constructed after 1 August 1988.

4.5 There are no restrictions on sail material or cloth weights for mainsails, jibs or genoas.

4.6 The mainsail, jibs and genoas may be fitted with transparent windows of any material.

4.7 Mainsail:

4.7.1 The maximum luff and foot dimensions shall not exceed the mast and boom measurement bands in Rules 3.7.2.3 and 3.7.3.3.

4.7.2 Shall be fitted with four (4) battens of any length and the centers of the batten pockets shall divide the aft edge of the sail into equal parts: plus or minus 76mm.

4.7.3 The upper midgirth shall not exceed 1655mm (5.43'). The midgirth shall not exceed 2777mm (9.11').

4.7.4 Headboard width shall not exceed 171 mm(6.75"). The aft upper corner of the headboard shall not be higher than the forward upper corner of the headboard.

4.7.5 The leech length shall not exceed 13640mm (44.66').

4.7.6 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.

4.8 Headsails:

4.8.1 The maximum overlap, LUUFF perpendicular (LP), shall not exceed 6945mm (22.79') on any headsail.

4.9 Spinnakers:

4.9.1 The spinnaker shall be a three-cornered sail, symmetrical about its centerline.

4.9.2 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.

4.9.3 The length of the leeches shall not exceed 14135mm (46.38').

4.9.4 The maximum girth shall not exceed 8065mm (26.46'). The half width measurement is 4032.5mm (13.23').

4.10 Sail inventory restrictions shall be as follows:

4.10.1 A maximum of one mainsail, two genoas, three spinnakers, one jib and one heavy weather jib (as defined by O.R.C. regulations) may be carried aboard during an event or regatta. One genoa may be up to the maximum L.P. of 6945mm (22.79'). The other genoa may be no larger than 6705mm (22.0') or smaller than 6030mm (19.78') L.P. as measured in Plan B, HEADSAIL DEFINITIONS. Spinnakers shall not be constructed of any material lighter than 30 grams per square meter, (0.7 oz. per sailmaker's yard, where a sailmakers yard is defined as 36 inches by 28.5 inches.) The spinnaker material shall be woven poly or nylon and no other exotic material.

The following is intended to serve as a guide for participants and race organizers:

Acceptable Materials for Minimum-Weight Spinnaker Cloth

.5 poly, North T-6016, Dimension 6611, Contender Superlite .6oz. nylon, 30-20, Porscher Nylon SO52 & SO42, Test 404, Richard Hayward SS060, and .5 Zephyercote.

4.10.2 No sails other than the approved genoas, jibs, spinnakers, and mainsail can be used, and only one of each of these, on the proper hoist, can be above deck at the same time, except when changing sails.

4.10.3 Exchanging or substitution of sails during an event is not permitted, but damaged sails may be repaired or replaced at the discretion of the Race Committee.

5. J/35 RACING RULES

5.1 Eligible Yachts:

5.1.1 A yacht is eligible and considered to be in the J/35 Class only if it has been properly registered, conforms to building specifications and measurement rules, and is owned by an Active Member recorded at the time as in good standing with the Association.

5.2 Eligible Helmspersons:

5.2.1 For any race sailed under the J/35 Class rules the helmsperson shall:

5.2.1.2 Have sailed on the yacht in at least (6) races on the respective local or regional YRA schedule, except that this Rule shall be waived for bona fide owners as defined in Rule 2. 1 .2.

5.3 Rules:

5.3.1 Regattas shall be governed by the ISAF Racing Rules of Sailing (RRS) and the US Sailing Prescriptions. The Fleet in whose territory a regatta will be held shall make every effort to have the regatta organizers include a statement in the sailing instructions that the J/35 Class Rules will apply.

5.3.2 Racing instructions and local rules in fleet by-laws or published notices to its members, not conflicting with Class rules, must be observed, but verbal instructions or unrecorded rules are not official.

5.3.3 The penalty for the violation of a JCA rule is disqualification. The responsibility for knowing the rules rests with the member.

5.3.4 The rulings of the Technical Committee and the Executive Committee shall be preserved for reference.

5.4 Sanctioned Events:

5.4.1 Any major Regatta in which J/35s' compete as a one-design class, and which is open to more than J/35 Fleet or is a regatta used for qualification for a regional or national championship, may be designated a sanctioned regatta.

5.4.2 The procedure for designating a regatta as sanctioned shall be as follows: