Jollyboat Class Rules and Restrictions

August 2018

1. The Class Shall Be Known as the Jollyboat Class

Boats shall conform to the Jollyboat plans except where these rules allow otherwise. Where doubt exists about a class rule or measurement an interpretation shall be obtained from the New Zealand Jollyboat Class Association and will be made public to all members once ruled on.

All measurement shall be done in accordance with the ISAF Equipment Rules of Sailing (ERS) except for where varied by these rules and the ISAF Racing Rules of Sailing (RRS).

2. Hull

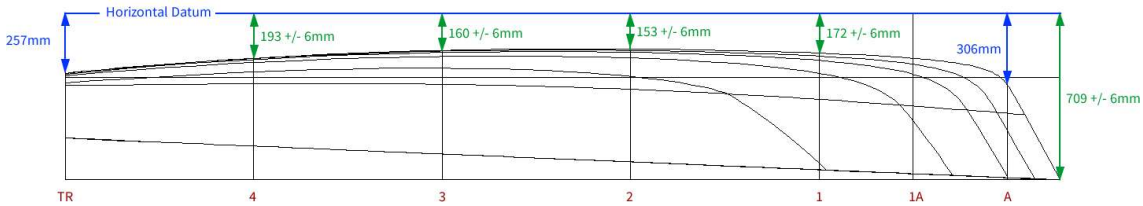
(1) Length may not exceed 4.225m overall, measured between perpendiculars to waterline and not including rudder fittings.

(2) The measurer shall mark measurement stations at the following distances from the lower aft edge of the transom taken from a horizontal datum line and dropped to the hull.

Transom	0mm
Station 4	800mm
Station 3	1600mm
Station 2	2400mm
Station 1	3200mm
Station A	4000mm.

The horizontal datum will be set at:

Transom	257mm
Station A	306mm.



The measurements at the following stations shall be:

Station 4	193mm + or - 6mm
Station 3	160mm + or - 6mm
Station 2	153mm + or - 6mm
Station 1	172mm + or - 6mm
Stem head	709mm + or - 6mm.

(3) The sheer line in elevation shall be within + or - 6mm of a straight line between the stem and transom.

(4) The transverse sections at stations 1, 2, 3 and 4 shall be measured below the chines only, using templates to determine (a) the width between chines and (b) the depth from chines to the centreline of the hull. These templates are to be applied at the appropriate stations.

(5) These measurements are taken to ensure that boats are not intentionally built to a shape other than designed but in some cases amateur building may result in errors exceeding the +/-6mm tolerance. Where such errors do occur the measurer shall consider whether or not they are intentional and if not so regarded shall pass the boat concerned noting on its measurement form details of same and without prejudice. If doubt exists or consistent errors of this nature are found the boat should not be passed without the consideration of full details by the Jollyboat class committee.

(6) The following measurements shall be taken on the stern transom

(a) Beam on deck shall be 1155mm + or - 6mm.

(b) Beam at chines shall be 922mm + or - 6mm.

(c) Depth from deck to chines shall be 224mm + or - 6mm.

(d) Depth from deck to underside of hull at centreline shall be 276mm + or -6mm.

(7) The camber of the bottom at sections 3 and 4 and transom shall not exceed 3mm more than shown on the plan. This will be determined by the design template not clearing the chine by more than 6mm. The template must rest on the keelson for measurement.

(8) The beam shall not exceed 1560mm at the widest point inclusive of the gunwale assembly.

3. Construction

(1) The hull shall be constructed of timber and plywood with composite structures excluded. The plywood minimum thickness is 4mm.

(2) That no carbon / Kevlar or similar composite be glued or permanently bonded to the hull in any form. The wooden hull and or deck may only be sheathed on the outside with a single layer of up to 180gsm polyester fibreglass cloth.

(3) The gunwale assembly shall be timber with a minimum thickness of 10mm, a minimum width of 80mm and a maximum width of 100mm. The gunwale shall be rounded off forward and not extend forward of the stem.

(4) The cockpit shall be self-draining with not more than two draining ports of a total area not exceeding 120 sq cm. Suction bailers are not permitted.

(5) Two buoyancy compartments shall be fitted, one comprising the total volume of the capacity under the foredeck and forward of station 2, and the second the under floor cavity and the capacity under the after deck. The measurer may ask for a test to determine that the compartments are watertight.

(6) The centreboard case shall be fitted with the aft end 1875mm +/- 10mm from the transom measured around the hull. The centre board case shall have a maximum fore and aft length of 250mm, a maximum width of 28mm and shall be no less than 270mm deep at any point along its length measured vertically with the boat set up level per the class datum. The slot in the case may not be filled in to fit around the shape of the centreboard or fitted with any device for setting it off-centre.

(7) The weight of the hull in dry condition shall not be less than 66kg when all non-permanently fixed fittings and cordage are removed. Permanently fixed fittings are those screwed or through bolted to the hull or deck. Where the weight is less than 66kg weight correctors of 5kg maximum shall be fitted to make good the deficiency and shall be attached permanently in the forward buoyancy compartment to the mast strut in full view through an inspection port. The hull weight shall be recorded on the measurement form together with the corrector weight (if fitted).

(8) Inspection ports shall be fitted, not less than 100mm in diameter and at least one to each compartment.

(9) Fittings may be constructed from any material. Fittings include, but are not limited to tillers, spreaders and marine hardware. Fittings must be mechanically fastened by screws, rivets and bolts or similar and not glued or bonded to the hull, spars or foils.

(10) Fibreglass hulls are permitted only under the following conditions and guidelines:

> **(a)** The sole builder for fibreglass hulls shall be a licensed manufacturer as chosen by the Jollyboat Class Association who shall use only the mould supplied by the

Jollyboat Class Association in which the Jollyboat Class Association has part ownership.

(b) The Jollyboat Class Association will govern the materials and construction methods used by the licensed manufacturer in the construction of the hulls.

(c) The Jollyboat Class Association will control the ordering procedure for fibreglass hulls.

(d) The hull will be supplied with a strong back, gunwales and bulkheads and centre case in place and hull will be finished in gel coat. The owner shall complete the hull using the methods, materials and specifications laid down by the Jollyboat Class Association.

(e) No alteration to the structure or finishing of the supplied hull is permitted once it is taken possession of by the owner. Each hull will be inspected and signed off by the Class measurer before the decks and cockpit floors are permanently fixed in place. Once the boat is finished, measured and registered, no further alteration to the hull as supplied is permitted without the consultation and approval of the class measurer. Such approval shall be obtained in writing and signed by the class measurer.

(f) All other rules and measurements pertaining to timber and plywood hulls will apply to these fibreglass hulls.

(g) Disclaimer**:** The Jollyboat Class Association, or its members, shall not be liable for any incident arising from the purchase, subsequent finishing and the usage of the fibreglass Jollyboat hulls supplied by the Jollyboat Class Association and the licensed hull manufacturer.

4. Foils

(1) Centreboard: Centreboards must fit within a rectangular measurement box of 1350mm long by 250mm wide. The 1350mm is to be measured to the underside of the handle or any other device that limits how far the centreboard can be pushed through the centre case. The centre board may be of any shape and profile that fits within the measurement box, with the exception that it may not be shaped or fitted with any device that may cause it to be set off-centre.

(2) Rudder Blade: The rudder blade shall be measured fitted to the boat and in a locked position as it would be for sailing and with the boat level as per the class datum. The rudder blade shall extend a maximum of 640mm vertically from the bottom of the transom on the hull centreline and have a maximum fore and aft (chord) length of 190mm.

(3) Rudder Stock: The rudder stock is not to be included as a fitting and must be removed for weighing. The rudder pin or pintles that mount the rudder stock to the transom shall not extend further than 50mm aft of the transom and the rudder stock shall allow the rudder blade to pivot. Rudder stock material and construction is unrestricted.

(4) The foils may be constructed of any material but a minimum weight of 3.2kgs for the centreboard and 1.2kgs for the rudder blade must be adhered to. If the foils are found to be underweight they shall have a corrector weight permanently attached to the top of the foil.

5. Spars

(1) The mast shall be aluminium and with a minimum section of 50mm x 64mm including track, a minimum weight of .992kg/metre and shall not be tapered or have a permanent bend when new and off the boat. The mast may only have an internal sleeve fitted to stiffen the section. The mast exclusive of fitting must be able to pass through a circle of 80mm.

(2) The boom may be aluminium or wood and shall be capable of passing through a ring of 70mm diameter if all fittings were removed. It shall be not be tapered.

(3) The maximum mast step height shall not be more than 50mm above the top of the plywood deck and the mast step is to be fixed on the centreline of the boat. The aft face of the mast, not including the sail track, must be flush with the forward bulkhead.

(4) The gooseneck shall be attached to the mast so that the upper edge of the boom is not able to be below the upper edge of the lower black band. The vertical axis of the gooseneck shall not be more than 25mm from the mast.

(5) The mast may be fixed or may rotate with the boom but may not be free to rotate beyond the angle of the boom.

(6) A whisker pole may be used to hold out the jib when goose winged. Construction and operation are unrestricted.

(7) The mast shall have black bands with the upper edge of the lower band 600mm above the deck and the lower edge of the upper band 5400mm above the deck.

(8) The boom shall have a black band at the outboard end. The inboard edge shall be 2025mm from the aft face of the mast not including the sail track.

6. Rigging

(1) The mast shall be supported by one side stay each side and a forestay all of which must be of stainless steel wire in 1x19, dyform or similar construction.

(2) Lower check stays, no higher than the gooseneck are permitted and may be adjustable.

(3) Side stays and forestays shall not be adjusted while sailing.

(4) The forestay must intersect the foredeck 3950mm + or - 10mm forward of the transom.

(5) The side stays must be 2075mm + or - 10mm forward of the transom.

(6) The height at which the side stays and forestay are attached to the mast shall be not more than 3900mm or less than 3600mm above the deck. Spreaders or diamonds, if fitted, shall be attached at the midpoint between the deck and the stay attachments + or - 25mm. If fitted the spreaders shall be fixed and not adjustable while on the water.

(7) The mainsail shall have a halyard complying with Yachting New Zealand safety rules. No form of halyard lock may be used, other than a cleat below the height of the boom and the halyard shall be of any material other than wire.

(8) The mainsheet shall be rigged at or near the end of the boom with one or more purchases. Forward of this the system is unrestricted but may not include additional purchases. The mainsheet traveller shall be of cordage and may be adjustable.

7. Sails

(1) Sails shall be made only from woven polyester cloth (Dacron, Terylene etc.)

(2) The class insignia shall be placed on both sides of the mainsail between the first and third battens. The sail number shall be between the third and fourth battens. Insignias and numbers shall be fitted as in accordance with ISAF Racing Rules of Sailing (RRS) and in a colour that contrasts with the sail.

(3) The leech may not extend outside a straight line between the aft edge of the head and the-clew of the jib or between the top batten and head, bottom batten and clew, or any two adjacent battens of the mainsail.

(4) One set of reefing points may be fitted in the mainsail. Sail area may be reduced by removing or manually furling the jib or a tied in reef in the mainsail, but roller reefing of either sail is not allowed.

(5) The sails shall be measured over a flat surface without battens.

(6) The corners of the sails at head, tack and clew shall be determined as per the current ISAF Equipment Rules of Sailing (ERS).

Mainsail and Jib Measurements

Mainsail

(1) The luff is to fit between the black bands on mast.

(2) The foot is to fit between the aft face of the mast and the black band-on the boom.

(3) Dimensions:

Leech length:	maximum 5100 mm
Head aft point to Clew:	maximum 4870 mm
Quarter height width:	maximum 1975 mm
Half height width:	maximum 1765 mm
Three quarter height width:	maximum 1280 mm
Head width:	maximum 800 mm
Drop:	maximum 2840 mm

(4) There shall be 5 full length battens in the mainsail, 3 of which shall be above half height.

(5) The mainsail shall not have a headboard and shall be loose footed i.e. attached only at the tack and the clew and is required to be attached to the mast via a bolt rope. Pocket luff mainsails are prohibited.

(6) A mainsail window of no larger than 0.3 sq m is permitted for the purpose of preventing collisions. This window shall be placed below the bottom batten pocket on the sail.

Mainsail Method of Measurement

(1) Luff and foot need not be measured.

(2) Measure leech. Measure head aft point to clew.

(3) Quarter, half and three quarter heights shall be found and measured as follows:

> **(a)** Fold head of mainsail to the clew. Mark half height on leech at this point.
>
> **(b)** Fold head back to half height leech mark. Mark three quarter height on leech at this point.
>
> **(c)** Fold clew to half height leech mark. Mark quarter height on leech at this point.
>
> **(d)** Measure quarter height width from the appropriate marked point on the leech to the nearest point on the luff (including the bolt rope.)

(e) Repeat (d) for half and three-quarter widths.

(f) Measure head width. (head point to aft head point.)

(4) Drop shall be measured as follows:

(a) Fold tack to clew and mark half foot at this point.

(b) Measure drop from half leech point to half foot point.

(5) Check number of battens and confirm 3 are above half height leech measurement point. Check sail numbers and insignia conform with 7. (2) in Sails section. Check leech conforms with 7. (3) in Sails section.

Jib

Luff maximum	3525mm
Leech maximum	3160mm
Foot maximum	1210mm
Head maximum	40mm.

Jib Method of Measurement

(1) The Jib will have a drop measurement from half luff to half foot of a maximum of 1740mm.

(2) The Jib shall not have any battens.

(3) The Jib may have a luff pocket to accommodate the forestay and may be fitted with a "zip" or hanks to allow the Jib to be hoisted and lowered from the deck.

(4) The Jib may be fitted with a halyard to allow for hoisting and lowering. The diagram below details the allowable rigging options.

(5) A single collision window is permitted in the Jib below a line adjoining the half height of the leech and the luff. The area of the window must not exceed 0.1sqm.

(6) The use of a cunningham adjustment is not permitted in the jib.

8. Crew

Crews may consist of one, two or three persons. For New Zealand Jollyboat Class Association championships, the following shall apply:

(1) Crews shall be nominated prior to the first race and may not be changed or reduced in number unless approved by the race committee.

(2) The crew weight shall not be supported outboard by any means other than toe straps which are attached to the cockpit floor.

(3) No weight jackets or carrying of extra weight is allowed as per the ISAF Racing Rules of Sailing.

9. Registration of Sail Numbers

A sail number shall be issued when a set of the Jollyboat Class Association plans are sold to a prospective owner for a fee set by the Jollyboat Class Association. A sail number shall not be re-issued unless an exception is granted by the unanimous approval of the Jollyboat Class Association committee.

10. Measurement

A boat shall be inspected and measured by the Jollyboat Class Association measurer or a Jollyboat Class Association appointed representative for a fee set by the Jollyboat Class Association.

During construction of a new hull it shall be inspected in various stages, as laid out below, to ensure it meets the measurement criteria:

- Measurement before glassing and removal from jig
- Check before deck and cockpit floor are glued in place
- Check before painting and final measurement
- Final weighing and measurement when hull is completed.

A boat that conforms to the plans and meets the requirements of these rules shall be deemed as being in class and will receive a class measurement certificate.

A boat can be re-measured.

11. Grandfather Clause for Old Boats

From time to time, for the express reason of bringing older boats into class that cannot be remedied for reasons of excessive cost to the owner, the class measurer may recommend the issue of a special class measurement certificate without full compliance to these rules.

The class measurer shall seek the endorsement of this recommendation from the Jollyboat class committee.

Should the committee vote in favour a special class measurement certificate will be issued stating what aspect of the boat failed to measure. Boats that hold a special class measurement certificate will not be eligible for top order placings in a Jollyboat Class Association regatta or a Jollyboat class event run by another authority.

12. Grandfather Clause for Old Mainsails

Original and Murray Ross sail plans, made prior to the 15th August 2018 rule and restriction changes, maybe be used in class competition until their end date.

13. Warrant of Fitness

The owner of a Jollyboat, holding a class measurement certificate or special class measurement certificate, shall sign a seasonal declaration to the Jollyboat Class Association declaring that:

"The hull, sails, rig, foils and any other associated equipment comply with the current Jollyboat class measurement rules and any modifications or changes will be declared to the class measurer along with the understanding that there may be random measuring required to be undertaken at any time and if found to have breached these rules that disqualification at an event may occur."

The onus is on the owner to notify the measurer of any changes that may affect a declaration already made.

At a Jollyboat Class Association regatta or a Jollyboat class event run by another authority (the delegate), should the measurer or the chosen delegate discover any breach in measurement in a Jollyboat holding a valid warrant of fitness declaration the Jollyboat may face automatic disqualification from the event.

14. Ability to Compete

For a Jollyboat to compete in a Jollyboat Class Association regatta or a Jollyboat class event run by another authority:

- the Jollyboat must be in class and hold a valid class measurement certificate.
- the owner of the Jollyboat must hold a valid warrant of fitness declaration and display an associated current warrant of fitness sticker attached to the boats transom.

14. Rule Changes

The rules contained in these restrictions may be changed only by a three-quarter majority vote in a ballot in which all registered owners shall be eligible to vote.

Remits proposing any change to these class restrictions shall be initially put forward with the agreement of the class measurer and a majority of the executive committee and after the technical officer has perused all proposed changes and determined if any other rules are affected and re-worded the proposal in terms suited to inclusion or substitution if passed.

No proposal to change any class restriction or rule shall be accepted if in the opinion of the class measurer or Jollyboat class committee, it will invalidate the class plans in any way.

The class measurer shall post details of the proposed changes, together with their comments and those of the Jollyboat class committee to the Jollyboat website and send an email to each registered owner.

A “cooling off period” of one month before any voting takes place shall be used for general discussion and all points for and against the proposed changes shall be emailed to all registered owners.

Voting will then take place via an internet based voting system and shall be open for one week. In the event that on-line voting is unavailable, postal ballot shall substitute.

The changes, if passed, will take effect immediately and the updated set of class restrictions shall be posted to the class website and emailed to all owners.