

Class Rules

(last revised Feb 2002)

1.0 GENERAL

1.1 All yachts shall be raced with the standard hull and rig configuration as delineated by the original plans of J-Boats, Inc. and as supplied by manufacturer unless herein modified. All variations or modifications are illegal unless specifically allowed by these J/27 Class Rules.

2.0 MEMBERSHIP

2.1 The Owner and Helmsperson must be either an individual or family member of the J/27 Class Association in order to participate in Class events. In addition, the skipper and helmsperson in a J/27 Class regatta shall be a J/27 owner or immediate family member (with the exception being a J/27 Class member who is also a Liberty Yacht Club skipper member in good standing for at least one year from date of the regatta and is not a Marine Industry Competitor or a Professional Competitor (as those terms are defined in The Racing Rules of Sailing 1999-2000)).

3.0 STANDARD EQUIPMENT

3.1 Normal location is determined by the plans attached hereto.

3.2 The following items are considered to be standard equipment and must be on board while racing.

- a. Bunk cushions as supplied by the builder in their normal location.
- b. Bunk boards and floor boards as supplied by the builder in their normal location.
- c. Sink and faucet as supplied by the builder in its normal location.
- d. A battery of proper size and capacity, which meets all local and Federal regulations and is capable of safely powering the navigational lights for the duration of the race, must be carried on board.
- e. Companionway step as supplied by the builder in its normal location.
- f. Ice box as supplied by the builder in its normal location.
- g. Functional outboard motor, with a manufacturer's rating of 4 HP minimum, minimum weight 30.86 lbs. A proper amount of gas for the safe operation of the vessel must be carried aboard.
- h. Anchor, chain and anchor line of sufficient holding power for the vessel shall be carried on board.
- i. Deck hardware and fittings as supplied by the builder in their normal location, except those fittings or hardware described in section 4.1 b. This includes life lines, stanchions, bow and stern pulpits, main sheet traveler, cabin top halyard winches, all deck hatches and covers, teak rails and trim, outboard motor bracket, jib, genoa, and toe rail tracks, bow cleats and chocks, stern cleats, and chain plates.

3.3 Spars: Standard spars as supplied by the builder shall not be modified except to permit attachment of fittings or hardware. There shall be distinguishing contrasting colored bands of minimum width of $\frac{3}{4}$ inch encircling the mast and boom to define the maximum 'P' and 'E' measurements. 'E' shall be measured from the back face of the mast at a right angle to the inside edge of the band located at the end of the boom (12'-6"). 'P' shall be measured from the top edge of the band located at the top of the boom-mast intersection point to the bottom edge of the band at the mast head (33'-0").

- a. The mast shall be fixed at the keel and chocked at deck level and its location may not be altered while racing.

- b. The mast height measured from the butt to the top of the crane shall be 40'-2.8".

3.4 Spinnaker pole: Standard spinnaker pole and fittings as supplied by the builder shall not be modified except for attachment of fittings or hardware. The spinnaker pole length shall not exceed 10'-6" including fittings.

3.5 Rudder and keel: Shall be supplied by the builder. The external dimensions and configurations of the keel and rudder shall comply with the table of offsets contained herein.

3.6 Lifelines: Standard lifelines and stanchions as supplied by the builder shall not be modified for the purpose of aiding hiking.


The maximum deflection of the lifelines shall not be more than 6 inches when a 10 lb. weight is suspended from the lifeline(s) at any point between the stanchions. The use of stretchable cord to attach the lifeline to the stanchions is prohibited.

4.0 OPTIONAL EQUIPMENT

4.1 The following items are considered to be optional equipment and may be on board while racing.

- a. Headfoil system. To be included in the measurement of the LP of all headsails.
- b. The type and location of deck blocks or cleats for halyards, spinnaker sheets, jib sheets, main sheet, backstay, cunningham, outhaul, boom vang, traveller, spinnaker and headsail barberhaulers, leach tensioning, spinnaker boom topping lift, foreguy and reefing equipment.
- c. Masthead wind indicator.
- d. Electric devices to record and/or measure boat direction, speed and distance, wind speed and direction, and water depth.
- e. Two way radio and antennae.
- f. Loran or GPS, and antennae.
- g. Additional lockers, bookshelves or personalized accommodation equipment.
- h. Safety devices and equipment to owner's requirements or to comply with local regulations.
- i. One boom topping lift.
- j. Anchor navigation light, or deck lights installed on the mast.
- k. Stove with fuel.
- l. Solid non-hydraulic boom vang.
- m. Non-hydraulic cascading backstay.
- n. Spinnaker or headsail barberhaulers.
- o. Webbing or netting at lifelines at the foredeck.
- p. "Backstay - Flipper". A device, attached to the top of the mast, with the expressed purpose of deflecting the backstay away from the roach of the main.

5.0 SAILS

I	30'-0"	9,144 mm
J	10'-6"	3,200 mm
 P	33'-0"	10,058 mm
E	12'-6"	3,810 mm

5.1 A maximum of 5 sails, consisting of 1 main, 2 spinnakers, and 2 headsails shall be onboard when racing. Sails will be registered for each regatta or series by presenting a valid Sail Tag Registration Number for each sail made prior to January 1, 1989. Sails made after January 1, 1989 require a valid Sail Tag Registration Number and Certificate of Compliance with Class Rules. The use of sails other than those registered for the event is prohibited.

a. Mainsail: One (1).

(1) Leach length maximum 10,770 mm 35'-4"

(2) $\frac{3}{4}$ Height girth 1,486 mm 4'-10-1/2"

(3) $\frac{1}{2}$ Height girth 2,489 mm 8'-2"

(4) The cross width measurements shall be taken from the three-quarter and half points on the leach, located when the head is folded to the clew for the half-height point, and when the head is folded to the half-height point to determine the three-quarter height point. The top forward corner of the headboard including the luff rope or its extensions and the foot rope or the extension of the foot rope shall be used as the measurement points.

(5) The girth measurement will be from the half-height and three-quarter height point on the leach to the nearest point on the luff, including the luff rope.

(6) Battens shall be evenly spaced along the leach, and shall not extend beyond the leach of the sail. No restrictions as to the construction or length of battens.

b. Headsails: Two (2).

(1) Maximum size shall not exceed 155% of 'J' (10'-6") including any headfoil system. Maximum 4,959 mm (16'-3-1/4").

(2) Luff length pin to pin. Maximum 9,484 mm (31'-1-3/8").

(3) Only one sail may exceed 110% of 'J'.

c. Spinnakers: Two (2).

(1) Symmetrical 3 cornered sails.

(2) Maximum girth 5,760 mm 18'-10-3/4"

(3) Maximum leaches 9,208 mm 30'-2-1/2"

(4) The sail laid out on a flat surface shall be measured with sufficient tension to remove wrinkles and creases along the lines of measurement.

(5) Two spinnakers are permitted on the boat during racing. One primary spinnaker, to be designated as such during registration for the regatta or series, and a back-up spinnaker to be used in the event the primary spinnaker is damaged to the extent that it cannot be used without repair. In the event a competitor uses their back-up spinnaker, they shall inform the race committee and provide proof of damaged sail.

(6) One new spinnaker will be allowed per calendar year.

d. Class emblem: Shall be displayed on the mainsail.

e. Numbers: Distinguishing numbers shall be placed on all mainsails, genoas, and spinnakers.

f. Cloth minimum weights: There are no restrictions.

5 ⓘ In the event that a competitor tears or damages a sail during a series of regatta, they must request permission to use a replacement sail from the race committee. Replacement of damaged or torn spinnakers is prohibited.

prohibited.

5.3 The mainsail shall not extend past the inside edge of the contrasting bands located on the mast and boom.

5.4 Sail royalty.

a. All boats participating in J/27 Class Association events, or events being sailed under the jurisdiction of Class Rules must pay a one time royalty for each sail onboard. Proof of payment of the required royalty shall be a fabric tag affixed to each sail at the tack. Class officers are authorized to collect sail royalties at Class events from members who have not previously paid. If tags are not available at the event, they will be mailed to the purchaser after the event. A boat without sail tags affixed to the sails may complete in an event, provided that the royalties are paid to a Class officer prior to the beginning of competition.

b. Tags are not transferable from sail to sail.

c. Tags shall be permanently affixed by adhesive or may be sewn to the tack of the sail. The location of the tag may be adjusted slightly to accommodate the construction of the sail.

d. Certification by sailmaker that the sail is made in compliance with Class Rules is required for all sails made after January 1, 1988. Tag Registration numbers shall not be issued without Certification of compliance.

e. All sails are subject to measurement by the Chief Measurer or his or her designee.

6.0 ALLOWABLE MODIFICATIONS

6.1 The following modifications may be made to the basic boat.

a. Permanent Backstay: The standing rigging may be altered to accommodate installation of a cascading backstay system. The purchase may be altered to allow more travel or adjustment, however, it may not be done by any means other than standard block and tackle, and cannot be led through the deck.

b. Outhaul: The mechanical advantage may be increased.

c. Boomvang: The mechanical advantage may be increased.

d. Mainsheet: A fine tune purchase may be added for ease of handling. The minimum purchase from the mainsheet traveler to the boom shall be 4:1.

e. Jib track: Adjustable jib tracks may be substituted for the standard tracks, provided that they are the same length and installed at the same location as original equipment.

f. Cockpit winches: Self-tailing winches may be substituted for the standard winches.

g. Mainsheet traveler: A larger car may be substituted for the standard car. A platform and pedestal may be attached to the traveler bar to attach a mainsheet cleat and control lines.

h. Addition of twings on spinnaker sheets.

i. Choice of halyard material.

7.0 PROHIBITED MODIFICATIONS AND EQUIPMENT

7.1 The following items are prohibited.

a. Running backstay: The standing rigging may not be altered, however, the purchase may be altered to allow more travel or adjustment. However, it may not be done by means other than standard blocks and tackle, and cannot be led through the deck.

b. Hydraulics of any type.



c. Spinnaker chutes through deck.

d. Pushed or unpushed holes or slots to feed halyards or lines through the deck, hull or transom

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e. The use of any hiking assist except the standard lifelines

f. Adjusting the length of the forestay or shrouds while racing.

g. The use of a halyard to shorten the length of the forestay.

h. Coring, drilling out, rebuilding, replacement of materials, grinding or relocating standard equipment in any way to reduce weight, to improve moments of inertia, or to change standard shapes.

i. Reshaping of the hull profiles or contours.

j. Composite material spinnaker poles (e.g. carbon fiber).

8.0 CREW

8.1 Prohibited Crew: No Category 3/Sailmakers are permitted to crew on any boat for the following races: North American Championship or Regional/District Championships. The Board of Governors, after a formal vote, may also deem that other regatta's may be subject to this rule.

8.2 The crew shall consist of a minimum of three persons.

8.3 The total crew weight shall not exceed 1,100 pounds.

8.4 The crew nominated or listed for a regatta or a series of races held on consecutive days including any lay day shall remain the same throughout the event unless substitution is authorized by the Class Measurer or his or her designee. Substitution of crew to reduce or increase the total crew weight is prohibited.

Class Association Rules. Originally adopted May 29, 1987. Last Revision: February 24th, 2002.

Spinnaker and whisker poles

- Use of spinnaker/whisker pole to leeward in reaching situations - This used to be forbidden by the [RRS](#) but is no longer.
- The allowable length of a racing non-spinnaker whisker pole seems to vary by area, in some areas it is defined in terms of LP, others in terms of J. See your [local PHRF regulations](#) to make sure that you are legal in your own area.

RRS Rule Questions

For a nice explanation of and quiz on the rules see [Rules Quiz](#).

1) Two boats enter the 2 length zone of the upwind mark at about the same time. One on port, one on starboard. The mark is to be rounded to port. The starboard boat is pretty much on the lay line to fetch the mark. The port boat will have to tack around the mark, and calls for 'room at the mark'. Based on the 'overlapped inside boat' having the right to room at the mark. The starboard boat did not give room, and the port boat had to duck under starboards stern before tacking to make the mark. -- Does the starboard boat have to give room? This would have forced him to tack away from the mark.

SHORT ANSWER - NO. See rule 18. Starboard boats don't have to give room to a port tack boat at a rounding. On windward mark roundings boats on opposite tacks treat it as if the mark isn't there. If the port tack boat were to have tacked under the starboard boat, that is fine as long as he doesn't force the now windward boat head to wind.

Contributors

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