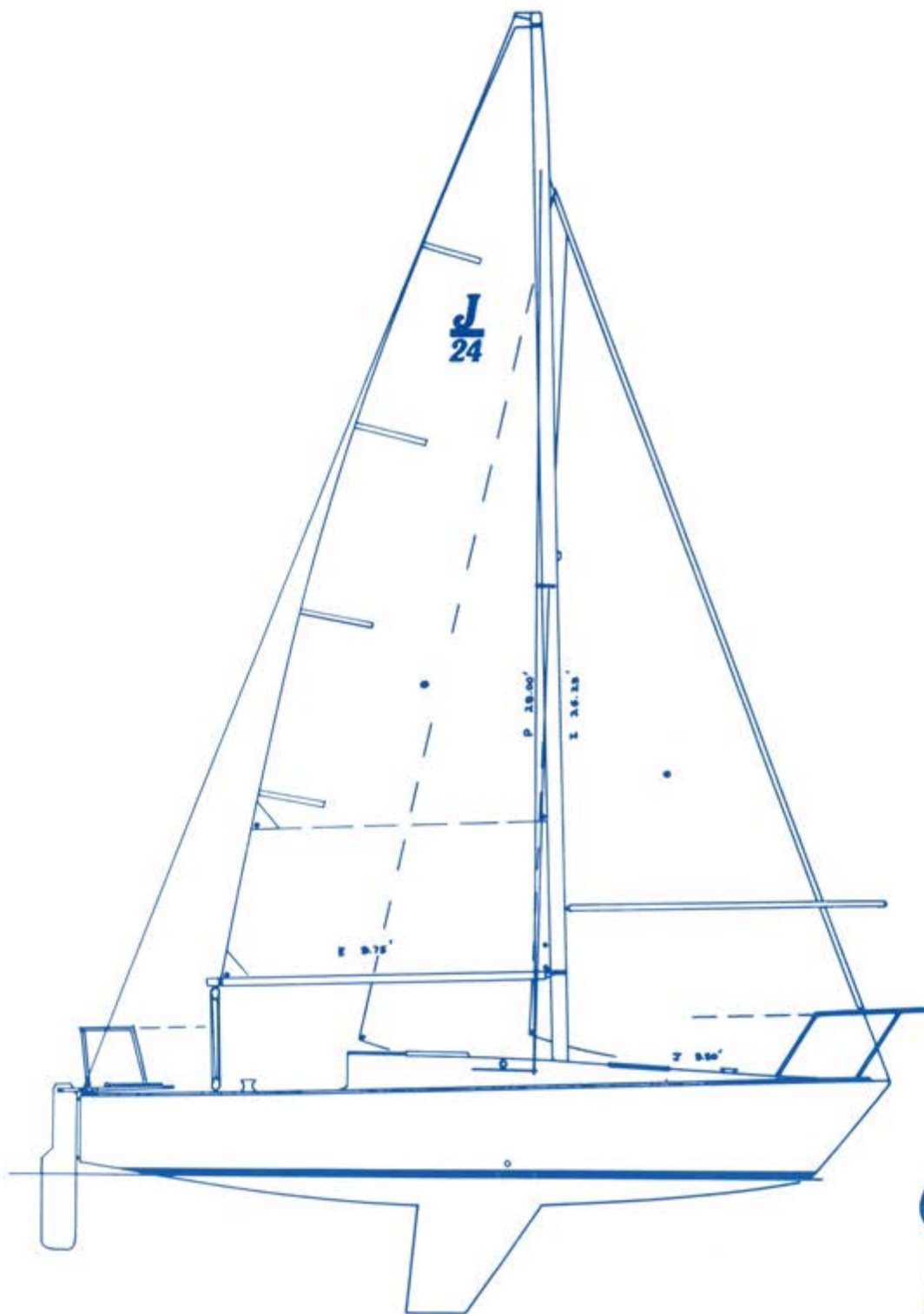


International $\frac{J}{24}$



**1988
CLASS
RULES**

CLASS RULES

*As approved by the IYRU, effective March 1, 1988
1988 Rule Modifications

1. OBJECTIVES OF THE CLASS RULES

- 1.1 The J/24 is a one design class created to fulfill the diverse needs of recreational sailors such as cruising, one design racing, day sailing and handicap racing. These rules are intended to preserve important design characteristics: ease of handling, low cost of ownership, safety and comfort.
- 1.2 Except where variations are specifically permitted, yachts of this class shall be alike in hull, deck, keel, rudder and mast construction, weight and weight distribution, sail plan and equipment.
- 1.3 All yachts shall comply with official PLANS A, B, C & D, building specifications and the class rules. No alterations or modifications are permitted unless explicitly stated in current rules.
- *1.4 Alterations or modifications to official PLANS A, B, C & D, and class rules shall only be permitted with the joint approval of the copyright holder and the International J/24 Class Association (IJCA) and the IYRU.

2. ADMINISTRATION

- *2.1 **Authority** The international authority for the class shall be the IYRU which shall cooperate with the International J/24 Class Association on all matters regarding these rules. Interpretations of these rules shall be made by the IYRU which in coming to its decision may consult the International J/24 Class Association and the copyright holder.
- 2.2 **Language** The official language for the class shall be English. The word "shall" is mandatory. The word "may" is permissive. In the event of a dispute over class rule interpretation, the English text shall prevail.
- 2.3 **Builders** J/24's shall be built only by builders licensed to do so under the copyright of J Boats, Inc., (24 Mill St., Newport, RI 02840) and shall comply to the building specifications detailed by the copyright holder.
- 2.3.1 **Building License** Applications for building licenses shall be made to J Boats, Inc., who shall request that the national authority of the country concerned indicates its support for the applicant.
- 2.4 **Building Fee** The building fee shall be payable to J Boats, Inc. when the moulding of the hull commences.
- 2.5 **Registration and Measurement Certificates**
 - 2.5.1 No yacht shall be deemed to be a J/24 until it has been completed with a building number assigned by J Boats, Inc. moulded into the transom.
 - 2.5.2 The sail number shall be as required by the owner's national authority.
 - 2.5.3 No yacht shall race unless a current valid Measurement Certificate has been issued by the owner's National Authority, or if the National Authority is not administering the class, by the National or International J/24 Class Association.
 - 2.5.4 Change of ownership shall invalidate the Registration Certificate and shall require re-registration.
 - 2.5.5 Any alteration to the hull or alteration to or replacement of the keel, rudder, and spars invalidates the Measurement Certificate until remeasured. A major repair to any of the foregoing or replacement of an item of equipment may also invalidate the Measurement Certificate.
 - 2.5.6 It is the responsibility of an owner to ensure that the yacht complies at all times with the current class rules and that a copy of Measurement Certificate and Sailmaker's Certificate is kept aboard the yacht.
 - 2.5.7 No yacht shall race unless the owner(s) and helmsman(men) are full members of an NJCA or the IJCA.
 - 2.5.8 No yacht shall race without a current Class Association membership sticker placed on the outer face of the transom near the upper starboard corner.
- *2.6 **Advertising**
 - *2.6.1 National Authorities are authorized to permit further limited advertising as prescribed by IYRR 26.2 and 26.3 at World and Continental Championships upon the approval for each event by the IJCA Executive Committee.
- 2.7 **Measurement**
 - 2.7.1 Yachts shall only be measured by a J/24 class measurer recognized by his National Authority.
 - 2.7.2 A measurer shall not measure a yacht, spars, sails or equipment owned or built by himself, or in which he is an interested party or has a financial involvement.

- 2.7.3 The builder shall weigh and record the weight of the keel before assembly with the hull.
- 2.7.4 The builder shall record the weight of the complete yacht to the standard specification before delivery.
- 2.7.5 Tolerances in measurement in the rules and measurement plans are to provide for minor building errors or age distortion.
- 2.7.6 The measurer shall report on the measurement form anything which is considered to be a departure from the intended nature and design of the yacht, or to be against the general interest of the class. A certificate may be refused even if the specific requirements of the rules are satisfied.

2.8 Method of Measurement

- *2.8.1 The method of measurement, unless otherwise stated, shall be in accordance with the recommendations of the IYRU.

3. CONSTRUCTION AND MEASUREMENT

- 3.1 **General** The hull, deck, interior layout, keel, rudder, sail plan and basic fittings shall conform to the building specifications, class rules and official PLANS A, B, C & D.

- 3.1.2 Any alleged or suspected alteration to the configuration of the hull, keel or rudder of a yacht for which specific descriptions are not stated in the rules or specifications, or following a protest concerning the same, shall be compared by a Measurer appointed by the NJCA or IJCA to a sample of 10 other yachts.

The disputed yacht shall be accepted if she does not show any evidence of having been altered and if she has dimensions equal to, or between, those of the maximum and minimum dimensions obtained from the sample of 10 yachts.

If there is evidence of any alterations having been made or if the dimensions are greater or less than those of the maximum or minimum obtained from the sample of 10 yachts, the matter shall be referred to the Race Committee for action.

3.2 Hull

- 3.2.1 The hull, deck and interior shall be moulded in glass reinforced plastics to the building specification of lamination in moulds supplied by J Boats, Inc.
- 3.2.2 Horizontal flotation marks of not less than 12mm in height and 100mm in fore and aft length shall be displayed in the stem of the hull as follows: **Stem Flotation Marks:** The upper edge of the stem flotation mark shall be 1055mm measured *down and around the curve* of the stem, from sheerline at sternline.
- 3.2.3 The cockpit, deck and interior bulkheads shall conform to the details of official PLAN A. The main companionway cover shall be as supplied by a licensed builder.
- 3.2.4 The cabin moulding on the starboard side aft of the main bulkhead shall be fitted with either a sink and drain and water tank or a stove with a separate liquid petroleum gas or alcohol container of not less than 1.80 kilograms in weight. The sink may drain into a container with a minimum capacity of 5 liters and/or overboard by means of a through hull fitting.
- 3.2.5 The deck shall be fitted with a wire lifeline, port and starboard, of not less than 4mm diameter. The lifelines shall be not less than 610mm vertically above the sheerline between the bow pulpit and stern pushpit. The maximum deflection of the lifelines shall not be more than 125mm when a 5 kilogram weight is suspended from the lifelines at any point between the stanchions. The stanchions shall not extend outboard of the sheer in plan. Where a second lifeline is fitted port and starboard this shall be a wire of not less than 3mm diameter.
- 3.2.6 The chain plates shall be fixed to the aft side of the forward bulkhead by the approved builder.
- 3.2.7 **Prohibitions** The following are not permitted:
 - a) 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.
 - b) Reshaping of the hull profiles or contours.
 - c) Windows or skin fittings other than one each for depthmeter and/or a knot meter/log and/or two for a marine toilet.

3.3 Keel

- 3.3.1 The keel shall be of moulded lead to the building specifications and cast in a mould supplied by J Boats, Inc.
- 3.3.2 The external dimensions and configuration of the keel shall comply with the table of offsets contained in official PLAN C. The keel may be overcoated in any base liquid or paste protective material, and faired provided it complies with minimum dimensions in official Plan C.
- *3.3.3 The distance measured from the junction of the transom and the hull at the centerline to:
 - a) The trailing edge of the keel at the hull shall be not more than 3020mm or not less than 2996mm.
 - b) A point 603mm down the trailing edge of the keel from the hull shall be not more than 3125mm nor less than 3095mm.
- *3.3.4 The leading and trailing edges between sections I and VI as defined shall be straight within a tolerance of ± 5 mm.

3.4 Rudder and Tiller

3.4.1 The rudder shall be supplied by a licensed builder.

3.4.2 The external dimensions 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.

3.4.3 The weight of the rudder, including fixed fittings shall be not less than 11 kg.

3.4.4 Horizontal flotation marks of not less than 12mm in height and 100mm in fore and aft length shall be displayed on the rudder as follows: **Rudder Flotation Marks:** With the rudder fitted in its normal position the upper edge of the flotation mark at its intersection with the leading edge of the rudder shall be 670mm vertically from the sheerline at transom on centerline.

3.4.5 The tiller shall be made of wood. Tiller extensions of any material may be fitted.

3.5 Spars

*3.5.1 Spars shall be of aluminum extrusion. The mast and boom shall conform to the spar specification and be supplied by the licensed builder. Replacement mast and/or boom may be supplied by a licensed builder or a licensed spar manufacturer. No alterations or modifications to the spar extrusions are permitted except to facilitate the attachment of rigging and fittings as specified in these rules.

3.5.2 Mast

- a) Rotating masts are not permitted.
- b) (for future use).
- c) The distance from the forward surface of the mast at deck, measured horizontally to the stem at sheerline (see official PLAN B), shall be not more than 2910mm nor less than 2880mm.
- d) The mast shall be fixed at the keel and be chocked at deck level in way of the mast and shall not be altered when racing.
- e) Distinguishing contrasting colored bands of a minimum width of 20mm 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 8538mm.
- f) Not more than two spinnaker boom attachment fittings shall be fixed to the forward surface of the mast. The maximum height shall be not more than 2800mm above the upper surface of the mast bearing beam. The fittings shall project not more than 55mm horizontally from the forward surface of the mast.

3.5.3 Standing Rigging

- a) The mast standing rigging shall only consist of the one forestay, or optional permitted equipment, one backstay and backstay bridle, two upper shrouds and two lower shrouds. The standing rigging shall only be of stainless steel or galvanized steel multi-strand wire. The shrouds and forestay, except when a permitted optional forestay equipment is fitted, shall not be less than 4.7mm in diameter. The backstay and backstay bridle shall not be less than 3.9mm in diameter.
- b) The forestay shall be fixed between (1) a point on the forestay fitting of the mast bracket and not more than 30mm or less than 20mm from the forward surface of the mast and not more than 9000mm or less than 8970mm from the upper surface of the mast bearing beam, and (2) a point on the stemhead fitting not more than 70mm or less than 50mm above the intersection of the stem line and the sheer line.
- c) The distance from the fixing points on the mast bracket to the intersection of the stemline and the sheerline shall not be more than 8670mm or less than 8595mm.
- d) The forestay and shrouds shall not be adjusted while racing.
- e) The backstay shall be fixed to the masthead crane and backstay bridle.
- f) The upper shrouds shall be fixed to the mast and intersect the surface of the mast not more than 9115mm or less than 9080mm above the upper surface of the mast bearing beam. They shall bear on one pair of spreaders and be fixed to the chain plates.
- g) The axis of the spreaders shall intersect the surface of the mast at a point not more than 5380mm or less than 5330mm above the upper surface of the mast bearing beam.
- * h) The overall length of the axis of the spreaders from the surface of the mast to the bearing point of the upper shrouds shall not be more than 800mm or less than 760mm. A straight line between the shroud bearing surface of each spreader shall not be less than 95mm measured as the shortest distance from the aft edge of the mast, measured with or without rig tension.
- i) The lower shrouds shall be fixed to the mast and intersect the surface of the mast not more than 5285mm or less than 5250mm above the upper surface of the mast bearing beam and shall be fixed to chain plates.

3.5.4 Running Rigging

- a) One spinnaker halyard of synthetic rope not less than 6mm diameter which shall bear not more than 35mm forward of the mast or more than 9030mm above the upper surface of the mast bearing beam.
- b) One mainsail halyard of wire not less than 3mm diameter and/or synthetic rope of 8mm diameter. Kevlar or equivalent synthetic rope of not less than 8mm diameter is permitted.
- c) Not more than two jib or genoa halyards of wire not less than 3mm diameter and/or rope of 8mm diameter, which shall not intersect the forward surface of the mast above the intersection of the extension of the forestay and the mast surface. Kevlar or equivalent synthetic rope of not less than 6mm diameter is permitted for jib and/or genoa halyards.
- * d) One kicking strap (vang) of synthetic rope not less than 10mm diameter contained in a 4:1 power ratio tackle with integral jamming cleat. A wire strap of not less than 4mm diameter and not more than 305mm in length may be used to attach the kicking strap to its attachment point at the mast.
- e) One spinnaker boom downhaul of synthetic rope not less than 8mm diameter.
- f) One mainsail outhaul (or leech tensioning control) of wire and/or synthetic rope with not more than 6:1 power ratio.

- g) Cunningham controls of synthetic rope using a maximum of 6:1 power ratio which may include a single wire strop for attachment to the mainsail or headsail.
- h) One backstay adjuster tackle of not less than 6mm diameter synthetic rope and a 4:1 maximum power ratio attached to the bridle blocks.
- i) Two mainsheet traveller control lines of synthetic rope with maximum of 2:1 power ratio.
- j) One mainsail mainsheet of synthetic rope not less than 9mm diameter and having a maximum power ratio of 4:1.
- k) Spinnaker sheet of synthetic rope not less than 8mm diameter. Kevlar or equivalent synthetic rope of not less than 8mm diameter is permitted.
- l) Headsail sheets of synthetic rope not less than 10mm diameter.
- m) Reefing lines of synthetic rope.
- n) One spinnaker boom uphaul of synthetic rope not less than 6mm diameter.

3.5.5 Main Boom

- a) The boom shall not be tapered or permanently bent.
- b) The boom may be fitted with attachment points for only an adjustable outhaul, topping lift, one mainsheet fiddle block, kicking strap (vang), reefing equipment, and leech tensioning devices.
- c) A distinguishing contrasting colored band of minimum width 20mm shall encircle the boom. The forward edge of the band shall not be more than 2970mm from the aft surface of the mast, when the boom is held at right angles to the mast.

3.5.6 Spinnaker Boom

The overall length of the spinnaker boom, including fittings, shall be not more than 2895mm. The weight of the spinnaker boom and fittings shall be not less than 2.7 kg. The spinnaker boom shall include:

- a) two full length wire bridles for attachment of the pole lift and foreguy (downhaul)
- b) two piston type end fittings
- * c) tripping line or lines

3.6 Sails

3.6.1

Except as provided in 6.1.7, one mainsail, one genoa, one jib, and one spinnaker only shall be on board when racing.

*3.6.2

All sails shall be constructed of a single layer of fabric except for permitted reinforcements, constructional seams, tablings, reefing and anti-chafe patches, camber lines, numbers, and repairs to damage. All sails shall be made of woven polyester or nylon so that when the material is torn it shall be possible to separate the fibers without leaving evidence of a film, except that the genoa may, alternatively, be made of polyester substrate/polyester film laminate.

3.6.3

The mainsail, jib and genoa may be fitted with transparent windows of any material. If fitted, no dimension of any window shall be more than 1500mm and any edge of any window shall be not less than 80mm from the nearest edge of sail.

3.6.4

The sails shall be made to measure to the recommendations of the IYRU except where varied herein.

*3.6.5

Sail reinforcement shall be in accordance with the IYRU Sail Measurement Instructions except that it shall be permitted only within a distance from each corner of not more than 500mm plus 3 percent of the length of the luff of the sail and from any Cunningham or reefing eyes adjacent to the luff or leech of not more than 400mm in total. Other reinforcement, as a continuation of corner reinforcement or elsewhere comprising not more than two additional layers of cloth, having the same weight as the body of the sail, is permitted only within a distance from corner, Cunningham or reefing eye reinforcement of not more than 1500mm. All reinforcement shall be capable of being folded flat in any direction without damaging the fibers. Reinforcement finishing materials or coating applied to the reinforcement shall not prevent the sail being folded flat. Leech reinforcement patches, triangular or trapezoidal in shape with no side exceeding 135mm in length, may be added to the intersection of the seams at the leech. They shall comprise of not more than two additional layers of cloth of weight not greater than the body of the sail.

*3.6.6

National letters and distinguishing numbers shall be placed on the mainsail, genoa and spinnaker in accordance with IYRU rules.

3.6.7

The class emblem on the mainsail shall be as on PLAN B, in blue, and contained within two 305 × 610mm rectangles located starboard on top of port but separated by a 75mm space. The centerlines of the rectangles shall be near to the line between mid-head and mid-foot, and between the top two batten pockets.

3.6.8

The National letters and distinguishing numbers shall not be less than: height 300mm, width 200mm (except the figure or letter I), thickness 45mm. The space between adjoining letters and numbers shall be 60mm. The last digit of the starboard number or letter on the genoa shall be within 200mm of the luff.

*3.6.9

Cloth weight shall be defined, in the case of woven materials, as the weight of the finished coated woven material used in the sail and, in the case of substrate/film laminate, as the weight of the finished fabric, including substrate, film and adhesive, used in the sail. The actual cloth weight in grams per square meter of each sail shall be indelibly marked near the head by the sailmaker, together with the date of manufacture and his or her signature or stamp. Minimum cloth weights for class sails shall be as follows:

MAINSAIL minimum cloth weight shall be 240 grams per square meter, except for a foot shelf not exceeding 300 grams per square meter.

JIB minimum cloth weight shall be 240 grams per square meter.

GENOA minimum cloth weight shall be 200 grams per square meter of woven material; 138 grams per square meter of substrate/film laminate.

SPINNAKER minimum cloth weight shall be 33 grams per square meter.

3.6.10 Mainsail

- a) The headboard may be of any material with a maximum width of 115mm and shall not extend more than 150mm aft of the head when measured at right angles to the luff.
- b) The length of the leech shall not exceed 9170mm.
- c) The cross width measurements shall be taken from the three-quarter, half and quarter points on the leech, located when the head is folded to the clew for the half-height point, and when the head and clew are folded to the half-height point to determine the three-quarter height points.
- d) The maximum three-quarter height width between the leech and the nearest point on the luff, including the luff rope, shall be not more than 1175mm.
- e) The maximum half-height-width between the leech and the nearest point on the luff, including the luff rope, shall be not more than 1980mm.
- f) The maximum quarter height width between the leech and the nearest point on the luff, including the luff rope, shall be not more than 2600mm.
- g) The sail shall have four battens. The top and bottom battens shall be not more than 605mm in length and the intermediate battens not more than 660mm in length. The maximum width of the battens shall be not more than 50mm.
- h) The distance from the head and clew to the intersection of the aft edge of the sail with the centerline of the nearest batten pocket, measured in a straight line, shall be not less than 1775mm.
- i) At least one reef shall be built into the mainsail. The bearing surface of the cringle, delta ring or reefing device in the leech shall be fitted not less than 1000mm, measured in a straight line, from the clew.
- j) A Cunningham hole may be fitted in the luff.
- k) A leech tensioning cringle may be fitted in the leech.
- l) A leech line is permitted.
- m) Camber lines are permitted.
- n) A spreader chafing patch not exceeding 950mm × 200mm and comprising not more than one layer of cloth, of weight not greater than that of the body of the sail is permitted on each side of the sail.
- o) Reinforcement not exceeding 150mm × 150mm, of cloth of any weight, is permitted at the forward end of each batten pocket.

3.6.11 Jib

- a) The width of the head measured at right-angles to the luff including the luff tape or rope shall be not more than 95mm.
- b) The luff shall be not more than 8300mm nor less than 7845mm.
- c) The diagonal (LP) shall be not more than 2895mm nor less than 2785mm, measured to the forward side of the bolt rope.
- d) A Cunningham hole may be fitted in the luff.
- e) Reefing attachment points or devices may be fitted.
- f) The leech shall not be convex but may be supported by a maximum of three equally spaced battens, each with a length not more than 230mm.
- g) A leech line is permitted.
- h) Camber lines are permitted.
- i) Cloth sail hanks if fitted shall each be not wider than 40mm and not closer together than 450mm. They shall be secured by metal or plastic press studs (snaps/poppers) only. There shall be only one press stud for each hank. Non-adjustable metal or plastic snaphooks may be substituted for cloth sail hanks.

3.6.12 Genoa

- a) The width of the head measured at right-angles to the luff including the luff tape or rope shall be not more than 95mm.
- b) The luff shall be not more than 8460mm or less than 8100mm.
- c) The diagonal (LP) shall be not more than 4345mm nor less than 4180mm measured to the forward side of the bolt rope.
- d) A Cunningham hole may be fitted in the luff.
- e) The leech shall not be convex.
- f) A leech line is permitted.
- g) Camber lines are permitted.
- h) A cringle in the foot is permitted for a tacking line.
- i) Cloth sail hanks if fitted shall each be not wider than 40mm and not closer together than 450mm. They shall be secured by metal or plastic press studs (snaps/poppers) only. There shall be only one press stud for each hank. Non-adjustable metal or plastic snaphooks may be substituted for cloth sail hanks.
- j) Spreader and stanchion chafing patches not exceeding 950mm long and 300mm wide and comprising not more than one layer of cloth, of weight not greater than that of the body of the sail is permitted on each side of the sail.

3.6.13 Spinnaker

- a) The spinnaker shall be a three-cornered sail, symmetrical about its center line.
- b) 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.
- c) The length of the leeches shall be not more than 8130mm nor less than 7930mm.
- d) The length of the vertical center fold shall be not more than 9600mm nor less than 8600mm.
- e) The half-width of the foot shall be not more than 2600mm nor less than 2300mm.
- f) The half-height half-width shall be taken as the distance between the points on the leech and the center fold 4060mm measured in a straight line from the head. The three-quarter-height half-width shall be taken as the distance between the points on the leech and the center fold 2030mm from the head measured in a straight line.
- g) The half-height half-width shall be not more than 2610mm nor less than 2540mm.
- h) The three-quarter-height half-width shall be not less than 1600mm.

3.6.14 Royalty Paid Labels Only sails which have been officially measured and carrying an International J/24 Class Association Royalty Paid label sewn onto the starboard side of the sail near its tack or near a spinnaker clew shall be used when racing. The Royalty label is not required for sails manufactured prior to 1st November 1981. Royalty labels shall be securely affixed and shall not be transferred from one sail to another.

3.6.15 Each sail which has been measured and approved shall be stamped by the measurer with the official IYRU stamp who shall then sign the sail in the stamp and enter the actual dimensions thereon.

3.7 Weight

3.7.1 The all-up weight for racing excluding crew shall be indicated by the flotation marks. In still water these marks shall not show above the surface.

3.8 Fixed Fittings and Equipment To Be Carried When Racing

3.8.1 Four headsheets tracks, each not more than 610mm in length, located in the positions as indicated on PLAN A except on J/24's produced in the U.S.A. prior to January 1979 which may retain factory installed 1220mm aft tracks.

3.8.2 One mainsheet traveller track, positioned as indicated in PLAN A.

3.8.3 Two primary sheet winches positioned between the mainsheet traveller and the aft face of the forward end of the cockpit well. The two primary sheet winches shall not have a power ratio of more than 30:1.

3.8.4 Berths equipped with cushions as supplied by the manufacturer.

3.8.5 A manual bilge pump and a bucket of minimum capacity 10 liters.

3.8.6 A 10 liter water container with a minimum of 5 liters of water.

3.8.7 One anchor with or without chain of combined minimum weight 6 kg with 40m of 9mm non-floating warp. When carried, anchor chains shall be attached to the anchor and shall not be stowed on or under the cabin sole over the ballast keel. The minimum weight of the anchor shall be 3 kg and the maximum weight of the chain shall not exceed 6 kg.

3.8.8 An outboard of minimum 3.5 horsepower and a minimum weight of 14 kilos, which when not in use shall be securely stowed under one of the main berths or aft of the sill of the companionway.

3.8.9 A container of a type as required by the National Authority or local regulations with a minimum of 2 liters of motor fuel.

3.8.10 A complete outboard motor bracket fixed to the transom.

4. SAFETY RULES WHEN RACING

4.1 The following equipment shall be carried on board:

4.1.1 One securely fixed 12 volt battery of not less than 40 ampere/hour capacity.

***4.1.2** Permanently installed navigation lights in working order.

4.1.3 One fixed marine type compass of magnetic card or digital readout type capable only of instantaneous readout. (Compasses capable of displaying stored headings and/or performing calculations for storage of tactical information are not allowed.)

4.1.4 One fog horn.

4.1.5 One water resistant flashlight, with spare battery(ies) and bulb(s).

4.1.6 Fire extinguisher(s) type and capacity required by local regulations.

4.1.7 Life jackets for each member of the crew as required by local regulations.

4.1.8 A minimum of one horseshoe type life ring and drogue on deck within reach of the helmsman and ready for instant use.

4.1.9 Equipment capable of disconnecting and severing the standing rigging.

4.1.10 One marine first aid kit and manual.

***4.2** For local or national events, the notice of race and sailing instructions may prescribe additional safety equipment.

4.3 Anchor(s), outboard motor, battery and fuel container shall be secured against movement in the event of capsize.

5. CREW

- *5.1 A crew shall consist of not less than three persons and the total crew weight (in street clothes) shall not exceed 400 kg. The crew nominated or listed for a regatta shall remain the same throughout the event, unless the race committee authorizes substitution.

6. OPTIONAL EQUIPMENT

- 6.1 The following are permitted when racing:

- 6.1.1 Barber haulers for the jib and genoa restricted as follows:

- a) Fittings fixed to the deck shall not exceed one padeye with or without attached block, mounted not less than 250mm outboard of each of the four headsail tracks, plus a total of two cleats.
- b) Tackle shall be limited to a single part of rope which may be attached to the headsail sheet by a block, hook or cringle between the sail and track mounted sheet block.
- c) The Barber haul rope may be led to a padeye described in 6.1.1a or a stanchion base and/or through standard turning blocks and trimmed to a cleat or halyard/sheet winch.

- *6.1.2 Two secondary winches with a power ratio not exceeding 8:1 and not exceeding 67mm in diameter. They may be fixed to the cabin top and be used to sheet the tails of all running rigging.

- 6.1.3 One twin headstay luff groove device of approved design and not exceeding 30mm in width.

- *6.1.4 a) The type and location of deck blocks or cleats for halyards, main, jib and spinnaker sheets, backstay, Cunningham, outhaul, leech tensioning, spinnaker boom topping lift, foreguy and reefing equipment is optional.
b) To increase the purchase of the sheet of the 100 per cent jib the sheet may be fed through the clew cringles and be fixed to any permitted deck fitting.

- *6.1.5 One mechanical masthead wind indicator with or without light.

- 6.1.6 Headsail forestay hanks.

- 6.1.7 One storm trysail of maximum area 4.40m² and/or a storm jib whose luff shall not exceed 5.20m length and of area not exceeding 3.20m². The cloth weight shall not be less than 270g/m².

- 6.1.8 Spare wood tiller and tiller extension of any material, a measured rudder and spinnaker boom.

- 6.1.9 Electronic devices to record, measure and calculate average speed, and to indicate distance and water depth.

- 6.1.10 Radio direction finder.

- 6.1.11 A two way radio and antennae.

- 6.1.12 Additional lockers, bookshelves or personalized accommodation equipment.

- 6.1.13 Additional safety devices and equipment to owner's requirements or to comply with local regulations.

- *6.1.14 One spinnaker sheet Barber hauler may be fitted port and starboard each consisting of a fairlead with accompanying cleat.

- 6.1.15 A fixed block with integral clamcleat may be installed on a base platform located fore and aft of the center of the mainsheet traveller and at the same height, in lieu of one sheave and cam as provided standard on the traveller car.

- 6.1.16 One genoa sheet fairlead/block fixed to the deck or on the track port and starboard through which the sheet may be led after passing through the track mounted genoa sheet block.

- 6.1.17 A second mainsail leech tensioning device (or outhaul control) of synthetic rope of not more than 4:1 power ratio.

- 6.1.18 Foot rests attached to only one fixing point on the mainsheet traveller beam and foot blocks located on the cockpit sole and port and starboard cockpit decks.

- 6.1.19 One boom topping lift of wire, not less than 2mm diameter and/or rope of 6mm diameter fixed to the masthead crane.

- 6.1.20 Anchor, navigation (steaming) light, or deck lights installed on the mast.

- *6.1.21 Tack horns, either one or two, installed at the stem fitting.

7. PROHIBITIONS

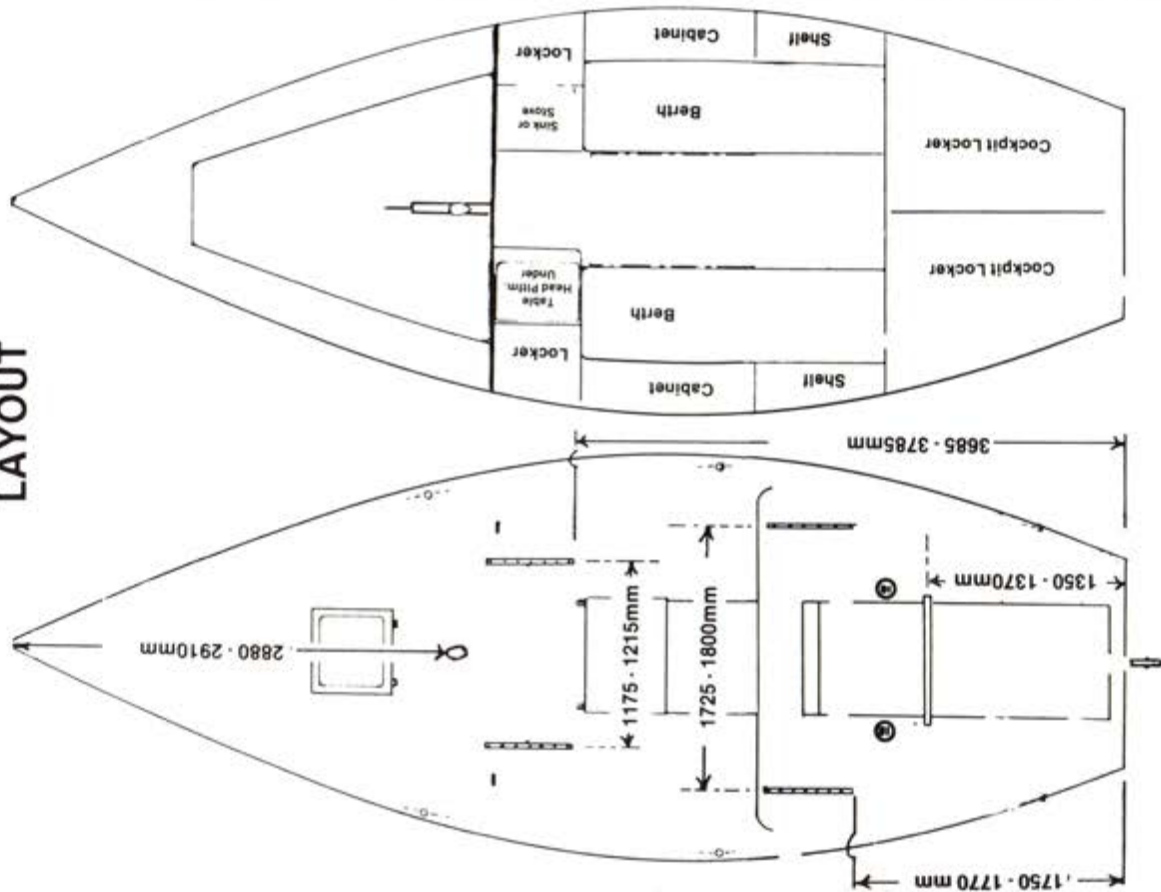
- 7.1 The following are not permitted:

- 7.1.1 Hydraulics.

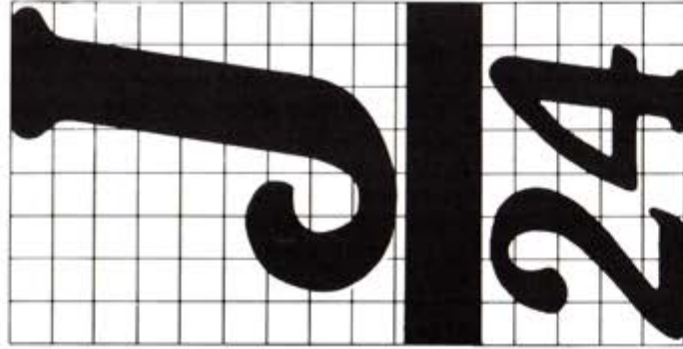
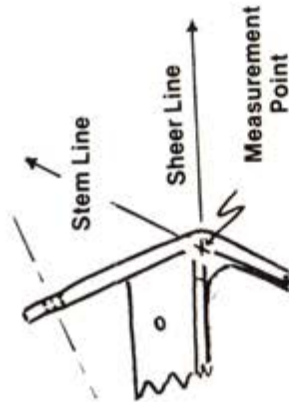
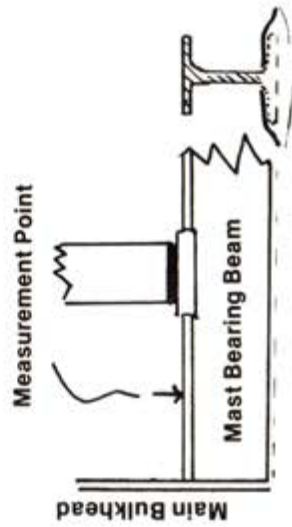
- 7.1.2** Running backstays or devices to simulate such.
- 7.1.3** Wire strop for the backstay.
- 7.1.4** Halyard locks or hook up devices.
- *7.1.5** The use of a foresail halyard or mechanically adjustable device to vary the measured length of the forestay.
- 7.1.6** The use of any installed genoa and jib roller furling equipment when racing.
- 7.1.7** Spinnaker guy struts.
- 7.1.8** Stowage of the spinnaker pole on the main boom.
- 7.1.9** Spinnaker chutes through the deck.
- 7.1.10** Rigging utilizing Kevlar or other recently developed synthetic materials except for use of Kevlar or its equivalent for the main, jib and genoa halyards and spinnaker sheets as specified in 3.5.4.
- 7.1.11** A wire strop or the use of wire in the mainsheet control system.
- 7.1.12** Bushed or unbushed holes or slots to feed halyards or control lines through the deck, hull or transom.
- 7.1.13** Any equipment or device to feed halyards or control lines below deck.
- 7.1.14** Except as permitted under rule 6.1.2, quick throw devices, levers, tackle boxes or other equipment that may increase the power ratio of the running rigging.
- 7.1.15** Double luff or double luff tape sails.
- 7.1.16** A 12 volt battery weighing more than 32 kg.
- 7.1.17** "Angling" of headsail tracks which are approximately parallel as provided standard.
- 7.2** Other than specified in paragraphs 6.1.1 the trimming of genoa sheets by means other than by a sheet from the clew directly to the fixed block fastened by plunger pin or screw pin to headsail tracks or from optional deck eye (see 6.1.4b) first, then through the clew on the 100 percent jib.
- 8. RESTRICTIONS WHEN RACING**
- 8.1** The following practices are not permitted when racing:
 - *8.1.1** The use of more than one mainsail, one genoa, one jib and one spinnaker, or the alteration thereof, during a regatta. Damaged sails may be repaired or replaced at the discretion of the Race Committee. In addition, one storm trysail and/or one storm jib as described by Rule 6.1.7 may be carried.
 - 8.1.2** The stowage of equipment or gear other than unbagged sails in use on the cabin sole over the keel.
 - 8.1.3** Use of other than normal sailing gear in normal, designed and proper stowage areas to attain sailing weight.
 - 8.1.4** Pumping or rapid trimming of the spinnaker guy or halyard to induce surfing or planing.
 - 8.1.5** When in tracing trim without the crew, the flotation marks on the stem and rudder shall be immersed.
- *8.2** Notwithstanding the requirements of Racing Rule 54, the rapid repeated pumping of the headsail sheets or mainsail or any trim of the spinnaker halyard or guy to promote surfing or acceleration of the yacht is not permitted. However, a single, even rapid trim of the headsail sheets and/or mainsail shall be permitted provided the frequency of trim is not greater than that of major waves passing under the yacht.
- 8.3** IYRU Racing Rule 62 shall apply.
- 8.4** Notwithstanding the requirements of Racing Rules 54 and 62, hanging on the mast or shrouds to promote roll tacking or gybing is not permitted.



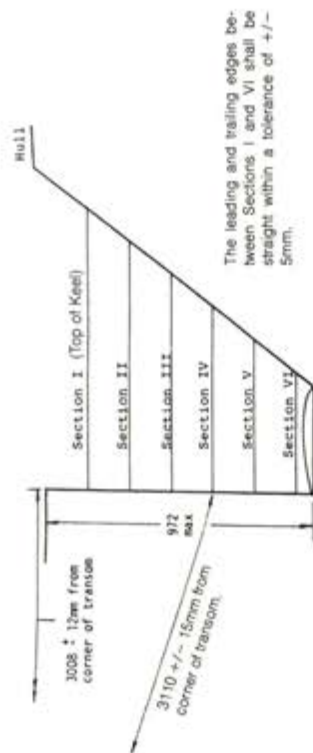
PLAN A DECK AND INTERIOR LAYOUT



PLAN B MEASUREMENT POINTS AND INSIGNIA



PLAN C KEEL PLAN



	Keel Sections					
	I	II	III	IV	V	VI
Location distance from hull down	235	429	623	817	1011	1205
Leading edge	153	303	453	603	753	903
Trailing edge						
Section chord length (x)	1015	898	781	664	547	430
Leading edge radius	13	13	13	13	13	13
Section $\frac{1}{2}$ width, y, at distance from leading edge:						
0.0125x	14.0	14.9	13.8	12.7	11.6	10.5
0.025x	22.5	20.6	18.7	16.8	14.9	13.0
0.05x	32.0	29.0	26.0	23.0	20.0	17.0
0.10x	46.3	41.5	36.7	31.9	27.1	22.3
0.15x	56.5	50.3	44.1	37.9	31.7	25.5
0.20x	64.0	56.7	49.4	42.1	34.8	27.5
0.25x	68.5	60.6	52.7	44.8	36.9	29.0
0.30x	70.1	62.0	53.9	45.8	37.7	29.6
0.35x	70.7	62.5	54.3	46.1	37.9	29.7
0.40x	69.9	61.8	53.7	45.6	37.5	29.4
0.45x	68.0	59.8	51.6	43.7	35.2	28.0
0.50x	64.6	56.6	48.6	42.5	34.0	26.9
0.55x	59.8	51.8	43.6	39.7	32.8	25.9
0.60x	54.0	46.0	38.2	36.2	30.8	24.0
0.65x	47.0	39.2	31.3	30.8	27.6	21.5
0.70x	40.0	32.4	24.5	24.5	22.8	18.0
0.75x	33.0	27.6	20.8	20.8	18.8	15.0
0.80x	26.0	21.8	16.8	16.8	14.8	12.0
0.85x	19.0	16.0	13.0	13.0	11.0	9.0
0.90x	12.0	10.0	8.0	8.0	7.0	6.0
1.00x	6.4	5.4	4.4	3.4	2.4	1.4
(Trailing edge)						

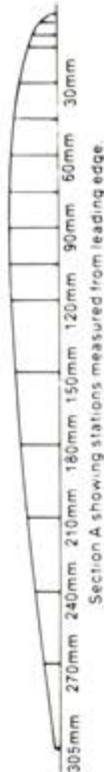
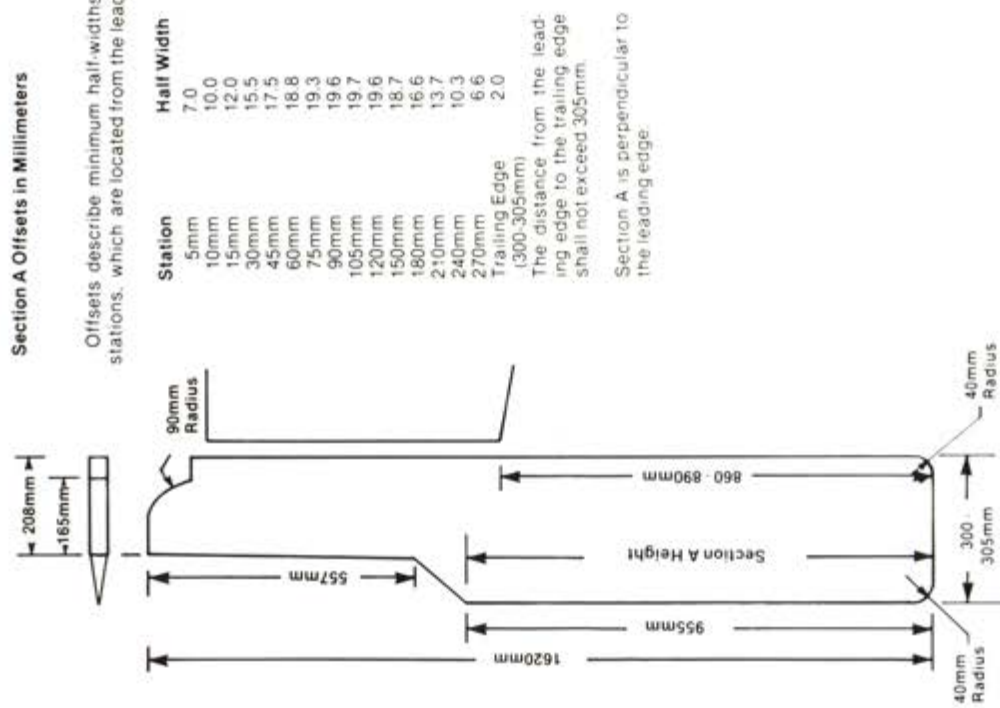
The above represent the minimum faired dimensions at each section. Templates made in accordance with the above and placed not more than 20mm below and parallel to the relevant section represent minimum faired thickness and maximum length at that section.



PLAN D RUDDER PLAN

Section A Offsets in Millimeters

Offsets describe minimum half-widths at stations, which are located from the leading edge.



MEASUREMENT FORM

TO OBTAIN A MEASUREMENT CERTIFICATE

1. The licensed builder shall obtain a hull number (consecutive worldwide) from the copyright holder, J Boats Inc.
2. The licensed builder shall complete Parts B and C and hand over the Measurement Form with the yacht.
3. The licensed builder or the owner shall obtain a sail number from the owner's national yachting authority (NA), or National J/24 Class Association (NJCA) if the NA has delegated its responsibilities regarding the administration of the class.
4. The owner shall complete Part A and send two copies (not the original), with the current membership fee to the NJCA to apply for membership in the association. Should the yacht be purchased in a country prior to the existence of an NJCA, application may be made direct to the International J/24 Class Association (IJCA).
5. A measurer recognized by the appropriate NA (or NJCA if the NA has delegated its responsibilities) shall take the measurements in Part D and Part E. Note: In some countries the NA (or NJCA if that NA has delegated its responsibilities) may authorize the owner or sailmaker to take these measurements.
6. The completed Measurement Form shall be sent to the NA (or NJCA as in 3 above) who may issue a Measurement Certificate. (Note: This may be done by endorsing this form.)

NOTES

1. All measurements are in millimetres or kilogrammes.
2. Change of ownership invalidates the Measurement Certificate and the new owner should in his interest advise his national authority at once. In order to obtain a new Certificate, the new owner shall submit the information required in Part A together with the previous owner's Certificate.

PART A

OWNER DECLARATION

Name of Yacht _____ Fleet _____

Owner _____

Address _____

Tel. No. _____

Co-Owner _____

Address _____

Tel. No. _____

I undertake to race this yacht only so long as I maintain it in conformity with the Class Rules. I also declare that only sails, spars etc., which have been measured and found to be in accordance with the rules, will be used.

Date _____ Owner Signature _____

PART B

BUILDER MEASUREMENTS

ITEM	RULE	MEASUREMENT	MINIMUM	ACTUAL	MAXIMUM
1	2.6.3	Lead keel weight before assembly	415		435
2	2.6.4	Weight of standard yacht prior to delivery (excluding fixed options)	1200		1300

Sail Number _____ Date Completed _____

Hull number _____ Builder's Code _____

PART C

DECLARATION

To be signed by the LICENSED BUILDER after completing items 1 and 2.

I certify that this yacht (a) has been built in moulds obtained from the source approved by J Boats, Inc., (b) constructed according to the official plans, specifications, and J/24 Class rules, (c) has been built in accordance with the spirit and letter of the Class Rules and licensing agreement and (d) that the measurements in Part B were taken prior to delivery.

Name of Builder _____ Signature _____ Date _____

REGISTRATION BY THE NATIONAL J/24 CLASS AUTHORITY

To be signed by either (a) the National J/24 Class Association (b) the National Sailing Authority acting as the administrative body for one-design classes or (c) the International J/24 Class Association if a National J/24 Class Association does not exist.

I certify that (a) this yacht has been registered in the Official National (International) Class Register under the owner indicated in Part A above and (b) the builder is in good standing with the copyright holder and the International Yacht Racing Union.

J/24 Class Authority _____ Date _____

Name of Representative _____ Signature _____

PART D

YACHT MEASUREMENTS*

ITEM	RULE	MEASUREMENT	MINIMUM	ACTUAL	MAXIMUM
1	3.3.3	Corner of transom to trailing edge of keel:			
	a)	at hull	2996		3020
	b)	at 603mm down (Section IV)	3095		3125
2	3.3.4	Leading and trailing edges of keel between Sections I and VI within +/- 5mm		YES/NO	
3	3.3.2	Width of keel trailing edge in Sections II-VI	3.6		
4	3.3.2	Does keel comply with minimum faired dimensions of Plan C at at Sections I-VI?		YES/NO	
5	3.3.2	Do you believe the keel complies with the minimum faired dimensions of Plan C elsewhere?		YES/NO	
6	3.2.2	Stem flotation mark located 1055mm down and around curve of stem from sheerline		YES/NO	
7	3.4.2	The depth of the rudder measured between the rudder tip and transom	860		890
8	3.4.4	Rudder flotation mark located 670mm from sheerline		YES/NO	
9	3.4.3	Standard rudder weight	11 kg		
10	3.5.2c	Distance from forward face of mast to the stem at sheerline	2880		2910
11	3.4.2d	Mast chocked to prevent movement at deck and bolted so as not to move on the mast bearing beam		YES/NO	
12	3.5.2f	Location of highest spinnaker boom attachment above mast bearing beam (2 permitted)			2800
13	3.5.6	Length of spinnaker boom including fittings			2895
14	3.5.6	Weight of spinnaker boom including fittings	2.7 kg		
15	3.5.2e	Distance between mast bands			8538
16	3.5.3b	Height of forestay attachment	8970		9000
17	3.5.3c	Distance between fixing point of the forestay on mast and intersection of stemline and sheerline	8595		8670
18	3.5.3h	Standard installed fixed spreader length	760		800
19	3.5.3h	Spreader sweepback distance	95		
20	3.5.4d	Kicking strap (vang) of rope and 4:1 self contained tackle		YES/NO	
21	3.5.5c	Distance of 20mm boom band from mast			2970
22	3.2.5	Lifeline sag with 5 kg weight			125
23	3.2.5	Lifeline stanchions inboard of sheer in plan		YES/NO	
24	3.2.4	Sink/drain/water tank or stove/fuel fitted		YES/NO	
25	3.8 8.1.2 8.1.3	Fixed fittings and equipment located according to Class Rules		YES/NO	

DECLARATION To be signed by the OFFICIAL MEASURER upon completion of this section.

I declare that the measurements recorded above were taken by me, and that to the best of my knowledge and belief this yacht complies with the International J/24 Class Rules.

Location Where Yacht Measured	Name of Owner(s)	Hull Number
Name of Measurer (BLOCK CAPITALS)	Signature	Date
Measurer's Authority	Measurer's Telephone Number(s)	

*A National Authority may authorize owner to take these measurements.

PART E

SAIL MEASUREMENTS*

SAIL NUMBER _____

PROCEDURES:

All sails shall be measured in accordance with the IYRU Sail Measurement Instructions and the J/24 Measurement and Class Rules, in a completely dry state on a flat surface, with tension adequate to remove all wrinkles adjacent to the measurement being taken, unless otherwise specified in the rules. Measurers shall mark with a "✓" those items which are within the tolerances. The year of sailmaker's delivery and a reference number shall be stated for each sail. These identification figures shall be printed on sails. All measurements are in millimeters unless otherwise stated.

ITEM	RULE	MEASUREMENT	MINIMUM	"✓"	MAXIMUM
		MAINSAIL			
		Sailmaker's Name			
		Ref. Number Year			
1	3.6.14	Royalty Label No.			
2	3.6.7	Blue J/24 Emblem 305 × 610			
3	3.6.8	Sail numbers			
4	3.6.10a	Headboard			115
5	3.6.10b	Leech length			9170
6	3.6.10d	Width at $\frac{3}{4}$ ht.			1175
7	3.6.10e	Width at $\frac{1}{2}$ ht.			1980
8	3.6.10g	Upper/Lower batten length			605
9	3.6.10g	Interm. Batten length			660
10	3.6.10g	Batten width			50
11	3.6.10h	Distance to head or clew of nearest batten	1775		
12	3.6.10i	Lowest reef point from clew on leech	1000		
13	3.6.3	Window size either direction			1500
14	3.6.5	Corner reinforcements			756
15	3.6.9	Cloth weight marked on headboard by sailmaker			
		100% JIB			
		Sailmaker's Name			
		Ref. Number Year			
16	3.6.14	Royalty Label No.			
17	3.6.11a	Width of the head			95
18	3.6.11b	Luff length	7845		8300
19	3.6.11c	LP	2785		2895
20	3.6.11f	Batten lengths			230
21	3.6.3	Window size either direction			1500
22	3.6.5	Corner reinforcements			749
23	3.6.9	Cloth weight marked on headboard by sailmaker			
		150% GENOA			
		Sailmaker's Name			
		Ref. Number Year			
24	3.6.14	Royalty Label No.			

*A National Authority may authorize the sailmaker to take these measurements.

PART E

ITEM	RULE	MEASUREMENT	MINIMUM	"↖"	MAXIMUM
25	3.6.8	Sail numbers			
26	3.6.12a	Width of the head			95
27	3.6.12b	Luff length	8100		8460
28	3.6.12c	LP	4180		4345
29	3.6.3	Window size either direction			1500
30	3.6.5	Corner reinforcements			753
31	3.6.9	Cloth weight marked on headboard by sailmaker			
		SPINNAKER			
		Sailmaker's Name			
		Ref. Number Year			
32	3.6.14	Royalty Label No.			
33	3.6.8	Sail numbers			
34	3.5.13c	Leech lengths	7930		8130
35	3.5.13d	Centerfold length	8600		9600
36	3.6.13e	Half width of foot	2300		2600
37	3.6.13g	Half height half width	2540		2610
38	3.6.13h	¾ height half width	1600		
39	3.6.9	Cloth weight marked on headboard by sailmaker			

DECLARATION

I certify that the above mentioned sails conform to the measurements indicated and to the best of my knowledge to current Measurement and Class Rules. Reference numbers, cloth weight and measurer's initials are clearly marked on the sails and dated. Royalty labels are securely sewn on tacks of sails.

Printed Name of Sailmaker

Location Where Measured

Sailmaker's Address

Signature

Date

Phone Number