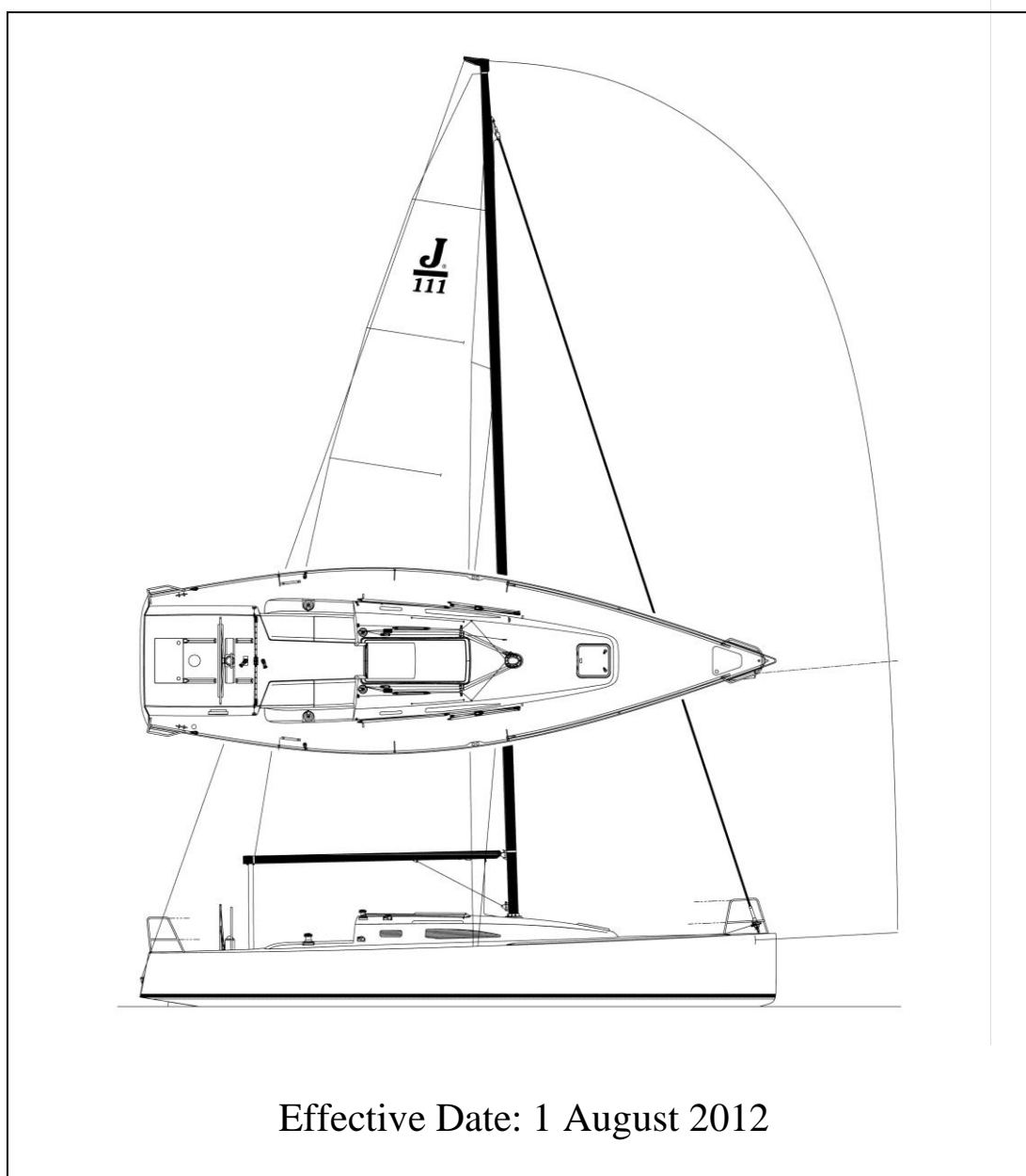


**INTERNATIONAL**  
**J/111**  
**CLASS RULES**  
**V e r s i o n 2 0 1 2 - 0 3**



# INTRODUCTION

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**Prior to the Class being formed with suitable By-Laws in place and with at least 50 active owners, J Boats Inc. (J/111 copyright and trademark holder) shall take the position of the Class Association and the Executive Committee. Please contact [info@jboats.com](mailto:info@jboats.com) with any inquiries.**

*This introduction only provides an informal background and the International J/111 Class Rules proper begin on the next page.*

*The J/111 Class has been created as a strict one-design Class where the true test when racing is between crews and not boats and equipment. The fundamental objective of these class rules is to ensure that this concept is maintained.*

*J/111 hulls, hull appendages and rigs shall be manufacturer controlled and shall only be produced by a manufacturer licensed by J Boats, Inc.. Equipment is built in accordance with the J/111 Building Specification and Configuration Manual. These parts having left the manufacturer may only be altered to the extent permitted in Section C of the class rules.*

*J/111 sails are measurement controlled to control all the primary dimensions but may be made by any manufacturer. In order to confirm compliance with the class rules sails are required to be **certified** by an **official measurer** or by a manufacturer licensed under the ISAF In House Certification. These parts may only be altered to the extent permitted in Section C of the class rules after **certification control** has been performed.*

*Rules regulating the use of equipment during a race are contained in Section C of these class rules, in ERS Part I and in the Racing Rules of Sailing.*

**THESE RULES ARE CLOSED CLASS RULES WHERE IF IT DOES NOT SPECIFICALLY SAY THAT YOU MAY – THEN YOU SHALL NOT.**

**COMPONENTS, AND THEIR USE, ARE DEFINED BY THEIR DESCRIPTION.**

# PART I – ADMINISTRATION

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## Section A – General

### A.1 LANGUAGE

- A.1.1 The official language of the class is English and in case of dispute over translation the English text shall prevail.
- A.1.2 The word “shall” is mandatory and the word “may” is permissive.
- A.1.3 Except where used in headings, when a term is printed in “**bold**” the definition in the ERS applies and when a term is printed in “*italics*” the definition in the RRS applies.
- A.1.4 **Section in Blue Text are only relevant once the class gains ISAF Status**

### A.2 ABBREVIATIONS

- A.2.1 ISAF International Sailing Federation
- MNA ISAF Member National Authority
- ICA International J/111 Class Association
- NCA J/111 National Class Association
- ERS Equipment Rules of Sailing
- RRS Racing Rules of Sailing
- OSR Offshore Special Regulations ([www.sailing.org/specialregs](http://www.sailing.org/specialregs))
- LM Licensed Manufacturer by J/Boats, Inc.

### A.3 AUTHORITIES

- A.3.1 The international authority of the class is ISAF which shall co-operate with the ICA in all matters concerning these **class rules**.
- A.3.2 Notwithstanding anything contained herein, the **certification authority** has the authority to withdraw a **certificate** and shall do so on the request of the ISAF.
- A.3.3 Neither the **certification authority** nor an **official measurer**, an **international measurer** or an **equipment inspector** is under any legal responsibility in respect of these **class rules** or the accuracy of measurement. No claim arising from them shall be entertained.

### A.4 ADMINISTRATION OF THE CLASS

- A.4.1 ISAF has delegated its administrative functions of the class excluding sails to the ICA.
- A.4.2 ISAF has delegated its administrative functions of the class in regard to sails to MNAs. The MNA may delegate part or all of its functions, as stated in these **class rules**, to an NCA.
- A.4.3 In countries where there is no MNA, or the MNA does not wish to administrate the class, its administrative functions as stated in these **class rules** shall be carried out by the ICA which may delegate the administration to an NCA.

## **A.5 CLASS RULES CHANGES**

A.5.1 Amendments to these **class rules** shall be proposed inline with the constitution and are subject to the approval of J/Boats.

A.5.1 Amendments to these **class rules** shall be proposed inline with the constitution and are subject to the approval of the ISAF in accordance with the ISAF Regulations.

A.5.2 Amendments to the configuration manual shall be proposed inline with the constitution and are subject to the approval of J/Boats and ISAF in accordance with the ISAF Regulations.

A.5.3 Amendments to the construction manual are subject to the approval of J/Boats and the ISAF Secretariat Technical Department.

## **A.6 RULES CHANGES AT EVENTS**

A.6.1 At all events ISAF Regulation 10.5(f) applies.

A.6.2 Except that the Notice of Race or Sailing Instructions may change the following rules:

(a) Require additional safety equipment to the minimums defined in Section C.

A.6.3 For events other than National, Continental or World Championship the race organisers may apply to the Executive Committee to vary the following rules:

(a) permit additional Group 3 sailors. Any change should be posted in the Notice of Race not less than 30 days before the regatta unless unanimously agreed by the entered boats.

(b) increase the number of sails carried and used aboard.

## **A.7 RULES INTERPRETATION**

A.7.1 Interpretation of ERS shall be made in accordance with the ISAF Regulations.

A.7.2. Interpretation of **class rules** shall be made by the Class Executive Committee.

A.7.2 Interpretation of **class rules** shall be made in accordance with the ISAF Regulations.]

A.7.3. Interpretation of the configuration manual shall be made by the Class Executive Committee and J/Boats in consultation with the ISAF.

A.7.4. Interpretation of construction manual shall be made by J/Boats in consultation with ISAF.

## **A.8 INTERNATIONAL CLASS FEE AND ISAF BUILDING PLAQUE**

A.8.1 ISAF shall, after having received the International Class Fee for the hull, send the ISAF Building Plaque and a measurement form to the licensed hull builder.]

## **A.9 SAIL NUMBERS**

A.9.1 Sail numbers shall be issued by the MNA.

## **A.10 HULL MANUFACTURER DECLARATION**

A.10.1 A Manufacturer's declaration shall record the following information:

(a) Class

(b) Quality Control Manufacturer Statement

- (c) Hull identification number
- (d) Builder/Manufacturers details
- (e) Date of issue of initial manufacturer's declaration
- (f) Section D & E - Modification, Maintenance and Repair details

## **A.11 VALIDITY OF MANUFACTURER DECLARATION**

- A.11.1 A manufacturer declaration becomes invalid upon:
- (a) the change to any items recorded on the declaration as required
  - (b) withdrawal by the ISAF or LM
  - (c) the issue of a new manufacturer declaration

## **A.12 RE-ISSUE OF MANUFACTURER DECLARATION**

- A.12.1 The **LM** may re-issue a Manufacturer Declaration to a **hull, if the hull conforms to the class rules.:**
- (a) when it is invalidated under A.11.1(a) or (b).
  - (b) when it is invalidated under A.10.1(f) at its discretion and any remedial work shall be recorded on the re-issued declaration
  - (c) in case of loss
  - (d) at the request of ISAF

## **A.13 RETENTION OF DOCUMENTATION**

- A.13.1 The **skipper** shall retain the currently issued manufacturer declaration.
- A.13.2 A copy of the manufacturer declaration shall be retained by the LM and a copy shall be sent to the ICA.

## Section B – Boat Eligibility and Equipment Inspection

For a **boat** to be eligible for *racing*, it shall comply with the rules in this section.

### B.1 CLASS RULES AND CERTIFICATION

B.1.1 The **boat** shall:

- (a) be in compliance with the **class rules**.
- (b) have a valid manufacturer's declaration.
- (c) have valid **certification marks** on all sails used for class racing.

### B.2 CLASS ASSOCIATION MARKINGS

B.2.1 A valid Class Association Sticker, if required by the NCA or the ICA, shall be affixed to the hull in a conspicuous position.

### B.3 EQUIPMENT INSPECTION

B.3.1 In the case of a dispute at an event alleging non-compliance with **class rules** and building specification and construction manual where specific measurements are not stated, the Event **Equipment Inspector** shall adopt the following procedure:

- a) A sample measurement of the disputed item shall be obtained by taking the identical measurement from a randomly selected group of boats or items of equipment (control group).
- b) The measurement of the disputed boat or items of its equipment, taken using the same technique as above, shall be compared to the sample.
- c) If any of the measurements obtained from the disputed boat or item of equipment lie outside the corresponding range of measurements found in the control group, the matter together with the details of the measurement methods and any other relevant information shall be referred to the Race Committee.

### B.4 EVENT LIMITATION MARKS

B.4.1 If an event uses **event limitation marks** these marks shall not be removed during the event. If the **event limitation mark** becomes damaged or lost this shall be reported to the race committee as soon as possible.

## PART II – REQUIREMENTS AND LIMITATIONS

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The **crew** and the **boat** shall comply with the rules in Part II when *racing*. In case of conflict Section C shall prevail.

The rules in Part II are **closed class rules**.

### Section C – Conditions for Racing

#### C.1 GENERAL

##### C.1.1 RULES

- (a) ISAF Offshore Special Regulations - Category 4  
(See [www.sailing.org/specialregs](http://www.sailing.org/specialregs))
- (b) The ERS Part I – Use of Equipment shall apply.

#### C.2 ADVERTISING

##### C.2.1 LIMITATIONS

Advertising shall only be displayed in accordance the ISAF Advertising Code. (See ISAF Regulation 20)

#### C.3 CREW

Whilst racing under these class rules, the ISAF Sailor Classification Code Regulation 22 applies. All Group 1 competitors shall hold valid classifications. Competitors who are unclassified or expired will be deemed to be Group 3. (Competitors requiring a classification should apply on the ISAF website [www.sailing.org/classification](http://www.sailing.org/classification))

##### C.3.1 LIMITATIONS ON THE CREW

- (a) The **crew** shall be Group 1 Competitors and up to one non-Group 1 Competitor, and non-Group 1 competitors of 65 years of age or older. In addition, the **crew** may include one non-Group 1 Competitor who is a full time employee of J Boats, Inc. or a J Boats dealer or is the J/111 class manager.
- (b) No **crew** member shall be substituted during an event of 5 or less consecutive days or that has required a crew declaration as part of registration, without the approval of the race committee.

##### C.3.2 LIMITATIONS ON THE DRIVER

The Driver shall meet the following criteria except in the event of an emergency involving the safety of the boat or crew where the boat may be steered by any crew member. Any such incident shall be reported to the protest committee which may penalize the boat. The penalty may be less than disqualification.

- (a) Permitted Drivers:
  - (i) Owner - a **crew** who legally owns and pays 50% of the yacht and the running costs; or a **crew** with a current Group 1 classification who is at least a 33% partner in the purchase of the complete yacht and the running costs.
  - (ii) Family Member - an immediate family member of the Owner who is approved by the class executive committee.

- (iii) Regular **Crew Member** - a bonafide Group 1 Competitor who sailed with the Owner in at least 50% of the events the Owner participated in during the prior 12 months, and who is approved by the class executive committee.
  - (iv) Charterer – an Owner, Family Member or bonafide Group 1 charterer confirmed by the Owner of the boat for that event, and who is approved by the class executive committee.
- (b) For day-racing events of five or less consecutive days, not more than two Drivers can be designated, at least one of which must be an Owner. From five minutes before the start until the finish, the boat shall be helmed by the designated Driver(s) except for momentary absences for personal or shipboard needs not to exceed five (5) minutes where a Group 1 **crew** may drive.

### C.3.3 WEIGHTS

	minimum	maximum
The total weight of the <b>crew</b> dressed in shorts and T-shirt		650 kg

## C.4 PERSONAL EQUIPMENT

### C.4.1 MANDATORY

- (a) The boat shall be equipped to the minimum standard ISAF Offshore Special Regulations Category IV.

## C.5 PORTABLE EQUIPMENT

### C.5.1 MANDATORY

- (a) As required by the Offshore Special Regulations Category IV.
- (b) One anchor of not less than 4.4kg and combined anchor and chain of not less than 7.25kg. This shall be attached to not less than 48m of line of not less than 12mm in diameter.

## C.6 BOAT

### C.6.1 WEIGHT

	minimum	maximum
The weight of the <b>boat</b> in dry condition	4,250 kg	

The weight shall be taken excluding **sails** and all portable equipment as listed in C.5. When the **boat** weight is less than the minimum requirement, **corrector weights** shall be permanently fastened in accordance with Appendix H-3.

### C.6.2 MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without prior approval. Unless stated otherwise items mentioned in this section may be obtained by any manufacturer or supplier.

- (a) Tactical / navigation / communication equipment may be installed.
- (b) Deck and rig fittings may be replaced on a like for like basis.



## C.7 HULL

### C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without prior approval. Unless stated otherwise items mentioned in this section may be obtained from any manufacturer or supplier.

#### MODIFICATIONS

- (a) Placement of line bags, winch handle holders and other storage devices.
- (b) Placement of additional fairleads and cleats.
- (c) Location and installation and type of bow and stern mooring eye.
- (d) Foredeck lifeline netting, shroud and lifeline rollers and other anti-chafing gear.
- (e) Padeyes and related rigging for barber hauling the jib either inboard or outboard from the standard jib track locations. Installation of rail mounted jib track with plunger style jib car for outboard jib leads.
- (f) Spinnaker sheet tweakers led to stanchion bases or midship pad eyes, with additional cam cleats.
- (g) Re-leading the single-ended outhaul, cunningham and/or boom vang to either the cockpit or dual leads port and starboard.
- (h) Foot braces, hand holds, and nonslip material to promote safe movement on deck.
- (i) Carbon fibre steering wheel.
- (j) Use of a shackle or similar device to attach headsail sheets to sails, the tack line to the spinnaker, the mainsail tack to gooseneck and the headsail head and tack to the furling system.
- (k) The use of a snap shackle or other securing device attached to a stanchion base or shroud to secure the spinnaker halyard while the spinnaker is not in use.
- (l) The use of a second clutch or jammer for the main and headsail halyards.
- (m) Installation of additional lighting and instrumentation brackets on the mast.
- (n) Interior cruising and day sailing amenities that do not enhance performance.

#### MAINTENANCE

- (o) Routine maintenance is allowed to the interior of the boat.
- (p) Below the waterline the hull may be lightly sanded to be keyed for painting, antifouling or polishing. Minor imperfections to the hull surface may be faired.
- (q) Waxing and polishing of the hull external surfaces may be done above the waterline.
- (r) The **hull** topside gelcoat surface shall not be removed except for light sanding prior to painting.
- (s) Fairing and painting hull over the keel flange and within 100 mm of the keel flange hull recess is permitted.
- (t) Holes may be made and local reinforcement in the **hull** for the fitting of electronic navigation systems.

#### REPAIR

- (u) Gelcoat scratch and minimal damaged areas may be repaired.

## C.8 HULL APPENDAGES

### C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without the approval of the LM. Unless stated otherwise, items mentioned in this section may be obtained by any manufacturer or supplier.

#### MODIFICATIONS

- (a) Minor imperfections on the keel and rudder may be faired using compounds such as polyester or epoxy resins which may have low density bulking agents such as micro-balloons added, provided that the standard shape and dimensions of the keel and rudder are not altered.
- (b) The keel and rudder may be lightly sanded for the purpose of keying and antifoul may be applied.
- (c) The leading edge of the keel may be fitted with a kelp cutter.

#### MAINTENANCE AND REPAIR

- (d) Appendages may be lightly sanded for keying and then repainted or recoated.

## C.9 RIG

### C.9.1 MAST

- (a) DIMENSIONS
- b) USE

- (1) The mast shall remain fixed at the deck and at the mast step for the duration of an event of 5 or less consecutive days.

### C.9.2 BOOM

- (a) DIMENSIONS

	minimum	maximum
<b>Limit mark width</b>	20mm	
<b>Outer point distance</b>		4420mm

- (b) USE

- (1) The intersection of the aft edge of the mast **spar** and the top of the boom **spar**, each extended as necessary, shall not be below the upper edge of the mast **lower limit mark** when the boom **spar** is at 90° to the mast **spar**.

### C.9.3 BOWSPRIT

- (a) USE

- (1) The bowsprit shall be fully retracted at all times except when the gennaker is being set, is set, or is being retrieved, and shall be retracted at the first reasonable opportunity after the retrieval.
- (2) Approaching a mark at which the gennaker will be set, the bowsprit shall not be extended until the bow reaches the mark.
- (3) An extended bowsprit shall not be considered part of the boat for the purposes of establishing an overlap unless the gennaker is set.

#### C.9.4 STANDING RIGGING

##### (a) DIMENSIONS

##### (b) USE

- (1) Rigging screws shall not be adjusted **while racing** (backstay adjustment is permitted).

#### C.9.5 RUNNING RIGGING

##### (a) USE

- (1) Running rigging shall not be used to pull the top of the mast forward while sailing offwind, such as rigging a spare halyard to the foredeck or overtensioning the jib sheets when the headsail is furled.

#### C.9.6 MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without the approval of the LM. Unless stated otherwise items mentioned in this section may be obtained any manufacturer or supplier.

##### MODIFICATIONS

- (a) A watertight seal, tape or other material may be added around the bowsprit spar.
- (b) A flexible batten may be added to the end of the bowsprit to catch the lazy gennaker sheet.

##### MAINTENANCE AND REPAIR

- (c) Normal servicing or replacement on a like for like basis of running rigging and fittings.
- (d) **Standing Rigging** and **backstay** may be replaced provided it conforms to the specification defined in the configuration manual.

### C.10 SAILS

#### C.10.1 LIMITATIONS

- (a) Not more than 1 Mainsail, 2 Headsails, 2 Asymmetric Spinnakers, 1 Class Heavy Weather Jib, 1 Storm Triesail and 1 Storm Jib may be used during an event of 5 or less consecutive days or when the class royalty numbers have been required as part of registration.

#### C.10.2 MAINSAIL

##### (a) IDENTIFICATION

The national letters and sail numbers shall comply with the RRS except where prescribed otherwise in these **class rules**.

##### (b) USE

- (1) The **sail** shall be hoisted on a **halyard**.
- (2) The highest visible point of the **sail**, projected at 90° to the mast **spar**, shall not be set above the lower edge of the mast **upper limit mark**. The intersection of the **leech** and the top of the boom **spar**, each extended as necessary, shall not be behind the fore side of the boom **outer limit mark**.
- (3) **Luff** of the mainsail shall be in the **spar** grooves or attached to a mainsail luff slide or luff car system.

- (4) The **tack** ring of the mainsail shall be affixed in the standard tack fitting.
- (5) The **clew** ring shall be attached to the outhaul and down to the boom.

#### C.10.3 HEADSAILS AND CLASS HEAVY WEATHER JIB

##### (a) USE

- (1) **Luff** bolt ropes shall be in the **headsail** groove.
- (2) The jib shall be attached to the standard roller furling system.
- (3) The Class Heavy Weather Jib must be capable of furling, except in the event of a damaged headfoil, when the jib may be attached via a secondary means, but only while no other headsail or spinnaker is set.

#### C.10.4 STORM JIB

##### (a) USE

- (1) May not be used while a spinnaker or another headsail is set.

#### C.10.5 ASYMMETRIC SPINNAKER

##### (a) IDENTIFICATION

The sail numbers shall comply with the RRS except where prescribed otherwise in these **class rules**.

##### (b) USE

- (1) A spinnaker retrieval line is permitted to be attached to the sail.

#### C.10.6 MODIFICATIONS AND REPAIR

- (a) No sail may be modified or re-cut and then used without recertification.
- (b) During a class event, no sail may be modified or re-cut.
- (c) If a **sail** has been lost or damaged it may be repaired or replaced only with the approval of the race committee or fleet captain.
- (d) Battens of any material shall be placed in the **batten pockets** on the mainsail and may be placed in headsails

#### C.10.7 SAIL PURCHASE LIMITS – Planned for 2013.

## Section D – Hull

### D.1 GENERAL

#### D.1.1 RULES

- (a) The **hull** shall comply with the **class rules** in force at the time of initial **certification**.

#### D.1.2 DEFINITIONS

##### (a) HULL DATUM POINT

The **hull datum point** is TBD

#### D.1.3 IDENTIFICATION

- (a) moulded-in hull identification number assigned by a Builder authorized by J/Boats Inc
- (b) From hull number \_\_\_\_\_ onwards an ISAF Plaque permanently placed on the starboard aft cockpit side.

#### D.1.4 BUILDERS

- (a) The hull shall be built by a builder licensed by J/Boats Inc.
- (b) All moulds shall be approved by J/Boats Inc. and ISAF.

#### D.1.5 MODIFICATIONS, MAINTENANCE AND REPAIR

The following may be done by a LM, or by anybody after a formal request has been made to the LM and written approval is received by the owner. This shall require the manufacturer's declaration to be re-issued stating the work done.

##### MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) If any **hull** is damaged and requires to be repaired in any other way than described in section C.

## Section E – Hull Appendages

### E.1 GENERAL

#### E.1.1 RULES

- (a) **Hull appendages** shall comply with the **class rules** in force at the time of **manufacturer** except those rules in Section C where the current rules take precedence.

#### E.1.2 MODIFICATIONS, MAINTENANCE AND REPAIR

The following alterations may be made by a LM, or by anybody after a formal request has been made to the LM and written approval is received by the owner. This shall require the manufacturer's declaration to be re-issued

- (a) If any **hull appendage** is damaged and requires to be repaired in any other way than described in section C the details shall be recorded on the Manufacturers declaration.

#### E.1.3 MANUFACTURERS

- (a) The **hull appendages** shall be made by manufacturers licensed by J/Boats Inc.

## Section F – Rig

### F.1 PARTS

#### F.1.1 MANDATORY

- (a) **Mast**
- (b) **Boom**
- (c) Standing **rigging**
- (d) Running **rigging**
- (e) **Bowsprit**

### F.2 GENERAL

#### F.2.1 MANUFACTURER

- (a) Spars shall only be supplied by a licenced manufacture and built in accordance with the manufacturing specification.

#### F.2.2 RULES

- (a) The **spars** and their fittings shall comply with the **class rules** in force at the time of **manufacturer** of the **spar** except those rules in Section C where the current rules take precedence.
- (b) The standing and running **rigging** shall comply with the **class rules**.

#### F.2.3 MODIFICATIONS, MAINTENANCE AND REPAIR

The following alterations may be made by a LM, or by anybody after a formal request has been made to the LM and written approval is received by the owner. This shall require the manufacturer's declaration to be re-issued.

- (a) If any **spar** is damaged and requires repair in any other way than described in section C the details shall be recorded on the Manufacturer's declaration.

#### F.2.3 MANUFACTURER

- (a) Spars shall only be supplied by a licensed manufacturer.

## Section G – Sails

### G.1 GENERAL

#### G.1.1 RULES

- (a) **Sails** shall comply with the **class rules** in force at the time of **certification**.

#### G.1.2 CERTIFICATION

- (a) The **official measurer** or **In-House Official Measurer** shall **certify** mainsails and headsails in the **tack** and spinnakers in the **head** and shall sign and date the **certification mark**.

- (b) The ISAF or an MNA may appoint one or more **In-House Official Measurers** to measure and **certify sails** produced by that manufacturer..

### G.1.3 SAILMAKER

- (a) No licence is required.
- (b) For spinnakers the weight in  $\text{g/m}^2$  of the **body of the sail** shall be indelibly marked near the **head point** by the sailmaker together with the date and his signature or stamp. For sails certified after 1 January 2012, in addition the maker and style of sail cloth shall be marked by the sailmaker.

### G.1.4 J/111 SAIL ROYALTY LABEL

Effective January 1, 2013, each **sail** (excluding the Class Heavy Weather Jib and storm sails) shall have permanently fixed in its tack, a numbered class royalty label. Labels shall only be available from the Class. The label shall not be transferred from one sail to another.

### G.1.5 MODIFICATIONS, MAINTENANCE AND REPAIR

If any **sail** is damaged and requires repair in any other way than described in section C, the **sail** will require re-**certification** which may require **fundamental measurement**.

## G.2 MAINSAIL

### G.2.1 IDENTIFICATION

- (a) The class insignia available from J/Boats shall conform with the dimensions in Appendix H-1.

### G.2.2 MATERIALS

- (a) The **ply** fibres shall consist of woven ply and/or laminated ply made from one or more of the following materials: polyester, aramid, PEN, HMPE and carbon fiber.
- (b) **Sail reinforcement** shall be made from one or more of the following materials: polyester, aramid, PEN, HMPE and carbon fiber.
- (c) Battens of any material.

### G.2.3 CONSTRUCTION

- (a) The construction shall be: **soft sail; single ply or laminated ply sail**.
- (b) The sail shall be constructed with at least one serviceable set of reef points, meaning one point adjacent to the **luff**, one point adjacent to the **leech** and four corresponding points in the **body of the sail**. The lowest set of reef points shall be installed no closer than 1500 mm to the **foot**.
- (c) The mainsail shall have five batten **pockets** in the **leech**. The top batten pocket shall be full length extending from luff to leech. Other battens pockets may be of any length.
- (d) The following are permitted: Stitching, glues, tapes, bolt ropes, corner eyes, headboard with fixings, Cunningham eye or pulley, **batten pocket patches**, batten pocket elastic, batten pocket end caps, mast and boom slides, leech line with cleat, one **window**, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable *rules*.
- (e) The **leech** shall not extend aft of straight lines between:

- (1) the **aft head point** and the intersection of the **leech** and the upper edge of the nearest **batten pocket**,
- (2) the intersection of the **leech** and the lower edge of a **batten pocket** and the intersection of the **leech** and the upper edge of an adjacent **batten pocket** below,
- (3) the **clew point** and the intersection of the **leech** and the lower edge of the nearest **batten pocket**.

#### G.2.4 DIMENSIONS

<b>Half width</b>		3080 mm
<b>Three-quarter width</b>		1880 mm
Mainsail <b>upper leech point</b> is defined as the point on the leech equidistant from the <b>head point</b> and the <b>three quarter leech point</b> .		
<b>Upper width</b>		1060 mm
<b>Head width</b>		210 mm
<b>Head point</b> to intersection of <b>leech</b> and centreline of uppermost <b>batten pocket</b>	2400 mm	2420 mm
The weight of the <b>mainsail</b> (without battens)	18 kg	

### G.3 HEADSAIL

#### G.3.1 MATERIALS

- (a) The **ply** fibres shall consist of woven ply and/or laminated ply made from one or more of the following materials: polyester, aramid, PEN, HMPE and carbon fiber.
- (b) **Sail reinforcement** shall be made from one or more of the following materials: polyester, aramid, PEN, HMPE and carbon fiber.

#### G.3.2 CONSTRUCTION

- (a) The construction shall be: **soft sail; single ply or laminated ply sail**.
- (b) The headsail shall have no more than 4 **batten pockets** in the **leech**. Batten material is optional.
- (c) The following are permitted: Stitching, glues, tapes, corner eyes, batten pocket elastic, **batten pocket patches**, batten pocket end caps, leech line with cleat, one **window**, tell tales, sail shape indicator stripes, UV protective may be applied to the leech and foot to cover the sail when furled; and items as permitted or prescribed by other applicable *rules*.
- (d) The recommended luff tape is 4.5mm to be capable with the forestay foil.



### G.3.3 DIMENSIONS

	minimum	maximum
<b>Luff length</b>		14500 mm
<b>Luff Perpendicular</b>		4450 mm
<b>Half width</b>		2400 mm
<b>Three-quarter width</b>		1295 mm
<b>Head width</b>		100 mm
<b>Foot irregularity</b>		mm
The weight of the <b>headsail</b> (without battens)	11.5 kg	
Primary reinforcement and <b>Secondary reinforcement</b>		Unlimited

## G.4 CLASS HEAVY WEATHER JIB

### G.4.1 RULES

- (a) Except as specified in these **class rules**, the sail shall comply with the ISAF OSR heavy weather jib requirements.

## G.5 ASYMMETRIC SPINNAKER

### G.5.1 MATERIALS

- (a) The **ply** of the **body of the sail** shall be manufactured from woven nylon.
- (b) At least one spinnaker carried aboard shall have the mass of **ply** of the **body of the sail** not less than 40 g/m<sup>2</sup>. If a second spinnaker is carried, the mass of the **ply** of the **body of the sail** shall be not less than 36 g/m<sup>2</sup>.

### G.5.2 CONSTRUCTION

- (a) The construction shall be: **soft sail, single ply sail**.
- (b) The **body of the sail** shall consist of the same **woven ply** throughout.
- (c) The following shall be fitted: Adjustable leech, luff and foot lines
- (d) The following are permitted: Stitching, glues, tapes, corner eyes, recovery line eyes, tell tales and items as permitted or prescribed by other applicable *rules*.

### G.5.3 DIMENSIONS

The area of the sail (“SA”) shall not exceed 130 square meters, based on the formula:

$$\text{Sail Area} = ((\text{luff length} + \text{leech length}) \times (0.25 \text{ foot length})) + ((\text{half width} - 0.5 \text{ foot length}) \times ((\text{leech length} + \text{luff length}) / 3)).$$

## Section H - Appendices

### H.1 SAIL INSIGNIA

The J/111 Class insignia shall be in dark blue (or white on carbon sails) with overall dimensions of approximately 525x900mm and shall be affixed on both sides of the J/111 Class mainsail with the bars nearly perpendicular to a line between the head and center of the boom and between the upper two batten pockets.



### H.2 MODEL J/111 CREW DECLARATION FORM

ISAF ID	Sailor	Classification	Classification Expiry	First Name	Last Name

### H.3 CORRECTOR WEIGHT LOCATION

Corrector weight shall be fixed in place under the starboard settee berth in the main cabin. Weight may be in the form of 12 volt batteries (up to three Group 24s), lead weight, or sealed water containers.

# PART III – EVENT RULES

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These rules must be invoked individually by the notice of race or sailing instructions. The default is these rules do not apply. The notice of race shall state that “J/111 Class rules Section I..... are invoked.” For any event I.1 may not be invoked as this is an advisory rule.

## Section I

### I.2 CREW WEIGHT LIMITS

The notice of race may invoke class rules I.2.1, I.2.2 or I.2.3 to replace class rule C.3.3 the schedule of weigh in shall be included in the NOR or be displayed on the official notice board.

#### I.2.1 FOR EVENTS WITH PRE REGATTA WEIGH IN

	minimum	Maximum
The total weight of the crew at the time of the weigh in shorts and T shirt		650 kg

Protest during the regatta for breaches of class rule C.3.3 will not be permitted by any competitor.

Crew substitutions are permitted at the discretion of the race committee and shall be the only basis for re-weighing.

### I.3 SUPPORT BOATS

Individual support or coach boats shall not have contact of any nature, including

- (i) communication by radio, telephone, vocal signal, visual signaling of any kind (i.e., tactical placement, use of flags and/or different colors of clothing) or
- (ii) the transfer of crew, equipment or supplies, with a registered racing boat from the time the boat leaves its dock or mooring each day until the boat has finished racing for the day.

Notwithstanding the foregoing, (i) late arriving crew, food and drink may be transferred to a racing boat prior to the first race of the day, and (ii) crew may be transferred in the event of a unforeseen personal emergency. Infringements of this rule will result in a penalty to the boat associated with the support boat. Such penalty may be either penalties or disqualification at the discretion of the protest committee or jury.