J/80 Rules Discussion ver 2.6

https://www.j80na.com/

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December 2025

Agenda

- Introduction
- Regatta Objectives
- Class Resources
- Helmsman Qualifications
- Boat Measurement
- Crew Measurement
- Boat Set-up
- Mandatory Equipment and Accessories
- On Course Rules
- Open Discussions

Regatta Objectives

- Set local fleet expectations early
- How orthodox shall we get?
  - ✓Judge boats on water
  - ✓Competitor protests
- Super strict boat measurements and weigh-ins
- Open or Closed event
  - ✓Championships must be “Closed”
- Transom Stickers/Class Membership
  - ✓Driver is the member, not the boat
- Measure Sails

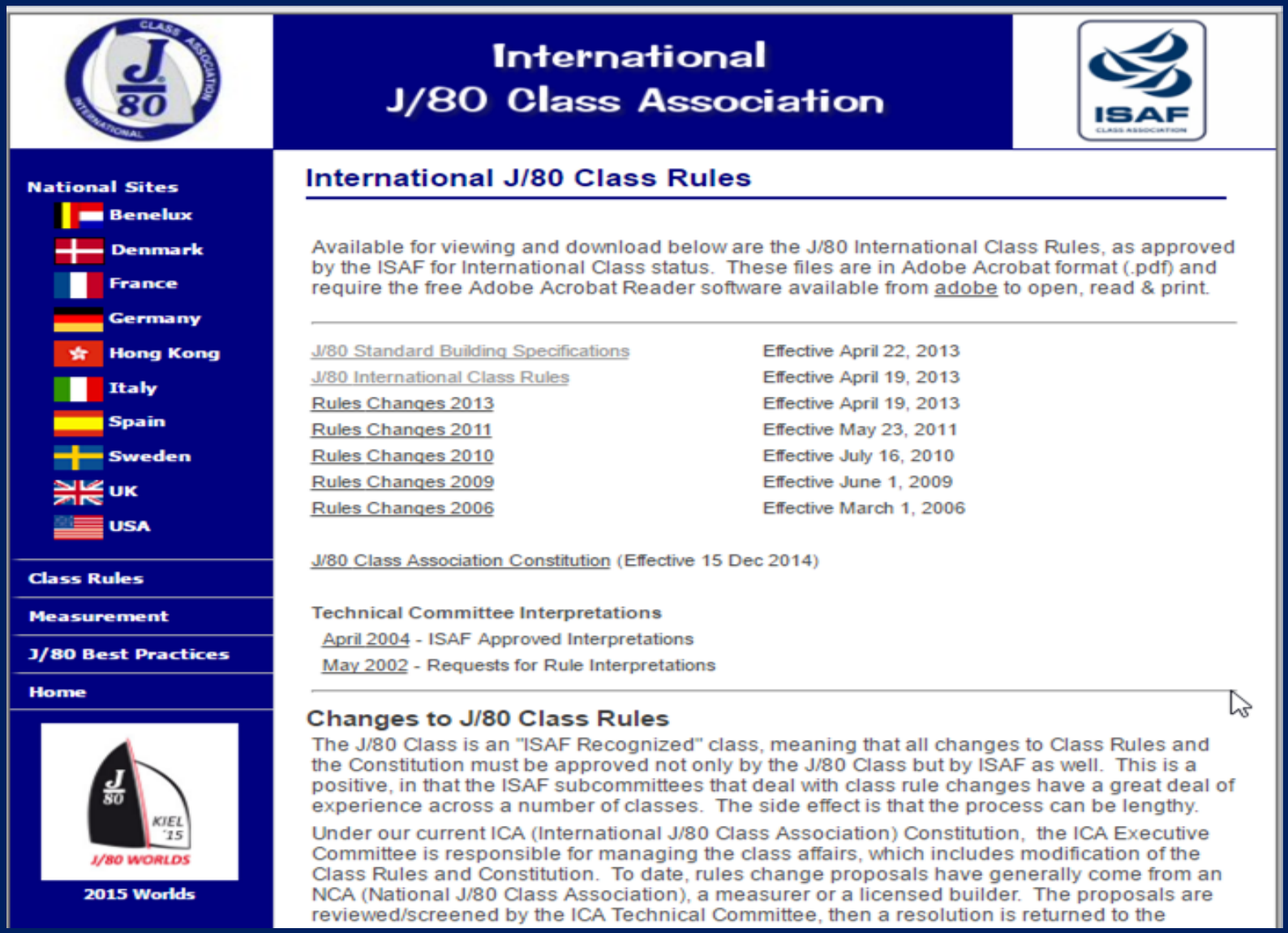
Class Resources

- Executive Board - 2025
  - ✓President – Hugh McGugan
  - ✓Vice President – Brian Gibbs
  - ✓Treasurer – Kevin Hayes
  - ✓Secretary – David Doyle

  Class Manager: Christopher Howell

Class Resources

WWW.J80.ORG



International
J/80 Class Association

National Sites
Benelux
Denmark
France
Germany
Hong Kong
Italy
Spain
Sweden
UK
USA

Class Rules
Measurement
J/80 Best Practices
Home

2015 Worlds

International J/80 Class Rules

Available for viewing and download below are the J/80 International Class Rules, as approved by the ISAF for International Class status. These files are in Adobe Acrobat format (.pdf) and require the free Adobe Acrobat Reader software available from adobe to open, read & print.

J/80 Standard Building Specifications	Effective April 22, 2013
J/80 International Class Rules	Effective April 19, 2013
Rules Changes 2013	Effective April 19, 2013
Rules Changes 2011	Effective May 23, 2011
Rules Changes 2010	Effective July 16, 2010
Rules Changes 2009	Effective June 1, 2009
Rules Changes 2006	Effective March 1, 2006

J/80 Class Association Constitution (Effective 15 Dec 2014)

Technical Committee Interpretations
April 2004 - ISAF Approved Interpretations
May 2002 - Requests for Rule Interpretations

Changes to J/80 Class Rules

The J/80 Class is an "ISAF Recognized" class, meaning that all changes to Class Rules and the Constitution must be approved not only by the J/80 Class but by ISAF as well. This is a positive, in that the ISAF subcommittees that deal with class rule changes have a great deal of experience across a number of classes. The side effect is that the process can be lengthy.

Under our current ICA (International J/80 Class Association) Constitution, the ICA Executive Committee is responsible for managing the class affairs, which includes modification of the Class Rules and Constitution. To date, rules change proposals have generally come from an NCA (National J/80 Class Association), a measurer or a licensed builder. The proposals are reviewed/screened by the ICA Technical Committee, then a resolution is returned to the

Class Rules

INTERNATIONAL
J/80 CLASS RULES 2013

Published Date: 4th April 2013
Effective Date: 19th April 2013

INTRODUCTION

This introduction only provides an informal background and the International J/80 Class Rules proper begin on the next page.

The J/80 Class has been created as a strict one-design Class where the true test when raced is between crews and not boats and equipment. The fundamental objective of these class rules is to ensure that this concept is maintained.

J/80 hulls, hull appendages and rigs are manufactured controlled and shall only be produced by a manufacturer licensed by copyright holder. Equipment is built in accordance with the J/80 Building Specification. These parts having left the manufacturer may only be altered to the extent permitted in Section C of the class rules.

J/80 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 1 and in the Racing Rules of Sailing.

PLEASE REMEMBER:
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.

Owner Declaration

J/80 Class Rules

PART III – Appendix

H.4 Owner Regatta Declaration

OWNER REGATTA DECLARATION

Owner Name: _____

Boat Name_____ Sail #_____

I hereby guarantee that the above J/80 registered for the _____ regatta will be in full compliance with all official J/80 class rules throughout the event and as owner or qualified entrant I am a member of the class association with dues paid in full.

I further agree to make the above J/80 available for immediate periodic spot equipment and sail inspections upon docking at any time during the event. If deemed necessary by the class authority at the event, I further agree to assist in a complete measurement of my J/80 by an official class approved measurer, to insure compliance with class rules.

Owner _____ _____

Signature Print

SUBMIT THIS FORM AT EVENT REGISTRATION.

Helmsman Qualifications

PART II - REQUIREMENTS AND LIMITATIONS

and the **boat** shall comply with the rules in this Part when *racing*. Measurement to check conformity with rules of Section C, is not part of **fundamental measurement**.

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

International J/80 Class Association

National Sites

- Benelux
- Denmark
- France
- Germany
- Hong Kong
- Italy
- Spain
- Sweden
- UK
- USA

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Measurement

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J/80 WORLDS KIEL '15

2015 Worlds

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Helmsman Qualifications

- Valid Group 1 ISAF Sailor classification – https://members.sailing.org/tools/documents/ClassificationFAQsFebruary2012English-[12062].pdf

Competitor Classifications

22.2 The classifications of competitors are to be determined as follows:

22.2.1 Group 1

(a) A competitor who takes part in racing only as a pastime is a Group 1 competitor, unless within the qualification period he/she has undertaken one of the activities listed in Regulation 22.2.2 and is a Group 3 competitor.

(b) However:

(i) a competitor who is under 18 years of age is a Group 1 competitor; and

(ii) a competitor who is over 18 years of age, but under 24 years of age, is a Group 1 competitor provided that he/she has not engaged in any of the activities listed in Regulation 22.2.2 for more than 100 days (for the avoidance of doubt this is calculated on the total period of paid work) in the qualification period (excluding any activities undertaken before his/her 18th birthday)

Crew Weight – 350kg

C.4 CREW

C.4.1. The maximum **crew** weight in swimming apparel is 350kg with no limit on numbers of crew.

C.4.2. No **crew** member shall be substituted during an event of less than 6 consecutive days or that has pre race weigh in without the approval of the race committee.

- Only once at the beginning of the event

J/80 Class Rules

PART III – Appendix
H.5 Crew Weight Declaration

CREW WEIGHT DECLARATION

Owner Name: _____

Boat Name_____ Sail #_____

	Crew Name	Weight
1.		
2.		
3.		
4.		
5.		
6.		

Total Weight _____ Max 338.6 kg (745lbs)

I hereby guarantee the weights above are correct and that the total weight of the crew meets the conditions of class rule C.3.1.

Owner _____ _____
Signature Print

SUBMIT THIS FORM AT EVENT REGISTRATION.

Class Rule Changes – June 2017

J/80 Class Rule Amendments – Approved by the J/80 Class Association - June 2017

Proposal #1

Delete Existing Rule:
C.4.1. The maximum **crew** weight in swimming apparel is 338.6kg with no limit on numbers of crew.

Replace with New Rule:
C.4.1. The maximum **crew** weight in swimming apparel is 350kg with no limit on numbers of crew.

Proposal #2

Add new Rule #C.5.2(x) (Portable Equipment, For Use, Optional)

(x) Video and still cameras and their associated mounting hardware.

Proposal #3

Add new Rule #C.8.1 (b) (iii) – Spars, Mast, Use

(iii) A fiberglass backstay flicker may be mounted on the mast.

Proposal #4

Update all references of ISAF to World Sailing.

Boat Measurement -

J/80 Spec Sheet

J/80 Standard Building Specifications

22-Apr-13

	Standard Fitting Description				Permitted Modification and/or dimension reference
		Minimu	Actual	Maximu	
1	Forestay chainplate (stainless)				Builder supplied
2	Bow pulpit (stainless)	450mm			Builder supplied - continuous height rail (France) or dipped rail (USA). Dimension of pulpit height above sheer line.
3	Bow "U" bolt mooring eye (stainless)				Option for 1 or 2 cleats in lieu of eye; option to add 1 or 2 bow chocks.
4	Foredeck toe-rail molded into deck				If not molded into deck, then builder supplied teak or plastic rail toe-rail bonded and fastened to the deck.
5	Shroud chainplates (stainless)				Builder supplied
6	Foredeck opening hatch		420mm x 420mm		Builder supplied (BSI Moonlight or Lewmar). Hinges may be mounted forward or aft.
7	Two anodized jib T-tracks		1m x 25mm		Option to increase number of adjustment holes. Option for two genoa tracks installed, but only usable in class racing (with a block) as a jib sheet cheek block.
8	Two jib sheet cars				Pull-pin or screw pin. Position optional.
9	Two jib sheet car blocks	40mm		54mm	Sheave diameter
10	Option for one pad-eye and block forward and outboard of each primary winch for jib sheet tail.				
11	Swivel mounted boomvang jamming cleat on molded boss on each side of coach roof.				Option for centerline cascade 8:1 system with one ratchet block and no cleats on deck. Option for rigid boomvang.
12	Boomvang large block (where 2:1 passes)	54mm		78mm	
13	Boomvang smaller blocks (for cascade purchase)				Block size optional
14	Two primary winches of up to 32.2:1 gearing mounted in standard builder location with two 150 cam cleats on vertical cockpit sides				Option for self-tailing winches
15	Option for one or two halyard winches not to exceed 16:1; each with a 150 cam cleat on vertical face of cabin back.				
16	One winch handle				Option for additional winch handles
17	One winch handle holder (optional)				Multiple holders and other storage bags permitted

Boat Measurement -

J/80 Spec Sheet

	face of cabin back.				
16	One winch handle				Option for additional winch handles
17	One winch handle holder (optional)				Multiple holders and other storage bags permitted.
18	Tack line system of one bullseye fairlead on deck and either one clutch or one cam cleat with fairlead mounted on starboard side of cabin house.				
19	Mainsheet traveler track with car, and in line cam cleats and turning blocks mounted port and starboard on vertical cockpit wall.				
20	Mainsheet system with swivel arm, block and cam cleat assembly mounted aft of traveler; fiddle block mounted on traveler car and fiddle block connected by strop to the boom.				Option to add mainsheet fine-tune forward of the traveler track using a swivel base/cam/ratchet assembly with maximum 54mm block diameter and maximum combined purchase (rough & fine tune) of 12:1.
21	Mainsheet base block - ratchet	54mm		78mm	
22	Mainsheet fiddle blocks	48mm		58mm	
23	Backstay adjuster hardware of two cam cleats and five feed blocks mounted in standard locations.				
24	Bow sprit launch line led through aft of cabin trunk via thru-deck ferrule and cleated to cam cleat on vertical face of cabin back.				
25	Furler line system of two fairleads on deck and one cam cleat with fairlead mounted on port side of cabin house.				
26	Six stainless stanchions with bases with single lifeline. Lifelines secured to stern rail with lashing or trunbuckles.	450mm			The USA style dipped rail bow pulpit requires one lifeline per side. Dimension is lifeline height above sheerline.
27	Two stern pushpits connect with a single lifeline.	450mm			Height above sheerline.
28	One fixed plexi-glass cabin window on each side of coach roof.				Builder supplied

Boat Measurement -

J/80 Spec Sheet

29	GRP molded seahood which slides captive under two stainless steel cover plates fastened to the deck.				Builder supplied
30	One plexiglass companionway dropboard capable of being secured or locked from belowdecks.				Builder supplied
31	Two inspection ports (Port and Starboard) mounted in aft area of cockpit.				Option to install one additional inspection port in aft of cockpit to access rudder hardware.
32	Laminated wood tiller with stainless rudder straps or composite tiller with no straps.				Builder supplied.
33	One tiller extension				Option to carry spares
34	Stainless rudder gudgeons and pins				Builder supplied, but may be replaced with like or heavier.
35	Gennaker sheet system with four blocks and two 150 cam cleats. Two forward blocks attach to the mid-cockpit stanchion bases. The two aft blocks attach either to the welded eyes at pushpit base or U bolts mounted just forward of the pushpit base.				
36	Two aft gennaker sheet blocks	48mm		58mm	
37	Two amidships gennaker sheet ratchet blocks	54mm		78mm	
38	Twing line system for gennaker sheets of one fairlead and one cam cleat per side, mounted near amidships near the rail.				Optional equipment on USA built boats
39	One cockpit operated manual bilge pump				Optional equipment on USA built boats
40	Masthead tri-color navigation light; OR deck-mounted bow navigation light and transom or pushpit-mounted stern navigation light. Nav lights wired to main battery.				
41	Two Backstay stainless attachment plates				Builder supplied
42	Molded recess in transom on port side for engine attachment.				Protective pad may be added. Fixed outboard bracket of any type may be added to the transom.
43	Molded centerline footrest in cockpit				Option to add helmsperson footrest centerline aft of molded footrest.

Boat Measurement -

J/80 Spec Sheet

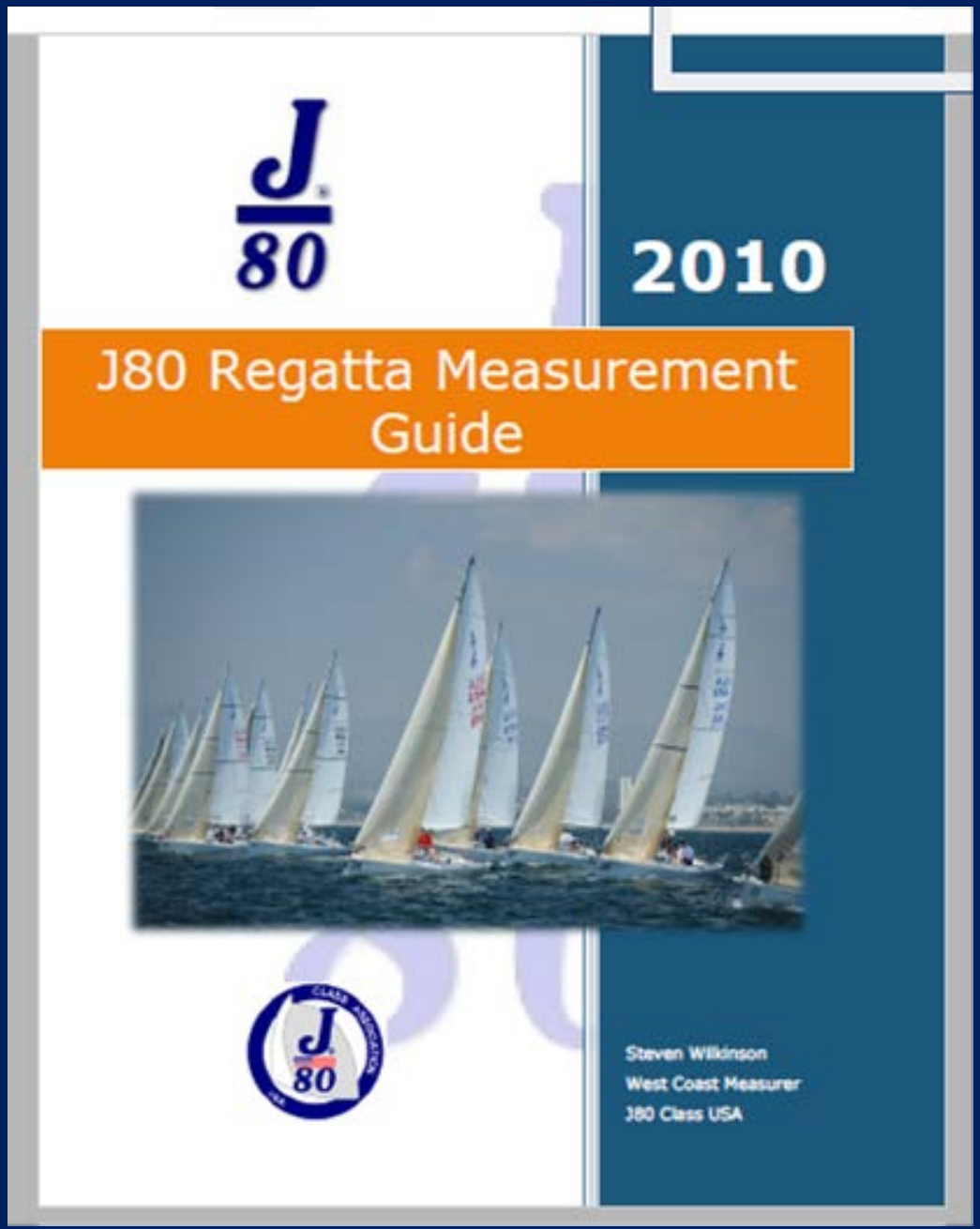
41	Two Backstay stainless attachment plates				Builder supplied
42	Molded recess in transom on port side for engine attachment.				Protective pad may be added. Fixed outboard bracket of any type may be added to the transom.
43	Molded centerline footrest in cockpit				Option to add helmsperson footrest centerline aft of molded footrest.
	SPARS				
44	Mast and boom in anodized light alloy or finished in Awlgrip (US std prior to 2007)				Builder supplied. Spars may be repainted.
45	Two sets of aluminum spreaders and brackets				Builder supplied
46	Mast wedge to secure mast in place at deck				Option for non-adjustable mast deck wedges of any material.
47	Neoprene mast boot				Option for waterproofing of any type around mast at deck.
48	Mast base				Builder supplied
49	Boomvang fitting on mast and boom				Builder supplied
50	Gooseneck fitting on mast and boom				Builder supplied
51	Two stainless padeyes/eye straps (P&S) just above deck level for use as halyard tail keepers.				Option to attach blocks to run halyards aft.
52	Spinnaker halyard 150 cam cleat on starboard side of mast OR one cheek block on deck (outboard of mast) and one cam cleat aft on starboard cabin trunk.				
53	Jib halyard cleat - double 150 cam cleats on port side of mast.				Option to remove if jib halyard is led to a halyard winch.
54	Main halyard cleat - horn cleat on port side of mast.				Option for double 150 cam cleats or one large clam cleat (previous French std)
55	Boom end fittings				Builder supplied. A shackle or strop may be added to the aft end of the boom as a main halyard keeper.
56	Mainsheet attachment fitting				Builder supplied
57	Reefing provision				Welded tack hooks may be removed from the front boom fitting

Boat Measurement -

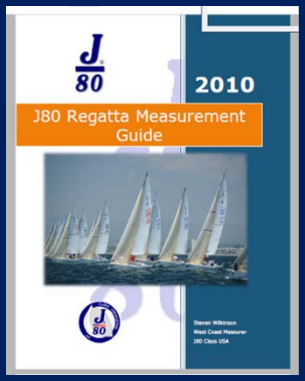
J/80 Spec Sheet

	PURCHASE SYSTEMS				
70	Mainsheet	5:1		6:1	Option for fine-tune not to exceed 12:1 total combined purchase.
71	Headsail sheets		1:1		
72	Gennaker sheets		1:1		
73	Tack line		1:1		
74	Cunningham	3:1		6:1	
75	Boom vang	8:1		12:1	
76	Outhaul	4:1		6:1	
77	Traveler	2:1		3:1	
78	Backstay		4:1		
	INTERIOR				
79	Removable cabin sole of marine grade plywood with wood or synthetic surface or builder provided GRP panels	12mm		16mm	Thickness dimension
80	Two molded settee berths each with one access panel.				
81	V-berth molded forward platform with inspection port and two plywood access panels above mast step.				Builder supplied. Platforms originally built of plywood can be replaced with like material or with builder supplied GRP platform.
82	Molded companionway step OR stainless ladder with two treads.				
83	Stainless lifting bar between aft two keel bolts.				
84	Inspection port in aft bulkhead				Option to add drain plug and/or access hatch.
85	Aluminum mast bearing beam with L bracket attachment to main bulkhead.				
86	GRP cockpit compression post				
87	Interior reading light				
88	12 volt battery in battery box secured by strap.				
89	Option for spinnaker launching bag in companionway area.				
90					

Boat Measurement



Mandatory Equipment



(a) Mandatory:

(i) One anchor and chain exceeding 6.0kg with 40m of polyamide rode with minimum diameter of 8mm

(ii) One manual bilge pump

(iii) One compass, applicable charts, and either (a) speed and depth measuring devices or

(b) operational GPS.

(iv) Permanently mounted operable navigation lights, a 12 volt battery (2kg min, 25kg max)

(v) One horseshoe type throwable life ring.

(vi) Marine first aid kit and manual.

(vii) One operational VHF radio.

(viii) One bucket of not less than 9 liter capacity.

(ix) Personal flotation vests shall be carried for each crewmember on board. The vests shall comply with any applicable MNA regulations.

(x) The **boat** shall comply with any special requirements of the MNA under which racing is being held or those set by the club or local marine authority.

Boat Measurement

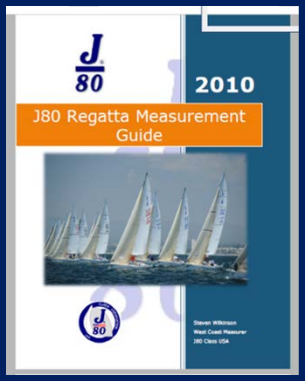
- Total Boat Weight
  - ✓1495kg minimum

APPENDIX H.6 BOAT WEIGHT MEASUREMENT FORM

Date of Measurement:		Hull #:	
Owner Name:		Owner Email:	
Country:		Boat Name:	
Builder Name:			

Boat Weight without Corrector Weights (per Rule C.5.1(a):	
Weight to be Added to meet Minimum Boat Weight of 1495 kg:	
Amount of Corrector Weight (in kg) Forward:	
Amount of Corrector Weight (in kg) Starboard aft: :	
Amount of Corrector Weight (in kg) Port aft:	
Engine Manufacturer:	
Engine Weight:	
Engine Horsepower:	
Battery Manufacturer:	
Battery Weight:	
Battery Capacity:	
Measurer:	
Measurer's Signature:	

Optional Equipment



(b) Optional:

(i) Windex, fathometer, knot/log, and compasses of any type.

(ii) Removal of optional berth cushions.

(iii) Foredeck lifeline netting or rollers and other anti-chafing gear on **hull, rig** or **sails.**

(iv) Installed genoa tracks for use in handicap racing only or as outlined in C.8.5 (a)(ii).

(v) The location of not more than four nor less than two winches, shall be restricted to standard cockpit primary and optional cabin-top secondary locations. The primary winches shall not exceed power/size of Harken 32.2A. The optional cabin-top winches shall not exceed power/size of Harken 16A.

(vi) Solid boom vang.

(vii) Storage bags of any size, number and location for the purpose of storing lines, spinnaker and other portable equipment.

(viii) Substitution of blocks, cleats, turnbuckles and boom vang by non-standard manufacturers, provided that the replacement part is of similar size, weight, power ratio and performs the same function.

(ix) Lashing, tape, and other preventative materials applied to the rigging, furler, and other fittings in order prevent the snagging of sails and sheets.

C.5.3 NOT FOR USE

(a) Mandatory:

(i) The engine minimum weight shall not be less than 12.5kg (empty of fuel). When not in use, engine and any removable outboard bracket shall be stowed aft of forward wall of cockpit.

(b) Optional:

(i) Wind Instruments

(ii) Installed Genoa Tracks

Boat Measurement

- Total Boat Weight
  - ✓1495kg minimum

APPENDIX H.6 BOAT WEIGHT MEASUREMENT FORM

Date of Measurement:		Hull #:	
Owner Name:		Owner Email:	
Country:		Boat Name:	
Builder Name:			

Boat Weight without Corrector Weights (per Rule C.5.1(a):	
Weight to be Added to meet Minimum Boat Weight of 1495 kg:	
Amount of Corrector Weight (in kg) Forward:	
Amount of Corrector Weight (in kg) Starboard aft: :	
Amount of Corrector Weight (in kg) Port aft:	
Engine Manufacturer:	
Engine Weight:	
Engine Horsepower:	
Battery Manufacturer:	
Battery Weight:	
Battery Capacity:	
Measurer:	
Measurer's Signature:	

Note: Enhance boat prior to weigh in

Boat Measurement

BOAT

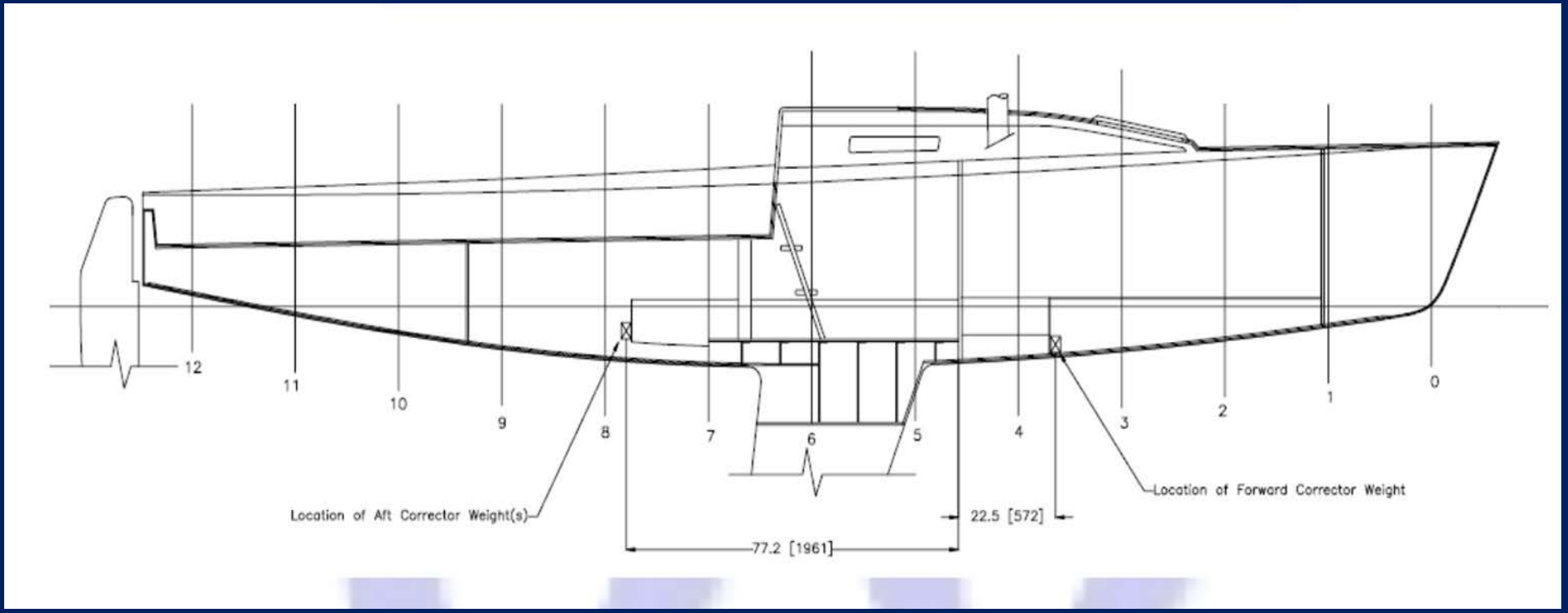
WEIGHT

(a) The weight of the complete boat shall not be less than 1,495kg. The boat must be submitted for weigh-in to a measurer in a dry condition in the following configuration: As specified for the builders Weight (D.5.1), except to the extent that modification to hardware and running rigging are permitted under these rules. With battery (C.4.2(a)(iv)), outboard engine (C.4.3(a)(i)) and mandatory equipment under Rule G.1.With all other permanently fixed optional equipment permitted under these rules. See Boat Weight Measurement Form Appendix H.6.

(b) If the **boat** is found to be underweight, lead corrector weights shall be added to bring the **boat** up to the minimum required weight. These corrector weights shall be divided equally fore and aft and shall be permanently fixed in the locations specified in Appendix H.2. These corrector weights shall remain in place until the **boat** is re-weighed by an **official measurer**. Re-weighing shall not take place closer together than one full calendar year, starting from the time of **initial fundamental measurement**.

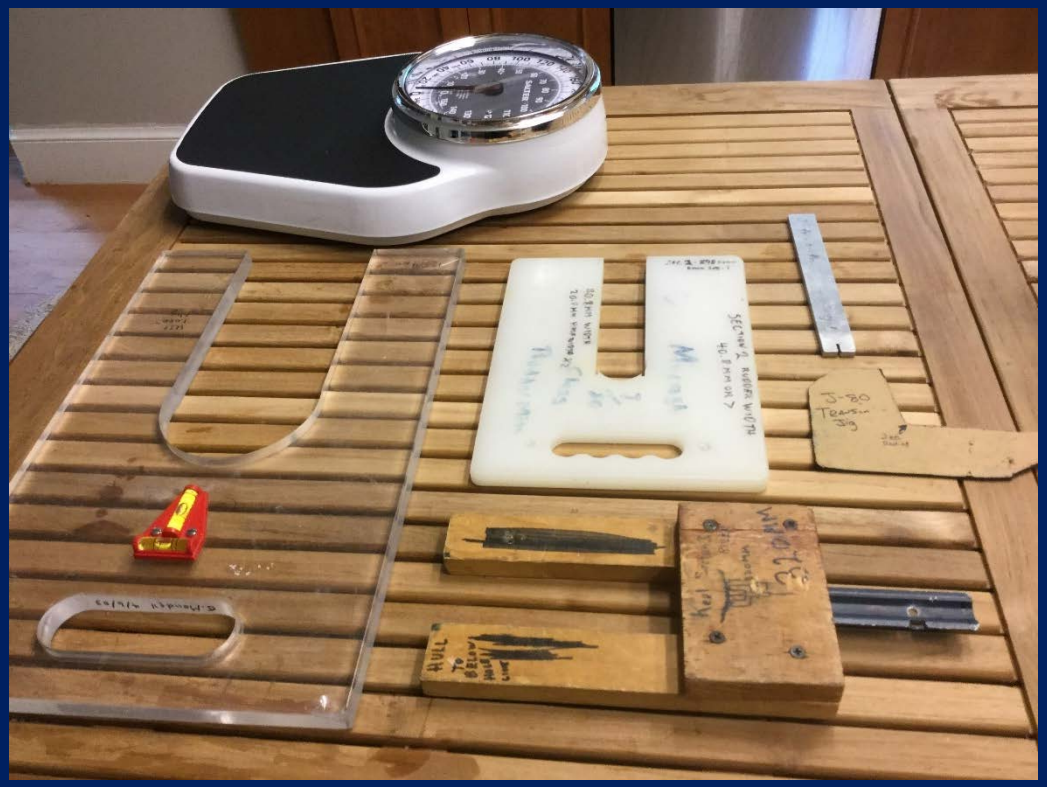
Boat Measurement

- Total Boat Weight
  - ✓1495kg



Boat Measurement

- More Measurements
  - ✓Sails
  - ✓Rudder
  - ✓Keel
  - ✓Trailing Edge



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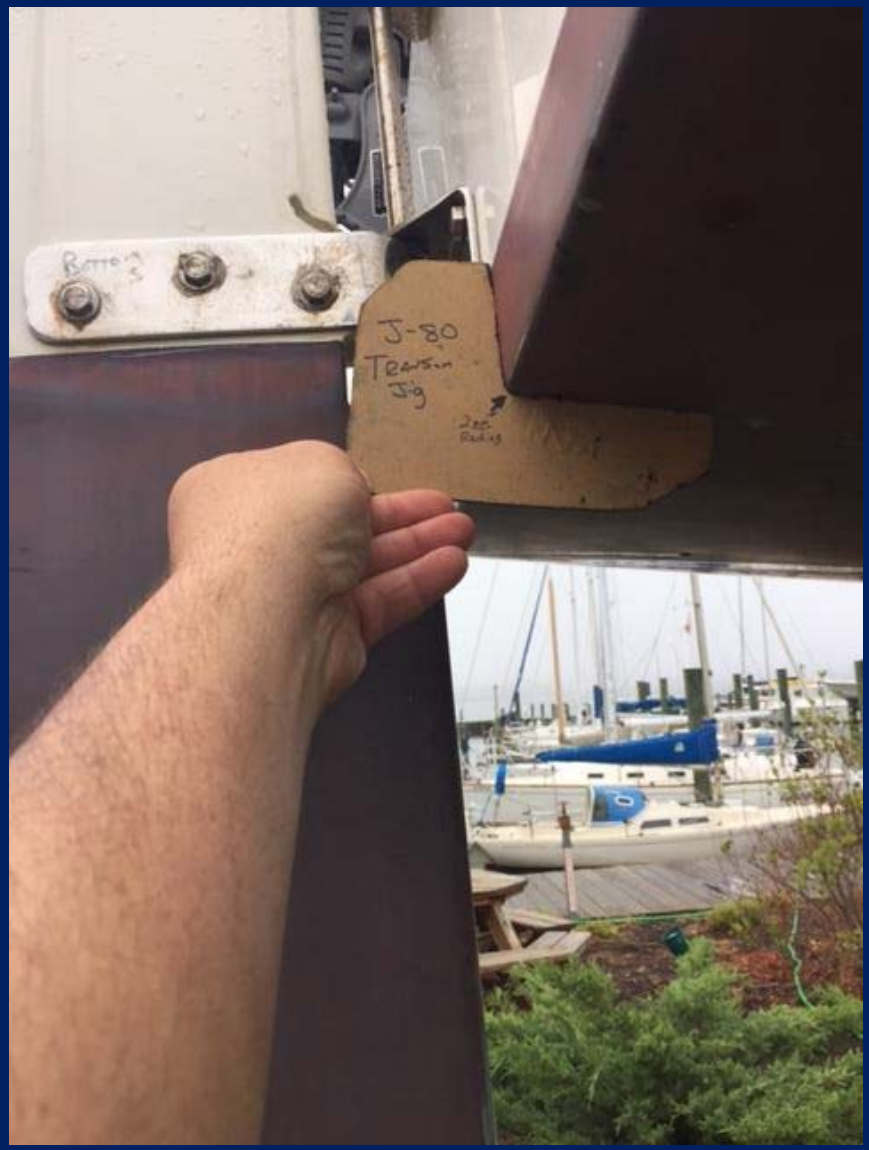
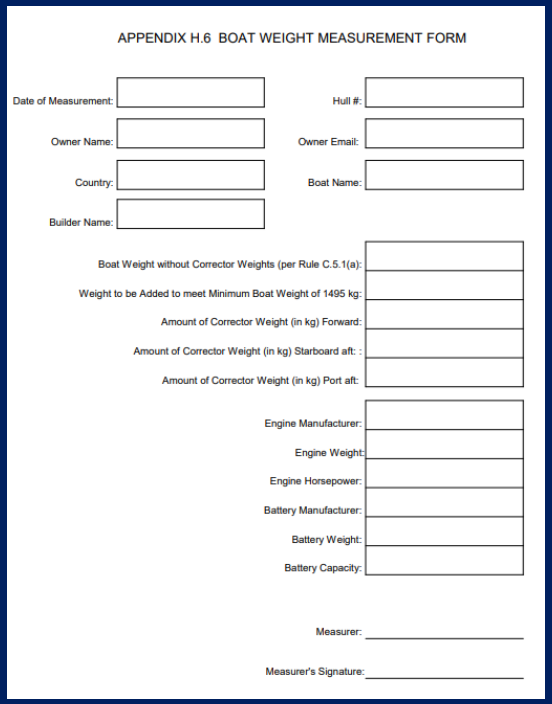


Boat Measurement

Boat Measurement

Boat Set-Up

- Make sure navigation lights work
- Upgrade boat before weigh in
- Measure Lifeline deflection/ stanchion height (450mm)



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Boat Weight without Corrector Weights (per Rule C.5.1(a):	
Weight to be Added to meet Minimum Boat Weight of 1495 kg:	
Amount of Corrector Weight (in kg) Forward:	
Amount of Corrector Weight (in kg) Starboard aft: :	
Amount of Corrector Weight (in kg) Port aft:	
Engine Manufacturer:	
Engine Weight:	
Engine Horsepower:	
Battery Manufacturer:	
Battery Weight:	
Battery Capacity:	

Measurer: _____

Measurer's Signature: _____

Boat Set-Up

- Lifeline Deflection – 50 Newton's Force – 50mm
  - ✓ Stanchion height min 450mm

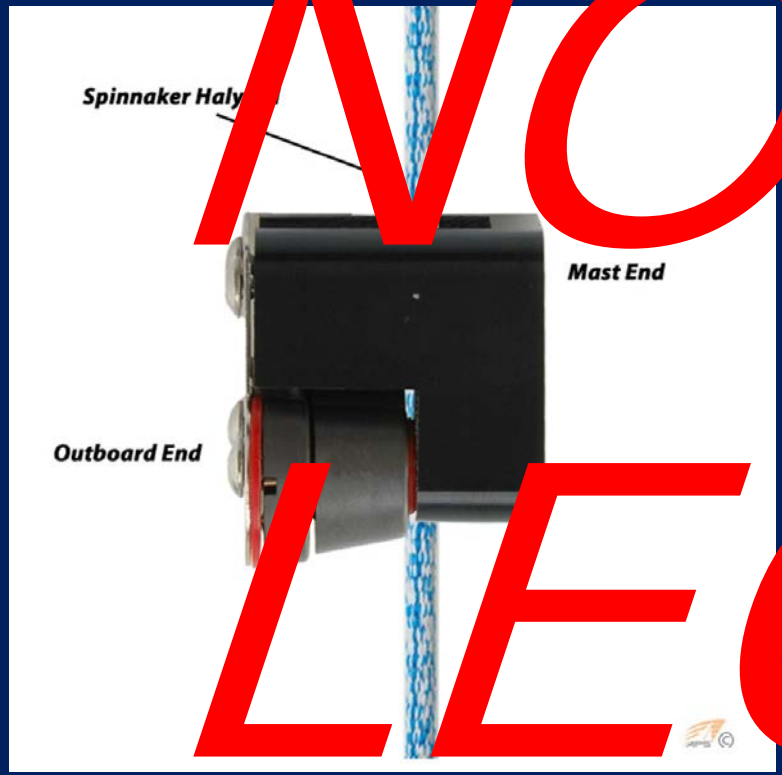
Boat Set-Up

- Lance Cleat

NOT LEGAL!

Boat Set-Up

- Inverted CAM Cleat



NOT LEGAL!

Boat Set-Up

- Spin CAM Cleat
  - ✓Both allowed: cabin top and mast together

LEGAL

!

Boat Set-Up

- Backstay Flicker

LEGAL !

Boat Set-Up

- Jib Halyard Deck Block

NOT LEGAL !

Boat Set-Up

- Block for backstay bungie return

Boat Set-Up

- Self Tailing Winches
  - ✓Note: Any manufacturer and size but no larger than the equivalent of a Harken 32:2

LEGAL !

Boat Set-Up

- Turnbuckles

NOT LEGAL !

Boat Set-Up

- Carbon Fiber Tiller

NOT LEGAL

	mounted ... area of co...				access rudder hardware.
32	Laminate... ood tiller wit... less rudder or composite tiller with no straps.				Builder supplied.
33	One tiller extension				Option to carry spares
34	Stainless rudder gudgeons and pins				Builder supplied, but may be replaced with like or heavier.
	Gennaker sheet system with four blocks and two				

E.2.5 F... INGS

T... **rudder** shall be ...ched to the transom by ...ans of (2) pint... on t... **rudder** and (2... udgeo... ..., on... fittings ... ...th offi... drawings.

E.2.6 WEIGHT

	Minimum	Maximum
Rudder weight including fixed gudgeons, tiller and tiller straps:	22 kg.	

Boat Set-Up

- Sailing without floor boards and companionway stairs

NOT LEGAL!

Boat Set-Up

➢ Boat Advertisements

Class Rule Changes

International J/80 Association

Effective date: 01 June 2024

Status: Approved

World Sailing Class Association

Amendment One

C.2.1 Advertising

Old:

C.2.1 Pursuant to World Sailing Regulation 20.5.2, competitor advertising is permitted as follows:
(a) A maximum of one (1) advertiser on the **sails**;
(b) Advertisement restricted to the aft 75% of the **hull**;
(c) Advertisement restricted to the lower 1/3 of the mainsail;

Amend to read:

C.2.1 Advertising is pe[illegible]ed according to Wor[illegible]ailing Regulation 20.5.2, e[illegible]t for the following:
(a) Mainsail a[illegible]tisement is restricted [illegible]he lower 1/3 of the sail.

Amendment Two

C.4.1 Crew Weight

Old:

C.4.1. The maximum crew weight in swimming apparel is 350kg with no limit on numbers of crew.

Amend to read:

C.4.1. The maximum crew weight in swimming apparel is 350kg with no limit on numbers of crew. Weigh-in conducted during registration, or prior to the first race, satisfies this requirement for the duration of the event, unless specified otherwise in the Notice of Race.

LEGAL!

On the Course Rules

- The Usual Stuff….
- Judges on the water with whistles?
- Must obtain Race Committee permission to haul out boat during event
- Kite Hoist and Bow Sprit –
  - ✓Rule C.8.3.(b)
- Other Common infringements (Rule 42)

Sprit Rule Breaches

Sprit Rule Breaches

Sprit Rule Breaches

J/80 Class Rule C.8.3(b) (Bowsprit) Guidance

THIS PAPER IS INTENDED AS A GUIDE TO JUDGES AND SAILORS

J/80 Class Rule, Section C – Conditions for Racing

C.8.3 BOWSPRIT

(b) Use

(i) When retracted, the forward end shall not extend more than 76mm forward of the hull.

(ii) To extend the bowsprit a boat shall be in the process of either a continuous hoist, flying or a continuous retrieval of the gennaker. At all other times the bowsprit shall be retracted and comply with C.8.3(b)(i).

PRINCIPLE:

The judges will give sailors the benefit of the doubt, however, when they are sure a sailor is breaking this rule, they will act to protect the sailors that are complying with the rule.

Windward Mark:

1. Once the bowsprit is extended, the crew must be actively engaged in the process of hoisting the spinnaker. There should be noticeable movement of the spinnaker tack line and/or the halyard with the sail coming out of storage.
2. A brief interruption of the hoist to resolve a problem with the hoist is acceptable. But if resolving the problem is not brief, the pole must be retracted until the problem is resolved.

Leeward Mark:

Sprit Rule Breaches

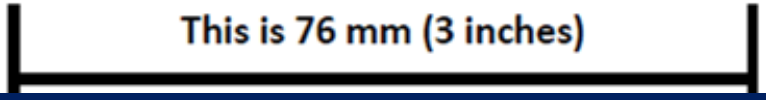
Windward Mark:

1. Once the bowsprit is extended, the crew must be actively engaged in the process of hoisting the spinnaker. There should be noticeable movement of the spinnaker tack line and/or the halyard with the sail coming out of storage.
2. A brief interruption of the hoist to resolve a problem with the hoist is acceptable. But if resolving the problem is not brief, the pole must be retracted until the problem is resolved.

Leeward Mark:

1. Once the crew begins to retrieve the spinnaker, they cannot stop/hesitate while the bowsprit is extended.
2. With the bowsprit extended, there should be noticeable movement of the spinnaker being brought down with the sail returning to storage. A brief interruption in the retrieval of the gennaker to resolve a problem with the retrieval is acceptable. But if the interruption is not brief, the bowsprit must be retracted.
3. If the gennaker is luffing, continuous retrieval includes active efforts by the crew to gain control of the sail.
4. The retrieval of the gennaker is considered complete when most of the gennaker is under control, and the head of the spinnaker is below the boom. Storing the gennaker after lowering it is not considered to be part of the retrieval.

Extension of a retracted pole:



Common Rule Breaches

- One turn exoneration for pole/hoist infraction

Common Rule Breaches

EASTPORT YACHT CLUB
J/80 2014 WORLDS

Rule 42 Most Common Breaches - J/80

THIS PAPER IS INTENDED AS A GUIDE TO JUDGES AND SAILORS

PRINCIPLE:

The judges will give sailors the benefit of the doubt, however, when they are sure a sailor is breaking rule 42 they will act to protect the sailors that are complying with the rule.

J/80 CLASS RULES AFFECTING RULE 42

Section C – Conditions for Racing

C.6 BOAT

C.6.2 USE

(a) When roll tacking the upper body of any crew shall not go outside the lifelines. Standing up and hanging on the shrouds and mast when roll tacking is prohibited.

Class Specific Techniques and Breaches:

In accordance with the 2014 J/80 Worlds Sailing instructions, breaking rule C.6.2 will be penalized as being a breach of rule 42 and the penalty is the same as for other rule 42 breaches.

The J80 is a relatively heavy keelboat and requires significant force for the crew to roll the boat therefore breaches on rolling will be fairly obvious to observe. Care should be taken to observe that the crew's upper body does not project over the lifelines when roll tacking or gybing.

The class rules do not specify this as a modification to rule 42. But, the Sailing Instructions may include

Class Rules

INTERNATIONAL
J/80 CLASS RULES 2013

Published Date: 4th April 2013
Effective Date: 19th April 2013

INTRODUCTION

This introduction only provides an informal background and the International J/80 Class Rules proper begin on the next page.

The J/80 Class has been created as a strict one-design Class where the true test when raced is between crews and not boats and equipment. The fundamental objective of these class rules is to ensure that this concept is maintained.

J/80 hulls, hull appendages and rigs are manufactured controlled and shall only be produced by a manufacturer licensed by copyright holder. Equipment is built in accordance with the J/80 Building Specification. These parts having left the manufacturer may only be altered to the extent permitted in Section C of the class rules.

*J/80 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.

PLEASE REMEMBER:
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.

Some Tips

- Crew weight at limit
- Avoid adding corrector weights by adding deck-top winches, hard vang, etc.
- Minimize extra weight on boat
- Fine tune main sheet 12:1 max
- Set rig for forestay and mast for regatta; adjust tensions accordingly
- Cross-sheeting esp in big breeze
- Optimize bow sprit dynamics/kite set–max extent
- Anti-chafe material around rig to spare kite
- Optimize new sail purchase – one suite per year
- Live and die by perfect kite work!

J/80 NA Class site: https://www.j80na.com/

Thank You!

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