



J/109 UK and Ireland Class Association

J/109 Class Rules 2023

Incorporating:

Amendments made at the AGM on 10th June 2016

Amendments made at the AGM on 26th May 2018

Amendments arising from the SGM on 7th August 2018

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Part 1. RULES FOR THE J/109 UK & IRELAND CLASS ASSOCIATION

1. Title

The full title of the Association shall be the “J/109 UK & Ireland Class Association” (herein after known as the “Association”).

2. Objectives

The objectives of the Association are to promote and further the interests of the UK J/109 Class in the UK and Ireland and to represent the interest of UK and Irish owners of J/109s as follows:

- a) To enhance the enjoyment of J/109 sailing within the UK and Ireland.
- b) To promote and develop J/109 one design racing within the UK and Ireland.
- c) To create and maintain a one design rule for the UK and Irish J/109 Class.
- d) To keep members informed of developments concerning the Class and any proposals concerning Class Measurement Rules.
- e) To co-ordinate a programme of races including a championship for the Class.

- f) To forge links with other associations of J/109 sailors in the USA and Europe.
- g) To encourage communication between members of the Association.

3. Terms and Definitions In These Rules:

‘The Copyright Holder’ shall mean J Boats Inc.

A ‘Licensed Builder’ shall mean a person for the time being holding a valid license to build the J/109 issued by the Copyright Holder.

‘The Committee’ shall mean the Committee of the Association.

‘The Association Rules’ shall mean the rules governing the conduct of the Association.

‘The Class’ shall mean the J/109 class constructed in accordance with the Class Measurement Rules.

‘The Class Measurement Rules’ shall mean the rules relating to specification, construction and measurement controls of the Class as defined in the ISAF Equipment Rules of Sailing and governing the building of each J/109.

‘Member’ unless the context otherwise requires shall mean any person or organisation who falls into one of the classes of membership prescribed in Rule 4 and who has paid the prescribed annual subscription.

‘Owner’ and ‘Joint Owner’ shall mean any person or persons, organisation entered on the IRC certificate as owner or joint owner of the yacht.

4. Membership and Voting Rights

- a) The following classes of membership shall be recognized:
 - i. Full Membership.
 - ii. Associate Membership.
 - iii. Services Membership.
- b) Full Membership shall, upon payment of the prescribed annual subscription be open to any Owner of a J/109 or, in the case of Joint Owners, to any one of them, or in the case of a J/109 owned by an organisation, to one nominated representative of that organisation.
- c) Associate Membership shall, upon payment of the prescribed annual subscription, be open to any Joint Owner of a J/109 not being a Full Member, and to any individuals or organisation interested in the J/109 Class.
- d) Services Membership shall be open to any British Armed Forces Sailing Association, Society or Club (“Services Organisation”) where the membership

consists entirely or very substantially of serving or former members of the British Armed Forces:

- i. Services Membership shall be at an annual rate prescribed by the Committee.
 - ii. Services Membership shall entitle that Services Organisation to nominate one of its members as a Full Member and a further two of its members to be Associate Members. The nominations must be made in writing at the time the subscription is paid.
 - iii. Nominations can only be changed in advance of a Class Sponsored event by application in writing to the Committee specifying the reason for the proposed change.
- e) Each Full Member shall be entitled to one vote at a General Meeting of the Association, or in a postal ballot. Associate Members shall be entitled to attend and speak at any General Meeting, but not to vote.
- f) It is a condition of becoming a Member that (save in cases of death or serious personal injury arising from negligence by the Class Association Committee) no member of the Class Association Committee from time to time or any other person acting on behalf of the J/109 Class Association shall be liable to a Member, a former member or any other person or entity for any act or failure to act undertaken in good faith

5. Management

- a) The affairs of the Association shall be managed by the Committee.
- b) The Committee shall consist of at least three Full Members one of whom shall be the Class Chairman and one of whom shall be the Class Measurer. There shall also be appointed a Class Secretary and a Class Treasurer who shall be members of the Committee. In addition:
- i. Up to two Associate Members may also be elected to the Committee and one of them may hold the role of Class Secretary and one may hold the role of Class Treasurer. The Committee may agree that one Full Member or Associate Member may hold both of those roles.
 - ii. The Committee shall not consist of more than 5 Full Members and 3 Associate Members.
 - iii. Should the Committee deem it necessary, it may co-opt Full or Associate Members onto the Committee to hold office until the next AGM.
- c) At a meeting of the Committee, a quorum shall be the number equal to one half of the elected Committee members plus one if the Committee has an even number of members and one half of the elected Committee members rounded up to the nearest whole number if the Committee has an odd number of members. For the purpose only of meetings of the Committee, but not otherwise, the term "member" shall include both Full Members and

Associate Members provided always that at any meeting of the Committee at least one Full Member must be present.

- d) The Committee shall have power to make recommendations to the members in general meeting, or by post, for alteration in, or additions to, the Association Rules.
- e) At least two weeks' notice of the date, place and agenda for any Committee Meeting must be given in writing or by email by the Secretary to each Committee Member.

6. Conduct of Meetings of the Association

- a) The Committee at its absolute discretion shall determine where and when the Annual General Meeting of the Association (AGM) shall be held:
 - i. An AGM must be held annually unless circumstances such as the COVID-19 pandemic prevent that
 - ii. The committee, in the event that the AGM cannot be held within one year of the last AGM, shall cause a General Meeting to be convened as soon as it determines it is reasonably practicable to do so
 - iii. Such Meeting shall cover the business otherwise covered in an AGM
 - iv. To maximise attendance, the Committee should consider holding the AGM during the National Championship of the Class but is not obliged so to do.
- b) A Special General Meeting shall be called by the Chairman or Class Secretary upon receipt by the Class Secretary of a written request, signed by not fewer than five Full Members of the Association.
- c) At least three weeks' written or email notice shall be given to members of any General Meeting.
- d) At any General Meeting five members shall form a quorum.
- e) At any General Meeting or Committee Meeting decisions shall be limited to matters on the agenda and shall be carried by a 75% vote. Voting shall be by a show of hands, unless a poll is demanded by not fewer than three of the Full Members present. At any meeting the Chairman shall have a casting vote. In the event of a postal or email ballot, all returns shall be made to the Secretary within two weeks of the date of posting or emailing the ballot paper.
- f) The Committee may, in its absolute discretion, make whatever arrangements it considers appropriate to enable those attending a General Meeting to exercise their rights to speak or vote at it, including making arrangements for

meetings to take place fully by electronic means or partially by electronic means and physical attendance at the meeting.

- g) For the purposes of this Rule 6 a Full Member is able to exercise the right to speak and vote at a General Meeting when, during the meeting:
 - i. that person is able to communicate to all those attending the meeting any information or opinions which that person has on the business of the meeting; and
 - ii. that person's vote can be taken into account, at the same time as the votes of all the other persons attending the meeting, in determining whether or not a resolution is passed.

7. Subscription Fees

- a) Subscriptions payable for the classes of membership of the Association shall be payable annually and the quantum, period of membership covered by such subscription and if appropriate, the date of payment shall be proposed by the Committee and shall be decided at the Annual General Meeting. Annual subscriptions shall become due on 1st March of the year following the date of the AGM unless the Committee has proposed otherwise in accordance with this Rule 7 (a).
- b) Any member whose subscription has not been paid within one month of the date due may have his name removed from the list of members of the Association by the Committee.

8. Accounts

- a) The Treasurer shall cause true accounts to be kept giving particulars of:
 - i. All monies, assets and liabilities of the Association.
 - ii. All monies received and expended by the Association and the reasons for such receipts and expenditure.
 - iii. All sales and purchases by the Association.
- b) The Treasurer shall cause the annual financial statement to be prepared and presented at every Annual General Meeting.
- c) The Annual General Meeting may require that the annual financial statement is audited.

9. Protection of 'One Design' of the Class

- a) The Association shall promote the maintenance of the one design character of the Class and no yacht shall be eligible to enter the National

Championships or Class race unless it has been built by a Licensed Builder in accordance with and complies with the Class Measurement Rules.

- b) Changes to Class Measurement Rules Specifications may be made by Licensed Builders with the prior written approval of the Copyright Holder providing such changes only relate to:
 - i. Improving the quality of the finish or interior appointments.
 - ii. Substitution of construction materials or hardware of equal or better quality and operation.
 - iii. Relocation of fittings or hardware, to improve or facilitate the liveability, durability or safety of the yacht.
 - iv. Revision of the moulding techniques or methods of construction provided that the shape, dimensions, weight, and rigidity (stiffness of bending moments) of the hull, keel, rudder, mast and boom and the weight and distribution of weight of the deck shall not be changed.

- c) Any other changes to the Class Measurement Rules require the consent of the Association.

Part 2. MEASUREMENT RULES

Introduction

These are the J/109 UK & Ireland Class Rules and all J/109 Class designated one-design racing in the UK and Ireland will be run in accordance with these rules. The rules are based on the J/109 Class Rules, as originally adopted and specified by the US J/109 Class Association through its Executive Board in the United States.

These Rules apply to Class and Fleet sponsored regattas. These rules permit the Sailing Instructions of a regatta to amend them.

Administration

1.1 The J/109 UK & Ireland Class Association through its Committee shall be the sole authority for managing and conducting J/109 UK & Ireland Class affairs and for applying and enforcing these Rules. Local fleets shall have delegated authority to apply and enforce these rules for fleet regattas and for local regattas within fleets.

1.2 J/109's which comply with these Rules shall be built only by builders licensed by J/Boats, Inc. and shall comply with specifications determined by J/Boats, Inc.

(UK & Ireland Clarification of 1.2) For clarification: When the Builder has modified or improved the specification for new boats, owners of existing boats may, if they so desire, carry out the same modification to their own boats at their own expense.

1.3 No boat shall be deemed to be a J/109 Class boat unless it is completed with a hull identification number assigned by a builder authorized by J/Boats, Inc. and molded into the transom and until the boat is equipped to qualify for J/109 one design Class racing.

1.4 Subject to 1.6 below, replacement of or repairs to molded fiberglass parts, such as rudders and keels, shall be to the same or equivalent specification as originally specified by J/Boats Inc. In the event of any question of whether the replacement item or repair meets the requirements of this rule this shall be determined in the sole and absolute discretion of the Committee.

Replacement of or repairs to spars, engines, and props shall to the extent practicable be to the same or equivalent specification as originally specified by J/Boats Inc. In the event of any question of whether the replacement item or repair meets the requirements of this rule this shall be determined in the sole and absolute discretion of the Committee.

1.5 Unless otherwise prescribed in the Notice of Race, advertising on boats entered in J/109 UK & Ireland Class designated one-design events shall at all times comply with RRS 79 and World Sailing Regulation 20 (the Advertising Code) as amended or replaced from time to time.

1.6 Over time it may become necessary to reinforce the inside of the hull at the top of the keel as cracks can develop in this area through flexing or after an impact. Such strengthening to ensure the safety of the boat is permitted notwithstanding any other provisions herein. In addition, reinforcement of masts where the spreaders connect to the mast is permitted.

1.7 Boats supplied by the manufacturer generally had original, internal fixed ballast added but not all. In consideration of this boats are permitted to retain or remove the original ballast but not to add new fixed ballast.

1 Membership and Eligibility

2.1 The terms Full Members and Associate Members shall be as defined in section 3 of the J/109 Class Association Constitution.

2.2 The Driver for in-shore racing shall be the person who drives the boat from five minutes before the start until the finish, but for momentary absences for personal or shipboard needs. The Driver shall be a Full Member or an Associate Member. Any Driver who is not a 100% owner of the J/109 shall be a Group 1 competitor as defined in World Sailing Regulation 22 (the Sailor Categorization Code) as amended or replaced from time to time.

2.3 The default classification for any sailing industry related crew member, other than a 100% owner, who does not have a formal World Sailing Regulation 22 competitor classification shall be Group 3. Not more than two Group 3 competitors, other than a 100% owner, shall be permitted to race on a J/109, unless otherwise prescribed by the Committee in the Notice of Race at least 30 days prior to the regatta.

2.4 No crew member may be paid or compensated in any way for racing in a J/109 sanctioned regatta. However, a crew member may accept reimbursement for reasonable out of pocket expenses, transportation, living accommodations, and meals necessary for participation in a regatta.

2.5 A J/109 may be chartered for J/109 sanctioned regattas. The charterer must be an Associate Member but need not be an owner of a J/109.

2 Measurement

3.1 Neither the Chief Measurer nor an assistant measurer shall measure a J/109 in which he or she is an interested party.

3.2 The driver and owner are responsible for assuring that a J/109 participating in a J/109 class or fleet sanctioned event complies with these Rules.

3.3 By participating in a J/109 sanctioned regatta, owners, and captains agree to permit J/Boats, J/109 Class officers, measurers, and the Race Committee or their representatives to board their boats unaccompanied for purposes of inspection, measurement, or compliance at any time during the regatta or within 24 hours before or after the regatta.

3.4 A measurement determination by the Chief Measurer or an assistant measurer shall be determinative.

3.5 A technical decision or determination by the Committee on the advice of the Technical Representative which applies to these Rules shall be definitive as to meaning or interpretation.

3 Equipment Rules

4.1 Standard factory supplied equipment, including, but not limited to, railings, stanchions, and furnishings, except as listed in section 4.3, shall be maintained and will not be removed, relocated, or altered when racing.

4.2 All J/109s racing in the UK and Ireland shall as a minimum conform to, and carry safety equipment in accordance with World Sailing Offshore Special Regulations Appendix B - Category 4 Monohulls, and shall carry safety equipment that meets with the requirements in force through the Notice of Race or other relevant regatta or event documents.

4.3 The following **ARE** permitted while racing:

4.3.1 Tactical / navigation / communication instrumentation

4.3.2 Cruising and day sailing amenities that do not enhance performance and alterations made for the installation or mounting of safety equipment.

4.3.3 Foredeck lifeline netting, shroud and lifeline rollers, and other anti-chafing gear

4.3.4 Installed genoa tracks may be used.

4.3.5 U-bolts or pad eyes outboard of the track for barber hauling the jib or affixing blocks to stanchion bases for the same purpose. The term 'jib' and 'genoa' are always interchangeable for the purpose of the UK and Ireland J/109 Class Rules.

4.3.6 Spinnaker sheet twings led to stanchion bases or midship pad eyes, with additional cam cleats

4.3.7 Block and tackle Cunningham

4.3.8 Re-leading the single ended outhaul and/or the single and/or double ended boom vang to the cockpit

4.3.9 Foot braces, hand holds, non-skid surfaces, and lifeline cushions

4.3.10 Use of a shackle or similar device to attach headsail sheets to sails and to attach the tack line to the spinnaker

4.3.11 Removal of the dodger (Sprayhood), forward bulkhead door, and stern box.

4.3.12 Adaptations (as defined in World Sailing IFDS Race Management Manual 2017-2020 as amended or replaced from time to time) permitted by World Sailing International Foundation for Disabled Sailing (IFDS) for use by a sailor possessing a current classification number under the World Sailing IFDS Functional Classification System, provided (a) such adaptations are used only by the disabled sailor, and (b) meet the conditions set forth in Section 5 of Part 1 of the World Sailing Race Management Manual 2017-2020 as amended or replaced from time to time. For the purposes of this Rule 4.3.12 the term "World Sailing Race Management Manual 2013-16" shall include any subsequent modification variation or replacement thereof unless the Committee shall determine otherwise and has publicised that determination as it sees appropriate to Members and the licensed builder.

4.3.13 Substitution of winches, blocks, cleats, clutches and any other mechanical equipment, standard factory supplied equipment, standing or running rigging provided by non-standard equipment manufacturers, provided that the replacement part or parts are of similar size, weight, and power ratio and perform the same function as originally specified by J/Boats Inc.

4.3.14 Prodders in the form of a small batten fixed to and extending beyond the bowsprit are permitted, but in no event shall they extend more than 20cm beyond the bowsprit.

4.3.15 Cushions may be removed.

4.3.16 A "bob-stay" attached to the tip of the bow sprit. The bob stay must be made from rope line and must not impede normal deployment/retraction of the bow sprit. Additional

holes or fittings may be used to attach the bob-stay to the hull and bow sprit and the pole-out line system and blocks may be reinforced.

4.3.17 Jib in-haulers.

4.3.18 The Roller Furling Drum and furling line may be removed and the original furling headfoil may be replaced with a non-furling head foil system.

4.3.19 The hydraulic backstay ram and backstay may be replaced with a rope-based cascade system. It shall be the sole responsibility of the owner to ensure that the system is of appropriate design (including having visible calibration marks) and of sufficient mechanical strength to support the mast and is used in the appropriate manner.

4.4 The following are **NOT** permitted while racing:

4.4.1 Halyard locks or hooks

4.4.2 Holes or tubes which lead lines or halyards through the deck, hull or transom other than the sprit control line

4.4.3 Altering the hull or rudder or keel profiles or exceeding tolerances in officially determined offsets

4.4.4 Specialty light air sheets which cannot be used in heavy air

4.4.5 Altering the mast, boom, or bowsprit

4.4.6 Adjusting the location of the mast butt or the standing rigging, other than the backstay

4.5 A Voting Member may request a written determination from the Technical Committee concerning the compliance of any proposed alteration or upgrade with these Rules. All such determinations shall be posted on the Class website.

5 Sails

5.1 All sail measurements shall be made by certified measurers and in accordance with the World Sailing Equipment Rules of Sailing ("ERS"). In this section, terms in BOLD are used as defined and used in ERS.

5.2 Sails carried aboard during a Class one-design event shall be limited to seven sails: one Class mainsail, three Class headsails and three Class asymmetric spinnakers. In addition, boats shall carry (and may use) a heavy weather jib or storm sails when required by the World Sailing OSR Category in force through the Notice of Race or other relevant regatta or event documents.

All sails shall be specifically declared at the start of a class one design regatta and during a regatta run on consecutive days, including any lay days, the sails on board shall remain the

same and be on board for all races. Exceptionally, in the case of significant damage or loss, sails may be replaced with similar sails. Boats shall obtain permission from the Race Committee before replacing a sail.

5.3 The Class mainsail may be manufactured of woven, composite or laminated materials, including polyester, aramid, and carbon fibers having a bag weight (without battens) of not less than 31.96 pounds / 14.5 kilos. The sail shall fit within the area provided by the following dimensions: luff length – 13180mm; foot length – 4720mm; half width – 3068mm; three-quarter width – 1794mm; top width- 189mm. The class mainsail may have up to five battens of any length and arranged so that the center of the batten pockets shall divide the leech of the sail into equal parts with a tolerance of +/- 200mm. For the avoidance of doubt battens do not include head boards or equivalent support and stiffening in the area of the sail which are within the top 24 cm of the luff, which are allowed in addition to battens.

The tack ring of the Class mainsail shall be affixed in the standard tack fitting, and the clew shall not be allowed to float free from the boom. The foot may be otherwise loose. At least one serviceable row of reef points shall be installed approximately parallel to the foot with the tack point and the center of the reef points in the luff to be no closer than 1830mm to the boom. The Class mainsail may be attached to the mast with slide, luff cars, or bolt rope.

The Class insignia in a similar colour to the Sail Numbers with overall dimensions of approximately 450x900mm shall be affixed on both sides of the 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. Windows are permitted.

5.4.1 Headsails shall be attached to the forestay using hanks or the owner's choice of standard commercially available furling head foil system (such as Harken, MK3, Racnor or similar) or non-furling head foil system (such as Tuff Luff or Harken Carbo Foil or similar). The type and design of forestay foil is unspecified except that it cannot be an aero foil or wing type whose function is to add area to the headsail. UV protective tape may be applied to the leech and foot to cover the sail when furled. Windows are permitted. Headsails may be furled or hoisted and dropped as per owner's choice. The dimensions of the Headsails shall not exceed an HLP of 4220mm and up to four battens of any length are permitted on the leech of each sail. The definition of a batten is "any material added to the sail, as a removable element, permanent stiffening, or other contrivance, the purpose of which is to support and or stiffen the sail". There is no restriction on luff length provided the HAS does not exceed 31.50m² when calculated with the IRC HAS formula.

5.4.2

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5.4.3

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5.5 The class Asymmetric spinnaker shall be manufactured from woven nylon of any weight. The area of the sail (“SA”) shall not exceed 107.57 square meters, based on the formula: SA= ((luff length + leech length) /2) * ((foot length + (half width * 4) /5)* 0.83.

Adjustable leech, luff, and foot lines may be fitted to the Asymmetric spinnaker, as well as a gybulator batten at the tack.

6 Additional Class Racing Provisions

6.1 For J/109 Class designated one-design or championship regattas, a maximum crew weight limit shall apply. Maximum crew weight, regardless of the number of crew members, shall not exceed 600 kg in swimming apparel, excluding the owner. Where a boat is jointly owned, the ‘Owner’ shall be the person who is the largest or designated joint largest shareholder in the boat.

6.2 The bowsprit shall be retracted when not in a continuous process of setting, flying, or taking down the spinnaker and shall be retracted at the first reasonable opportunity. When approaching a windward mark without the spinnaker set, the bowsprit shall not be extended until the bow of the boat passes to windward of the mark. For the purposes of this rule, a mark is a windward mark when the direct course from the previous mark (or the start line if there is no previous mark) is less than 90 degrees from the direction of the wind.

A boat can exonerate themselves by taking a 360 degree penalty turn.

6.3 Hanging on the mast or shrouds to promote roll tacking or roll gybing is prohibited at all times. For clarity, please refer to RRS 49.2.

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J/109 ISAF Declaration

The J/109 Class Rules specify no more than two professional (i.e. World Sailing Category 3) sailors are eligible to race on a J/109. Therefore, each crew member is required to obtain a World Sailing Sailor ID and Sailor Classification in advance of race registration.

It costs nothing to get a Sailor ID and Classification. It’s an online form that takes just a few minutes to complete and the ID number and Classification will be received within the next few days. Crew members who do not have a Sailor ID or Classification at any J/109 Class events (including the Irish Nationals and the UK Nationals) will be deemed to be Category 3.

Here's how to get a Sailor ID and Classification: please ensure that each of your crew completes both parts of the process.

1. Applying for a World Sailing Sailor ID. If you do not have an existing Sailor ID (you are not allowed multiple Sailor IDs) and need to apply for a Sailor ID you need to do the following:

- a) Go to www.sailing.org
- b) Click on the blue 'Register' link – top right-hand side of the screen
- c) Complete the online Application form and you will then receive your Sailor ID

2. Applying for a World Sailing Sailor Classification. If you do not have a Sailor Classification or your Classification has expired, you need to do the following:

- a) Go to www.sailing.org
- b) Login using your Sailor ID and Password – top right-hand side of the screen. Once you have logged in you can update your password, email address, etc.
- c) Click on the blue 'Classification' link – top right-hand side of the screen
- d) Click on the 'Request New Classification' link – left hand side of the screen
- e) Complete the online Application form.

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