

J/105 CLASS ASSOCIATION RULES

January 1, 2016

OBJECTIVES

- 1.1 These rules are (a) to preserve J/105's recreational features, including ease of handling, low cost of ownership, safety, comfort, and equality of performance while maximizing participation at J/105 events, and (b) to foster one-design racing in J/105s among predominately amateur crews.
- 1.2 Except where variations are specifically permitted by these rules, J/105s shall be alike in hull, deck, keel, rudder and spar construction, weight and weight distribution, sail plan, equipment, and interior furnishings.
- 1.3 All yachts, competing in one design or class sponsored events, shall comply with standard specifications published by J Boats, Inc. and these class rules. No alterations or modifications are permitted unless explicitly permitted by these rules.

ADMINISTRATION

- 2.1 The J/105 Class Association shall be the sole authority worldwide for the conduct and management of J/105 Class events. The management of class events and class rules shall be conducted with the involvement of the copyright holder and Class Executive Committee, as defined in the J/105 Class Constitution.
- 2.3 The ExCom shall keep members informed of proposed rule changes and class activities.
- 2.4 J/105s shall be built only by builders licensed to do so by J Boats, Inc., and shall comply with J/105 building specifications detailed by the copyright holder.
- 2.5 No boat shall be deemed a J/105 class boat until it has been completed with a building number assigned by J Boats, Inc. molded into the transom and equipped to qualify for one-design class racing.
- 2.6 Molded fiberglass parts, spars, rudder, keel, engine and prop shall be supplied by J Boats, Inc. or their authorized J/105 agent.
- 2.7 The official language for the class shall be English. The word "*shall*" is mandatory. The word "*may*" is permissive.
- 2.8 Advertising for the Class shall comply with the ISAF Regulation 20 (or any successor regulation). No advertising is permitted other than allowed by Section 20.3.1, 20.4 and 20.7.

MEMBERSHIP AND ELIGIBILITY

- 3.1 An Active Member shall be an Owner of a J/105 that complies with Class Rules and whose annual dues have been paid. Subject to Section 3.5, Group status is to be determined in accordance with the ISAF Eligibility Code.
- 3.2 An Associate Member is a family member, crew or other individual supporting the Class Association by paying annual dues.
- 3.3 An Owner is a person who legally owns 100% of the yacht or is a Group 1 competitor who is at least one-third partner in terms of financial investment in the purchase of the complete yacht and the cost of its operations. All Owners shall be Active or Associate Members of the J/105 Class Association, provided there shall be only one Active Member per boat.

- 3.4 The Driver shall either be an Active Member or an Associate Member. Any Driver who is an Associate Member shall be a Group 1 competitor and be either (a) a member of an Owner's immediate family or (b) a long term shipmate and friend of an Owner. A Driver is defined as the person or persons who, excepting for momentary absence due to personal or shipboard needs, steer(s) the yacht during the 5 minutes prior to and including the start, until the finish. Any Driver of a boat who is not a Group 1 competitor must be either (a) the 100% Owner of such boat or (b) the Charterer of the boat. The term "long term shipmate" of an Owner means an individual who (i) during the immediately preceding 12 months, sailed with the Owner on at least 6 race days (whether or not on a J/105), and (ii) during the immediately preceding 24 months, sailed with the Owner on at least 18 race days and in 50% of all sailboat races in which the Owner competed (other than races sailed in dinghies). An individual, while qualifying to be a long-term shipmate, may not drive the Owner's J/105 in a one design event until the conditions of (i) and (ii) have been satisfied and races or race days during which an individual drives in violation of the foregoing do not count for purposes of clauses (i) and (ii) of the definition
- 3.5 All sailing industry related persons (excluding 100% Owner) who do not hold a valid, unexpired ISAF ruling that they are Group 1 (which ruling is reflected on the ISAF website), shall be deemed to be Group 3. Notwithstanding an ISAF ruling, the ExCom shall be the final authority in determining a competitor's status within the spirit of the class rules.
- 3.6 All races sailed under these rules shall be categorized for crew eligibility at least 45 days prior to the start of the race as either:
- Level A:* The crew aboard (excluding a 100% Owner) shall be comprised of Group 1 competitors.
- Level B:* The crew aboard (including a 100% Owner) shall be comprised of Group 1 competitors, except that the crew may include one Group 3 competitor.
- Level C: OPEN* - The crew aboard (excluding Owner) may consist of any combination of Group 1 and 3 competitors.
- During any class event designated by the ExComm as a national or international class event at least 45 days prior to the start of the first race, the Owner (or one of several Owners) or the Charterer of the J/105 shall be on board at all times while racing, except for temporary absences excused for good reason by any Class Officer (or the Officer's designee) not participating in such regatta.
- 3.7 If no Level is designated by the Notice of Race or by other Class notice 45 days prior to the event, then Level A shall apply.
- 3.8 No crew aboard may be compensated in any way or receive financial benefit for racing in a J/105 sanctioned event. However, a crew may occasionally accept reimbursement for reasonable out-of-pocket expenses of travel, living accommodations and meals necessary for participation in an event.
- 3.9 In addition to the non Group 1 competitors in #3.6 Levels A and B, representatives of J Boats and the J/105 Class Coordinator may sail on a temporary basis with new owners of J/105s in order to familiarize them with the boat.
- 3.10. A Charterer is the person who charters a J/105 for one or more regattas, provided (a) the charterer is an Active or Associate Member, and (b) the charterer is otherwise an Owner of a J/105 or the ExCom has determined that the charterer is a Group 1 competitor and is likely to become an Owner of a J/105 in the near future. In the case of a chartered J/105, references in rule 3.4 to "Active Member," and references in all class rules to "Owner," shall include the Charterer; references in these class rules to "100% Owner" shall include a Charterer only if he or she otherwise legally owns 100% of a J/105.
- 3.11 In the case of a boat 100% owned by a naval or maritime academy or full time college or university that is eligible to compete in intercollegiate racing under rule 11 of the The Procedural Rules for Inter-Collegiate Competition (the "*ISCA Rules*") of the Inter-Collegiate Sailing Association of America (any academy, college or university that is so eligible is referred to as an "*Academy*"), the following shall apply:

- 3.11.1 All crew members on an Academy boat, including the Driver, shall be full-time undergraduate students at that institution and must be eligible to compete in inter-collegiate racing and qualify under rule 12 of the ISCA Rules, except that (a) one crew member, other than the Driver, may be ineligible and not be a student, (b) the exception to ISCA Rule 12 contained in ISCA Rule 14(c) shall not apply and (c) in case of conflicts between these rules and the ISCA Rules, these rules shall govern. The Driver shall be an Associate Member and shall be approved by the Regatta Committee. The criteria for approval shall include lack of involvement with the sailing industry or coaching for pay and other criteria the Regatta Committee deems relevant and that are consistent with the purposes of these class rules. Notwithstanding ISCA Rule 12(f), all crew, including the Driver, shall be group 1, except that (a) in Level B racing, one crew, other than the Driver, may be a group 3 and (b) in Level C racing, all crew, other than the Driver, may be group 3. All crew shall hold valid ISAF rulings, which rulings are reflected on the ISAF website.
- 3.11.2 The Academy owning the boat shall be an Active Member and shall be considered the "*Owner*" of the boat for purposes of these class rules.
- 3.11.3 Rules 3.4, 3.6, 3.9, 3.10, 6.10 and the second sentence of rule 7.1 shall not be applicable.
- 3.12 The ExCom shall be the sole interpreter of these definitions and their application.

MEASUREMENT

- 4.1 A measurer shall not measure a yacht in which he is an interested party.
- 4.2 Active Members and skippers have the responsibility of ensuring that their yacht complies with these Class Rules.
- 4.3 By participating in J/105 events or for J/105 one-design trophies, owners agree to permit J/105 Class Officers or Race Committee or their appointed representatives to board their boat unaccompanied for the purpose of inspecting, measuring or equalizing at any time during a regatta or within 24 hours prior before or after.
- 4.4 Any alleged or suspected variation from the standard shape and specifications of a hull, keel, rudder, deck, rig or interior of a boat for which there is no prescribed measurement in these class rules or in the rulings of the Technical Committee established pursuant to the Class Constitution (the "*Technical Committee*") shall be referred to the Chief Measurer or a measurer appointed by the Technical Committee. The measurer shall select a sample of at least 3 other boats of comparable vintage ("*Sample Boats*") in his or her discretion. The measurer shall have evidence satisfactory to the measurer that the Sample Boats have not been modified from the relevant standard shape or specifications. If the variation is within the range taken from the Sample Boats the measurer shall accept the variation. If the variation is outside this range, the matter shall be reported to the relevant protest committee or international jury (in the case of a protest) or the Technical Committee for action. The protest committee, international jury or Technical Committee may declare the boat ineligible for class racing until remedial action prescribed by the Technical Committee is taken. Without limitation, this rule 4.4 shall be applicable to modifications governed by rules 5.4.3 and 5.4.5.
- 4.5 The cost of any measurement procedure under rule 4.4 (including any necessary haul out) shall be borne by the party asserting that the boat in question is not in compliance with these class rules, except that if the protest committee, international jury or Technical Committee finds that the boat is not eligible for racing unless remedial action is taken, the cost shall be for the account of the Owner(s) of the ineligible boat.

EQUIPMENT RULES AND PERMITTED ALTERATIONS AND MODIFICATIONS

- 5.1 Standard factory supplied furnishings and equipment, including but not limited to the swim ladder, jib roller furling, emergency tiller (wheel boats only), 12 volt battery, igloo cooler, holding tank, head, paneling under and on top of the V-berth, floor boards, main settee bunk cushions, and bulkhead door shall not be relocated or removed when racing. *Exception: forward V-berth cushions, dodger, shackles for main halyard and outhaul, block at end of bow sprit and snuffer cleats on the starboard side of the cabin may be removed.*
- 5.2 Safety equipment shall, at least, conform to ORC regulations prescribed by the applicable Notice of Race and/or Sailing Instructions.

5.3 **PERMITTED:**

- 5.3.1 Tactical instrumentation.
- 5.3.2 Additional, non-electronic compasses.
- 5.3.3 GPS/Loran/VHF/Radar.
- 5.3.4 Interior cruising and day-sailing amenities which don't enhance performance.
- 5.3.5 Foredeck lifeline netting, shroud rollers & other anti-chafing gear.
- 5.3.6 A fine tune system for the mainsheet with a maximum 24:1 power ratio may be installed over the coarse tune block or on a bracket mounted on the opposite side of the traveler at the same height as the traveler.
- 5.3.7 Installed genoa tracks not used.
- 5.3.8 U-bolts or pad eyes and blocks attached to them, in each case outboard of standard jib track for barber-hauling the jib outboard, or blocks affixed to the stanchion bases or chain plates for the same purpose, provided that the purchase of any barber hauler shall not exceed 2:1; trimming the lazy windward jib sheet, but no additional equipment or running rigging for barber-hauling the jib inboard is permitted.
- 5.3.9 Spinnaker sheet twings led to stanchion bases or mid-ships pad eyes, with additional cam cleats.
- 5.3.10 Drilling extra holes in the jib tracks.
- 5.3.11 Block and tackle cunningham to ring at top of Quickvang.
- 5.3.12 Moving mainsheet swivel base forward of traveler.
- 5.3.13 Driver foot braces.
- 5.3.14 Non-factory tiller that when weighed with standard tiller head, tiller straps and fasteners is a minimum of 10.9 pounds.
- 5.3.15 Toggles in the backstay or forestay, or both.
- 5.3.16 The use of a shackle or other, similar device to attach jib or spinnaker sheets to the jib or spinnaker and to attach the tack line to the spinnaker.
- 5.3.17 The use of a snap shackle or other securing device attached to a stanchion base or shroud to hold the spinnaker halyard while the spinnaker is not in use.
- 5.3.18 Adaptations (as defined in IFDS Race Management Manual 2005-2008) permitted by ISAF's International Foundation for Disabled Sailing (IFDS) for use by a sailor possessing a current classification number under the IFDS Functional Classification System, provided (a) such adaptations are used only by the disabled sailor, and (b) meet the conditions set forth in Section 4 of Part 1 of the IFDS Race Management Manual 2005-2008.

- 5.3.19 Converting a 6:1 outhaul to a 12:1 outhaul.
- 5.3.20 Battery Location and Installation - The standard battery (or batteries) location shall be either in the starboard lazarette immediately behind the aft cabin bulkhead, or in the compartment immediately behind the engine. Batteries must be secured in position to keep them in place in the event of capsizing, and the terminals must be covered to prevent accidental short circuit. The battery must be protected against overload with an appropriately sized fuse. It is recommended that batteries be of sealed construction to prevent leakage of hazardous material in the case of capsizing.
- 5.3.21 Kelp Windows for the keel and rudder.

5.4

NOT PERMITTED:

- 5.4.1 Halyard Locks or Hooks.
- 5.4.2 Holes or Tubes which feed halyards or control lines through the deck, hull or transom.
- 5.4.3 Altering or modifying the hull (including the keel sump), the keel or the rudder in any way, provided that light sanding and surface fairing of the hull, keel and rudder is permissible. For this purpose, "*surface fairing*" means smoothing out irregularities in the hull, keel and rudder as well as filling in "low points" and removing "high points" on the hull, keel and rudder, as applicable, including through the application of epoxy barrier coats or bottom paint and subsequent sanding. However, none of the following shall be permissible:
 - a. alterations or modifications of the shape, profile or contours of the hull, keel or rudder, including the keel sump, the bow profile or the stern profile;
 - b. alterations or modifications of the foil shape and non-compliance with the minimum chord length or minimum thickness of the keel (including the keel bulb) or rudder from that set forth in the Official Offsets; and
 - c. any buildup of fairing material not required for surface fairing or the removal of any molded surface of the hull.

Notwithstanding the foregoing, this rule 5.4.3 shall not prohibit (1) fairing the keel and rudder (but not the keel sump) to the Official Offsets or (2) bona fide damage repairs intended to restore a boat to its original condition provided they are approved by the Technical Committee or a measurer designated by it.

- 5.4.4 Deleted.

- 5.4.5 Altering or modifying the mast, mast step, boom or bowsprit in any way, such as cutting off the mast butt, or lowering the mast step to increase rake.

SAILS

- 6.1 A sail shall comply with the **class rules** in effect on the date of delivery of the sail (rule 6.9) or at **event measurement**.
- 6.2 All sail measurements shall be carried out in accordance with the Equipment Rules of Sailing ("ERS").
Terms used in these class rules in **bold** letters are used as defined in the ERS.
- 6.3 Sails Allowed Aboard: Sails used during a Class Event shall be limited to one mainsail, two jibs, and two spinnakers.
- 6.4 **MAINSAIL.**
 - 6.4.1 The mainsail shall be manufactured from **woven ply** of polyethylene terephthalate ("PET"), such as Dacron, and the **ply** weight of the **body of the sail** shall not be less than 300 g/m² (7 oz).

- 6.4.2 The dimensions of the mainsail shall not exceed: **luff length** – 12,650 mm; **foot length** – 4,450 mm; **leech length** – 13,260 mm; **half width** – 2,890 mm; **three-quarter width** – 1,685 mm; and **top width** – 178 mm.
- 6.4.3 Four **battens** of any length shall be fitted so that the center of the **batten pockets** shall divide the **leech** of the mainsail into five equal parts with a tolerance +/- 80 mm.
- 6.4.4 The **tack** ring of the mainsail shall be affixed in the standard **tack** fitting and the **clew** of the mainsail shall not be allowed to float free from the **boom**. The **foot** may otherwise be 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 point in the **luff** to be no closer than 1830mm. The mainsail shall be attached to the mast with sail slides. **Windows** are permitted.
- 6.4.5 The class insignia in blue with overall dimensions approximately 450x900mm shall be affixed on both sides of the sail between the upper two **batten pockets**, with the bar underneath the "J" located on, and nearly perpendicular to, a line through the **mid foot point** and a point on the top of the sail equidistant from **head point** and **aft head point**. National letters and sail numbers shall conform with the RRS and shall be placed between the middle two **batten pockets**.
- 6.5 JIB.
- 6.5.1 The roller jib shall be constructed of either **woven ply**, **laminated ply** and/or **single ply**. The use of Vectran, PBO or Cuben Fiber in the construction is not permitted.
- 6.5.2 The dimensions of the jib shall not exceed: **luff length** – 12,150 mm; **leech length** 11,280 mm; **foot length** – 4,450 mm; **half-width** – 2,020 mm; and **top width** – 80 mm.
- 6.5.3 The jib shall have a minimum weight of 23.0 lbs. (10.43 kg), including any **battens**.
- 6.5.4 Not more than 3 **battens** of any length are permitted on the **leech**, provided that they do not restrict rolling the jib on the furler. **Windows** are permitted.
- 6.5.5 The jib shall have a hollow **leech**, that consists of a smooth arc such that when a straight line is drawn between any two **batten pockets**, or between the **aft head point** or the **clew point**, and any **batten pocket**, the leech edge shall be concave relative to that line. While racing, the jib shall be attached to and operated on the standard roller furling system using #6 luff tape. UV protective tape may be applied to the **leech** and **foot** to cover the sail when roller furled.
- 6.6 SPINNAKER.
- 6.6.1 The spinnaker shall be manufactured from **woven ply** consisting of nylon. The **ply** weight of the **body of the sail** shall be not less than 44 g/m².
- 6.6.2 The area of the sail ("SA") shall not exceed 89 m² based on the following formula:

$$SA = [(luff\ length + leech\ length) * .25 * foot\ length] + [(half\ width - .5 * foot\ length) * (leech\ length + luff\ length)] \div 3$$
 where **luff length** shall not be greater than 15,100 mm nor less than 13,600 mm, **leech length** shall not be greater than 12,140 mm and **half width** shall not be less than .65 * **foot length**.
- 6.6.3 Adjustable leech, luff and foot lines shall be fitted.
- 6.7 Heavy weather jibs of less than 80% LP, a storm trysail or 2nd mainsail reef at least 40% up from the tack required by ORC regulations are additionally permitted, but are not required for J/105 one-design racing.
- 6.8 Sail Purchase Limitations: For purposes of class racing, sail purchases shall not exceed (a) two sails in any calendar year, *plus* (b) one additional sail during any period of two consecutive calendar years. In addition, during the calendar year in which a boat is first used by all new Owner(s), one additional sail may be purchased.

- 6.8.1. Any sail that, in the written opinion of the Chief Measurer or the relevant Fleet Measurer, is defective or so substantially damaged that it cannot reasonably be repaired, may be replaced, provided (a) such opinion, the certificate required by rule 6.9 and the sail tag (if possible) of the defective or damaged sail are all received by the Class Secretary, (b) the replacement sail is delivered within one year of the delivery date of any sail being replaced, and (c) a replacement sail does not count against the sail purchase limitations of the first sentence of rule 6.8. A sail is “*defective*” for this purpose only if its material or manufacture (rather than its shape) is defective and the sail maker has notified the Class Secretary that it has agreed to replace it and all similarly defective sails without cost to the owners involved.
- 6.8.2. Transfer of sails to a new boat: A sail that is transferred from one boat to another boat, and has an original registration date recorded with the Class Secretary that is during the year of transfer or the immediately preceding year, will be counted toward the sail purchase limits of the new boat, as defined in rule 6.8 (a) and (b), as if the sails had been purchased at the original purchase date. The total of sails for the year prior to transfer, and the year of transfer, must not exceed the sail purchase limits specified in 6.8.
- 6.9 Effective January 1, 2001 (or effective October 1, 2001, in the case of any 89 m² spinnaker that complies with rule 6.6 as to be in effect on January 1, 2003), all sails manufactured or delivered after January 1, 2001 shall bear a class-provided sail tag sewn to the tack. These tags shall be supplied to sail makers by the Class and have a serial number that is registered with the class secretary/treasurer. A certificate with serial number, a statement that the sail conforms to class rules, and the date of delivery to the owner shall be signed by a person authorized by the Executive Committee and placed on file with the secretary/treasurer. Fees for purchase of sail tags by sail makers shall be determined by the Executive Committee.
- 6.10. During a charter, the Charterer shall use either the sails of the chartered boat or, if the Charterer is an Owner, the sails of his or her own boat. Borrowed sails shall not be used during any regatta except as permitted by the first sentence of this rule for charters.

ADDITIONAL RULES

- 7.1 The maximum crew weight (in swimming apparel) for one-design racing is 474 kilograms (1045 lbs.) with no limit on numbers of crew. An Owner who is the sole Driver for a regatta may elect a weight of 100 kg (220 lbs.) for that regatta, in which case he or she shall not be subject to weigh-in or other weight check. If the sailing instructions require a weigh-in prior to the start of a regatta, a boat complying with the weight restrictions at weigh-in shall not otherwise be subject to a weigh-in during or after the regatta, except for weighing substitute crew.
- 7.2 When not in the process of setting, flying or taking down the spinnaker, the bowsprit shall be retracted so that the tip of the sprit is aft of the forwardmost point on the bow. Approaching a windward mark without the spinnaker set, the bowsprit shall not be extended until the bow of the boat has passed the mark. The bowsprit shall be retracted at the first reasonable opportunity after taking the spinnaker down.
- 7.3.1 Certification of Minimum Boat Weight. Unless otherwise specified in the sailing instructions, while class racing, each boat shall have an Empty Weight of at least 3,890 kg, with its Empty Weight being determined in accordance with Exhibit 7.3A, and there shall be on board a certified J/105 Class Weight Certificate in the form of Exhibit 7.3B (the “Weight Certificate”), and signed by an Owner of the boat, the Chief Measurer or his or her designee or any Fleet Measurer or his or duly completed her designee. New certificates should be forwarded through electronic (Word or pdf) or printed format to the Class Administrator. The Class Administrator will register the certificate with the class. Copies of registered weight certificates will only be available at the request of the Owner or the Measurer at any Class Event that the boat has entered or to the Class Measurer.

- 7.3.2 Equipment requirements relative to the weight certificate. In addition to items required by rules 5.1 and 5.2, all equipment, ballast (fuel and lead) and other items referenced in paragraph 3 of the boat's Weight Certificate or in Exhibit 7.3C (all such items, equipment, fuel and lead, the "Required Items") must be located on the boat at all times and, if locations are specified therein or elsewhere in the Class Rules or the exhibits, must be located in their specified locations. While racing, except for spinnakers and the standard cooler (in its standard location), no Required Items may be located either below or on top of the main cabin flooring or the flooring of the head compartment/changing area. A boat's Weight Certificate shall become void if the boat's keel, rudder or hull are faired or otherwise modified in any way, or 6 months after a boat, that required weight correction, where the amount and location of the correction is not documented, is acquired by all new ownership.
- 7.4 The headstay length shall not be changed after the boat leaves its dock or mooring until the completion of all racing started that same day.
- 7.5 The torso of the driver, while steering in a race, must at all times remain aft of the mainsheet traveler.
- 7.6 Notwithstanding the provisions of RRS 42, 42.3 or 49, hanging on the mast or shrouds to promote roll tacking or roll gybing is prohibited at all times. For purposes of RRS 49.2, roll tacking or roll gybing shall not be a "*necessary task*."
- 7.7 A yacht that has been protested for infringing rule 7.2, 7.5, 7.6 or 7.9 may exonerate herself by promptly making one complete 360 degree turn, including one tack and one gybe unless the boat caused serious damage or gained a significant advantage in a race or series.
- 7.8 Unless otherwise specified in the sailing instructions for a regatta, all rulings of the Technical Committee shall be incorporated herein by reference and shall constitute *rules* for purposes of the RRS.
- 7.9 While racing, the standing rigging (other than the back stay) shall not be adjusted. The location of the mast butt and the location of the mast at the partners shall not be adjusted after the boat leaves its dock or mooring until completion of all racing started that same day. This rule shall not apply to any race with a scheduled length of 25 nautical miles or more.
- 7.10 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.
- 7.11 Lifeline tension. The upper and lower lifelines shall be adjusted to be taut such that when a force of not less than 11.2 pounds, or a force strong enough to pull the slack from the entire length of the lifeline, is applied halfway between the two adjacent stanchions immediately forward of the shrouds, the total deflection caused by the force straight down and straight up must not exceed 8 inches. This rule provides definition for "taut" as used in RRS 49.2.

EXHIBIT 7.3A
PROCEDURE FOR WEIGHING BOATS

A. Scale. The boat shall be weighed using a single point load cell cleared by the Rorc's IRC rating office for weighing boats for purposes of obtaining an endorsed IRC measurement certificate.

B. Boat Empty. When weighed, the boat must be absolutely empty, to determine the "*Empty Weight*" as defined in IRC rule 22, as follows:

1. Empty Weight is the weight of the boat in the following, dry condition, with a clean bottom:
 - Fully rigged with all spars, standing rigging, backstay, halyards, main sheet, and vang.
 - Standard battery and 2 cabin cushions on board in their standard positions (for interior layout of the boat). If any optional items (including second battery) or v-berth cushions are on board, these items must be in their standard positions and must be noted in paragraph 3 of the boat's Weight Certificate.
 - All permanent fixtures and fittings and items of accommodation whether detachable or not, including standard companionway boards, bunk and floorboards, on board in their normal positions
 - All optional items noted in section 3 of the boat's Weight Certificate on board (e.g. V-berth cushions, dodger, etc) – must be permanently installed except for V-Berth cushions
2. The following items shall **not** be on board for weighing:
 - Sails, headsail and spinnaker sheets, spare standing and spare running rigging.
 - Water and the contents of any other tanks (including holding tank), except as provided below for the fuel tank.
 - dodger and v-berth cushions, unless noted on the boat's Weight Certificate
 - emergency tiller (if wheel boat), cockpit cushions, shore power cable, and main cabin table
 - Anchors, chains, warps, mooring lines and fenders.
 - All removable safety equipment (including lifesling).
 - any of the required items of equipment listed in Exhibit 7.3C (except for those listed in paragraph 1 above)]
 - Food, cooking and catering utensils.
 - Clothing, bedding and personal effects.
 - tools and spare parts.
 - Loose gear, down to the toilet paper and cleaning supplies.
3. Bilges and other compartments must be dry.

- C. **Fuel tank.** If the fuel tank contains any fuel, the following amounts shall be deducted from the gross weight of the boat:

Fuel Gauge Reading	Deduction (kg)
0 to 1/3	5
greater than 1/3 and not more than 1/2	10
greater than 1/2 and not more than 3/4	15
greater than 3/4 but not full	25
full	35

- D. **Corrector weights.** If any corrector weights are installed, they shall comply with the following:

- Corrector weights shall be permanently installed (bolted, glassed or glued) inside a locker, settee, cabinet or space other than below or above the main cabin flooring or the flooring in the head compartment/changing area.
- Notwithstanding the foregoing, no more than 180 kg (approximately 400 lbs) of corrector weights shall be located between the forward bulkhead of the head compartment/changing area and the forward face of the cockpit floor. If more than 180 kg of weight is required to achieve minimum Empty Weight, such excess weight shall be in the form of lead corrector weights and 30% shall be located on the forward face of the forward bulkhead of the head compartment/changing area (above the floor boards under the V-berth and outboard of the opening to the storage under the V-berth), and 70% shall be located aft of the forward face of the cockpit floor (but not inside the engine room).

- E. **Optional Equipment.** All optional equipment that is permanently installed on the boat shall be noted on the Weight Certificate.

- F. **Tolerance.** The Empty Weight shall be determined to the nearest 10kg.

- G. **Weight Adjustment.** After a boat has been weighed, its Empty Weight may be adjusted without reweighing the entire boat by adding to or subtracting from the Empty Weight (1) the weight of corrector weights permanently installed on or removed from the boat after weighing and (2) the weight of optional equipment permanently installed on or removed from the boat after weighing. A boat, that after completion of the weight certificate, has a net weight that is higher than the required minimum, and has no corrector weights, may make the following adjustments. Any adjustments made must be recorded on the weight certificate to include the weight of each item removed and the corrected net weight of the boat. The final net weight of the boat must not be less than the specified minimum weight.

1. Removal of the head door.
2. Removal of one or both of the floor boards from under the v-berth.
3. Removal of one or both of the boards that comprise the forward half of the v-berth.
4. Removal of one or both of the required cushions in the main cabin.
5. Removal of one or more of the doors on the chart table, sink, and head vanity.

When an adjustment has been made, a revised Weight Certificate, reflecting the changes, including the measured weights, shall be prepared and duly signed as required by Class Rule 7.3

EXHIBIT 7.3B: J/105 CLASS WEIGHT CERTIFICATE

Date: _____

Boat Name _____

Hull # _____

Owner(s) _____

Configuration for Certification (Y/N & comment all items; boat must comply @ inspection)

- V-berth cushions
 Dodger frame and dodger (in standard location)
 2nd battery (in standard location for interior layout of the boat)
 Water tank, empty in standard location
 Cooker, in standard location
 Systems Group (auto bilge pump, vanity sink, water pump, drawers in galley & nav table)
 Grab Rails
 Genoa tracks
 Shore power installation (remove cable)
 Autopilot on the [wheel] [in lazarette] (circle one)
 Stereo/Radio System and speakers
 Tiller Wheel (Circle one)
 Other - Describe permanently installed only _____

Existing Corrector Weight: _____ (Enter value as Correct in Net Weight calc line)**Fuel Weight:** Circle value and enter in Net Weight line. Format is Kg(Lb). Fraction is Gauge.

0 < 5(11) ≤ 1/3	1/3 < 10(22) ≤ ½	½ < 15(33) ≤ ¾	¾ < 25(55) < Full	Full = 35(77)
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Net Weight Calculation: Kg Lb (CIRCLE THE UNITS)

Gross _____ -Lift Rig _____ -Correct _____ -Fuel _____ = Net _____

If scale does auto-tare enter that in Gross and 0 in Lift Rig

Total Correction Weight: [3890(8576) – Net] = _____ (If neg. = 0)**Total New Correction Weight:** Total Correction Weight – Existing Correction = _____**Document All New, Existing and Changed Correction Weights:****Weight (mark each weight so visible)****Describe Location or Change**

Signatures:

Owner Certifies Information is Accurate

Weight Certified by Measurer or Designee

EXHIBIT 7.3C
J/105 CLASS REQUIRED EQUIPMENT

The following equipment and other items must be on board at all times while racing:

Anchor w/attached chain and/or rode

USCG safety items (flares, foghorn, USCG approved life jackets for entire crew) and two fire extinguishers

1st aid kit, 1 bucket, 2 flashlights

2 main cabin berth cushions

Standard companionway boards

Lifesling, "man-overboard module" or horseshoe life ring (shall be on stern rail and not interfere with the operation of the swimming ladder)

Basic nav gear (e.g., chart book, ruler, dividers, tide book & rulebook)

Tool kit

Handheld or installed VHF and GPS

Radar reflector

Emergency tiller (if wheel boat)

Standard cooler, in standard location

Fuel tank in standard location, with gauge reading at least 1/2

1 standard – sized battery in standard location (for interior layout of the boat)

Boat hook

2 dock lines and 2 fenders

Bosun's chair

Any other equipment required by the Class Rules (including equipment and other items required by rules 5.1 and 5.2 or listed in paragraph 3 of the boat's Weight Certificate) or required by USCG rules.

NOTE: This list is NOT intended as a list of minimum safety equipment required aboard a J/105. For example, these items do not include all equipment that would be required for ORC category 4 racing, the category applicable to many J/105 regattas pursuant to the notice of race or sailing instructions. In any event, the responsibility for providing and maintaining a safe and seaworthy vessel rests entirely on the owner and skipper. Neither the establishment or use of this Checklist, nor the inspection of a boat for compliance with the Checklist in any way limits or reduces the complete and unlimited responsibility of the owner or skipper.