

INTERNATIONAL J/80 CLASS RULES 2013

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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.

PART I - ADMINISTRATION

SECTION A - GENERAL

A.1 LANGUAGE

- A.1.1 The official language of the class is English and in case of dispute over translation the English text shall prevail.
- A.1.2 The word “shall” is mandatory and the word “may” is permissive.

A.2 ABBREVIATIONS

- A.2.1 ISAF International Sailing Federation
- MNA ISAF Member National Authority
- ICA International J/80 Class Association
- NCA National Class Association
- ERS Equipment Rules of Sailing
- RRS Racing Rules of Sailing

A.3 AUTHORITIES & RESPONSIBILITIES

- A.3.1 The international authority of the class is the ISAF, which shall co-operate with the ICA in all matters concerning these **class rules**.
- A.3.2 The ISAF, an MNA, the ICA, an NCA, or an **official measurer** is under no legal responsibility in respect of these **class rules**.

A.4 ADMINISTRATION OF THE CLASS

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

A.5 ISAF EQUIPMENT AND RACING RULES

- A.5.1 These **class rules** shall be read in conjunction with the ERS and measurements shall be taken in accordance with these unless specified. Where a term is used in its defined sense, it is printed in "**bold**" type if defined in the ERS and in "*italic*" type if defined in the RRS.

A.6 AMENDMENTS TO CLASS RULES

- A.6.1 Amendments to the **class rules** shall be proposed by the ICA in accordance with its constitution and submitted for approval by ISAF.
- A.6.2 The minimum safety equipment is as defined in class rule Section C the notice of race may prescribe additional safety equipment.

A.7 INTERPRETATION OF CLASS RULES - GENERAL

- A.7.1 Any interpretation of the **class rules**, except as provided in A.9, shall be made by the ISAF, which shall consult the ICA and the Copyright Holder. The ICA, an MNA, or a licensed builder shall make a request for an interpretation.
- A.7.2 In the event of a discrepancy between any rules, drawings, specifications or measurement form the matter shall be referred to the ISAF.

A.8 INTERPRETATION OF CLASS RULES - AT AN EVENT

- A.8.1 Any interpretation of **class rules** required at an event may be by a current ICA Technical Committee representative or by an international jury constituted in accordance with the RRS, Appendix M. Such interpretation shall only be valid during the event and the organizing authority shall, as soon as practical after the event, inform ISAF, the MNA and the ICA of such interpretation.

A.9 INTERNATIONAL CLASS FEE AND ISAF PLAQUE

- A.9.1 The Licensed Builder shall pay the International Class Fee to the Copyright Holder.

- A.9.2 The Copyright Holder shall, after having received the International Class Fee, send the ISAF Building Plaque and an official receipt to the Licensed Builder. Copyright Holder shall pay class fee to ISAF.

A.10 IDENTIFICATION ON SAIL

- A.10.1** Sail numbers shall correspond to the hull number molded into the transom of each **boat**.

A.11 OWNER'S DECLARATION

- A.11.1 The ICA will use its best efforts to ensure that the organizing authority of each Class event mandates the use of an Owner's Declaration.
- A.11.2 An Owners Declaration shall be signed prior to the start of the first race in each event to certify compliance with Section D of these **class rules**.
- A.11.3 A pro-forma Owner's Declaration is presented in Appendix H4 *Owner's Declaration*.

SECTION B - BOAT ELIGIBILITY

B.1 CLASS ASSOCIATION STICKER

- B.1.1 In order for a J/80 to be eligible to *race*, a valid NCA/ICA sticker shall be affixed on the transom of the **hull**.

PART II - REQUIREMENTS AND LIMITATIONS

The crew 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**.

SECTION C – CONDITIONS FOR RACING

C.1 GENERAL

C.1.1 MEASUREMENT – Measurement shall be carried out in accordance with the ERS.

C.2 ADVERTISING

C.2.1 Pursuant to ISAF 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;

C.3 HELMSPERSONS

C.3.1 Definitions

- (a) Primary Helmsperson - a person who is a current class member in good standing, who steers the yacht exclusively during an event during the period from 5 minutes prior to each start, throughout each race, until the yacht finishes, excepting for momentary absence due to personal or shipboard needs.
- (b) Owner - a person who owns either the entire yacht or is one of two equal partners in terms of financial investment in the purchase of the complete yacht and the cost of its accessories, such as trailer, sails and operations and whose name appears on all of the boats official ownership documents.

C.3.2 All J/80 one-design events shall be designated as either “Member” or “Open” events. If no category is designated by the Notice of Race or schedule or by other notice 30 days prior to the event, then it shall be a “Member” event.

C.3.3 “Member” events shall be restricted to Primary Helmspersons who are either:

- (a) Owners
- (b) Members of the owner’s immediate family.
- (c) Current class members who hold a valid Group 1 ISAF Sailor Classification (www.sailing.org/ISAFsailor)
- (d) Charterers who are either a) owners, b) members of the owner’s immediate family, or c) class members who are categorized by the ISAF classification code as Group 1.

C.3.4 The executive committee of the NCA or the ICA overseeing the event shall be the sole interpreter of the definitions and who qualifies as an Owner and/or a Primary Helmsperson.

C.3.5 “Open” events may be designated for certain promotional events by an NCA and/or the Copyright Holder at least 60 days prior to the event. All international and national championship events shall be “Member” events.

C.4 CREW

C.4.1. The maximum **crew** weight in swimming apparel is 338.6kg 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.

C.5 PORTABLE EQUIPMENT

C.5.1 GENERAL

- (a) Mandatory equipment shall be functional for its intended use.

C.5.2 FOR USE

- (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.
- (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

C.6 BOAT

C.6.1 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.5.2(a)(iv)), outboard engine (C.5.3(a)(ii)) 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**.

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.
- (b) Routine maintenance such as painting and polishing is permitted.
- (c) Fairing around through-hull fittings is permitted.
- (d) The guard wire shall not deflect more than 50mm from a straight line between the two points of support when a force of 50 Newtons is applied at the point of maximum deflection. Lifeline height above the deck at each stanchion Min 450mm.

C.7 HULL APPENDAGES

C.7.1 MODIFICATION, MAINTANENCE AND REPAIR

The **keel** and **rudder** blade may be faired using compounds such as polyester or epoxy resins which may have low density bulking agents such as micro-balloons added, provided that the sections continues to meet or exceed the minimum offsets and other requirements set forth in Appendix H1 Appendage Plan.

C.8 SPARS

C.8.1 MAST

- (a) Dimensions

	Minimum.....	Maximum
Mast weight	33.1 kg	
Mast band distance		9144 mm
- (b) Use
 - (i) The mast chock shall not be adjusted while racing.
 - (ii) The mast shall remain chocked at the deck level for the duration of a regatta, which is defined as a series of races held over six or fewer consecutive days including any lay day.

C.8.2 BOOM

- (a) Dimensions

	Minimum.....	Maximum
Boom weight	9.6 kg	
Boom band distance		3810 mm

C.8.3 BOWSPRIT

- (a) Dimensions

	Minimum	Maximum
Hull to out-most point on the bowsprit	1905 mm	
- (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).
 - (iii) A watertight seal, tape or other material may be added around the bowsprit spar.
 - (iv) A batten not to exceed 150mm may be added to the end of the bowsprit as a preventer for the gennaker sheet.

C.8.4 STANDING RIGGING

- (a) The shrouds may not be adjusted in anyway while racing.
- (b) The forestay shall not be adjusted whilst racing
- (c) The forestay shall not be adjusted during a regatta, which is defined as a series of races held over six or fewer consecutive days including any lay day.

C.8.5 RUNNING RIGGING

- (a) Use

- (i) Fine tune of any power on mainsheet and/or coarse tune of as much as six to one.
- (ii) Use of a turning block to sheet the headsail to the primary winch.
- (iii) The configuration of block and tackle used to squeeze the lower parts of the backstay together is optional.
- (iv) A ratcheting or non-ratcheting block may be used on the **bowsprit spar** for the gennaker tack line.
- (v) Elastic cord may be rigged between the backstay bridle and the upper backstay to facilitate the release of the backstay control line. No additional hardware is permitted.
- (vi) The maximum traveler line purchase shall be three to one.
- (vii) Lashing may be used to secure the upper backstay to the lower backstay legs or the lower legs to the backstay chainplates, provided the lashing does not exceed a span of 100mm.
- (viii) Additional fairleads or blocks attached to the stanchion bases or chainplates may be used together with additional associated lines to:
 - (1) Create an additional jib sheet position outboard of the jib sheet track provided the block remains within the sheerline.
 - (2) Create a barberhauler for the jib sheet that allows the jib sheet to be positioned further outboard.
 - (3) Create a barberhauler for the gennaker sheet.
 - (4) Lead halyard tails aft to the cockpit.

C.10 SAILS

C.10.1 LIMITATIONS

- (a) Not more than one mainsail, one headsail and two gennakers shall be carried on board.
- (b) Not more than one mainsail, one headsail and one gennaker shall be used during an event except when a sail has been lost or damaged to the point where it cannot be effectively repaired while afloat.
- (c) Not more than one mainsail, one headsail and two gennakers shall be presented for **event measurement** and/or registration at a class event.
- (d) New **sail** purchases shall be limited to one mainsail, one headsail and one gennaker, in a calendar year. During the first year of a new boat, the owner may purchase a new second gennaker. To be exempt from new **sail** purchase restrictions, a **sail** must have been constructed no less than one calendar year prior to the purchase date and must have been used for racing for at least one calendar year.
- (e) Any sail that, in the written opinion of the NCA chief measurer is destroyed or so substantially damaged that it cannot be reasonably repaired, may be replaced, provided such an opinion and documentation of the damaged sail's ICA royalty label under G.2.3 is received by the owners NCA prior to replacement. Under this rule C.6.1 the replacement sail shall be commensurate in age and condition with the destroyed sail, except that a destroyed sail purchased within the current calendar year may be replaced with a new sail.

C.10.2 MAINSAIL

- (a) Identification
 - (i) The national letters and the sail number shall comply with the RRS except where prescribed otherwise in these **class rules**.
 - (ii) The national letters and sail numbers shall be placed between the middle two **batten pockets**.
- (b) Use
 - (i) The highest visible point of the mainsail, projected at 90° to the mast **spar**, shall not be set above the lower edge of the upper mast **spar band**. The intersection of the **leech** and the top of the boom **spar**, each extended as necessary, shall not be behind the fore side of the boom **spar band**.
 - (ii) A floating tack system may be used.
 - (iii) The mainsail may be attached to the mast with sail slides or boltrope.

- (iv) The clew of the mainsail shall not be allowed to float free from the boom. The foot may otherwise be loose.

C.10.3 HEADSAIL

- (a) Use
 - (i) The headsail shall be attached to and operated on the standard builder specified roller furling system.

C.10.4 GENNAKER

- (a) Identification
 - (i) Sail identification is not required on the gennaker.

SECTION D – HULL, DECK AND STRUCTURE

D.1 GENERAL

D.1.1 MEASUREMENT

- (a) Measurement shall be carried out in accordance with the ERS.
- (b) The **hull** shall comply with the **class rules** in force at the time of initial **fundamental measurement**.

D.1.2 Any alleged or suspected alteration to the configuration of the **hull, deck, structure or hull appendages** of the **boat** for which specific descriptions are not stated in the rules or specifications, or following a protest concerning the same, shall be compared by a measurer appointed by the ICA or NCA to a sample of 10 other boats.

D.1.3. The disputed **boat** shall be accepted if she does not show any evidence of having been altered and if she has dimensions equal to, or between, those of the maximum and minimum dimensions obtained from the sample of 10 **boats**.

D.1.4 If there is evidence of any alterations having been made or if the dimensions are greater or less than those of the maximum or minimum obtained from the sample of 10 **boats**, the matter shall be referred to the protest committee for action.

D.2 LICENSED BUILDER

- D.2.1 The Copyright Holder shall license the builder.
- D.2.2 The licensed builder shall, at his own expense, correct or replace any **hull, deck or structure** that does not comply with the **class rules** as a result of an omission or error by the builder.
- D.2.3 No **hull** shall be deemed a J/80 class hull until it has been completed with a building number assigned by J Boats, Inc. moulded into the transom with royalty paid.
- D.2.4 All moulds shall be taken from master tooling and approved by the Copyright Holder and ISAF, or an organization approved by the ISAF.

D.3 CONSTRUCTION

D.3.1 The **hull** shall be constructed of glass reinforced materials specified within the class builders specifications.

D.4 FITTINGS

- D.4.1 Fittings shall be fixed in accordance with the Builders Specifications.
 - (a) Additionally Permitted Fittings
 - (i) Outboard padeyes for two part or direct heavy air headsail sheet lead or 1:1 barber haul lead.
 - (ii) Installation of two cam cleats with bullseye fairleads for gennaker barber haul system
 - (iii) Substitution of heavy-duty shackle and pin for lower shroud turnbuckle pin in the chainplate to serve as supplementary headsail sheet lead or for a snatch block attachment to lead halyards aft to a primary winch for tensioning.

D.5 BUILDER WEIGHT

D.5.1 The boat in "builders weight" condition shall not be less than 1,425kg or more than 1,450kg on certified scales. This weight shall include hull, keel, rudder, deck, all specified mouldings and structures, companionway ladder/step, companionway drop board, floorboard, bunktop covers, all fixed standard and optional fittings, spars, standing and running rigging and hardware that is part of the standard building specifications by the builder. Builders weight excludes battery, sails, cushions, portable equipment and non-factory installed hardware.

SECTION E – HULL APPENDAGES

E.1 PARTS

E.1.1 MANDATORY

- (a) Keel
- (b) Rudder

E.1.2 LICENSED BUILDER

The keel and rudder shall be supplied by a licensed builder or licensed supplier.

E.2 MEASUREMENT

The **keel** and the **rudder** blade shall comply with the **class rules** in force at the time of the initial **fundamental measurement** of the **hull**.

E.2.1 MATERIALS

The **keel** shall be constructed of lead strengthened with antimony in accordance with the Builders Specifications.

E.2.2 CONSTRUCTION

The **keel** shall meet or exceed minimum offset requirements as set forth in Appendix H.1 Appendage Plan.

E.2.3 MATERIALS

The **rudder** blade shall be constructed of glass reinforced materials specified within the Builders Specifications.

E.2.4 CONSTRUCTION

The **rudder** blade shall meet or exceed minimum offset requirements as set forth in Appendix H.1 Appendage Plan.

E.2.5 FITTINGS

The **rudder** shall be attached to the transom by means of (2) pintles on the **rudder** and (2) gudgeon fittings, with pin, on the transom. These fittings shall comply with official drawings.

E.2.6 WEIGHT

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

SECTION F - RIG

F.1 PARTS

F.1.1 MANDATORY

- (a) **Mast**
- (b) **Boom**
- (c) **Bowsprit**

F.1.2 MEASUREMENT

Measurement shall be carried out in accordance with the ERS.

- (a) **Spars** and their fittings shall comply with the **class rules** in force at the time of **fundamental measurement** of the **spar**.

F.1.3 MANUFACTURER

The Copyright Holder shall license manufacturers.

F.1.4 MATERIALS, CONSTRUCTION AND FITTINGS

Manufacturers shall only build **masts, booms** and **bowsprits** of materials, fittings and dimension that conform to the Official Builders Specification in effect at the time of construction

F.2 PARTS

F.2.1 MANDATORY

- (a) Standing **rigging**
- (b) Running **rigging**

F.2.2 MEASUREMENT

Measurement shall be carried out in accordance with the ERS.

- (a) The standing and running **rigging** shall comply with the current **class rules**.

F.2.3 MANUFACTURER

The manufacturer is optional.

F.2.4 Standing and running **rigging** shall be of materials, fittings and **dimensions** that conform to the Builders Specifications and the minimum requirements of F.2.5.

F.2.5 DIMENSIONS

	Minimum
Mainsheet Diameter.....	8mm
Headsail sheet Diameter	8mm
Gennaker Sheet Diameter	4mm
Main Halyard Diameter	8mm
Headsail Halyard Diameter	6mm
Gennaker Halyard Diameter	6mm
Gennaker Tack Line Diameter.....	8mm
Bowsprit Control Line Diameter	8mm
Boom Vang Diameter: of wire no less than 4mm or synthetic rope no less than 6mm	

SECTION G - SAILS

G.1 PARTS

G.1.1 MANDATORY

- (a) Mainsail
- (b) Headsail
- (c) Gennaker

G.1.2 OPTIONAL

- (a) Second Gennaker

G.2 GENERAL

G.2.1 MEASUREMENT

- (a) Measurement at national and international regattas shall be carried out in accordance with the **ERS**.
- (b) **Sails** shall conform to the **class rules** in force at the time of **fundamental measurement**.

G.2.2 CERTIFICATION

- (a) The **official measurer** shall **certify** sails in the **tack** and shall sign the **certification mark** and date it with the date of **fundamental measurement**.
- (b) An MNA may appoint one or more persons at a sailmaker to measure and **certify sails** produced by that manufacturer. A special license shall be awarded for that purpose.
- (c) For Gennakers the weight in g/m^2 of the **body of the sail** shall be indelibly marked in the **head** by the sailmaker together with the date and his signature or stamp.

G.2.3 ICA ROYALTY LABEL

Each **sail** shall have permanently fixed, (with stitching), in its **tack**, an official ICA royalty label. Labels shall only be available from each NCA. The label shall not be transferred from one sail to another.

G.2.4 SAILMAKERS

Sailmaker is optional.

G.3 MAINSAIL

G.3.1 IDENTIFICATION

- (a) The class insignia shall be in blue and shall conform with appendix H.3 Insignia. The distance between the insignia shall not be less than 75 mm and the vertical centrelines shall be approximately on a line through the **mid foot point** and a point on the top of the sail equidistant from **head point** and **aft head point**.

G.3.2 CONSTRUCTION

- (a) The construction is free subject to the requirements of rule G.3.
- (b) The **body of the sail** shall be constructed of **woven ply** of polyethylene terephthalate (PET).
- (c) The **leech** shall not extend beyond a straight line from the **aft head point** to the intersection of the **leech** and the upper edge of the upper **batten pocket** and straight line from the **clew point** to the intersection of the **leech** and the lower edge of the lower **batten pocket**.
- (d) There shall be four **batten pockets** in the **leech**.
- (e) Optional. Reefing points

Windows

G.3.3 DIMENSIONS

Leech length	Max	9780 mm
Quarter width	Max	3239 mm
Half width	Max.....	2477 mm
Three-quarter width	Max.....	1448 mm
Top width	Max.....	152 mm

Inside batten pocket length:

- Two intermediate pockets Max.....1296 mm
- Lower pocket..... Max.....1296 mm

Head point to intersection of **leech** and centreline of uppermost **batten pocket**..Min.....1970 mm

Clew point to intersection of **leech** and centreline of lowermost **batten pocket**..Min.....1930 mm

Minimum weight of the sail excluding battens8 kg

Tack point to the centre of a reef point in the **luff**..... Min.....1200 mm

Greatest dimension of window Max 1800 mm

Window to sail edge Min 80 mm

G.4 HEADSAIL

G.4.1 CONSTRUCTION

- (a) The construction is free subject to the requirements of rule G.4.
- (b) The **body of the sail** shall be constructed of either: woven ply and/or laminated ply made from one or more of the following materials: polyester, aramid, HMPE. Sail reinforcement shall be made from one or more of the following materials: polyester, aramid, HMPE, glass fiber. Aramid is marketed under trade names such as Kevlar and Twaron and HMPE under trade names such as Spectra and Dyneema. *#5 or #6 luff tape shall be used for the furling system attachments.*
- (c) Not more than 3 rollerable type battens or stiffeners, may be place on the **leech**.
- (d) The **leech** shall not be convex.

G.4.2 DIMENSIONS

Luff length..... Max.....9300 mm

Luff Perpendicular Max.....2950 mm

Half width Max.....1475 mm

Top width Max.....80 mm

Foot irregularity Max.....80 mm

Minimum weight of the sail including battens5 kg

Inside batten pocket length..... Max.....1000 mm

Greatest dimension of window Max.....1800 mm

Window to sail edge Min.....80 mm

G.5 GENNAKER

G.5.1 CONSTRUCTION

- (a) The construction is free subject to the requirements of rule G.5.
- (b) The body of the sail shall consist of **woven ply**. The **ply** fibres shall be of polyamid or polyester.

G.5.2 DIMENSIONS

- (a) The gennaker area shall not exceed 65 m² based on the formula:

$$\frac{(\text{luff length} + \text{leech length})}{2} \times \frac{(\text{foot length} + (4 \times \text{half width}))}{6}$$
- (b) The **luff length** shall not exceed 12200 mm
- (c) The **half width length** shall not be less than 65% of the **foot length**.
- (d) Weight of the **ply** of the **body of the sail** shall not be less than..... 32 g/m²

PART III - APPENDIX

SECTION H – PLANS

- H.1 APPENDAGE PLAN**
- H.2 CORRECTOR WEIGHT PLACEMENT**
- H.3 CLASS INSIGNIA**
- H.4 OWNER REGATTA DECLARATION**
- H.5 CREW WEIGHT DECLARATION**
- H.6 BOAT WEIGHT MEASUREMENT FORM**

PART III - Appendix

H.1 Appendage Plan

Official J/80 Keel Plan & Offsets

All Dimensions in Millimeters

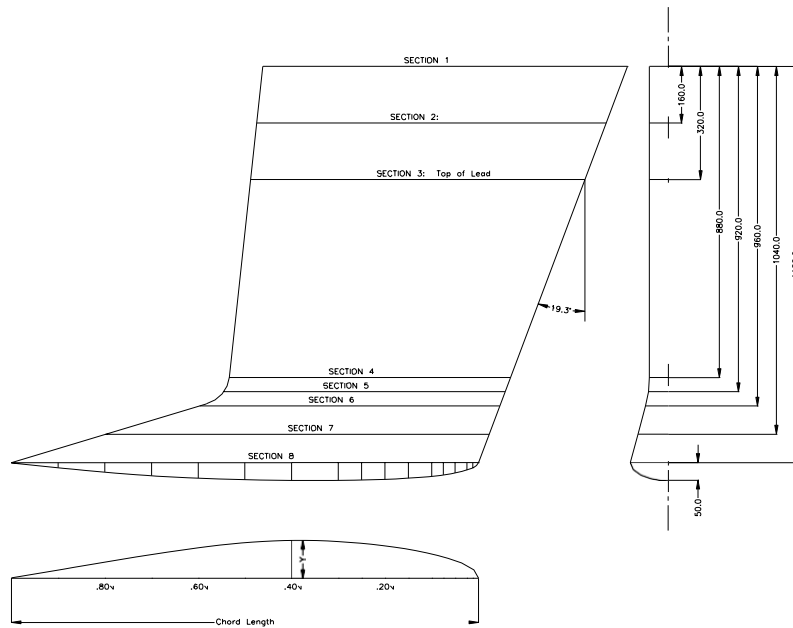
Section	1	2	3	4	5	6	7	8
Chord Length	960	920	880	740	740	790	1010	1230
Location Below Section 1	0	160	320	880	920	960	1040	1120
Leading Edge Radius	11.3	12.3	13.4	14.9	16.1	20.3	27.9	35.8

Xc Station	Section Half Widths (Yc)								Tip CL Profile Below 8
	1	2	3	4	5	6	7	8	
0.0125	15.8	15.8	15.8	15.8	16.4	18.9	25.2	31.6	15.8
0.025	21.8	21.8	21.8	21.8	22.7	26.1	34.9	43.6	21.8
0.05	29.6	29.6	29.6	29.6	30.8	35.5	47.4	59.2	29.6
0.075	35.0	35.0	35.0	35.0	36.4	42.0	56.0	70.0	35.0
0.10	39.0	39.0	39.0	39.0	40.6	46.8	62.4	78.0	39.0
0.15	44.6	44.6	44.6	44.6	46.4	53.5	71.3	89.1	44.5
0.20	47.8	47.8	47.8	47.8	49.7	57.4	76.5	95.6	47.8
0.25	49.5	49.5	49.5	49.5	51.5	59.4	79.2	99.0	49.5
0.30	50.0	50.0	50.0	50.0	52.0	60.0	80.0	100.0	50.0
0.40	48.4	48.4	48.4	48.4	50.3	58.0	77.4	96.7	50.0
0.50	44.1	44.1	44.1	44.1	45.8	52.9	70.6	88.2	48.6
0.60	38.0	38.0	38.0	38.0	40.4	45.6	60.8	76.0	44.3
0.70	30.5	30.5	30.5	30.5	31.7	36.6	48.8	61.0	37.3
0.80	21.8	21.8	21.8	21.8	22.7	26.2	34.9	43.6	27.1
0.90	12.0	12.0	12.0	12.0	12.5	14.0	18.7	23.4	14.7
1.00	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Notes:

- 1) Section 1 is the intersection of the hull fairbody with the molded keel sump not including the fillet radius
- 2) Leading edge profile sweepback is 19.29 degrees
- 3) X sections at tip below Section 8 are elliptical.
- 4) All sections are parallel

J/80 Keel Plan



Official J/80 Rudder Plan & Offsets

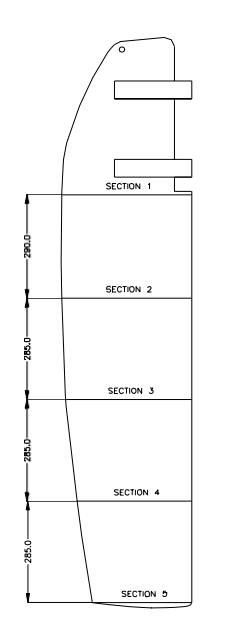
All Dimensions in Millimeters

Section	1	2	3	4	5
Chord Length	340	340	330	300	260
Location Below Section 1	0	290	575	860	1145
Leading Edge Radius	5.4	5.4	5.2	4.7	4.1

Xc Station	Section Half Widths (Yc)				
	1	2	3	4	5
0.0125	6.4	6.4	6.2	5.6	4.9
0.025	8.9	8.9	8.6	7.9	6.8
0.05	12.1	12.1	11.7	10.7	9.2
0.075	14.3	14.3	13.9	12.6	10.9
0.10	15.9	15.9	15.4	14.0	12.2
0.15	18.1	18.1	17.6	16.0	13.9
0.20	19.5	19.5	18.9	17.2	14.9
0.25	20.2	20.2	19.6	17.8	15.4
0.30	20.4	20.4	19.8	18.0	15.6
0.40	19.6	19.6	19.0	17.3	15.1
0.50	18.0	18.0	17.5	15.9	13.8
0.60	15.6	15.6	15.1	13.8	11.9
0.70	12.4	12.4	12.0	10.9	9.5
0.80	8.8	8.8	8.5	7.8	6.7
0.90	5.0	5.0	4.8	4.4	3.9
1.00	1.0	1.0	1.0	1.0	1.0

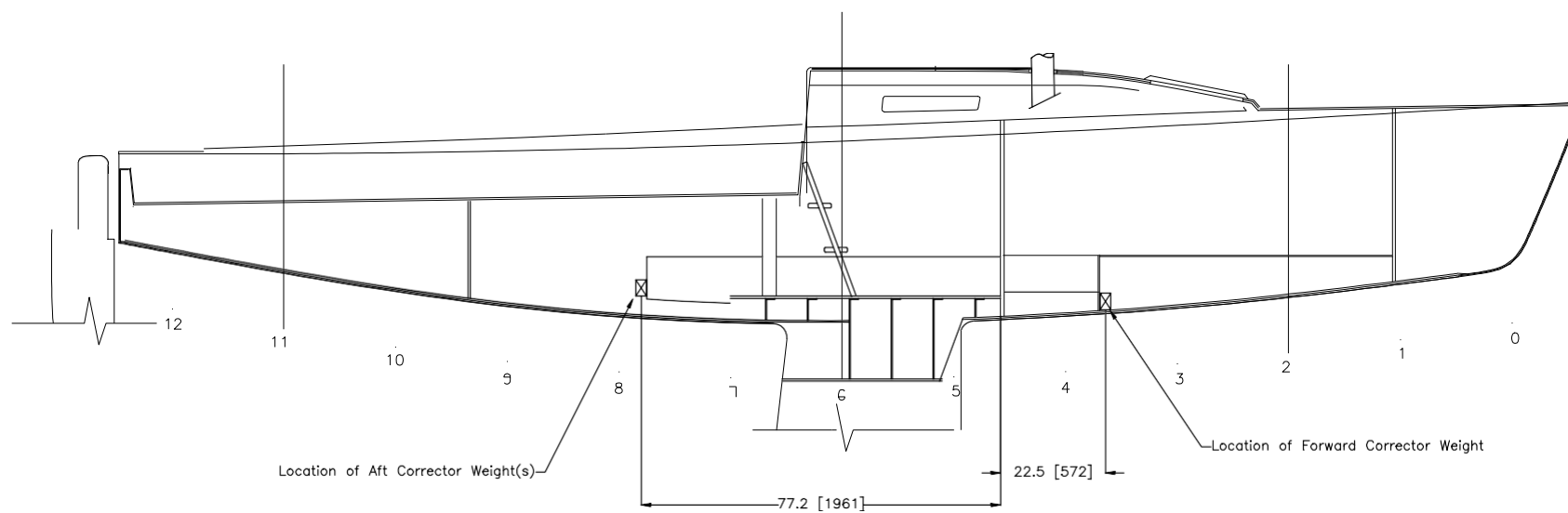
Note:

Leading Edge is Vertical



PART III – Appendix

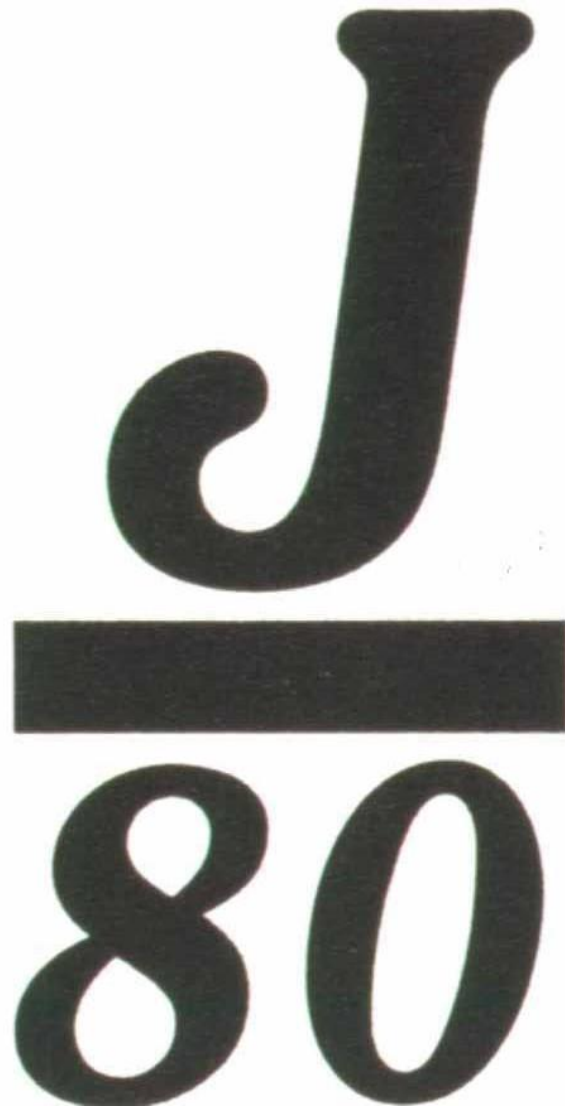
H.2 Corrector Weight Placement



J/80 Class Rules

PART III – Appendix

H.3 Class Insignia



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.

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.

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: _____