

Class Rules

2003-2004



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INTERNATIONAL J/24 CLASS ASSOCIATION RULES

As approved by the ISAF, effective 1st March 2003

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The International J/24 Class Association publishes the Class Rules every two years with the approval of the International Sailing Federation. Additional copies of this Rule Book may be obtained from your National J/24 Class Association. You may also access the IJCA web site, www.j24class.org to download files in PDF format. For additional information, contact the IJCA at P.O. Box 12522, San Antonio, TX 78212-0522, USA.

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CLASS RULES

As approved by the ISAF, effective March 1, 2003.

1. OBJECTIVES OF THE CLASS RULES

- 1.1 The J/24 is a one design class created to fulfill the diverse needs of recreational sailors such as cruising, one design racing, day sailing and handicap racing. These rules are intended to preserve important design characteristics: ease of handling, low cost of ownership, safety, comfort, and the one design nature of the boat.
- 1.2 Except where variations are specifically permitted, yachts of this class shall be alike in hull, deck, keel, rudder and mast construction, weight and weight distribution, sail plan and equipment.
- 1.3 All yachts shall comply with official Plans A, B, C & D, building specifications and the class rules. No alterations or modifications are permitted unless explicitly stated in the current rules.
- 1.4 Alterations or modifications to official Plans A, B, C & D, and class rules shall only be permitted with the joint approval of the copyright holder, the International J/24 Class Association (IJCA) and the ISAF.

2. ADMINISTRATION

- 2.1 **Authority** The international authority for the class shall be the ISAF, which shall cooperate with the International J/24 Class Association on all matters regarding these rules. Interpretations of these rules shall be made by the ISAF, which in coming to its decision may consult the International J/24 Class Association and the copyright holder.
- 2.2 **Language** The official language for the class shall be English. The word "shall" is mandatory. The word "may" is permissive. In the event of dispute over class rule interpretation, the English text shall prevail.
- 2.3 **Builders** J/24s shall be built only by builders licensed to do so under the copyright of J Boats, Inc., (557 Thames St., P.O. Box 90, Newport, RI 02840) and shall comply to the building specifications detailed by the copyright holder.
- 2.3.1 **Building License** Applications for building licenses shall be made to J Boats, Inc., who shall request that the national authority of the country concerned indicates its support for the applicant.
- 2.4 **International Class Fee** The International Class Fee shall be payable to J Boats, Inc. when the moulding of the hull commences.
- 2.5 **Measurement Certificate**
 - 2.5.1 The Measurement Certificate shall include all of the information contained in Parts A, B, C and D of the J/24 Class Measurement Form.
 - 2.5.2 A yacht's sail number shall be her hull number unless otherwise prescribed by the owner's national authority.

- 2.5.3** No yacht shall race unless a current valid Measurement Certificate has been issued by the owner's national authority, or if the national authority is not administering the class, by the National or International J/24 Class Association.
- 2.5.4** Change of ownership shall invalidate the Measurement Certificate and shall require a new Measurement Certificate.
- 2.5.5** Any alteration to the hull or alteration to or replacement of the keel, rudder, and spars invalidates the Measurement Certificate until remeasured. A major repair to any of the foregoing or replacement of an item of equipment may also invalidate the Measurement Certificate.
- 2.5.6** It is the responsibility of an owner to ensure that the yacht complies at all times with the current class rules and that a copy of the Measurement Certificate and the Inventory of Required and Optional Equipment (Rule 3.7.3) are kept aboard the yacht.
- 2.5.7** No yacht shall race unless the owner(s) and helmsman(men) are full members of an NJCA or the IJCA.
- 2.5.8** No yacht shall race without a current J/24 Class Association membership sticker placed on the outer face of the transom near the upper starboard corner.

2.6 Advertising

- 2.6.1** The class accepts ISAF definition of Category C with the following restrictions:
1. A maximum of three (3) advertisers be allowed per boat.
 2. Advertisements are restricted to the aft 75% of the hull.
 3. Advertising shall be restricted to the lower 1/3 of the mainsail.
Advertisements shall be permitted on the spinnaker with the restrictions provided by ISAF.
 4. Boats may display one advertising entity on each side of the main boom.

2.7 Measurement

- 2.7.1** Yachts shall only be measured by a measurer recognized by its National Authority and the International J/24 Class Association.
- 2.7.2** A measurer shall not measure a yacht, spars, sails, or equipment owned or built by himself, or in which he is an interested party or has a financial involvement.
- 2.7.3** The builder shall weigh and record the weight of the keel before assembly with the hull.
- 2.7.4.1** The boat in 'Builder's Weight' condition shall be not less than 1190 kg or more than 1250 kg on certified scales. This weight shall include hull, keel, rudder and tiller with fittings, deck and all specified mouldings and structures and all fixed fittings as detailed on Plan A. Additionally, distinctively marked, permanently fixed and completely encapsulated corrector weights not exceeding 30 kg. in total weight complying with rule 3.7.2b), b)i), and c), shall be used when required to meet the Builder's minimum weight. Builder's Weight excludes all spars, standing rigging, running rigging, portable equipment and hardware.

The builder shall record the weight and complete Parts B and C of the measurement form then deliver the completed form to the owner of each new yacht. The builder shall also deliver one copy each to the Copyright Holder and the NJCA where the builder is located and retain one file copy.

- 2.7.5** Tolerances in measurement in the rules and measurement plans are to provide for minor building errors or age distortion.
- 2.7.6** The measurer shall report on the measurement form anything which is considered to be a departure from the intended nature and design of the yacht, or to be against the general interest of the Class. A measurement certificate may be refused even if the specific requirements of the rules are satisfied.

2.8 Method of Measurement

- 2.8.1** The method of measurement shall be in accordance with the IJCA Measurement Manual.

3. CONSTRUCTION AND MEASUREMENT

3.1 General

- 3.1.1** The hull, keel stub, keel, deck, rudder, sail plan, and basic interior layout and fittings shall conform to the building specifications, Class rules and official Plans A, B, C & D.
- 3.1.2** Major repairs requiring major rebuilding or replacement of a gelcoat surface must have the written approval of a J/24 Class Measurer. Documentation of the work involved must be submitted when the yacht is presented for re-measurement, Rule 2.5.5.
- 3.1.3** Any alleged or suspected alteration to the configuration of the hull, deck, keel or rudder of a yacht 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 NJCA or IJCA to a sample of 10 other yachts.

The disputed yacht 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 yachts.

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 yachts, the matter shall be referred to the protest committee for action.

- 3.1.4** Required and optional equipment shall be functional for its intended use.

3.2 Hull

- 3.2.1** The hull, deck and interior shall be moulded in glass reinforced plastics to the building specification of lamination in moulds licensed by J Boats, Inc. and approved by the ISAF and the IJCA. No yacht shall be deemed a J/24 until it has been completed with a building number assigned by J Boats, Inc. molded into the transom. Hollows and indentations on the hull exterior as supplied by the licensed builder may be filled in order to achieve a fair surface. Removal of gelcoat is prohibited, except for light hand sanding in preparation for the application of an overcoat material.

- 3.2.2** The keel stub may be faired to maximise keel position to rule 3.3.3 with provisions of the rules 3.1.2 and 3.2.8 a and b.
- 3.2.3** The cockpit, deck and interior bulkheads shall conform to the details of official Plan A. The main companionway cover shall be supplied by a licensed builder or licensed supplier.
- 3.2.4** The cabin moulding on the starboard side aft of the main bulkhead shall be fitted with either a sink and drain and water tank or a stove with a separate liquid petroleum gas or alcohol container of not less than 1.80kg in weight. The sink shall drain into a plastic container with a minimum capacity of 5 liters and/or overboard by means of a through hull fitting.
- 3.2.5** The deck shall be fitted with two stanchions on each side, port and starboard as detailed in Plan A. Taut lifelines of wire not less than 4mm diameter shall be attached to the pulpit and pushpit and pass through the stanchions. The height of the lifelines above the sheerline when measured vertically shall be not less than 500mm. Where second lifelines are fitted, they shall be of wire not less than 3mm diameter, attached to the pulpit and pushpit. When lifelines are secured by lanyards, the lanyards shall be of synthetic rope with an exposed length of not more than 100mm. The stanchions shall not extend outboard of the sheer in plan.
- 3.2.6** The chain plates shall be fixed to the aft side of the forward bulkhead by the licensed builder.
- 3.2.7** The minimum moulded radius of the corner intersecting the hull and the transom is 2mm. Fairing material may be added to reduce the corner radius to 2mm, but this fairing material shall not extend aft of, nor more than 10mm forward of the vertical plane of the moulded transom.
- 3.2.8 Prohibitions**
The following are not permitted:
- a) Coring, drilling out, rebuilding, replacement of materials, grinding or relocating standard equipment in any way to reduce weight, to improve moments of inertia, or to change standard shapes.
 - b) Reshaping of the hull profiles or contours.
 - c) Windows or skin fittings other than one each for depth meter and/or a knot meter/log and/or two for a marine toilet.
 - d) Anything that is considered to unnecessarily increase the 'Basic Yacht Weighed Dry', Rule 3.7.1(4).

3.3 Keel

- 3.3.1** The keel shall be of moulded lead to the building specifications and cast in a mould supplied by J Boats, Inc.
- 3.3.2** The external dimensions and configuration of the keel shall comply with the table of offsets contained in official Plan C. The keel may be overcoated with any protective material with a comparative density of less than three and faired, provided it complies with dimensions in official Plan C.
- 3.3.3** The distance measured from the junction of the transom and the hull at the centerline to:
- a) The trailing edge of the keel stub at the hull shall be not more than 3020mm or not

less than 2996mm.

- b) A point 603mm down the trailing edge of the keel from the hull shall be not more than 3125mm nor less than 3095mm.

- 3.3.4** The surface of the keel, from the hull down, shall be fair in all planes. In addition, the leading and trailing edges shall be within 5mm of a straight line between Sections I and VI.

3.4 Rudder and Tiller

- 3.4.1** The rudder shall be supplied by a licensed builder or licensed supplier.
- 3.4.2** The external dimensions and configuration of the rudder shall comply with official Plan D.
- 3.4.3** The weight of the rudder, including tiller, extension and fixed fittings, shall be not less than 13.5kg.
- 3.4.4** Not in use.
- 3.4.5** Rudder pintles may be replaced with larger pintles of the same material which are of no less weight than the original pintles.
- 3.4.6** The tiller shall be made of wood. Tiller extensions of any material may be fitted.
- 3.4.7** The leading edge of the rudder shall be parallel within a tolerance of +/-10mm to an extension of the vertical straight line down the aft side of the transom.

3.5 Spars and Rigging

- 3.5.1** The mast and boom shall conform to the spar specification and be supplied by a licensed builder. Replacement mast and/or boom may be supplied by a licensed builder or a licensed spar manufacturer. No alterations or modifications to the spar extrusions are permitted except to facilitate the attachment of rigging and fittings as specified in these rules.

3.5.2 Mast

- a) Rotating masts are not permitted.
- b) The distance from the forward face of the mast at the lower edge of the band in rule 3.5.2 e, measured directly to the stem at the sheerline (ref. Plan B) shall be not more than 2925 mm or not less than 2895 mm.
- c) The mast shall be fixed at the heel and be chocked at deck level in way of the mast and shall not be altered when racing.
- d) Distinguishing contrasting colored bands of a minimum width of 20mm shall encircle the mast. The distance from the upper edge of the lower band (at standard boom height) to the lower edge of the upper band shall be not more than 8538mm.
- e) A distinguishing contrasting colored band of a minimum width of 20mm shall encircle the mast, with the lower edge 7725mm below the forestay fixing point as defined in Rule 3.5.3(b). The lower edge of the band shall be permanently marked on the forward surface of the mast.
- f) Not more than two spinnaker boom attachment fittings shall be fixed to the forward surface of the mast. The maximum height shall be not more than 1555mm above the lower edge of the measurement band defined in Rule 3.5.2(e). The fittings shall project not more than 55mm horizontally from the forward surface of the mast.

3.5.3 Standing Rigging

- a) The mast standing rigging shall only consist of the one forestay, or optional permitted equipment, one backstay and backstay bridle, two upper shrouds and two lower shrouds. The standing rigging shall only be of stainless steel or galvanized steel multi-strand wire. The shrouds and forestay, except when a permitted optional forestay equipment is fitted, shall be not less than 4.7mm in diameter. The backstay and backstay bridle shall be not less than 3.9mm in diameter.
- b) The forestay shall be fixed between (1) a point on the forestay fitting of the mast bracket not more than 30mm or less than 20mm from the forward surface of the mast and not less than 8125mm above the sheerline abreast the forward side of the mast and (2) a point on the stem head fitting not more than 70mm or less than 50mm above the intersection of the stem line and the sheerline.
- c) With the forestay in place, the distance measured in a straight line from the fixing point on the mast bracket to the intersection of the stemline and the sheerline shall be not more than 8670mm or less than 8595mm.
- d) Not in use.
- e) The backstay shall be fixed to the masthead crane and backstay bridle.
- f) The overall length of the axis of the spreaders from the surface of the mast to the bearing point of the upper shrouds shall be not more than 800mm or less than 760mm. A straight line between the shroud bearing surface of each spreader shall be not less than 95mm measured as the shortest distance from the aft edge of the mast, measured with or without rig tension.

3.5.4 Running Rigging

- a) One spinnaker halyard of synthetic rope not less than 6mm diameter which shall exit through the mast bracket and bear not more than 35mm forward of the mast or more than 40mm above the center of the forestay fixing pin.
- b) One mainsail halyard of wire not less than 3mm diameter and/or synthetic rope of 8mm diameter.
- c) Not more than two jib or genoa halyards of wire not less than 3mm diameter and/or rope of 6mm diameter, which shall not intersect the forward surface of the mast above the intersection of the extension of the forestay and the mast surface.
- d) One kicking strap (vang) of synthetic rope of not less than 8mm diameter in a tackle not exceeding 8:1 power ratio. A wire strop of not less than 4mm diameter or synthetic rope strop of not less than 8mm and not more than 305mm in length may be used to connect the kicking strap to the attachment bracket on the mast.
- e) One spinnaker boom downhaul of synthetic rope not less than 6mm diameter.
- f) One mainsail outhaul (or leech tensioning control) of wire and/or synthetic rope with not more than 6:1 power ratio.
- g) Cunningham controls of synthetic rope using a maximum of 6:1 power ratio which may include a single wire strop for attachment to the mainsail or headsail.
- h) One backstay adjuster tackle of not less than 6mm diameter synthetic rope and a 4:1 maximum power ratio attached to the bridle blocks.
- i) Two mainsheet traveler control lines of synthetic rope with maximum of 2:1 power ratio.
- j) One mainsheet of a single length of synthetic rope not less than 8mm diameter and having a maximum power ratio of 6:1.
- k) Spinnaker sheets of synthetic rope not less than 8mm diameter.
- l) Headsail sheets of synthetic rope not less than 8mm diameter.
- m) Reefing lines of synthetic rope.
- n) One spinnaker boom uphaul of synthetic rope not less than 6mm diameter.

3.5.5 Main Boom

- a) The boom shall not be tapered or permanently bent.
- b) The boom may be fitted with attachment points only for an adjustable outhaul, topping lift, one mainsheet block, kicking strap (vang), reefing equipment, and leech tensioning devices.
- c) A distinguishing contrasting colored band of a minimum width of 20mm shall encircle the boom. The forward edge of the band shall be not more than 2970mm from the aft surface of the mast, when the boom is held at right angles to the mast.
- d) The tip weight of a boom at the outhaul without a vang, mainsheet and blocks shall be not less than 3.3kg.

3.5.6 Spinnaker Boom The overall length of the spinnaker boom, including fittings, shall be not more than 2895mm. The weight of the spinnaker boom and fittings shall be not less than 2.7kg.

3.6 Sails

3.6.1 Except as provided in Rule 6.1.7, only one mainsail, one genoa, one jib, and one spinnaker shall be on board when racing.

3.6.2 All sails shall be constructed of a single layer of fabric except for permitted reinforcements, constructional seams, tablings, reefing and anti-chafe patches, camber lines, numbers, and repairs to damage. The mainsail and jib shall be made of woven polyester. The genoa shall be made of either woven polyester or polyester substrate/polyester film laminate. The spinnaker shall be made of nylon. When woven polyester or nylon is torn it shall be possible to separate the fibers without leaving evidence of a film. No sail shall have elastic (shock) cord in the luff or foot.

3.6.3 The mainsail, jib and genoa may each be fitted with not more than four transparent windows of any material. If fitted, no dimension of any window shall be more than 1500mm and any edge of any window shall be not less than 80mm from the nearest edge of sail.

3.6.4 The sails shall be measured in accordance with Appendix A of the Class Rules.

3.6.5 Sails may have primary reinforcing of any flexible material or coating at a corner, at Cunningham holes and at reefing points and secondary reinforcing of additional layers of cloth. Reinforcement, finishing materials or coating applied to the reinforcement shall not prevent the sail from being folded; all reinforcement shall be capable of being folded in any direction without damaging the fibers. (see sail diagram).

3.6.6 National letters and distinguishing numbers shall be placed on the mainsail, genoa and spinnaker in accordance with the Racing Rules of Sailing.

3.6.7 The Class emblem on the mainsail shall be as on Plan B, in blue, and contained within two 305 x 610mm rectangles located starboard on top of port but separated by a 75mm space. The centerlines of the rectangles shall be near to the line between mid-head and mid-foot, and between the top two batten pockets.

3.6.8 The national letters and distinguishing numbers shall be not less than:

| | |
|-----------|---------------------------------------|
| Height | 300mm |
| Width | 200mm (except the figure or letter 1) |
| Thickness | 45mm |

The space between adjoining letters and numbers shall be 60mm. The last digit of the starboard number or letter on the genoa shall be within 200mm of the luff.

3.6.9 Minimum Sail Cloth Weights

Minimum sail cloth weights shall be defined, in the case of woven materials, as the weight of the finished coated woven material used in the sail and, in the case of substrate/film laminate, as the weight of the finished fabric, including substrate, film and adhesive, used in the sail. Each sail shall be indelibly stamped near the head by the sailmaker with the following:

I certify that this sail has been manufactured to comply with the J/24 Class Rules, and only fabrics in accordance with Rule 3.6.2 have been used. In accordance with Rule 3.6.9, the minimum weight of any part of this sail is not less than _____ grams per square meter.

Signed:

Dated:

Loft:

Minimum Cloth weights for class sails shall be as follows:

MAINSAIL minimum cloth weight shall be 260 grams per square meter, except for a foot shelf not exceeding 300mm in width.

JIB minimum cloth weight shall be 260 grams per square meter.

GENOA minimum cloth weight shall be 200 grams per square meter of woven material; 138 grams per square meter of substrate/film laminate, and genoas shall not weigh less than 6.5 kg weighed dry without sail bag or any rigging. No abnormal distribution of sail materials, or abnormal components shall be used to increase the weight of the sail to satisfy this rule.

SPINNAKER minimum cloth weight shall be 40 grams per square meter.

3.6.10 Mainsail

- a) The headboard may be of any material with a maximum width of 115mm and shall not extend more than 150mm aft of the head when measured at right angles to the luff.
- b) The length of the leech shall not exceed 9170mm.
- c) The cross width measurements shall be taken from the three-quarter, half and quarter points on the leech, located when the head is folded to the clew for the half-height point, and when the head and clew are folded to the half-height point to determine the three-quarter height points.
- d) The maximum three-quarter height width between the leech and the nearest point on the luff, including the luff rope, shall be not more than 1175mm.
- e) The maximum half-height-width between the leech and the nearest point on the luff, including the luff rope, shall be not more than 1980mm.
- f) The maximum quarter height width between the leech and the nearest point on the luff, including the luff rope, shall be not more than 2600mm.
- g) The sail shall have four battens. The top batten shall be not more than 610mm in length; the intermediate battens shall be not more than 990mm in length; and the bottom batten shall be not more than 740mm in length. The maximum width of the battens shall be not more than 50mm.
- h) The distance from the head and clew to the intersection of the aft edge of the sail

with the centerline of the nearest batten pocket, measured in a straight line, shall be not less than 1775mm.

- i) Reef points may be built into the mainsail.
- j) A Cunningham hole may be fitted in the luff.
- k) A leech tensioning cringle may be fitted in the leech.
- l) A leech line is permitted.
- m) Camber lines are permitted.
- n) The mainsail shall be attached to the mast and boom with boltropes.

3.6.11 Jib

- a) The width of the head measured at right-angles to the luff including the luff tape or rope shall be not more than 95mm.
- b) The luff shall be not more than 8300mm nor less than 7845mm.
- c) The diagonal (LP) shall be not more than 2895mm nor less than 2785mm, measured to the forward side of the boltrope.
- d) A Cunningham hole may be fitted in the luff.
- e) Reefing attachment points or devices may be fitted.
- f) The leech shall be not convex but may be supported by three equally spaced battens. The top batten shall be not longer than 450mm and the bottom two battens shall be not longer than 600mm.
- g) A leech line is permitted.
- h) Camber lines are permitted.
- i) Cloth sail hanks, if fitted, shall each be not wider than 40mm and not closer together than 450mm. They shall be secured by metal or plastic press studs (snaps/poppers) only. There shall be only one press stud for each hank. Non-adjustable metal or plastic snap hooks may be substituted for cloth sail hanks.

3.6.12 Genoa

- a) The width of the head measured at right-angles to the luff including the luff tape or rope shall be not more than 95mm.
- b) The luff shall be not more than 8460mm or less than 8100mm.
- c) The diagonal (LP) shall be not more than 4345mm nor less than 4180mm measured to the forward side of the boltrope.
- d) A Cunningham hole may be fitted in the luff.
- e) The leech shall be not convex.
- f) A leech line is permitted.
- g) Camber lines are permitted.
- h) A cringle in the foot is permitted for a tacking line.
- i) Cloth sail hanks, if fitted, shall each be not wider than 40mm and not closer together than 450mm. They shall be secured by metal or plastic press studs (snaps/poppers) only. There shall be only one press stud for each hank. Non-adjustable metal or plastic snap hooks may be substituted for cloth sail hanks.

3.6.13 Spinnaker

- a) The spinnaker shall be a three-cornered sail, symmetrical about its centerline.
- b) The sail, laid out on a flat surface, shall be measured when folded in half about its centerline, with the leeches superimposed. Sufficient tension shall be applied to remove wrinkles and creases along the lines of measurement.
- c) The length of the leeches shall be not more than 8130mm nor less than 7930mm.
- d) The length of the vertical center fold shall be not more than 9600mm nor less than 8600mm.
- e) The half-width of the foot shall be not more than 2600mm nor less than 2300mm.
- f) The half-height half-width shall be taken as the distance between the points on the leech and the center fold 4060mm measured in a straight line from the head. The

- three-quarter height half-width shall be taken as the distance between the points on the leech and the center fold 2030mm from the head measured in a straight line.
- g) The half-height half-width shall be not more than 2610mm nor less than 2540mm.
- h) The three-quarter height half-width shall be not less than 1600mm.

3.6.14 Only sails which have been officially measured and carrying an International J/24 Class Association Royalty Paid label sewn onto the starboard side of the sail near its tack or near a spinnaker clew shall be used when racing. The Royalty label is not required for sails manufactured prior to 1st November 1981. Royalty labels shall be securely affixed and shall be not transferred from one sail to another.

3.6.15 Measured sails shall be stamped with a Class Stamp signed and dated by the measurer across the Class Royalty tag.

3.7 Weight for Racing

3.7.1 The Basic Yacht Weighed Dry shall be not less than 1270kg. Yacht must be submitted for weigh-in to a measurer (Rule 2.7.1) in a dry condition in the following configuration:

- 1) as specified for the Builders Weight (Rule 2.7.4).
- 2) with all spars, standing and running rigging as defined in Rule 3.5, items 2 to 6 inclusive.
- 3) with installed outboard motor bracket (Rule 3.8.10) and permanently fixed compass(es) (Rule 4.1.3).
- 4) with all other permanently fixed optional equipment permitted under Rule 6. The dry weight (without additional correctors) shall be recorded on the Measurement Form, Part D as Item 28.

- 3.7.2**
- a) When corrector weights are required to be added, they shall consist of lead ingots located in the hull as shown on Corrector Weight Placement and Interior Layout Plan A.
 - b) Half the required weight attached amidships on the forward bulkhead located approximately 1000mm forward of the main bulkhead. Two quarters of the required weight in approximately equal ingots attached under each moulded berth to the forward side of the aft cabin bulkhead located approximately 2450mm aft of the main bulkhead. The corrector weights shall comply with the following:
 - i) For the requirements of Rule 2.7.4 the three lead ingots shall be permanently attached with bolts, totally capsulated and for hulls built after 1 March 1997 be distinctively marked.
 - ii) For the requirements of Rule 3.7.1 the lead ingots shall be attached with bolts and sealed with a strap of resinated glass cloth.

When required in addition to the permanent builders correctors Rule 2.7.4, the lead ingots shall be divided into four approximately equal weights and be fixed on the outboard side of the builders correctors (3.7.2b)i).

- c) The total corrector weight required to comply with Rule 2.7.4 shall be recorded on the Measurement Form Part B as item 3. The total corrector weight required to comply with Rule 3.7.1 shall be recorded on the Measurement Form Part D as item 29.

- 3.7.3** The all-up weight for racing, excluding the crew, shall be not less than 1375kg. This weight shall include all items in Rule 3.7.1 and may also include items specified under Rules 3.6 (Sails), 3.8.4 through 3.8.9 (Equipment to be Carried When Racing), and 6 (Optional Equipment). All items not contained in Rule 3.7.1 shall be itemized by weight and listed on the Inventory of Required and Optional Equipment, which shall be carried aboard the yacht and be available for inspection by race authorities. This inventory shall also itemize equipment included in Rule 3.7.1 and correctors required under Rule 3.7.2. Specifically excluded from counting as part of all-up weight for racing are personal clothing and gear, food, galley ware and stores, and liquid beverages other than those allowed under Rule 6.1.26.

3.8 Fixed Fittings and Equipment To Be Carried When Racing

- 3.8.1** Four headsail sheet tracks, each not more than 610mm in length, located in the positions as indicated on Plan A, except on J/24s produced in the U.S.A. prior to January 1979 which may retain factory installed 1220mm aft tracks.
- 3.8.2** One mainsheet traveler track, positioned as indicated in Plan A. The traveler track support may be of any material and shall not weigh less than 1 kg.
- 3.8.3** Two primary sheet winches positioned between the mainsheet traveler and the aft face of the forward end of the cockpit well. The two primary sheet winches shall not have a power ratio of more than 30:1.
- 3.8.4** Not in use.
- 3.8.5** A manual bilge pump and a bucket of minimum capacity 10 liters.
- 3.8.6** Not in use.
- 3.8.7** One anchor with or without chain of combined minimum weight of 6kg with 40m of not less than 8mm non-floating warp. When carried, anchor chains shall be attached to the anchor and shall be not stowed on or under the cabin sole over the ballast keel. The minimum weight of the anchor shall be 3kg and the maximum weight of the chain carried shall not exceed 6kg.
- 3.8.8** An outboard engine of a minimum of 3.5 horsepower and of a minimum weight of 14kg, which when not in use shall be securely stowed under one of the main berths or aft of the sill of the companionway.
- 3.8.9** A container of a type as required by the national authority or local regulations with a minimum of 2 liters of motor fuel.
- 3.8.10** A complete outboard motor bracket fixed to the transom.

4. SAFETY RULES WHEN RACING

- 4.1** The following equipment shall be carried on board:
- 4.1.1** One securely fixed 12-volt battery weighing not less than 8kg or more than 25kg.
- 4.1.2** Permanently installed navigation lights in working order.
- 4.1.3** At least one fixed marine type compass of magnetic card or digital readout type capable

ble only of instantaneous readout. (Compasses capable of displaying stored headings and/or performing calculations for storage of tactical information shall be not allowed.)

- 4.1.4** One foghorn.
- 4.1.5** One water resistant flashlight.
- 4.1.6** Fire extinguisher(s): type and capacity required by local regulations.
- 4.1.7** Life jackets or personal buoyancy equipment for each member of the crew.
- 4.1.8** A minimum of one throwable lifesaving device and drogue on deck within reach of the helmsman and ready for instant use.
- 4.1.9** Equipment capable of disconnecting and severing the standing rigging.
- 4.1.10** One marine first aid kit and manual.
- 4.2** For local and national events, the notice of race and sailing instructions may prescribe additional safety equipment.
- 4.3** Anchor(s), outboard motor, battery and fuel container shall be secured against movement in the event of a capsize.

5. CREW

- 5.1** The crew shall consist of not less than three persons and total crew weight (in swim wear) shall not exceed 400kg at weigh-in prior to the start of a regatta. A crew nominated or listed for a regatta or a series of races held over consecutive days including any lay day, shall remain the same throughout the event unless substitution is authorized by the race committee.

6. OPTIONAL EQUIPMENT

- 6.1** The following are permitted when racing:
 - 6.1.1** Barber haulers for the jib and genoa restricted as follows:
 - a) Fittings fixed to the deck shall not exceed one padeye with or without attached block, mounted not less than 250mm outboard of each of the four headsail tracks, plus a total of two cleats.
 - b) Tackle shall be limited to a single part of rope which may be attached to the headsail sheet by a block, hook or cringle between the sail and track mounted sheet block.
 - c) The Barber haul rope may be led to a padeye described in 6.1.1(a) or a stanchion base and/or through standard turning blocks and trimmed to a cleat or halyard/sheet winch.
 - 6.1.2** Two secondary winches with a power ratio not exceeding 8:1 and not exceeding 67mm in diameter. These may be used to sheet the tails of all running rigging.
 - 6.1.3** One twin headstay luff groove device not exceeding 30mm in width.
 - 6.1.4** a) The type and location of deck blocks and cleats for halyards, mainsail, jib and spinaker sheets, backstay, Cunninghams, outhaul, leech tensioning, spinnaker boom topping lift, foreguy and reefing equipment is optional.

b) To increase the purchase of the sheet of the 100 per cent jib the sheet may be led through the clew cringles and be fixed to any permitted deck fitting.

- 6.1.5** One mechanical masthead wind indicator with or without light.
- 6.1.6** Additional strengthening material or devices on spreaders and/or spreader brackets to prevent movement while racing.
- 6.1.7** One storm trysail of maximum area 4.40m² and/or a storm jib whose luff shall not exceed 5.20m length and of area not exceeding 3.20m². The cloth weight shall be not less than 270g/m².
- 6.1.8** Spare wood tiller and tiller extension of any material, a measured rudder and spinnaker boom.
- 6.1.9** Electronic devices to record, measure and calculate average speed, and to indicate distance and water depth.
- 6.1.10** Radio direction finder.
- 6.1.11** A two way radio and antennae.
- 6.1.12** Additional lockers, bookshelves or personalized accommodation equipment in accordance with Rule 3.2.8(d).
- 6.1.13** Additional safety devices and equipment to owner's requirements or to comply with local regulations.
- 6.1.14** One spinnaker sheet Barber hauler may be fitted port and starboard, each consisting of a fairlead or block with accompanying cleat.
- 6.1.15** A fixed block with integral cleat(s) of any type may be installed on a base platform located either fore or aft of the center of the mainsheet traveler and at the same height.
- 6.1.16** The genoa sheet may be led port and starboard through an additional fairlead or block fitted to the deck or on the aft tracks.
- 6.1.17** A second mainsail leech tensioning device (or outhaul control) of synthetic rope of not more than 4:1 power ratio.
- 6.1.18** Foot rests each attached to only one fixing point on the mainsheet traveler beam and foot blocks located on the cockpit sole and port and starboard cockpit decks and fore deck.
- 6.1.19** One boom topping lift of wire, not less than 2mm diameter and/or rope of 6mm diameter fixed to the masthead crane.
- 6.1.20** Anchor, navigation (steaming) light, or deck lights installed on the mast.
- 6.1.21** Tack horns for headsails and mainsail.
- 6.1.22** Watertight inspection ports, not exceeding 102mm inside diameter may be fitted to the

cabin top and cabin liner directly above the lifting beam. Ports shall be closed when racing.

6.1.23 Foam or plastic cushions may be fitted to the upper and/or lower lifelines.

6.1.24 Up to 4 berths cushions not exceeding a total weight of 21 kg.

6.1.25 A companionway step box or ice box between the bunks on the cabin sole with an empty weight not exceeding 9 kg.

6.1.26 Separate container(s) with no more than 10 liters of fresh water.

7. PROHIBITIONS

7.1 The following are not permitted:

7.1.1 Hydraulics.

7.1.2 Running backstays or devices to simulate such.

7.1.3 Wire strop for the backstay.

7.1.4 Halyard locks or hook up devices.

7.1.5 The use of a foresail halyard or mechanically adjustable device to vary the measured length of the forestay.

7.1.6 The use of any installed genoa and jib roller furling equipment when racing.

7.1.7 Spinnaker guy struts.

7.1.8 Stowage of the spinnaker pole on the main boom.

7.1.9 Spinnaker chutes through the deck.

7.1.10 The luff and foot of the mainsail when set shall be within the distinguishing bands as defined in Rules 3.5.2(d) and 3.5.5(c).

7.1.11 A wire strop or the use of wire in the mainsheet control system.

7.1.12 Bushed or unbushed holes or slots to feed halyards or control lines through the deck, hull or transom.

7.1.13 Any equipment or device to feed halyards or control lines below deck.

7.1.14 Except as permitted under Rule 6.1.2, quick throw devices, levers, tackle boxes or other equipment that may increase the power ratio of the running rigging.

7.1.15 Double luff or double luff tape sails.

7.1.16 "Angling" of headsail tracks which are approximately parallel as provided standard.

7.1.17 Not in use.

7.1.18 The use of titanium. The use of other exotic materials that are not commercially manu

factured and readily available, on the open market, at prices competitive with similar fittings and equipment manufactured with non-exotic material.

- 7.1.19** The use of elastic (shock) cord to adjust the standing or running rigging.
- 7.2** Other than specified in Rule 6.1.1 the trimming of genoa or jib sheets by means other than by a sheet from the clew directly to the fixed block fastened by plunger pin or screw pin to headsail tracks or from optional deck eye (see Rule 6.1.4(b)) first, then through the clew on the 100 percent jib.
- 8. RESTRICTIONS WHEN RACING**
- 8.1** The following practices are not permitted when racing:
- 8.1.1** The use of more than one mainsail, one genoa, one jib and one spinnaker, or the alteration thereof, during a regatta. Damaged sails may be repaired or replaced at the discretion of the Race Committee. In addition, one storm trysail and/or one storm jib as described by Rule 6.1.7 may be carried.
- 8.1.2** The stowage of equipment or gear other than unbagged sails in use on the cabin sole over the keel.
- 8.1.3** Use of other than normal sailing gear in normal, designed and proper storage areas to attain sailing weight.
- 8.1.4** The adjustment of standing rigging including all turnbuckles and the ability to adjust the position of the mast heel by any method. The connection to the mast heel of any adjustment device or equipment.
- 8.1.5** Use of Loran, GPS, or similar position fixing devices.
- 8.2** Notwithstanding the provisions of Racing Rules of Sailing 42, 42.3 or 49, the following actions are prohibited at all times:
- 8.2.1** Sudden movement of the body forward or aft (ooching).
- 8.2.2** The repeated pumping of the headsail, mainsail, or any trim of the spinnaker halyard or guy to promote surfing or acceleration of the yacht. However, a single, even rapid trim of the headsail or spinnaker sheets and/or the mainsheet shall be permitted, provided the frequency of trim is not greater than that of waves passing under the yacht. All parts of the mainsheet may be pumped simultaneously.
- 8.2.3** Hanging on the mast or shrouds to promote roll tacking or gybing.
- 8.3** No member of the crew shall station any part of his/her torso outside the upper lifeline other than temporarily, notwithstanding the provisions of Racing Rules of Sailing 49.
- 8.4** The location of items for which specific measurements are listed under Part D of the Measurement Form shall not be changed during a regatta, which is defined as a series of races held over consecutive days including any lay day. This includes mast at the

deck, spreader sweep, forestay length, height of forestay attachment and other items listed. The rudder shall not be removed.

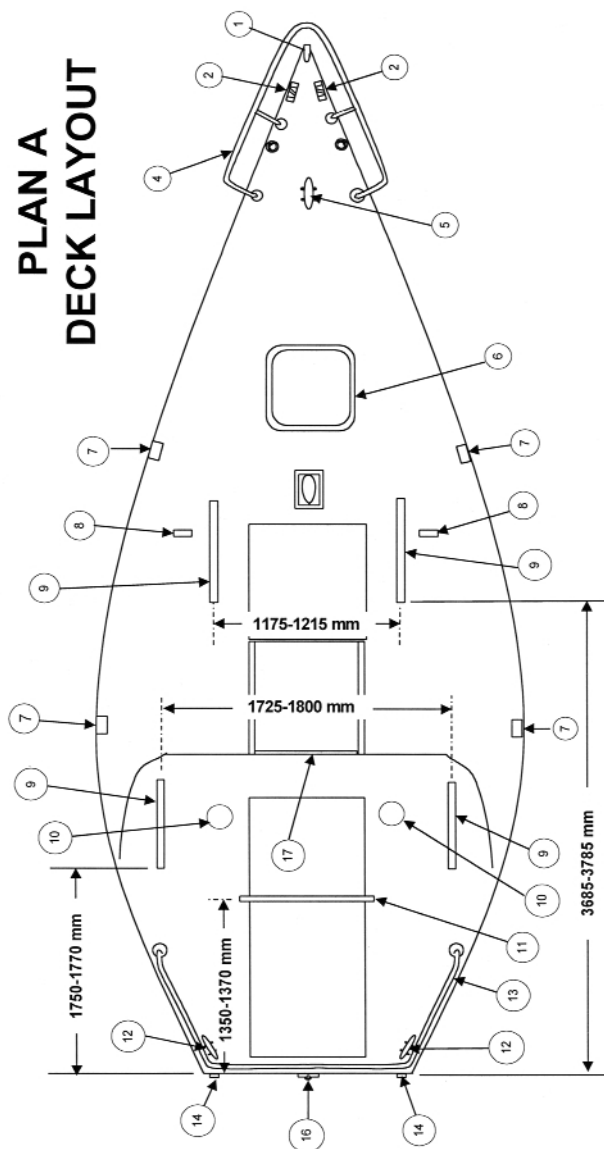
9. RULES GOVERNING CONTINENTAL AND WORLD CHAMPIONSHIPS

9.1 The International Jury shall consist of a chairman and four other members. The jury shall be comprised of members of at least three nationalities.

9.1.1 The chief judge and two of the jurors shall be approved by the IJCA Executive Committee.

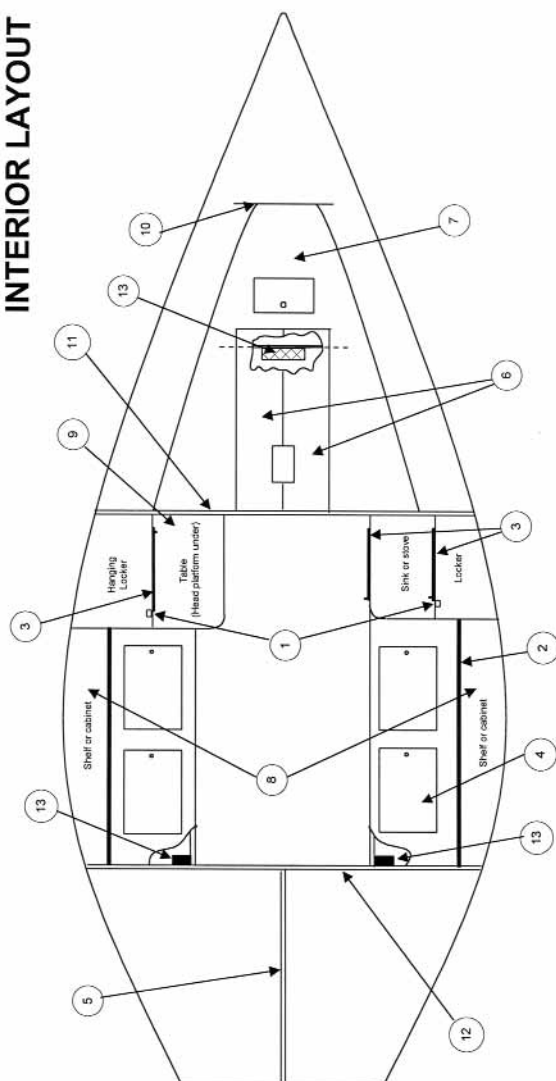
9.2.1.1 The measurers shall be appointed by the host NJCA, approved by the IJCA Executive and Technical Committees and shall have the authority for the disposition of Class Rule protests relating to measurement.

PLAN A DECK LAYOUT



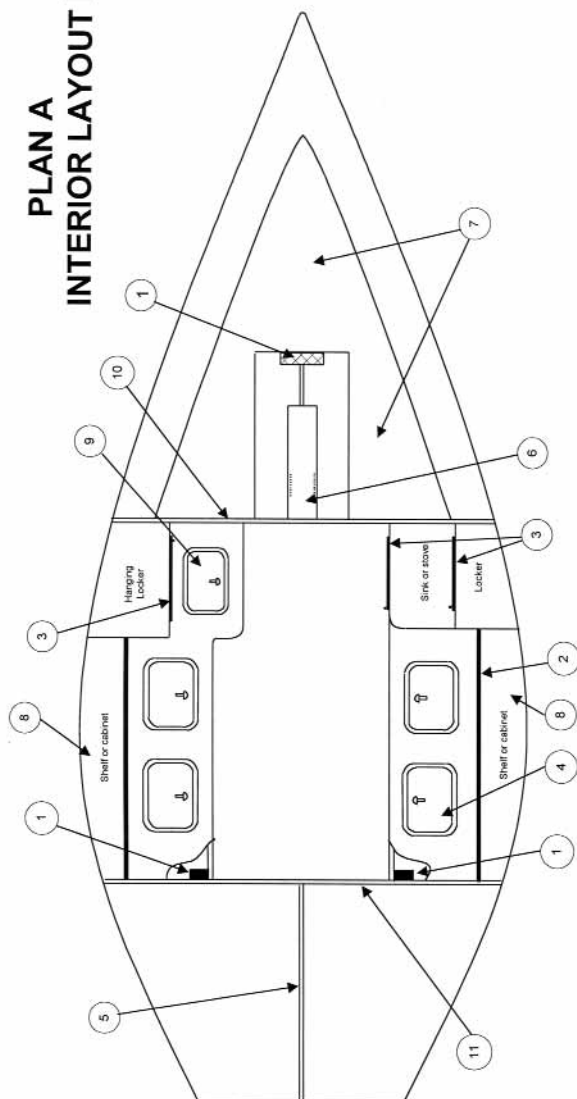
| NO. | DESCRIPTION | NO. | DESCRIPTION | NO. | DESCRIPTION |
|-----|-------------------|-----|-----------------------------|-----|--------------------------|
| 1) | Sternhead Fitting | 7) | Lifeline Stanchion and Base | 13) | Stern Pulpit |
| 2) | Chock | 8) | Chainplate | 14) | Transom Chainplate |
| 3) | Not in use | 9) | Jib/Genoa Track | 15) | Not in use |
| 4) | Bow Pulpit | 10) | Primary Winch | 16) | Upper and Lower Gudgeons |
| 5) | Bow Cleat | 11) | Traveler Bar | 17) | Vertical Hatch Board |
| 6) | Forward Hatch | 12) | Stern Cleat | | |

PLAN A INTERIOR LAYOUT |



| No. | DESCRIPTION | MATERIAL | No. | DESCRIPTION | MATERIAL |
|-----|----------------------------|------------|-----|------------------|------------|
| 1 | Door Latch Mounts, P&S | Teak | 8 | Shelf, P&S | Marine Ply |
| 2 | Shelf / Cabinet Riser, P&S | Teak | 9 | Chart Table | Marine Ply |
| 3 | Teak Door with Handle | Teak Frame | 10 | Forward Bulkhead | Marine Ply |
| 4 | Berth Access Covers, P&S | Marine Ply | 11 | Main Bulkhead | Marine Ply |
| 5 | Cockpit Support | Marine Ply | 12 | Aft Bulkhead | Marine Ply |
| 6 | V-Berth Access Covers | Marine Ply | 13 | Corrector Weight | Lead |
| 7 | V-Berth, Fixed Portion | Marine Ply | 14 | | |

PLAN A INTERIOR LAYOUT II

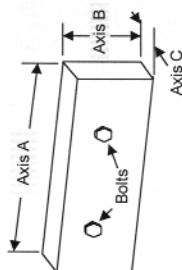


| No. | Description | Material | No. | Description |
|-----|-----------------------|----------|-----|----------------------|
| 1 | Corrector Weight | Lead | 7 | Floatation tank |
| 2 | Shelf / Cabinet riser | | 8 | Shelf P & S |
| 3 | Access doors | | 9 | Battery access hatch |
| 4 | Berth hatches | | 10 | Main bulkhead |
| 5 | Cockpit support | | 11 | Aft bulkhead |
| 6 | Mast Bearing Beam | Aluminum | 12 | |

Plan A Corrector Weight Placement

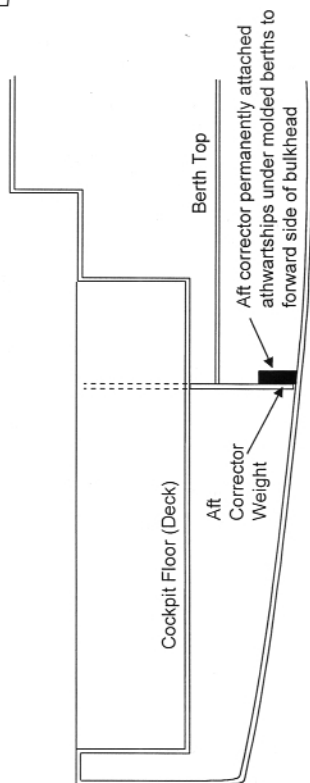
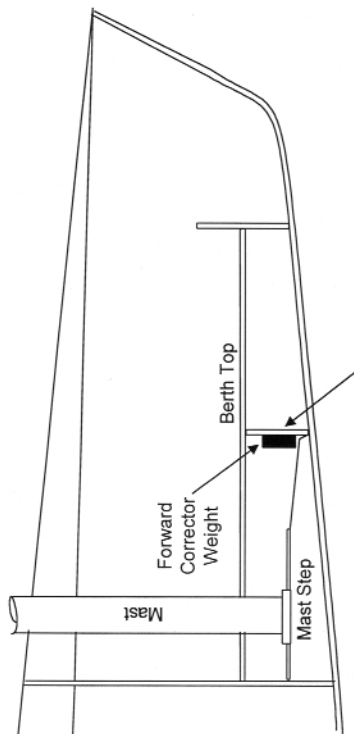
Rule 3.7.2

J/24 Corrector Weight Axis of Orientation

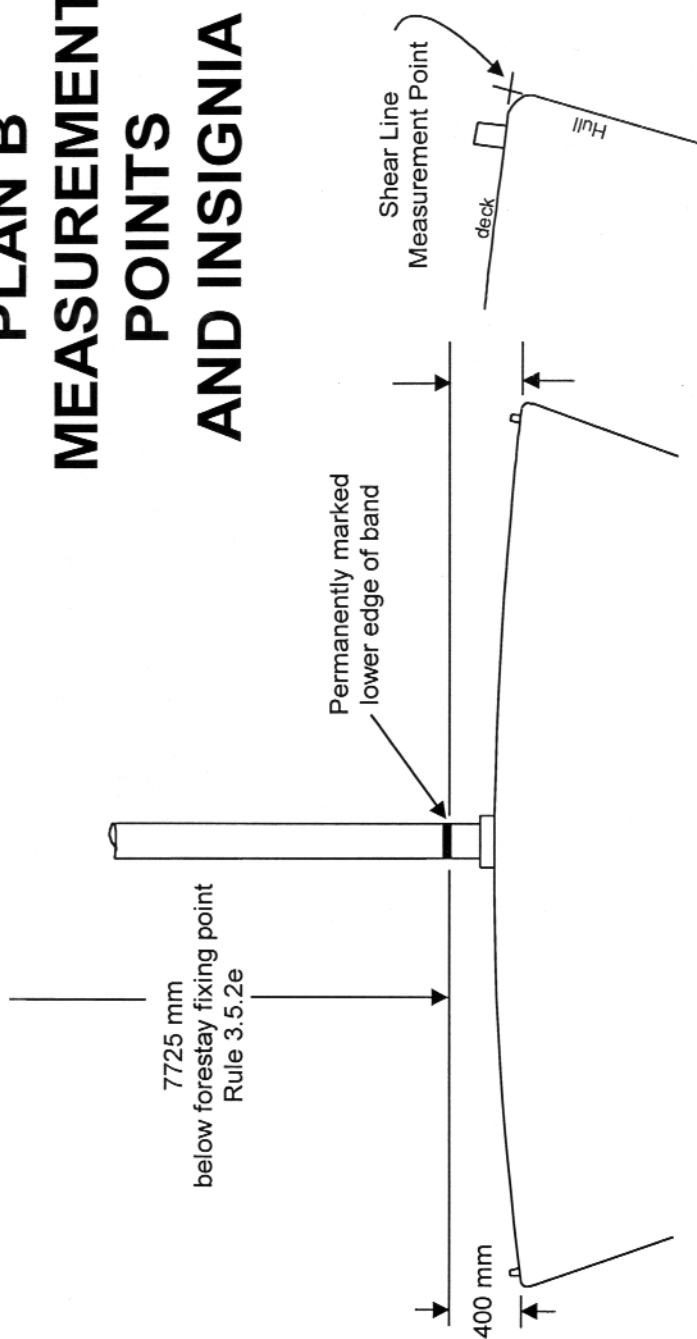


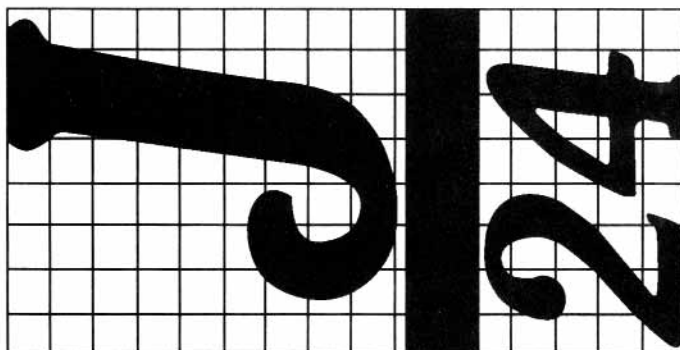
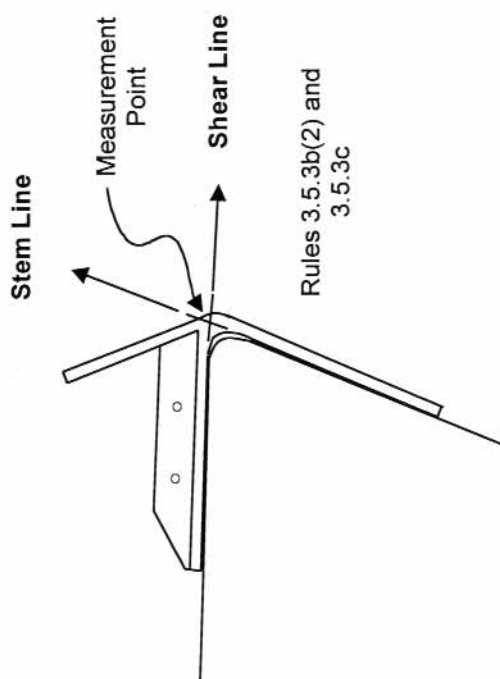
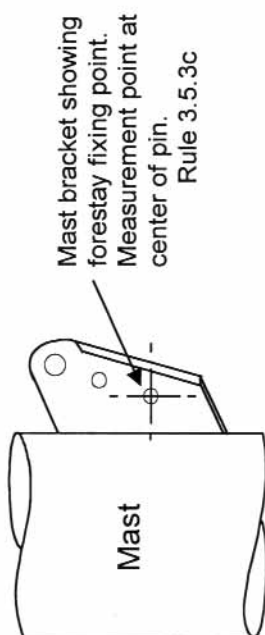
Notes:

- 1) Longest axis of lead corrector weight (Axis A) to be athwartships.
- 2) Second longest axis (axis B) to be oriented vertically.
- 3) Shortest axis to be oriented fore and aft.



PLAN B MEASUREMENT POINTS AND INSIGNIA





PLAN C KEEL PLAN

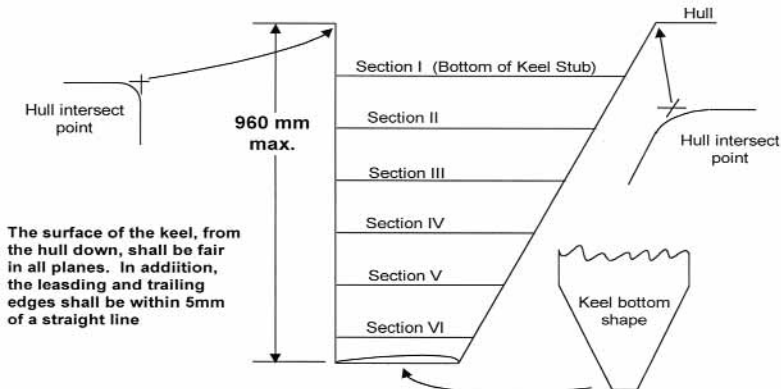
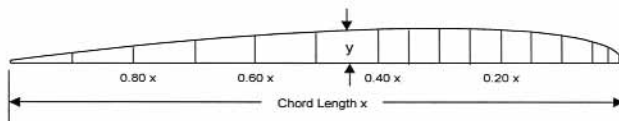
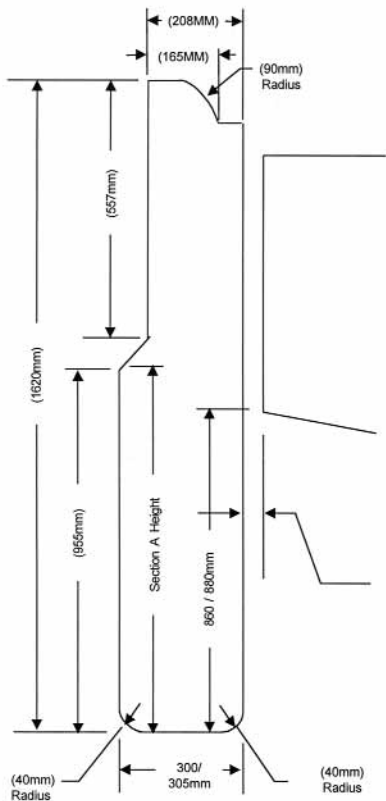


Table of offsets, Plan C

| | Keel Sections | | | | | | | | | | | |
|---|---------------|------|------|------|------|------|------|------|------|------|------|------|
| | I | | II | | III | | IV | | V | | VI | |
| Location distance from hull down | min. | max. | min. | max. | min. | max. | min. | max. | min. | max. | min. | max. |
| Leading edge: | 235 | 261 | 429 | 455 | 623 | 649 | 817 | 843 | 1011 | 1037 | 1205 | 1231 |
| Trailing edge: | 153 | 173 | 303 | 323 | 453 | 473 | 603 | 623 | 753 | 773 | 903 | 923 |
| Max. section chord length | 1015 | | 888 | | 781 | | 664 | | 547 | | 430 | |
| Minimum leading edge radius | 13 | | 13 | | 13 | | 13 | | 13 | | 13 | |
| Section 1/2 width, y, at distance from leading edge | min. | max. | min. | max. | min. | max. | min. | max. | min. | max. | min. | max. |
| 0.0125 x | 16.0 | 23.0 | 14.9 | 21.6 | 13.8 | 20.5 | 12.7 | 19.7 | 11.6 | 18.6 | 10.5 | 17.5 |
| 0.025 x | 22.5 | 29.5 | 20.6 | 27.6 | 18.7 | 25.7 | 16.8 | 23.8 | 14.9 | 21.9 | 13.0 | 20.0 |
| 0.05 x | 32.0 | 39.0 | 29.0 | 36.0 | 26.0 | 33.0 | 23.0 | 30.0 | 20.0 | 27.0 | 17.0 | 24.0 |
| 0.10 x | 46.3 | 53.3 | 41.5 | 48.5 | 36.7 | 43.7 | 31.9 | 38.9 | 27.1 | 34.1 | 22.3 | 29.3 |
| 0.15 x | 56.5 | 63.5 | 50.3 | 57.3 | 44.1 | 51.1 | 37.9 | 44.9 | 31.7 | 38.7 | 25.5 | 32.5 |
| 0.20 x | 64.0 | 71.0 | 56.7 | 63.7 | 49.4 | 56.4 | 42.1 | 49.1 | 34.8 | 41.8 | 27.5 | 34.5 |
| 0.25 x | 68.5 | 75.5 | 60.8 | 67.8 | 52.8 | 59.8 | 44.8 | 51.8 | 36.9 | 43.9 | 29.0 | 36.0 |
| 0.30 x | 70.1 | 77.1 | 62.0 | 69.0 | 53.9 | 60.9 | 45.8 | 52.8 | 37.7 | 44.7 | 29.6 | 36.6 |
| 0.35 x | 70.7 | 77.7 | 62.5 | 69.5 | 54.3 | 61.3 | 46.1 | 53.1 | 37.9 | 44.9 | 29.7 | 36.7 |
| 0.40 x | 69.9 | 76.9 | 61.8 | 68.8 | 53.7 | 60.7 | 45.6 | 52.6 | 37.5 | 44.5 | 29.4 | 36.4 |
| 0.50 x | 64.0 | 71.0 | 56.8 | 63.8 | 49.6 | 56.6 | 42.4 | 49.4 | 35.2 | 42.2 | 28.0 | 35.0 |
| 0.60 x | 54.4 | 61.4 | 48.5 | 55.5 | 42.6 | 49.6 | 36.7 | 43.7 | 30.8 | 37.8 | 24.9 | 31.9 |
| 0.70 x | 43.0 | 50.0 | 38.4 | 45.4 | 33.8 | 40.8 | 29.2 | 36.2 | 24.6 | 31.6 | 20.0 | 27.0 |
| 0.80 x | 31.0 | 38.0 | 27.6 | 34.6 | 24.2 | 31.2 | 20.8 | 27.8 | 17.4 | 24.4 | 14.0 | 21.0 |
| 0.90 x | 18.7 | 25.7 | 15.5 | 22.5 | 13.7 | 20.7 | 11.8 | 18.8 | 9.8 | 16.8 | 8.0 | 15.0 |
| Trailing edge 1.00 x | 6.4 | 13.4 | 1.8 | 8.8 | 1.8 | 8.8 | 1.8 | 8.8 | 1.8 | 8.8 | 1.8 | 8.8 |



PLAN D RUDDER PLAN



Section A Offsets in Millimeters

Offsets describe minimum half-widths at stations, which are located from the leading edge

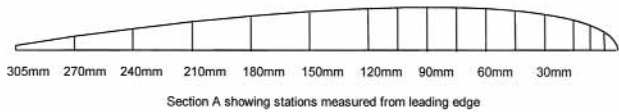
| Station | Half Width |
|------------------------------|------------|
| 5mm | 7.0 |
| 10mm | 10.0 |
| 15mm | 12.0 |
| 30mm | 15.5 |
| 45mm | 17.5 |
| 60mm | 18.8 |
| 75mm | 19.3 |
| 90mm | 19.6 |
| 105mm | 19.7 |
| 120mm | 19.6 |
| 150mm | 18.7 |
| 180mm | 16.6 |
| 210mm | 13.7 |
| 240mm | 10.3 |
| 270mm | 6.6 |
| Trailing edge (300-305mm) | 2.0 |

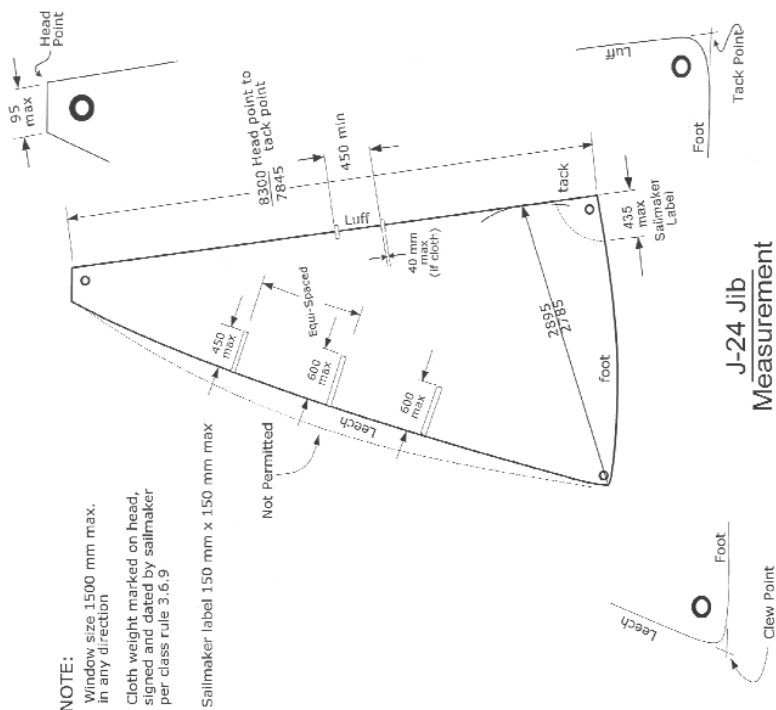
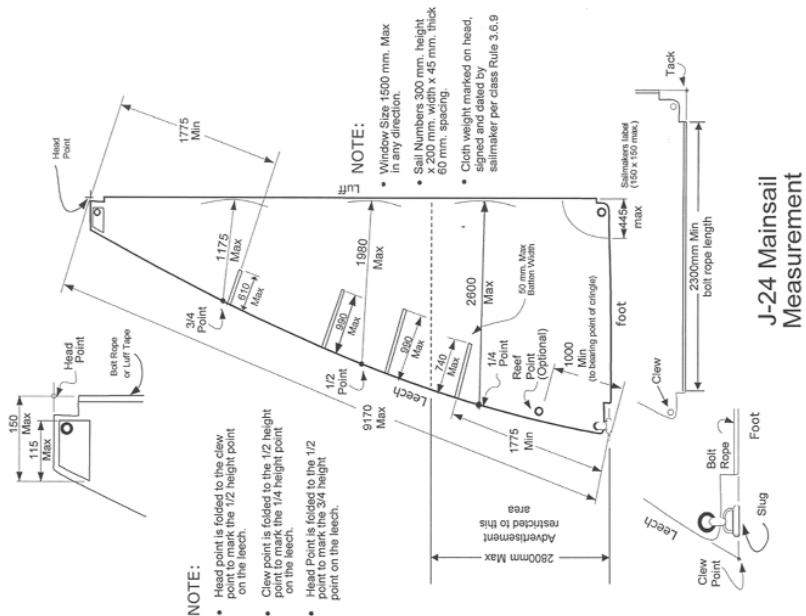
The leading edge shall be parallel to the transom within a tolerance of +/- 10mm

The width of the rudder at 105mm from the leading edge shall not be less than 39mm.

Section A is perpendicular to the leading edge

Dimensions in '()' are for reference.

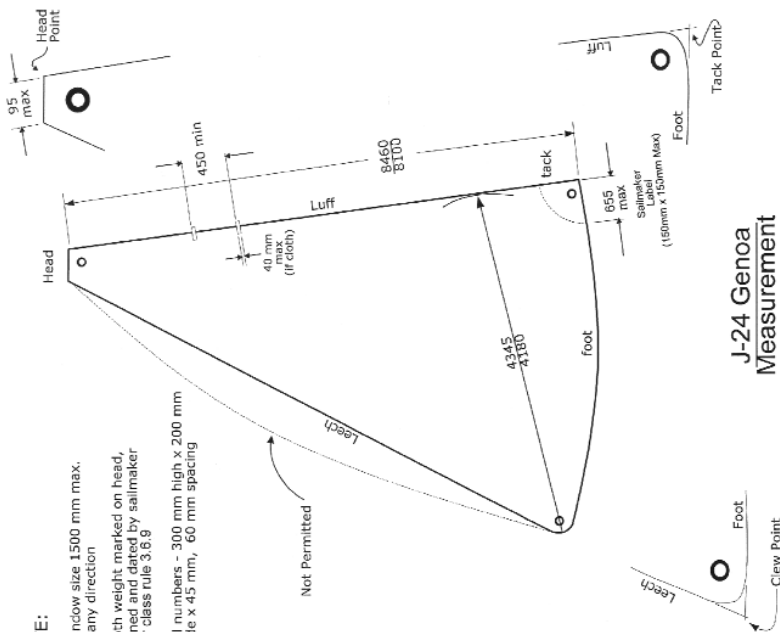




NOTE:

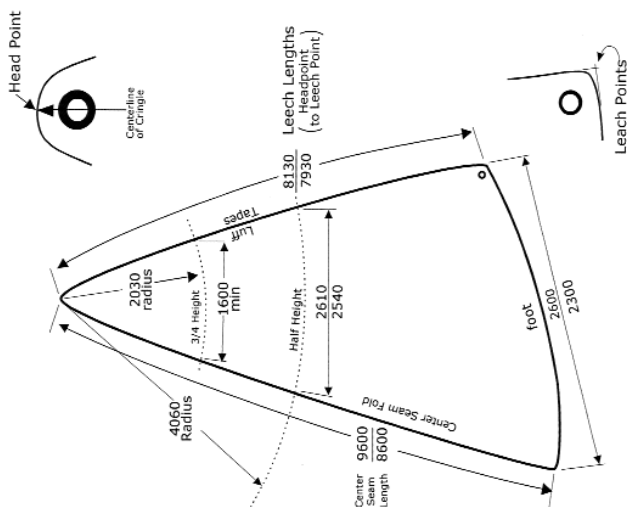
Window size 1500 mm max.
in any direction
Cloth weight marked on head,
signed and dated by sailmaker
per class rule 3.6.9
Sail numbers - 300 mm high x 200 mm
wide x 45 mm, 60 mm spacing

Not Permitted



J-24 Genoa Measurement

fig. 6.3.3



J-24 Spinnaker Measurement

(Sail folded vertically about center seam.)

fig. 6.3.4

Note:

Sail Numbers 300 mm height
x 200 mm width (except "1" and "1")
x 45 mm thick - 60 mm spacing
Cloth weight marked on head,
signed and dated by sailmaker per
class Rule 3.6.9

How to Obtain a Measurement Certificate

The boat owner must be a current member of a National J/24 Class Association before making application for a Measurement Certificate. Measurement Forms may be obtained from any National Measurer who is recognized by the IJCA, or may be downloaded in PDF format from the class web site (http://www.j24class.org/pdfs/measurement_form.pdf).

1. THE LICENSED BUILDER shall:

- A. Obtain a hull number (consecutive worldwide) from the copyright holder, J Boats, Inc.
- B. Complete Parts B and C of the Measurement Form and deliver one copy with the yacht and one copy to the International J/24 Class Association (IJCA) Office.

2. THE OWNER shall:

- A. Obtain a sail number in accordance with Racing Rules of Sailing. Unless otherwise allotted in writing to the yacht owner by his NJCA, the sail number shall be the hull number.
- B. Complete Part A of the Measurement Form.
- C. Have a National Measurer, recognized by the IJCA, take the measurements in Part D of the Measurement Form.
- D. Complete the Inventory of Required and Optional Equipment, Rule 3.7.3, and carry a copy aboard his/her yacht while racing. (Inventory list need not be delivered to the NJCA or the IJCA).

3. THE NATIONAL MEASURER, after completing the measurements in Part D shall:

- A. Sign and mail the original Part D of the Measurement Form to the International J/24 Class Association (IJCA) Office with a copy of Parts A, B and C, sending one copy to the owner, one copy to the NJCA and retaining one copy for his/her records.
- B. Report on the Measurement Form anything considered to be a departure from the intended nature and design of the yacht in accordance with Rule 2.7.6.

4. THE INTERNATIONAL J/24 CLASS ASSOCIATION (IJCA), upon receipt of completed Parts A, B, C & D from the Recognized Measurer, and upon verification that all current J/24 Class membership requirements have been met, will issue the Measurement Certificate. (Endorsement of the Measurement Form by a member of the IJCA Technical, or designate, shall serve as a temporary Measurement Certificate.)

5. RE-ISSUE OF A MEASUREMENT CERTIFICATE (due to loss, major repairs requiring re-measurement, or replacement of spars or rudder) requires a US\$15 processing fee. The owner shall:

- A. For a lost certificate, mail the processing fee to the IJCA office with his/her class membership information (name, membership number, mailing address, hull and sail numbers), and a new Measurement Certificate may be issued.
- B. For any re-measured item, the owner shall:
 - 1) Complete part A of the Measurement Form
 - 2) Have a National Measurer, recognized by the IJCA, record only the new measurements required on Part D of the Measurement Form.
 - 3) The National Measurer shall mail Parts A and D of the Measurement Form, and your payment of the processing fee to the IJCA office, and a new Measurement Certificate may be issued.

6. CHANGE OF OWNERSHIP shall invalidate the Measurement Certificate and shall require re-registration with the International J/24 Class Association (IJCA) Office, and the issuance of a new Measurement Certificate. To obtain a new Measurement Certificate, the new owner shall:

- A. Complete and submit Part A of the Measurement Form to International J/24 Class Association (IJCA) Office, along with a copy of the previous owner's Measurement Certificate, Change of Ownership Declaration (found on page 44 of this Rule Book), and the processing fee of US\$ 15. If alterations have been made, the yacht must be re-measured.

INTERNATIONAL J/24 CLASS ASSOCIATION CONSTITUTION

Revised by IJCA World Council, November, 2001

1. The International J/24 Class Association shall be known and referred to as the IJCA.

2. OBJECT

- 2.1 The IJCA shall have sole authority worldwide for the conduct and management of the International J/24 Class.
- 2.2 The IJCA shall promote expansion of the International J/24 Class of sailboat throughout the world.
- 2.3 The IJCA shall coordinate and manage the affairs and rules of the International J/24 Class in cooperation with the International Sailing Federation (ISAF), J Boats, Inc., the copyright holder and ISAF Holdings, Ltd.
- 2.4 The IJCA shall maintain the one-design characteristics of the International J/24 Class sailboat.

3. OTHER TERMS AND DEFINITIONS

- 3.1 The Council shall mean the governing body of the IJCA, the composition of which is defined in 9.1
- 3.2 NJCA shall mean the National J/24 Class Association organized inside individual countries and officially recognized by the IJCA and corresponding NA.
- 3.3 NA shall mean the National Authority recognized by the ISAF to control and organize yachting on a national basis in any country.
- 3.4 A District shall be a territorial unit comprised of three or more Fleets and independent boat owners within a specific geographic region. Designation of Districts shall be the responsibility of the IJCA. Each District shall, by vote of Fleet Captains within the District, elect officers. The chief executive officer of the District shall be known as the District Governor who shall have general supervision over the J/24 activities within that District. Each Governor will represent his/her District in the NJCA.
- 3.5 A Fleet shall be a local territorial unit that is self-governed in matters not conflicting with these by-laws and chartered by the NJCA upon application by three or more J/24 Owners not within the established territory of an existing Fleet. A Fleet shall elect its own officers from among boat owners, which shall include a Fleet Captain, Fleet Secretary/Treasurer.
- 3.6 The Class shall mean the international class of sailing yachts designed by Rodney Johnstone and constructed in accordance with the building specifications and known under the name of International J/24.
- 3.7 The Class Rules shall mean the rules relating to measurement, equipment, racing condition of a J/24 and the practices of its crew, annexed hereto and incorporated herein as a By-law of this Constitution.
- 3.8 The Building Specifications shall mean the manufacturing processes, techniques, hardware, and materials used in the construction of the J/24.
- 3.9 The Measurement Certificate shall mean the certificate issued by the builder and forwarded to the NJCA or NA to register the yacht in the NJCA Class Register and to record hull and sail measurements. A copy of the Measurement Certificate is annexed hereto.

- 3.10 The Executive Committee is defined as in paragraph 10.
- 3.11 The Hull Numbers shall mean:
 - 3.11.1 The Builder's Code letters, the Hull Number allocated by J Boats, Inc. on a consecutive worldwide basis and the Date of Moulding onto the transom. Example: TSP 428800781=Tillotson Pearson J24 2880 July 1981
 - 3.11.2 The ISAF plaque number. These numbers, if different from those allocated by J Boats, Inc., may be placed on an ISAF plaque to be affixed to main bulkhead.
- 3.12 The Sail Number shall mean the national sail number allocated to the yacht by the NA or NJCA.
- 3.13 The IJCA Class Register of J/24s and their owners and associate or sponsoring members shall mean the register to be kept as hereinafter provided.
- 3.14 The Copyright Holder shall mean J Boats, Inc. with headquarters at 557 Thames St., P.O. Box 90, Newport, RI 02840.
- 3.15 Licensed Builder shall mean a person or corporation for the time being holding a valid license issued by the Copyright Holder to build the J/24.

4. OFFICES

- 4.1 The Principal Office of the IJCA shall be the address of its statutory agent for service of process.
- 4.2 The World Headquarters of the IJCA shall be located at the address determined by the Executive Committee from time to time.
- 4.3 Other Offices may also be established at such places as the Executive Committee may from time to time determine.

5. MEMBERSHIP

- 5.1 The following types of membership shall be recognized:
 - 5.1.1 Active NJCA members shall be NJCA's who have paid the prescribed annual subscription.
 - 5.1.2 Full members shall be sailors who have paid the prescribed annual subscription to their NJCA.
 - 5.1.3 Associate Members shall be yacht owners or Fleets in countries without NJCAs' who have paid the prescribed annual subscription. Associate Members shall be entitled to attend and speak at any open Meeting, but may not vote nor are they eligible to hold office.
 - 5.1.4 Sponsoring members shall be those individuals, companies, and corporations who provide products and/or services to the IJCA or its members. Sponsoring members may not vote nor are they eligible to hold office. The Executive Committee shall have the authority to grant this category of membership.

6. ANNUAL SUBSCRIPTIONS AND FEES

- 6.1 The IJCA shall be financed by annual subscriptions from the NJCAs, paid according to their number of full members, by annual subscription from associate members and by collecting other fees from sponsoring members and other sources. The subscription shall be determined annually by the Executive Committee. All Active

Members must register annually. All subscriptions and fees shall be made payable to the IJCA.

- 6.2 Subscriptions and fees shall cover the calendar year commencing on January 1, and ending on December 31.

7. SUSPENSION, EXPULSION

- 7.1 The Executive Committee shall have the authority to suspend any NJCA, Associate, or Sponsoring Members for non-payment of dues, gross violations of the Rules or after due notice, for willful disregard of the rulings of the IJCA. The term of suspension may not exceed one year unless suspension is extended by the Council in the succeeding year. A suspension may be terminated if the issue is brought before a meeting of the Council and a majority of votes cast favor termination.

- 7.2 A member may be expelled only if the issue of their expulsion is brought before an Annual Meeting of the Council and three-fourths of the votes cast are in favor of expulsion.

8. MANAGEMENT OF THE IJCA

- 8.1 The day-to-day affairs of the IJCA shall be managed by the Executive Director as prescribed by an Executive Committee.

9. WORLD COUNCIL

- 9.1 The Council shall consist of one (1) member appointed by each officially recognized NJCA, one (1) member appointed by the Copyright Holder, one (1) member appointed by the Designer, and Councilors of Honor appointed by the World Council.

- 9.1.1 Councilors of Honor shall be appointed by the World Council in recognition of service to the class association. Their role is advisory to the World Council and is non-voting.

- 9.2 Each member shall have one vote. In addition, each member appointed by an NJCA shall have one vote for every complete multiple of 500 determined International J/24s owned by members of that NJCA and registered in the IJCA Class Register.

- 9.3 Intentionally omitted.

- 9.4 No NJCA shall cast more than one third of the total number of votes represented at the start of any meeting.

- 9.5 The Council shall have the power to select any person or entity to assist it whether a member or not, but such member shall have no vote on the Council.

- 9.6 At meetings of the Council, five members shall form a quorum.

- 9.7 In the case of retirement or replacement of an NJCA appointed Council member, the NJCA may appoint a substitute provided that person is a member of that NJCA.

- 9.8 If a Member is unable to attend a meeting, the NJCA may appoint a substitute for that meeting only. Such designations shall be in writing and received by the Secretary of the IJCA prior to the meeting.

- 9.9 Annual Meeting of the Council.

At its annual meeting, the Council shall:

- 9.9.1 In even years, elect one of its Active NJCA appointed members or any Full Member, in good standing, of an Active NJCA to act as Chairman of the IJCA for a period of two years.
- 9.9.2 In even years, elect one of its Active NJCA appointed members or any Full Member, in good standing, of an Active NJCA to act as Vice-Chairman for a period of two years.
- 9.9.3 In odd years, elect one of its Active NJCA appointed members or any Full Member, in good standing, of an Active NJCA to act as Finance Chairman for a period of two years. The primary responsibility of the Finance Chair is to be the liaison between the Executive Committee and the Executive Director assist in the preparation of the annual budget, and to monitor any budget variances.
- 9.9.4 Appoint a Secretary who shall keep correct minutes of all Council meetings together with the IJCA Class Register and be responsible for communicating the decisions of the Council to all Members.
- 9.9.5 Appoint a qualified auditor who shall examine the correctness of the accounts and review the annual financial statement.
- 9.9.6 Establish the guidelines to be followed by the Executive Committee in selecting the location and dates for future World and Continental Championships.
- 9.9.7 An NJCA not represented at a Council meeting may assign a proxy to any other NJCA, that is represented so that it can vote on its behalf. This proxy must be in writing and received by mail, telex, fax or electronic mail, by the representative and the Executive Director of the IJCA no later than seven (7) days prior to the meeting.

9.10 VOTING, MOTIONS AND RESOLUTIONS

- 9.10.1 Decisions of the Council shall be taken by a simple majority of votes cast. A two-thirds majority is required to make changes to the IJCA Constitution.
- 9.10.2 Substantive motions (other than amendments thereto) to be voted upon at a Council Meeting must be received by the Secretary and the Executive Committee at least 4 weeks before the date of the meeting.

10. EXECUTIVE COMMITTEE

- 10.1 The Executive Committee shall consist of the Chairman and Vice Chairman of the Council, the immediate Past Chairman of the Council, the Chairman of the Technical Committee, the Chairman of the Finance Committee, and three other council members (two of whom shall be elected by the World Council each year, and one of whom shall be the NJCA representative of the country hosting the next World Championship). The immediate Past Chairman is a non-voting member of the Executive Committee.
- 10.2 At meetings of the Executive Committee, three shall form a quorum.
- 10.3 The Executive Committee may fill any casual vacancies among the officers and any persons so appointed shall hold office until the next annual meeting of the Committee.
- 10.4 The Executive Committee may appoint such agents and attorneys with such powers and to perform such acts and duties on behalf of the Council as the Executive Committee may determine.
- 10.4.1 The Executive Committee shall appoint an Executive Director and shall set terms of compensation and remuneration for the Executive Director. The Executive Director shall report to the IJCA Chairman and Executive Committee as required herein.

- 10.4.2 The duties of the Executive Director are to maintain the files and correspondence of the IJCA, to edit and have published a biannual publication of the Class (International J/24), to act as Treasurer of the Class and other such duties as the Executive Committee may from time to time prescribe.
- 10.4.3 The Executive Director shall not serve as a voting member of the Executive Committee of World Council.
- 10.5 The Executive Committee shall have the power to appoint other committees that shall have and may exercise such authority of the Executive Committee, as it shall prescribe.
- 10.6 Accounts
- 10.6.1 The Executive Director of the IJCA shall cause accounts to be kept giving full particulars of:
- 10.6.1.1 All amounts of money, assets, liabilities of the IJCA.
- 10.6.1.2 All amounts of money received and expended by the IJCA, and a detailed description of such receipts and expenditures.
- 10.6.2 A financial statement shall be presented to all Members at each Annual Meeting of the Council, duly audited.
- 10.6.3 Payments and receipts of money shall be validated by the signature of the Treasurer or his deputy as appointed by the Executive Committee.
- 10.6.4 A budget for the coming year shall be presented to all members for approval at each annual meeting. Payments exceeding the budget adopted by the Council require prior Executive Committee approval. The Executive Committee may amend the budget as required to run the day-to-day affairs of the IJCA.
- 10.6.5 The fiscal year of the IJCA shall be October 1 through September 30th.

11. TECHNICAL COMMITTEE

- 11.1 The Technical Committee shall consist of at least three members. One shall be the Designer or his appointee.
- 11.2 This committee shall be responsible for making recommendations to the Executive Committee regarding Class Rules, Building Specifications and Measurements, including suggested amendments or additions and interpretations.
- 11.3 The Technical Committee shall cooperate with NJCA official measurers and the technical staff of licensed builders to protect the one-design character of the International J/24 Class worldwide.
- 11.4 The NJCAs shall, in cooperation with the NAs, be responsible for the appointment of official class measurers and the dissemination and recording of Measurement Certificates.
- 11.5 Names and addresses of such appointed measurers shall be reported to the Technical Committee of the IJCA.

12. PROTECTION OF ONE-DESIGN

- 12.1 Tight one-design control of the International J/24 Class shall be maintained throughout the world by:

- 12.1.1 Selecting licensed builders with the cooperation of NAs and potential owners.
- 12.1.2 Enlisting the aid of ISAF to arbitrate disputes between Copyright Holder and/ or Licensed Builder and/or IJCA Members involving Class Rules, Building Specifications or Measurements.
- 12.1.3 Retaining the authority to make changes that might affect current or future yacht performance within the IJCA. Such factors are later outlined as "Speed Producing Factors."
- 12.1.4 Except in case of emergency, Class Rule changes shall occur every two years.

13 MEASUREMENT CERTIFICATES

- 13.1 No yacht shall be entered in the IJCA Class Register as a J/24 unless the yacht is produced by a licensed builder in accordance with Class Rules and so certified in PART B of the Measurement Certificate.
- 13.2 The NJCAs shall keep a Class Register, as shall the IJCA.
- 13.3 A Certificate shall be obtained from the NA or NJCA upon application by a new owner and presentation of two copies of the Measurement form, received from the builder, with PART A properly completed by the owner, PART B and PART C completed by the licensed builder, and PART D properly completed by an official Class Measurer.
- 13.4 No yacht shall race as a International J/24 unless PART D "Yacht Measurements" has been completed by an official measurer who has signed the Declaration and unless its sails have been measured, stamped and initialed by an official measurer.
- 13.5 Measurement Certificates shall remain valid only as long as the yacht continues to comply with the Class Rules.
- 13.6 Change of ownership shall invalidate the Certificate. It shall be the responsibility of the new owner to obtain a new Certificate.
- 13.7 Acceptance of a Certificate by an owner shall ipso facto render him subject to the jurisdiction of the IJCA or the Council in any matter pertaining to this Constitution.
- 13.8 The International J/24 Class Rules and the International J/24 Measurement Certificate annexed hereto are incorporated herein as a By-Law of this Constitution.

14. CHANGES IN INTERNATIONAL J/24 CLASS RULES (or MEASUREMENT CERTIFICATE)

- 14.1 Changes to Class Rules may be proposed to the Executive Committee by Active Members, by a Licensed Builder, or by the ISAF.
- 14.2 The proposed changes will be reviewed by the Technical Committee, which will formulate a resolution for review by the Executive Committee.
- 14.3 The Executive Committee may elect one of two methods of approval:
 - 14.3.1 A vote of the Members attending the Annual General Meeting held in the year prior to the submission and approval by the ISAF.
 - 14.3.2 A vote of the Members in writing after presenting the resolution/motion in writing by mail, telex, fax or electronic mail, one year prior to the submission and approval by the ISAF.

- 14.4 If then approved by the ISAF, notification of such changes shall be communicated to the Members by the Executive Director within 7 days.
- 14.5 Approved changes shall apply to all International events occurring on or after March 1 of the year following approval by the ISAF, or earlier if deemed appropriate by the Executive Committee.

15. CHANGES IN BUILDING SPECIFICATIONS

- 15.1 Changes in Building Specifications may be proposed to the Executive Committee by Active Members. If such changes are deemed by the Technical Committee and/or the Copyright Holder to affect the speed of the yacht, the approval process will be as in paragraph 14.
- 15.2 Those factors influencing the speed of the yacht are defined as "Speed Producing Factors" and are outlined below:
- 15.2.1 The shape, dimensions, weight, distribution of weight, and rigidity (stiffness of bending moments) of the hull, keel, rudder, mast and boom.
- 15.2.2 The weight and distribution of weight of the deck.
- 15.3 Changes to Building Specifications may be made by Licensed Builders with the prior written approval of the Copyright Holder and Designer, with ISAF approval, providing such changes relate to:
- 15.3.1 Improving the quality of the finish or interior appointments.
- 15.3.2 Substitution of construction materials or hardware of equal or better quality and operation.
- 15.3.3 Relocation of fittings or hardware, not otherwise restricted by Class Rules, to improve or facilitate the liveability, durability or safety of the yacht.
- 15.3.4 Revision of the moulding techniques or methods of construction provided that no alteration is made in the Speed Producing Factors as defined in paragraph 15.2.

REGATTA STANDARDS

For World and Continental Championships and guidelines for National and other World Qualifying events.

A. Regatta Selection Authorities.

The IJCA World Council selects venues for the World Championship by a vote of all members at the World Council Meeting. World Championship site selection is based on a rotation established from time to time by the IJCA World Council and covers a period of up to five (5) years. Continental Event Sites are selected by Class Officials of the NJCA's from that region.

National, Regional, District and Fleet Event Sites are chosen according to the regulations of that National J/24 Class Association

B. Regatta Proposals.

Fleets interested in hosting any one of the various championships should form a Regatta Organizing Committee and contact their NJCA or the IJCA Class Office for availability of future events. A written proposal should be submitted for consideration. In the case of Continental or World events, the NJCA of the fleet making the proposal shall submit the proposal to either the area NJCA's or the World Council

The standard "Proposal to Host Regatta" form (see Appendix "A"; also available from the IJCA Class Office) shall be used. A copy of the proposal should be sent to IJCA Class Office where it shall be distributed as appropriate with the World Council Meeting Agenda.

Regatta Organizing Committees should be aware that the following advance time frames are generally used when selecting events and time their submissions accordingly.

| | |
|--------------------|-----------------|
| World Events | 30 to 48 months |
| Continental Events | 18 to 36 months |

C. Notice of Race

Upon selection, the regatta organizing committee shall prepare a Notice of Race for the event. The standard "J/24 Notice of Race" format should be used (see Appendix "B"). The Notice of Race for World and Continental Events shall be submitted to the IJCA Executive Council for approval prior to it being published. Notices of Race for the World Championship shall be published in the Class Magazine in addition to being posted on the International Class Web Page. All other Notices of Race for International Events shall be published on the International Class Association Web Page. The Organizing Authorities of a World Championship shall, as a condition of being awarded a World Championship, enter into a contract with the IJCA that sets out the performance of the Organizing Authorities in the following areas:

The schedules of the "Proposal to Host a Regatta";
Agreement to abide by the requirements of these Regatta Standards
Any conditions or requirements as may be set out by the Executive Council of the IJCA

An example of the contract is given in Appendix C and will be sent to the Organizing Authority as soon as possible after the awarding of the event.

D. Regatta Organizing Authority

The Regatta Organizing Authority shall be the National J/24 Class Association or a local J/24 Fleet. The IJCA shall also be included as part of the Regatta Organizing Authority for all World

and Continental Events. The local fleet may also combine their efforts with a recognized yacht club. The regatta shall be hosted by a recognized yacht club. There must be adequate launching, measuring, mooring facilities and sufficient race management expertise. Regatta locations should offer adequate lodging, restaurant and charter boats (if required) for participants. The host yacht club shall provide visitor privileges to regatta participants.

E. Measurement

The Organizing Authority shall verify that all boats registered are in full compliance with current IJCA Class Rules, including the presentation of valid measurement certificates at registration except at World Championships where all boats shall be measured. A random inspection shall be performed on a number of the registered boats to ensure that measurement requirements are being followed. All crews shall be weighed at registration. Once the crew weight is established, crew need not be reweighed unless a substitution of crew occurs.

At World and Continental Championships the Chairman of the IJCA Technical Committee or the person so designated by that person shall be the final authority on all measurement processes and decisions. The Organizing Authority is responsible for the expenses of the IJCA Technical Committee representative(s).

F. Eligibility and Membership

The Organizing Authority shall verify that all owners and helmsman are current members of their respective National J/24 Class Association. With the exception of the World Championship, all events shall be open to all eligible J/24 members except where the event has been designated as a "Closed" event for regional qualification purposes.

G. Entry Fees

Entry fees are at the discretion of the organizing authority. The IJCA suggests the following entry fees as maximums:

| | |
|--|-------------|
| International Championship (not including social activities) | \$150.00 US |
| International Championship (including social activities) | \$250.00 US |
| World Championship (not including social activities) | \$300.00 US |
| World Championship (including social activities) | \$450.00 US |

Regatta organizers are encouraged to obtain sponsors to assist with regatta expenses to keep entry fees reasonable.

H. Prizes

Prizes at World and International Events shall be awarded to the skippers and crews to at least the top 15% of boats entered. Should the fleet be split according to paragraph "O" (Division of Fleet), prizes shall be awarded of similar value to each Fleet.

I. Racing

The current racing rules of the International Sailing Federation (ISAF) with the prescriptions of the national sailing authority (except for World Championships) shall apply except where they have been modified by the Class Rules of the IJCA, these Regatta Standards, and by the Notice of Race and Sailing Instructions and any amendments thereto. World and Continental events shall be run with an International Jury. All events shall be Category C events, with the restrictions set out in the IJCA Class Rules.

J. Schedule of Races

1. For the World Championship, a minimum of six races shall be scheduled with a minimum of four races to be completed to constitute a series. At the World Championship, provided all measurement has been completed and all competitors have the opportunity to sail in the practice race, more than one race may be held on the first day of racing. Racing, at the World Championship, shall not continue beyond Friday.
2. For World qualifying events that are not Regional, National or International events, a minimum of three races shall be completed to constitute a series.

K. Sailing Instructions

The Standard J/24 Class Sailing Instructions as provided by the IJCA Class Office shall be used for all International and World events. The IJCA Executive Committee shall approve any change or deviation from these standard instructions for World or International events.

L. Courses

Courses shall be Windward/Leeward courses with a minimum of 4 legs. The course for the World Championship shall be 5 legs. An Offset mark will be used in conjunction with the Windward mark and a Leeward Gate shall be used at World and International events. It is suggested that individual races should be completed within 70 to 90 minutes. Courses may be shortened at the discretion of the race committee in accordance with the Standard J/24 Sailing Instructions.

M. Scoring

The Low Point Scoring System; paragraph A2.2 of Appendix A2 of the RRS shall be used. One or more races may be dropped, with the exception of the World Championship, where only one race may be dropped. The Scoring Penalty, as set out in RRS 44.3 shall be used at the World Championship. Protest fees shall not be permitted.

N. Starting Penalties

The penalties as set out in RRS 30.2 or 30.3 shall be applied as set out in the Standard Sailing Instructions

O. Division of Fleet/Qualification Series

For all events other than the J/24 World Championship, if there are 70 or more entries, at the discretion of regatta organizing committee, the fleet may be divided into as many as four groups to sail a Qualification Series with no less than two and as many as three races. The top eight competitors shall be identified by the Organizing Authority and seeded equally among the four groups. The remaining competitors shall be assigned to a group randomly. Based on the results of the Qualification Series, the fleet shall be split into two divisions, which shall each sail a final series. The top half shall constitute the Championship Fleet. The other half shall constitute the Designer Fleet. The scoring for the final series shall start anew, not counting the qualification series. One race may be dropped in the Qualification Series. The Regatta Organizing Committee may impose a maximum number of entries for an event, provided that the intent to limit and the maximum number of entries is included in the Notice of Race and approved by IJCA Executive Committee.

P. World Championship Criteria

- 1. No qualifying event shall be scheduled less than 120 days before the date the World Championship is scheduled, unless approved by the IJCA Executive Committee. Each NJCA is entitled to the following number of qualifiers based upon the number of IJCA paid members as of Dec 31st in the year prior to the event. This data will be posted on the web site.

| # Of paid IJCA Memberships | # of Qualifiers |
|---|-----------------|
| 1-25 | 1 |
| 26-50 | 2 |
| 51-150 | 3 |
| 151-250 | 4 |
| 251-500 | 5 |
| 501-750 | 6 |
| 751-1000 | 7 |
| 1001-1500 | 8 |
| 1501-2000 | 9 |
| 2001-2500 | 10 |
| Each additional 500 paid IJCA Memberships + 1 | |

In addition, the following are automatic qualifiers:
Past World Champions -All, North American Champion -1, South American Champion -1, European Champion -1, Founders -2, IJCA Chairman -1

At each World Championship, the Host NJCA shall be allowed three (3) times its normal number of Qualifiers. NJCA's in the same continent or hemisphere shall be allowed (2) times its normal number of qualifiers In addition, the Organizing Authority shall be allowed five (5) qualifying spots to be used at its discretion.

- 2. For World Qualifying Events, the regatta organizing authority shall require boats sailed by more than one helmsman to designate the helmsman for World Qualification purposes prior to registration. This should be the helmsman who starts, finishes, and steers the majority of the upwind legs in the event.
- 3. For District or equivalent and Regional events that are World Qualifying Events, the qualifier must be a registered member of that District or Region. If a District does not have a qualifying event, members of that district may compete in a neighboring District event once and qualify as if from that District or Region. The number of spots available and the process of how the spots are awarded shall be set out in the Notice of Race.
- 4. If the winner of a World Qualifying Event had qualified previously or is unable to attend, the qualification slot may be passed down at the discretion of the NJCA.
- 5. NJCA's organizing World Qualifying Events shall notify the IJCA Class Office of the name of the qualifying helmsman as soon as possible, but no later than 100 days prior to the World Championship.
- 6. Helmsmen, who a result of competition qualify for the World Championship, shall be asked to confirm their intention to compete.

Q. Charter Boats

At each World Championship, only fully measured boats may be considered for charter. All charter boats will be arranged through the Organizing Committee.

Sample "Proposal to Host Regatta"

A proposal to host a regatta is an important document and in most cases is the only source of information for those involved in making a decision. The proposal for World Events must be distributed to all National J/24 Class Associations at least 30 days in advance of the World Council Meeting. The proposal should be typed and should contain a summary at the beginning which, in point format, highlights the major points as to why the regatta should be awarded to your fleet. This summary shall be supported by details in the following areas:

1. General Information;
 - The name of the event;
 - The year for the event;
 - The specific dates i.e. Aug 16-Aug 23;
 - Location for the event;
 - Hosting fleet and yacht club; and
 - Contact name(s) and phone #s.
2. Sailing Environment
 - The body of water where races will be held;
 - Distance and time to race course;
 - Obstructions on-route;
 - Proximity of land masses;
 - Amount of current and direction; and
 - Weather and wind conditions expected.
3. Entry Fee;
 - Amount and what is included;
 - Any additional charges
4. Race Management;
 - A listing of regattas that have been held;
 - Make-up of race committee;
 - Equipment that will be used;
 - # of and level of jury to be convened;
 - Class of event i.e.- Class IV;
 - Awards to be given in addition to those contained in B7 above; and
 - Measurement expertise and facilities.
5. Boats;
 - Launching facilities;
 - Mast stepping equipment availability;
 - Location of marine supply and repair shops;
 - Mooring facilities; and
 - # of charter boats and cost.
6. Transportation;
 - Nearest port for shipment of boats;
 - Time from port to yacht club; and
 - Unbundling and/or truck/trailer charges.
7. Crew
 - Nearest major airport;
 - Cost of airfare in US Dollars;
 - Time and distance from airport; and
 - Cost and type of transportation from airport.
8. Accommodation
 - Type and cost of accommodation available;
 - Distance to yacht club;
 - If competitors are allowed to sleep on their boats; and
 - Availability of shower and locker facilities.
9. Miscellaneous
 - Sponsorship obtained/anticipated;

- Types of social events planned;
- Regatta schedule; and
- Any other details that will help the cause.

Sample Notice of Race for World Championships

Invitation

This section should contain information on who is hosting the regatta and where it is being held as follows: The (name of yacht club) and the (name of NJCA) J/24 Class Association invite you and your crew to the J/24 World Championships 2001. The waters of Osaka Bay will be the venue for the event.

Organizing Authority

The organizing authority for this regatta shall be (the name of the yacht club and the NJCA of the host country) in conjunction with the International J/24 Class Association

Site

This section shall give more specific information as to dates and location of the regatta and under which authority as follows: The Shin-Nishinomiya Yacht Harbour shall be the Headquarters for the event. Regatta Dates are July 20th through July 27th . The Kansai Yacht Club shall coordinate Race Committee efforts. The Regatta Organizing Committee is comprised of the Kansai Yacht Club and the Japan J/24 Class Association volunteers

Rules

This regatta shall be governed by the (insert proper year) Racing Rules of Sailing, the Class Rules of the International J/24 Class Association, this Notice of Regatta, except as any of these is altered by the Sailing Instructions, and the Sailing Instructions. An International Jury appointed by the organizing authority constituted in accordance with RRS Appendix Q1 shall hear protests and requests for redress. This regatta is classified as a Category "C" event per Appendix G 3 of the RRS as amended by the IJCA Class Rules.

Eligibility

The World Championship is open to boats nominated by their national authority, whose entry has been accepted by the Regatta Committee. Helmsmen must be either nationals or resident and registered members of the NJCA of the country they represent. The number of entries per country shall be decided in accordance with International J/24 Class Association regulations.

Schedule

This section will contain information as to when registration, measurement, race times and social events will take place similar to the following:

| | | | |
|------------|---------|-----------|----------------------------|
| Thursday, | June 13 | 0900-2100 | Measurement & Registration |
| Friday, | June 14 | 0900-2100 | Measurement & Registration |
| Saturday, | June 15 | 0900-2100 | Measurement & Registration |
| | | 1200 | Opening Ceremonies |
| | | 1400 | Practice Race |
| Sunday, | June 16 | 1100 | Race s1 |
| | | 2100 | Welcome Party |
| Monday, | June 17 | 1100 | Races |
| Tuesday, | June 18 | 1100 | Races |
| Wednesday, | June 19 | 1100 | Races |
| Thursday, | June 20 | 1100 | Races |
| Friday, | June 21 | 1100 | Races |
| | | 2100 | Prize giving |

Racing

The location of all races will be set out in this section similar to the following: Racing shall take place in the (name of body of water), on Windward/Leeward courses.

Scoring

The low point scoring system RRS Appendix A shall be used. The Scoring Penalty as set out in RRS 44.3 shall apply.

Prizes

Details of the prizes to be awarded will be provided in this section. Please note the requirements of Section B 7 of the Regatta Standards.

Inspection

The organizing committee will set out their requirements for compliance with Class measurement rules similar to the following. This section should always contain a statement that competitors are subject to random inspection at any time during the regatta. If a charge is to be made for any measuring it should set out here.

Inspection and measurement will be carried out on each boat before its registration is complete.

Launching

Full details must be provided for the launching, haul-out, mooring and trailer storage in this section. The following may be used as a guide.

All boats must be afloat by midnight, June 15, and shall not be hauled out before the end of the series without the prior written permission of the Jury. Careening and dive cleaning shall not be permitted during the regatta. Boats will have (insert type) moorings. The services of sailmakers, chandlers and riggers shall be available for the duration of the regatta.

Charter

A limited number of charter boats will be available through the organizing committee to those who enter from overseas countries. In addition to the charter fee, a refundable damage deposit will be required. Application for charter must be made before (insert date).

Entry

The completed entry form similar to that contained in the back of the J/24 Class Magazine and fee of (insert fee & currency) per boat must be received by the organizing committee by (insert date). Late entries may be accepted at the discretion of the Regatta Committee up to the close of registration (if registration is to be limited, it should be indicated here along with any cut-off dates). A full registration package shall be given to each boat on receipt of application and entry fee.

Contact

Requests for information and entries may be sent to: (Full details must be set out as to who competitors should contact and should include address, phone, email address and fax numbers).

NOTE: When giving the phone number of a yacht club as a contact, please ensure that club staff and members are aware of the event; are supplied with sufficient information to answer basic questions. Staff and members should be instructed to take the name, address and phone number of the caller so that members of the regatta organizing committee can contact potential competitors. It is also important that information packages are sent out well in advance of the event so that distant competitors are able to make appropriate arrangements for accommodation, etc.

NOTES:

Change of Ownership Declaration

NOTE: This Declaration may only be used for boats that have a current Measurement Certificate, and no changes have been made to the boat since it was last measured.

We the undersigned are the prior and new owner(s) of the J/24 described below, and hereby certify that, to the best of our respective knowledge and belief, said boat is in full compliance with the current IJCA Rules, and has not been altered in any manner since the measurements contained in the attached Measurement Certificate were taken.

Complete Hull Number _____

| | | | |
|-------------------------------|------------|-----------------------------|------------|
| Prior Owner's Signature _____ | Date _____ | New Owner's Signature _____ | Date _____ |
|-------------------------------|------------|-----------------------------|------------|

| | |
|----------------------------------|--------------------------------|
| Prior Owner's Printed Name _____ | New Owner's Printed Name _____ |
|----------------------------------|--------------------------------|

| | |
|---|---------------|
| New Owner's: Membership Number _____ | Address _____ |
|---|---------------|

| | |
|----------------------|-------|
| E-mail address _____ | _____ |
|----------------------|-------|

| | |
|---------------------|-------|
| Daytime Phone _____ | _____ |
|---------------------|-------|

Mail this Form with (1) Completed Part A of the Measurement Form, (2) a copy of the previous owner's Measurement Certificate, and (3) US\$15 processing fee payable to IJCA, to:

International J/24 Class Association, P.O. Box 12522, San Antonio, TX 78212-0522, USA

NATIONAL J/24 CLASS ASSOCIATIONS

| | |
|------------------------------------|---|
| ARG-JCA (Argentina) | Pres: Siegfried Spitzky, Sec:Roberto Authier, Gaboto 762 - (1642), San Isidro, Provincia De Buenos Aires, Argentina, Phone/Fax: 11 47 474162, j-24@dacas.com.ar, www.j24arg.com.ar |
| AUS-JCA (Australia) | Pres: Dale Sharp, P.O. BOX 152, Belmont 2280, NSW, Australia, H: 61 02 49458223, B: 61 0412 892974, F: 61 02 49458224, sharpy@idl.net.au |
| BER-JCA (Bermuda) | Jon Corless, 12 Fairylands Lane, Pembroke, HM 05, Bermuda, H: 441 296-8407, jkcor@ibl.bm |
| BRA-JCA (Brazil) | Pres: Benjamin Sodré Junior, Av. Nilo Peçanha 50 grupo 515, 20044-900 Rio de Janeiro, Brazil, B: 55-21-2262-4084, F: 55-21-2220-3280, bsn@bsncrl.com.br |
| BUL-JCA (Bulgaria) | Nedko Vasilev, 1111 Pine, Apt. 106, San Francisco, CA 94109, USA, nedkov@propulsionnetworks.com |
| CAN-JCA (Canada) | Pres: Rudy Wolfs, Sec/Tres: Katie Coleman Nicoll, 43 Hampshire Heights, Etobicoke, ON M9B 2K5, Canada, H: 416-620-1956, F: 416-620-9373, president@j24can.com |
| CAY-JCA (Cayman Islands) | Jane Moon, P.O. Box 30513, Nelson Quay Governors Harbor, Grand Cayman, Cayman Islands, H: 345 945-4383, B: 809-947-4383, F: 345 945-4383, janemoon@candw.ky |
| CHI-JCA (Chile) | Director: Patricio Seguel B., Magdalena 265, Las Condes, Santiago, CHILE, B: 56-2-2335588, qlsagerencia@entelchile.net, Class Office: Asociación Chilena de Veleros J/24, Almirante Simpson 5, Providencia, Santiago, CHILE, www.quimicalatinoamericana.cl |
| FRA-JCA (France) | Pres: Pierre Aubert, C/O Yacht Club Crouesty Arzon, BP27 56640 Arzon, France, H: 33 6 03 126388 F: 33 2 97 53615, J24.france@wanadoo.fr |
| GBR-JCA (United Kingdom) | Pres: Phil Owens, Sec/Tres: Stuart Jardine, Plovers, Kitwalls Lane, Milford on the Sea. Hants SO41 0RJ, United Kingdom, H: 44 1590 644 728, F: 44 1590 644 728, JARDINE@INTERSAIL.CO.UK |
| GER-JCA (Germany) | Pres: Norbert Masch, Kronskamp 84, 22880 Wedel, Germany, 0049 4103 918993, F: 0049 4103 918994, nmasch@t-online.de |
| GRE-JCA (Greece) | Pres: Dr. Nicholas Spigos, 41, Solonos str., GR 10672, Athens, Greece, T: 30.10.36.08.560, F: 30.10.36.03.153, nspigos@otenet.gr |
| HUN-JCA (Hungary) | Peter Lang, Deryne u.16/B, Balatonfured, 8230 Hungary, T: 36 20 9350198, j24@j24.hu, www.j24.hu |
| IRL-JCA (Ireland) | Michael Clarke Ardrougher, Irvinestown, Co Fermanagh, BT94 1RN, Northern Ireland (UK) Tel: 028-6862-1436, michael.clarke@swiftsoft.net |
| ITA-JCA (Italy) | Francesco Ciccolo, Associazione Italiana Classe J/24, C/O Yacht Club Italiano, Via Molo Cagni, 16128 Genova, Italy, H: 39-010-3779329, B: 39-010-2412557, F: 39-010-3779329, cicc003@wind.it.net |
| JPN-JCA (Japan) | Pres: Nobuo Nakazawa, Sec: Kuraji Uehara, 17-1 Ginza 6-Chome, Chuo-Ku, Tokyo 104-0061, Japan, B: 81 3 5565 2682, F: 81 3 5565 3419, ku-uehara@mail.nissan.co.jp |
| MEX-JCA (Mexico) | Pres: Kenneth S. Porter, Loma de La Plata 32, Colonia Lomas de Trango, Mexico 01620, DF, Mexico, H: 525-55-423-2987, B: 525-55-898-8187, kporter@comex.com.mx |
| MON-JCA (Monaco) | Pres: Jean Francois Bourely, Donald Manasse, 4 bd des Moulins, MC 98000, Monaco, H: 377 93 50 08 06, B: 377 93 50 29 21, F: 377 93 50 82 08, dmanasse@monaco.mc |
| NED-JCA (Netherlands) | Pres: Remco M. van den Berg, Sec: Max Houtzager, Spaanseweg 5, NL 5708 AN Helmond, The Netherlands, H: 31-492-549086, W: 31-492-472450, F: 31-492-317241, r.vandenberg@wxs.nl |
| PER-JCA (Peru) | Pres: Jose Luis Canessa Cavassa, Manuel Angosto 783, Lima 1, Peru, 51-1-447-5883, gerencia@vainsa.com |
| PUR-JCA (Puerto Rico) | Pres: Gilberto Rivera Morales, Po Box 948, Guaynabo, Puerto Rico 00970, B:787-789-0455, H:787-287-0389, outek@tld.net |
| SWE-JCA (Sweden) | Pres: Marianne Schoke, Box 233, Falkvagen 14, 239 32 Skanor, Sweden, B: 46 (0) 40 45 84 36, F: 46 (0) 40 45 84 37, marianne.schoke@tto-lowener.se, Sec/Tres: Monica Persson, c/o Ryberg, Skimmelvagen 10, SE-352 55 VAXJO, Sweden, M: 46 704496745, Monica_person@hotmail.com |
| USA-JCA (United States) | Pres: Jim Farmer, P.O. Box 514, Augusta, GA 30903, USA, H: 706-738-0101, B: 803-279-7620, J24sail@bellsouth.net, Executive Director: Eric Faust, 7793 Burnet Road #15 Austin, TX 78757, USA B: 512-266-0033, J24Class@compuserve.com |

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