

J/105 Fleet #1 and National Class Rules Primer

As an owner racing in the San Francisco J/105 fleet, you are bound to the National J/105 Fleet Rules, as modified in several places by our local fleet rules. As we get ready to kick off our racing season, the ExCom thought it would be helpful to highlight several of our lesser-known rules.

Did You Know:

- While racing, except for spinnakers and the cooler (in its standard location), the flooring of the main cabin and the head compartment must be free of any equipment or other items referenced under Paragraphs II of Exhibit 7.3B? *This means that your anchor and rode, fenders and docklines must be put away in a locker or other storage area while racing.* [National Rule 7.3]
- While racing, your fuel tank must be at least ½ full? [National Rule 7.3]
- If your weight certificate indicates optional equipment, you *must* sail with that equipment onboard? [National Rule 7.3]
- You *are* allowed to barber-haul your jib *outboard* using blocks attached to the stanchion bases, chain plates or to pad eyes outboard of your jib tracks? [National Rule 5.3.8]
- You *are not* allowed to barber-haul your jib *inboard* using any means other than by trimming your lazy jib sheet? [National Rule 5.3.8]
- If one of your crew has worked *anywhere* in the sailing industry in the past two years (at a boatyard or as a marine mechanic or electrician, delivery captain, rigger, etc.), they are automatically deemed to be a Group 3 competitor (and thus may not sail in the J/105 fleet) *unless* they have a valid, unexpired ISAF ruling that they are a Group 1 or Group 2 competitor? [National Rule 3.5 and ISAF classification code <http://www.sailing.org/classification/classificationcode.asp>]
- In order to have a Group 2 competitor sail in a regatta that counts towards the season championship, an owner must seek EXCOM approval with reasonable notice *in advance* of the event. [Fleet #1 Rule 3.5]
- In both “Season Championship” and “YRA Series” races, you may only use sails that are appropriately tagged and registered with the national fleet. You are responsible for making sure that your class sail inventory is properly reflected on the national fleet website. [National Rules 6.8 and 6.9]

- You are allowed to race with two spinnakers on board and you can change to your backup kite mid-race if your primary spinnaker is damaged (or you believe it is likely to be damaged due to extreme wind conditions). Some less experienced owners carry a smaller (77 sq. meter) kite for those days when they might be out of control with their full size kite. If a second spinnaker is deployed in a race, the primary spinnaker cannot thereafter be used in the same race. [National Rule 6.3]
- Both your upper **and** your lower lifelines must be taut while racing. “Taut” is far tighter than most owners would think, and can be measured by hanging a bag weighing 5.1 kg (11.2 pounds) (use water bottles in a gym bag) at the mid-point of each pair of stanchions. Maximum deflection under this weight should be 50 mm (2 inches). [ISAF Offshore Category 4 Special Regulations Rule 3.14.2]
- Your float-line or weight certificate becomes invalid if you perform any fairing on your keel, rudder or hull? [National Rule 7.3]
- If you foul another boat and you are more than two boat lengths from a mark, you need only complete one turn (a tack and a gibe) to exonerate yourself? [Fleet #1 Rule 9.2]
- Even if no weigh-in is required for an event, you are still limited as to how much crew weight you may sail with? Upon the request of any class officer or competitor, whether made before, after or during a regatta, you will need to produce a signed declaration listing all crew members by name and weight and sailors classification as defined by ISAF. [Fleet #1 Rule 9.1]