2017 J35 CLASS RULES

Last Updated: January 31, 2017

1. OBJECTIVES OF THE CLASS RULES

1.1 The J/35 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, and comfort.

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 (dated 3/15/90) A, B, C, D and E, Building Specifications, and the Class Rules. NO ALTERATIONS OR MODIFICATIONS ARE PERMITTED UNLESS EXPLICITLY STATED IN THE CURRENT RULES. It is mandatory that any desire to alter or change should be submitted in writing to the Technical Committee for approval.

1.4 Throughout these CLASS RULES, compliance with the US Sailing Association is incorporated. For districts, fleets, and regattas held outside of the United States, the appropriate governing authority (i.e. CYA -Canadian Yachting Association, etc.) shall be substituted where absent or conflicting recommendations exist.

2. ADMINISTRATION

2.1 General:

2.1.1 The official language for the class shall be English. The word "Shall" is mandatory. The word "May" is permissive.

2.1.2 OWNER: An individual who has legal title to, a right to possession of, dominion over and the use of a J/35. In the event a J/35 has more than one owner, then each owner must have paid full value, in cash or its equivalent, for their proportionate share of title, possession, dominion and use and actually paid and be obligated to pay in the future, in cash or its equivalent, for the maintenance, repairs, upkeep and other expenses associated the purchase, holding of title, possession, dominion, proportionate share of their ownership, including the burden of paying off loans or other debts incurred in connection with the purchase of a J/35. In the event that an owner is also a Group 3 sailor, as defined in Appendix 2 of J.C.A. Rules, then the proportionate share of his or her ownership must exceed thirty-three percent.

For the purpose of this rule, maximum value of an in kind (goods or services) contribution toward the acquisition of a J/35 shall be deemed to be $10,000.00 The maximum annual value of an in kind (goods or services) contribution toward maintenance, repairs, upkeep and other expenses associated with the holding of title, possession, dominion and use of a J/35 shall be deemed to be $3,000.00.

The Executive Committee, or its designee, may, before or after a regatta or race, request such evidence and documentation as it deems necessary to determine ownership under the JCA rules. Evidence that may be deemed to be relevant includes, but is not limited to, partnership agreements, bills of sale, cancelled checks, bank records, proof of source of funds, financing and title documents. Yachts found not to be in compliance, or which refuse to provide evidence, may be disqualified, even after a regatta.

Members of the JCA may apply for a determination of ownership status. Requests must be in writing, with supporting documentation attached, and should be directed to the class secretary.

2.1.3 A charter of a J/35 who is a Group 3 sailor under the rules of the JCA, to be eligible to be a helmsman in the class sanctioned events, must also be an owner as defined in Rule 2.1.2. There are no restrictions on charterers who are Group 1 competitors under the JCA Rules being helmsman.

2.1.4 Voting members of the JCA must also be members of the U.S. Sailing Association.

2.2 Measurement:

2.2.1 Yachts shall only be measured by an Official J/35 Class Measurer.

2.2.2 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 vested interest, or has a financial involvement; except that a sailmaker shall be allowed to measure a sail in compliance with Rule 4.2.

2.2.3 The method of measurement, unless otherwise stated, shall be in accordance with the recommendations of the US Sailing Association.

2.2.4 Tolerances in measurement in the rules and measurement plans are to provide for minor building errors or age distortion.

2.2.5 Any alteration to the hull or alteration to or replacement of the keel, rudder, and spars, invalidates the yacht until re-measured. A major repair to any of the foregoing or replacement of an item of equipment may invalidate the yacht. If there is any question as to the legality of any alteration, it is mandatory that it be submitted for approval to the Technical Committee.

2.2.6 The measurer shall report 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 yacht may be refused even if the specific requirements of the rules are satisfied.

3. CONSTRUCTION SPECIFICATIONS

3.1 General:

3.1.1 J/35s shall be built only by builders licensed to do so under the copyright of J/Boats, Inc. (557 Thames St., Newport, RI 02840), and shall comply to the building specifications detailed by the Copyright Holder.

3.1.2 J/Boats will consult the JCA if builders are changed.

3.1.3 No yacht shall be deemed to be a J/35 until it has been completed with a building number assigned by J/Boats, Inc. molded into the transom.

3.2 Hull:

3.2.1 The hull, deck, and interior shall be molded in the glass reinforced plastics and wood or plywood laminates to the building specification of lamination in moulds supplied by J/Boats, Inc.

3.2.2 The chain plates shall be fixed to the fore and aft side of the forward primary main bulkhead by the builder and shall not be altered.

3.2.3 Prohibitions - The following are not permitted:

(a) Coring, drilling out, fairing with devices greater than one square foot, 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.

3.3 Hull Weight:

3.3.1 Flotation marks shall be located on the rudder, and on the hull at the bow of the boat. They shall be a minimum of 25mm wide and 150mm long on each side of the boat. The long axis of the flotation marks shall be essentially parallel to the waterline. The color of the flotation marks shall contrast with the background color. Flotation marks shall be located as prescribed in Plan E.

3.3.2 The boat shall be properly ballasted such that the bottom of the float marks are at or below the water plane with the boat unmanned and at rest in calm water. For the purpose of compliance with this Rule, ice boxes and coolers shall be empty, and food, beverages and personal gear shall not be considered as ballast.

3.3.3 Normal equipment, electronics, rafts, sails and other useful sailing gear, except ground tackle, may be stowed as desired, subject to any Rules or regatta conditions to the contrary. All anchors, anchor rodes and chains shall be located forward of the bulkhead in the main cabin or under the quarterberths except when in use.

3.3.4 Two batteries suitable for marine use and capable of starting the engine shall be located under the quarterberths or forward v-berths and shall be securely fastened.

3.3.5 The permanent water and diesel fuel tanks may be filled.

3.3.6 It is recommended that prior to adding water or fuel ballast that permanent interior fixtures such as the head door, table and cushions be installed.

3.3.7 Subject to the preceding exceptions, potable water shall be the only acceptable form of ballast. In the event that a yacht requires substantial additional ballast to comply with Rule 3.3.2, an owner may request approval from the chairman of the Technical Committee for an alternative ballast plan. Such plan shall comply with section 3.3 excepting the form of ballast. Approval for such plan shall be in writing and maintained in accordance with Rule 3.3.4.

3.3.8 All potable water ballast shall be located under the vee-berths or under the quarterberths. Water ballast shall not be moved, emptied or filled during a race except for human consumption from the permanent water tank.

3.3.9 All non-permanent equipment, fixtures, fuel, and water used as ballast shall be described on an inventory list. The inventory list describe the weight and location of said ballast and shall be kept aboard at all times.

3.4 Auxiliary Engine and Propeller:

3.4.1 The engine shall be from a supplier and type approved by J/Boats, Inc. **(Approved engines are Yanmar 3GM or 3YM30)**

3.4.2 The propeller shall be a standard Martec bronze propeller of these dimensions 406mm x 356mm x 25.4mm (16" x 14" x 1"), or any bronze folding or feathering propeller of equal dimensions and weight with the prior approval of the technical committee.

3.4.3 The propeller shaft shall be a 25.4mm (1") thick round stainless steel shaft attached to the engine, exiting through the bottom of the hull, passing through the strut, to which is affixed to the propeller of Rule 3.4.2.

3.4.4 The strut shall be of bronze alloy cast in the mold by the builder. The shape shall not be altered, except to remove the manufacturer's stamp. If an original is unobtainable, only replacement struts of identical material, weight, dimension, profile and specification may to be substituted.

3.5 Keel:

3.5.1 The keel shall be of molded lead reinforced with antimony to the building specifications and cast in a mold supplied by J/Boats, Inc.

3.5.2 The external dimensions and configuration of the keel shall comply with the Official Plan C revised 2/12/89 by Rodney Johnstone.

3.5.3 Shoal draft yachts may be permitted in Championship races; however, only fin keel yachts of 6'11" draft shall be made available to Regional Qualifiers.

3.6 Rudder:

3.6.1 The rudder shall be molded in GRP to the original building specifications in regard to lamination, construction materials, weight and to the dimensions and profile as shown in plan D (Rudder profile and offsets.) "

3.6.2 The external dimension and configuration of the rudder shall comply with the official rudder drawing and table of offsets contained in Official Plan D. The rudder may be overcoated in any base liquid or paste protection material and faired, provided it complies with the minimum dimensions in Official Plan D.

3.7 Spars:

3.7.1 Spars shall be of aluminum extrusion with the exception of the spinnaker pole, which may be of aluminum extrusion or **COMPOSITE CONSTRUCTION**. The mast and the main boom shall be supplied by a licensed builder. No alterations or modifications to the spar extrusions are permitted except to facilitate a repair or attachment of rigging and fittings as specified in these rules.

3.7.2 Mast:

3.7.2.1 Rotating masts are not permitted.

3.7.2.2 The mast shall be fixed at the keel and be chocked at the deck level and shall not be altered when racing. Devices specifically designed to move the mast when not racing (i.e., hydraulic, screw-type gears, or jacks) are not permitted.

3.7.2.3 Distinguishing contrasting colored bands of a minimum width of 20mm (3/4") 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 not be more than 12650mm (41'6"). The top edge of the lower band shall not be less than 1473mm (4.8") nor greater than 1524mm (5') above the sheerline.

3.7.2.4 Spinnaker pole track shall be fixed to the forward surface of the mast and shall not be cut or altered to affect the bending characteristics of the mast. The overall length of the track shall not exceed 3310mm and the upper end of the track shall not be more than 2400mm above the upper edge of the lower mast band. Spinnaker pole end fittings, cars, inboard end hoists and downhauls may be altered or substituted.

3.7.2.5 The distance from the forward surface of the mast at the deck, measured horizontally to the stem at the sheerline (see official Plan A), shall not be more than 4470mm nor less than 4420mm.

3.7.3 Main Boom:

3.7.3.1 The main boom shall not be tapered or permanently bent.

3.7.3.2 The boom may be fitted with attachment points for only an adjustable outhaul, topping lift, mainsheet block(s), vang, reefing equipment, leech line, and staysail controls.

3.7.3.3 A distinguishing contrasting colored band of minimum width 20mm (3/4") shall encircle the boom. The forward edge of the band shall not be more than 4267mm (14') from the aft surface of the mast when the boom is held at right angles to the mast.

3.7.4 Spinnaker Pole:

3.7.4.1 The overall length of the spinnaker pole, when in its fittings on the mast and set in a horizontal position athwartships, measured from the centerline of the yacht to the extreme outboard end of the pole and any fittings used when a spinnaker is set, shall not be longer than 4470mm (14'8') (SPL).

3.7.5 Standing Rigging:

3.7.5.1 The mast standing rigging shall only consist of the one forestay, except when a permitted optional forestay equipment is fitted, one backstay, two upper shrouds, two upper intermediate shrouds, two lower shrouds, and two checkstays. The standing rigging shall only be of a round stainless steel rod, except the checkstays which may be of stainless steel multi-strand wire or synthetic line. The upper shrouds and forestay, shall not be less than .250 inches in diameter (-10 in strength). The upper intermediate shrouds shall not be less than .225 inches in diameter (-8 in strength). The lower shrouds shall not be less than .281 inches in diameter (-12 in strength). The backstay shall not be less than .250 in diameter (-10 in strength).

3.7.5.2 The forestay and shrouds shall not be adjusted while racing.

3.7.5.3 The backstay shall be fixed to the masthead crane and the backstay plate. A mechanical (turnbuckle) or hydraulic adjustment device of no more than 241 mm (9.5") effective adjustment (integral or remotely controlled) may be attached. Split backstays or cascading block and tackle backstay adjustment systems are prohibited.

3.7.5.4 The upper shrouds shall be fixed to the mast and shall bear on both the upper and lower spreaders and be fixed to the chain plates, port, and starboard.

3.7.5.5 The upper intermediate shrouds shall be fixed to the mast and they shall bear on the lower spreaders and be fixed to the chain plates, port and starboard.

3.7.5.6 The lower shrouds shall be fixed to the mast and shall be fixed to the chain plates, port and starboard.

3.7.5.7 The checkstays shall be fixed to the mast and to the checkstay adjustment system on deck.

3.7.6 **Running Rigging:**

3.7.6.1 One mainsail halyard of wire and/or synthetic rope.

3.7.6.2 Not more than two genoa and two spinnaker halyards of wire and/or synthetic rope.

3.7.6.3 One vang of the wire and/or synthetic rope or rigid aluminum tube with internal spring for boom support and a purchase system with integral cam cleat. Hydraulic adjusters (integral or remotely controlled), installed before July 1988, will be grandfathered. Power ratios are not limited.

3.7.6.4 One spinnaker pole downhaul of synthetic rope either single or double-ended.

3.7.6.5 One mainsail outhaul (or leech tensioning control) of wire and/or synthetic rope.

3.7.6.6 Cunningham controls of wire and/or synthetic rope for attachment to mainsail or headsail.

3.7.6.7 Two mainsheet traveler control lines of synthetic rope.

3.7.6.8 One mainsail mainsheet system of synthetic rope. This may be a straight multi-purchase system or a coarse/fine tune system.

3.7.6.9 Spinnaker sheets of synthetic rope.

3.7.6.10 Spinnaker guys of synthetic rope.

3.7.6.11 Reefing lines of synthetic rope.

3.7.6.12 One spinnaker pole uphaul (topping lift) of synthetic rope.

3.7.6.13 Checkstay adjustment system affixed to the bottom of the checkstay. This may be a single-part line led to winches or a multi-purchase system with integral cam cleat.

3.7.6.14 Genoa sheets of synthetic rope.

3.7.6.15 Spinnaker tweakers of synthetic rope.

3.8 **Deck Fittings:**

3.8.1 Standard headsail tracks shall be located in the positions as indicated on Plan A.

3.8.2 Additional track(s) may be fitted outboard of standard headsail track location.

3.8.3 Moving genoa track location inboard from standard factory position as in Plan A is not permitted.

3.8.4 One mainsheet traveler track shall be positioned as indicated in Plan A.

3.8.5 A minimum of six winches shall be affixed to the deck.

3.8.6 The deck shall be fitted with twisted wire strand rope double life lines, port and starboard. Lifelines must comply with minimum current ORC regulation 3.14.2.

3.8.7 The upper lifelines shall not be less than 610mm (24") when measured vertically above the sheerline between the bow pulpit and stern pulpit. The lower lifelines shall pass through the stanchions and be within 50mm of the half-height of the upper lifelines.

3.8.8 The stanchions shall not extend outboard of the sheer in plan.

3.8.9 Lifelines shall be permanently fixed and shall not deviate from a straight line between any stanchion or pulpit, excepting deflection caused by netting attached to the lifelines forward of the shrouds. Utilization of "shockcord," or other rubber band devices to tension lifelines is not permitted.

3.8.10 Stanchion bases must be located where installed by the factory and the stanchions must be straight.

4. SAIL MEASUREMENT

4.1 Sails shall be measured in accordance with JCA sail measurement instructions and definitions as indicated in Plan B.

4.2 The following sails shall be measured by a sailmaker or a class measurer:

Mainsail
Headsails with LP exceeding 6498mm (21.32')
All spinnakers

An official J/35 Class Association measurement label shall be affixed to the tack of each measured sail with the actual dimensions and the signature of the measurer.

4.3 Distinguishing numbers shall be placed on the mainsail, genoas of greater than 130% LP, and spinnakers.

4.4 The class emblem shall be placed on the mainsail and shall be as on Plan B, and contained within two 400mm (16") x 800mm (31.5") rectangles located starboard on top of port but separated by 75mm (3") space. The centerlines of the rectangles shall be near to the line between midhead and mid-foot, and between the top two batten pockets. The class emblem shall be affixed on all mainsails constructed after 1 August 1988.

4.5 There are no restrictions on sail material or cloth weights for mainsails, jibs or genoas.

4.6 The mainsail, jibs and genoas may be fitted with transparent windows of any material.

4.7 Mainsail:

4.4.1 The maximum luff and foot dimensions shall not exceed the mast and boom measurement bands in Rules 3.7.2.3 and 3.7.3.3.

4.4.2 Shall be fitted with four (4) or five (5) battens of any length and the centers of the batten pockets shall divide the aft edge of the sail into equal parts: plus or minus 76mm.

4.4.3 The upper midgirth shall not exceed 1655mm (5.43'). The midgirth shall not exceed 2777mm (9.11').

4.4.4 Headboard width shall not exceed 171 mm(6.75"). The aft upper corner of the headboard shall not be higher than the forward upper corner of the headboard.

4.4.5 The leech length shall not exceed 13640mm (44.66').

4.4.6 The tack ring of the mainsail shall be affixed in the standard tack fitting and the clew of the mainsail shall not be allowed to float free from the boom.

4.8 Headsails:

4.8.1 The maximum overlap, LUFF perpendicular (LP), shall not exceed 6945mm (22.79') on any headsail.

4.9 Spinnakers:

4.9.1 The spinnaker shall be a three-cornered sail, symmetrical about its centerline.

4.9.2 The sail, laid out on a flat surface, shall be measured when folded in half about its center line, with the leeches superimposed. Sufficient tension shall be applied to remove wrinkles and creases along the lines of measurement.

4.9.3 The length of the leeches shall not exceed 14135mm (46.38').

4.9.4 The maximum girth shall not exceed 8065mm (26.46'). The half width measurement is 4032.5mm (13.23').

4.10 Sail inventory restrictions shall be as follows:

4.10.1 A maximum of one mainsail, two genoas, three spinnakers, one jib and one heavy weather jib (as defined by O.R.C. regulations) may be carried aboard during an event or regatta. One genoa may be up to the maximum L.P. of 6945mm (22.79'). The other genoa may be no larger than 6705mm (22.0') or smaller than 6030mm (19.78') L.P. as measured in Plan B, HEADSAIL DEFINITIONS. Spinnakers shall not be constructed of any material lighter than 30 grams per square meter, (0.7 oz. per sailmaker's yard, where a sailmakers yard is defined as 36 inches by 28.5 inches.) The spinnaker material shall be woven poly or nylon and no other exotic material.

The following is intended to serve as a guide for participants and race organizers:

<u>Acceptable Materials for Minimum-Weight Spinnaker Cloth</u>
.5 poly, North T-6016, Dimension 6611,Contender Superlite .6oz. nylon, 30-20, Porscher Nylon SO52 & SO42,Test 404, Richard Hayward SS060, and .5 Zephyercote.

4.10.2 No sails other than the approved genoas, jibs, spinnakers, and mainsail can be used, and only one of each of these, on the proper hoist, can be above deck at the same time, except when changing sails.

4.10.3 Exchanging or substitution of sails during an event is not permitted, but damaged sails may be repaired or replaced at the discretion of the Race Committee.

5. J/35 RACING RULES

5.1 Eligible Yachts:

5.1.1 A yacht is eligible and considered to be in the J/35 Class only if it has been properly registered, conforms to building specifications and measurement rules, and is owned by an Active Member recorded at the time as in good standing with the Association.

5.2 Eligible Helmspersons:

5.2.1 For any race sailed under the J/35 Class rules the helmsperson shall:

5.2.2 Have sailed on the yacht in at least (6) races on the respective local or regional YRA schedule, except that this Rule shall be waived for bona fide owners as defined in Rule 2. 1 .2.

5.3 Rules:

5.3.1 Regattas shall be governed by the ISAF Racing Rules of Sailing (RRS) and the US Sailing Prescriptions. The Fleet in whose territory a regatta will be held shall make every effort to have the regatta organizers include a statement in the sailing instructions that the J/35 Class Rules will apply.

5.3.2 Racing instructions and local rules in fleet by-laws or published notices to its members, not conflicting with Class rules, must be observed, but verbal instructions or unrecorded rules are not official.

5.3.3 The penalty for the violation of a JCA rule is disqualification. The responsibility for knowing the rules rests with the member.

5.3.4 The rulings of the Technical Committee and the Executive Committee shall be preserved for reference.

5.4 Sanctioned Events:

5.4.1 Any major Regatta in which J/35s' compete as a one-design class, and which is open to more than J/35 Fleet or is a regatta used for qualification for a regional or national championship, may be designated a sanctioned regatta.

5.4.2 The procedure for designating a regatta as sanctioned shall be as follows:

5.4.2.1 The District Governor in whose Region the regatta will be held shall submit to the Executive Committee an application for sanction containing the information required by the RRS rules governing "Notice of Race" at least sixty days prior to the regatta.

5.4.2.2 The Executive Committee shall review the application to ensure consistency with the JCA Rules and shall by majority vote approve or disapprove.

5.4.2.3 Notice of a sanctioned regatta shall be provided to Members of the JCA at least thirty day s prior to the regatta.

5.4.3 For Class sanctioned events, no yacht shall race unless the Owner(s) or Charterer(s) and helmsperson(s) are members of the JCA.

5.4.4 Only one Group 3 competitor shall be allowed per yacht in a sanctioned regatta.

5.4.5 Appendix 2 shall apply to all sanctioned regattas.

5.4.6 The Low-Point Scoring System as defined in the RRS shall be used for sanctioned regattas.

5.4.7 The Executive Committee shall designate the place of the North American Championship Regatta, having in mind the purposes of development, promotion, equitable distribution, and selection of a location with suitable facilities, boats, and racing conditions, subject to the following restrictions:

5.4.7.1 It cannot be held by the same fleet twice for more than two consecutive years.

5.4.7.2 It cannot be held in the same district for more than two consecutive years.

5.4.7.3 The responsibility for arranging and providing proper facilities, prizes, and entertainment shall rest with the fleet holding the event. In this regard it shall cooperate with and be guided by the Executive Committee.

5.5 Racing Restrictions:

5.5.1 The maximum crew shall be nine (9) persons or a combined crew weight of 1650 pounds, whichever is greater. Clothing optional at weigh-in. *(unlimited weight if nine (9) or less 1650lbs if 10 or more)*

5.5.2 Minimum safety gear and equipment shall be required pursuant to United States Coast Guard regulations.

5.5.3 The following minimum interior equipment is required on all boats:

Two burner stove, (gimbaled)
Quarter berth and settee plywood
Galley sink with thorough hull fittings
Head with thorough hull fittings
Factory installed ice-box or cooler(s) with total capacity of not less than 3.0 cubic feet of storage

5.5.4 Interior equipment supplied with the standard boat from the factory may not be removed except for the following:

All cushions
Head Doors (2)
Table

5.5.5 There are no restrictions on instrumentation. All forms of electronics, measuring devices, navigational computers, etc. are permissible.

5.6 Prohibitions - The following are not permitted:

5.6.1 Halyard locks or hook-up devices for sails above the first spreader.

5.6.2 Spinnaker *"launching devices"* (launchers, chutes, etc.) on or through the deck.

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

5.6.4 Double luff or double-luff tape sails.

5.6.5 The stowage or use of equipment or gear on deck in the interior to either induce or reduce heeling. When a protest is lodged, onus is on the competitor to satisfy the Race Committee that the purpose was not to increase or decrease heel when racing.

5.6.6 Fairing strips of Mylar of fairing with any material around rudder bearings.

5.6.7 Flaps or fairing strips of any material to cover thru-hull openings.

5.6.8 Altering the underwater profile of the keel or rudder except as to comply with Official Plan C& D.

5.6.9 Loosening lower lifelines so as to gain an advantage by placing weight further outboard (see Rule 3.8.7).

5.6.10 Titanium shall not be used for any fitting, fixture, or rigging.

5.6.11 Yachts shall not discharge refuse while racing.

APPENDICES & PLANS

APPENDIX 1 - ELIGIBILITY CODE

1. GENERAL

(a) Competitors shall be classified in accordance with the current Definitions for Competitor Eligibility prescribed by the World Sailing Sailors Classification Code to be eligible to compete in events sailed under jurisdiction of the J/35 Class Rules.

(b) Events shall be restricted to competitors in accordance with this eligibility code. An "open" event shall be an event for competitors eligible under Groups 1 and 3.

(c) The sailing instructions shall prescribe the number of Group 3 competitors eligible to race aboard each yacht. Unless otherwise prescribed in the sailing instructions, not more than one competitor classified as Group 3 shall sail aboard each yacht.

(d) The notice of race and the sailing instructions may prescribe more restrictive criteria than are otherwise prescribed for a group.

2. CLASSIFICATION OF COMPETITORS

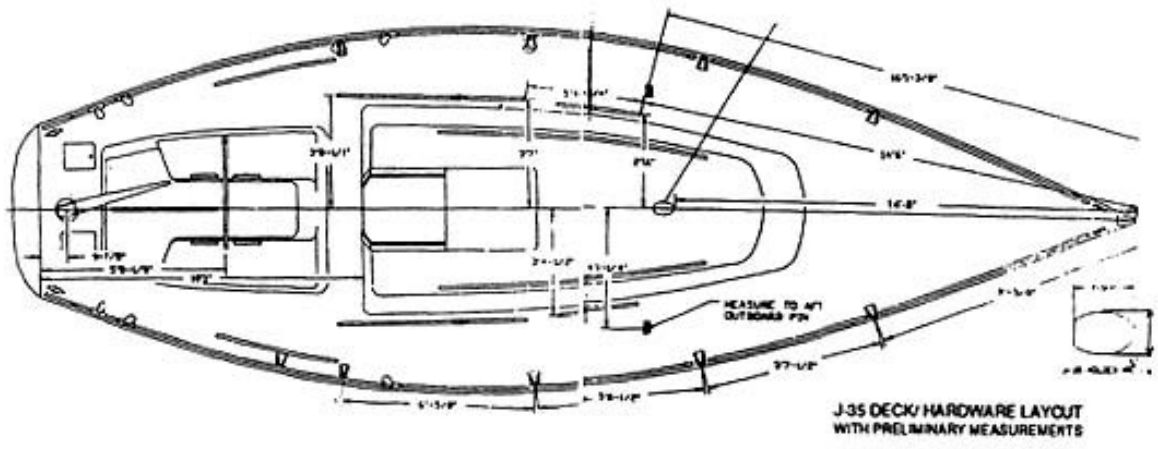
(a) A competitor whose status is in question or doubt may request a ruling from World Sailing (classification@sailing.org) .

(b) The responsibility for establishing a competitor's status shall rest with the competitor.

APPENDIX 2 - HELMSPERSON ELIGIBILITY

A Group 3 competitor, as defined in Appendix 1, shall be prohibited from steering a yacht of which he or she is not a bona fide owner or co-owner as specified in Rule 2.1.2, provided that the notice of race and sailing instructions specify that Appendix 2 of the J/35 class Rules will apply.

PLAN A



PLAN B - J/35 SAIL MEASUREMENT INSTRUCTIONS DEFINITION OF SAIL

The term "sail" shall be taken to include the headboard, tabling, and bolt and foot ropes (or tapes). It shall not include cringles, which are wholly outside the sail.

MATERIALS

There are no restrictions on sail material or cloth weights for mainsails, jibs, or genoas. See rule 4.10.1 for spinnaker cloth restrictions.

REINFORCEMENT

There are no restrictions on reinforcement.

WINDOWS

There are no restrictions on the number of windows or the placement of windows.

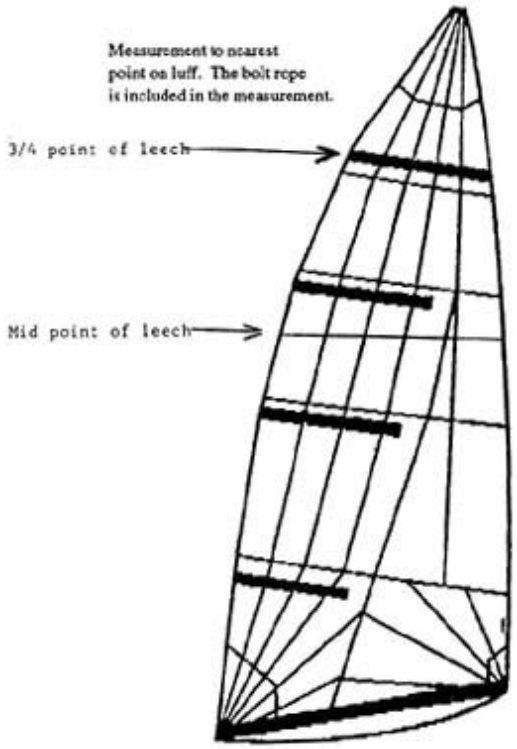
PRINCIPLES OF SAIL MEASUREMENT

Sails shall be measured in a dry state laid on a flat surface with just sufficient tension to remove wrinkles across the line of measurement being taken.

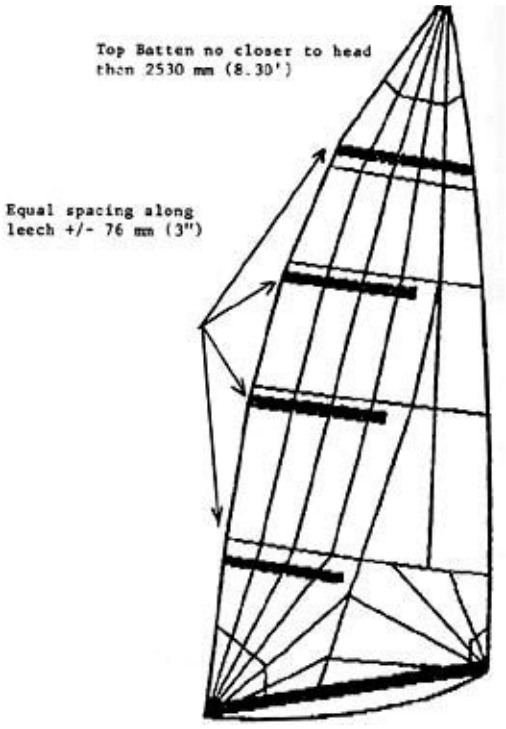
J/35 MEASUREMENT STAMP

The J/35 measurement stamp shall be applied to all sails required for measurement with the appropriate dimensions filled in. This shall be done using permanent ink.

PLAN B
MAINSAIL CROSS WIDTH



MAINSAIL BATTENS



JIBS AND GENOAS

Definition of Jib A Jib is a sail, other than a spinnaker, set in the foretriangle. A jib when measured on the perpendicular from the luff (outside edge of the sail and/or luff rope) to clew (intersection of the lines of the foot and leech) shall not exceed 4550mm (14.93'). Definition of Genoa A genoa is a sail, other than a jib or a spinnaker, set in the foretriangle. A genoa shall be measured on the perpendicular from the luff (outside edge of the sail and/or luff rope) to clew (intersection of the lines of the foot and leech). This LP measurement shall not exceed 6945mm (22.79').

Midgirth Limitations In any jib or genoa, the midgirth measured between the midpoints of luff and leech shall not exceed 50% of the foot length nor shall the length of the intermediate girths at 25% and 75% of the luff and leech from the head exceed values similarly proportioned to their distance from the head. Headboards/Clewboards No clewboards or headboards may be used in any jibs or genoas.

Jib Battens A maximum of four (4) battens may be used in jibs, and they must be arranged with approximately equal spacing between head and clew. Batten Limitations Battens may be used in jibs only if the sail is so tacked that the forward end of the batten is forward of the centerline of the mast. Battens of any length are allowed, but no batten shall project outside of a straight line drawn from the head of the jib to the clew. Sheeting Jibs and genoas as may be sheeted from only one point except when in the process of reefing the sail. Genoa Measurement Stamp All genoas with an LP exceeding 6498mm (21.32') shall be measured in accordance with these measurement stamp. The following shall be filled in for genoas: Date, Measurer's Signature, and LP.

SPINNAKERS

Definition of Spinnaker For measurement as a spinnaker a sail must have the following characteristics:

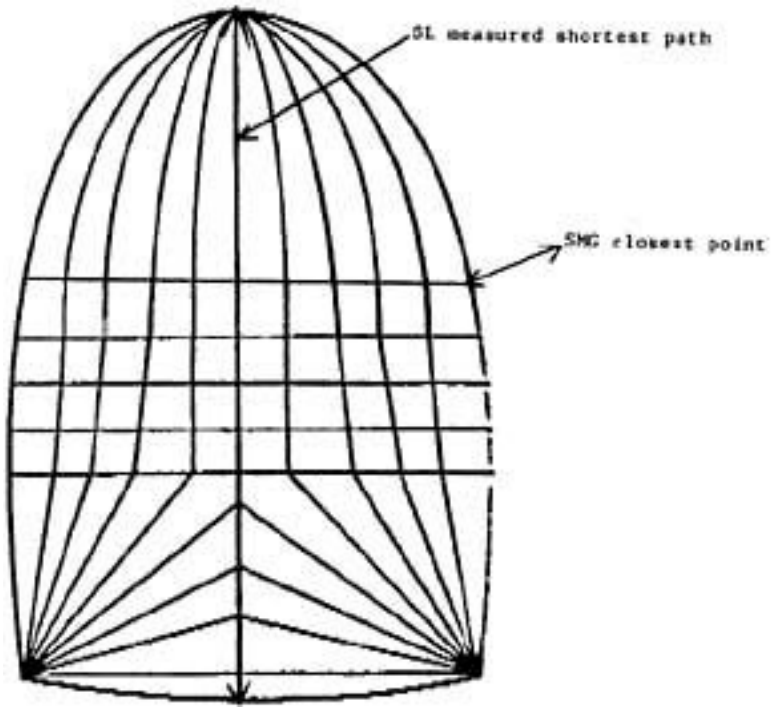
1. Luff and leech must be of equal lengths.
2. The sail must be symmetrical about a line joining the head to the center of the foot.

3. The midgirth shall not be less than 75% of the foot length. Spinnaker Leech Length / SL SL shall be the greatest length of spinnaker luff and leech from head to both clews in the shortest path on the surface of the sail. SL shall not exceed 14135mm (46.38').

   Spinnaker Maximum Girth / SMG SMG shall be the maximum width, whether at the foot or across the main body of the sail, between points on the luff and leech equidistant from the head. This measurement is the shortest path on the surface of the sail. SMG shall not exceed 8065mm (26.46') or the half width measurement of 4032.5mm (13.23').

   Spinnaker Measurement Stamp The spinnaker shall be measured in accordance with these instructions. The actual dimensions shall be recorded on the spinnaker in the area of the tack using the J/35 measurement stamp. The following shall be filled in for the spinnaker: Date, Measurer's Signature, SL, and SMG.

SPINNAKER MEASUREMENTS



PLAN C
OFFICIAL KEEL OFFSETS (in millimeters)

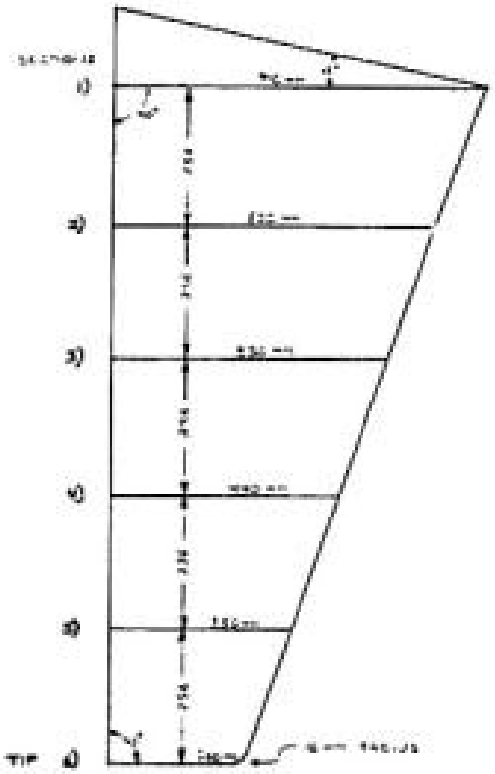
Official Keel Offsets (In Millimeters)

Rod Johnstone
Revised to As-Built 2/12/89 Rod J.
Updated 12/Mar/07

Keel Section		Root	Bottom of Stub	3	4	5	5.5	6	6.5	TIP
Distance Below Section 1		0	175	455	735	1015	1155	1295	1435	1550-1575
Chord Length (Xc)		1893	1740	1532	1324	1116	1012	908	804	
Leading Edge Radius		17.0	17.0	17.0	17.0	16.0	15.0	14.0	13.0	12.0
	.0125Xc	22.4	22.4	22.4	22.4	21.0	19.7	17.9	15.5	12.6
	.025	32.0	32.0	32.0	32.0	30.1	28.2	25.6	22.2	18.1
	.05	45.1	45.1	45.1	45.1	42.5	39.8	36.1	31.3	25.5
	.10	61.4	61.4	61.4	61.4	57.8	54.2	49.1	42.6	34.7
	.15	71.4	71.4	71.4	71.4	67.2	63.0	57.1	49.6	40.3
	.20	78.3	78.3	78.3	78.3	73.7	69.1	62.5	54.3	44.2
	.25	83.0	83.0	83.0	83.0	76.1	73.2	66.4	57.6	46.9
	.30	84.8	84.8	84.8	84.8	79.9	74.8	67.8	58.9	47.9
	.35	85.0	85.0	85.0	85.0	80.0	75.0	68.0	59.0	48.0
	.40	82.4	82.4	82.4	82.4	77.6	72.7	65.9	57.2	46.5
	.50	75.0	75.0	75.0	75.0	70.6	66 2	60.0	52.0	42.3
	.60	64.8	64.8	64.8	64.8	61.0	57.2	51.8	45.0	36.5
	.70	51.5	51.5	51.5	51.5	48.5	43.4	41.2	35.7	29.1
	.80	37.0	37.0	37.0	37.0	34.9	32.6	29.6	25.7	20.9
	.90	19.9	19.9	19.9	19.9	18.9	17.7	16.2	14.2	11.8
Trailing Edge	1.00	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5

PLAN D

J/35 RUDDER PROFILE & OFFSETS



SECTION	1	2	3	4	5	TIP 6
CHORD LENGTH:	710	620	530	440	350	260
LOCATION BELOW SECTION 1:	0	256	512	768	1024	1280
LEADING EDGE RADIUS:	16.0	14.0	12.0	10.0	8.0	6.0

Xc STATION	SECTION HALF WIDTHS (Yc)					
.012x	13.0	11.4	9.8	8.2	6.6	5.0
.02x	18.0	15.7	13.4	11.1	8.8	6.5
.05x	24.5	21.4	18.3	15.2	12.1	9.0
.10x	34.0	29.7	25.4	21.1	16.8	12.5
.15x	41.0	35.8	30.6	25.4	20.2	15.0
.20x	46.5	40.6	34.7	28.8	22.9	17.0
.25x	50.0	43.7	37.4	31.1	24.8	18.5
.30x	52.5	45.9	39.2	32.5	25.9	19.3
.35x	53.0	46.3	39.6	32.8	26.2	19.5
.40x	52.5	45.9	39.2	32.5	25.9	19.3
.50x	48.5	42.4	36.3	30.2	24.1	18.0
.60x	41.5	36.3	31.1	25.9	20.7	15.5
.70x	33.5	29.3	25.1	20.9	16.7	12.5
.80x	23.5	20.5	17.5	14.5	11.5	8.5
.90x	12.5	10.9	9.3	7.7	6.1	4.5
1.0x	1.5	1.3	1.1	0.9	0.7	0.5

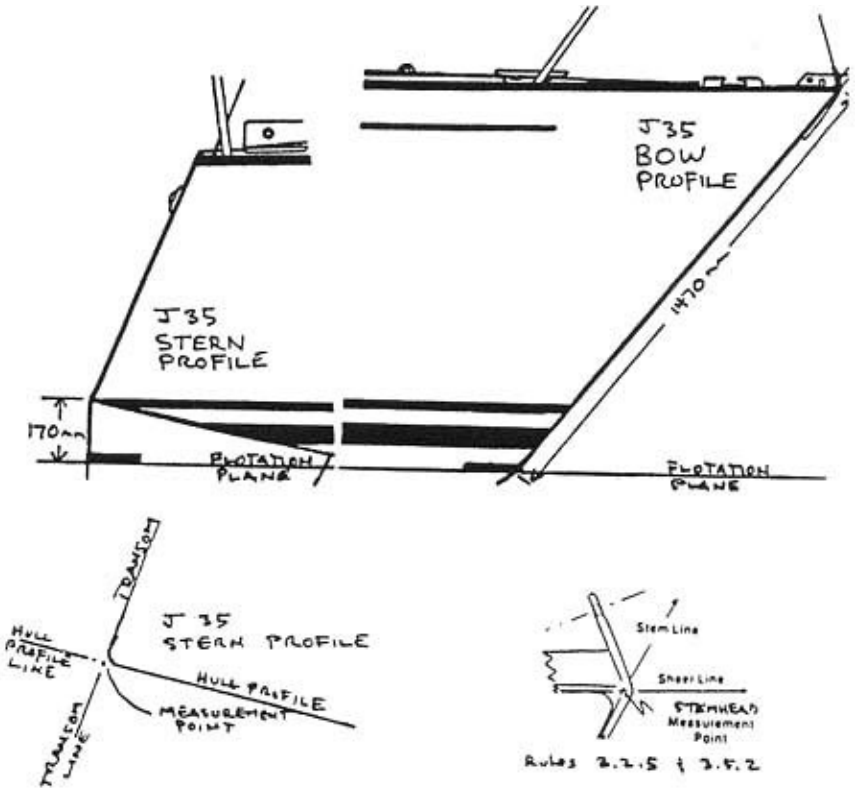
J-35 RUDDER OFFSETS
DIMENSIONS IN MM.
BY: ROBERT S. JOHNSTONE
JAN. 22, 1990

J-BOATS, INC.
24 MILL ST.
NEWPORT, RI 02840

PLAN E

DRAFT MARKS & MEASUREMENT POINTS

(Reference Rule 3.3.1)



BOW FLOATATION MARK

The lower edge of the bow flotation mark shall be 1470mm measured down from the curve of the stem from the sheerline at the stem line.

RUDDER FLOATATION MARK

With the rudder fitted in its normal position, the lower edge of the rudder floatation mark at its intersection with the trailing edge shall be 170mm measured vertically from the intersection of the transom and hull profile at the centerline.