



# INTERNATIONAL J/22 CLASS ASSOCIATION

## CLASS RULES

03/01/10

### 1. OBJECTIVES OF THE CLASS RULES

- 1.1** The International J/22 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** **BASIC RULE.** Except where variations are specifically permitted, yachts of this class shall be alike in hull, deck, keel, rudder and spar 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 International J/22 Class Rules, and conform to all J/22 Class Measurement Procedures. No alterations, modifications or additions are permitted unless explicitly stated in the current rules.
- 1.4** Alterations or modifications to official PLANS A, B, C & D and International J/22 Class Rules shall only be permitted with the joint approval of the copyright holder (J Boats, Inc.), the International J/22 Class Association (IJ22CA) and the **International Sailing Federation (ISAF)**.

### 2. ADMINISTRATION

- 2.1** **Authority** The international authority for the class shall be the **ISAF** which shall cooperate with the International J/22 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/22 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 International J/22 Class Rule interpretation, the English text shall prevail.
- 2.3** **Builders** International J/22s shall be built only by builders licensed to do so under the copyright of J Boats, Inc., (P.O. Box 90, Newport, RI 02840 USA) and shall comply to the building specifications detailed by the copyright holder and approved by **ISAF**.
- 2.4** **Building License** Applications for building licenses shall be made to J Boats, Inc., who shall consult with the International J/22 Class Association and the national authority of the country concerned regarding its support for the applicant.
- 2.5** **International Class Fee** The International Class fee shall be payable to J Boats, Inc., when the molding of each hull commences.
- 2.6** **Hull Numbers** No yacht shall be deemed to be an International J/22 until it has been completed with a building number assigned by J Boats, Inc., molded into the transom.
- 2.7** **Owner Responsibility** It is the responsibility of the owner(s) or, in their absence, the helmsman to insure that the yacht complies at all times while racing one-design with the current International J/22 Class Rules.

- 2.8 Eligibility** No yacht shall race unless the owner(s) and helmsman are full members the International J/22 Class Association, their National J/22 Class and their National Sailing Authority (US Sailing in the United States), and current International J/22 Class Association membership decal is placed on the outer face of the transom near the upper starboard corner.
- 2.9 Measurement** A yacht shall only be measured by a measurer recognized by his National Sailing Authority and the International J/22 Class Association. A yacht shall not be recognized as a J/22 until its official measurement certificate is registered with the IJ22CA.
- 2.9.1** A measurer shall not measure a yacht, spars, or sails, built by himself or in which he is an interested party or has a financial involvement.
- 2.9.2** The builder shall weigh and record the weight of the keel before assembly to the hull and the weight of the complete yacht (including keel) prior to delivery to insure that the keel weight is between 315 kgs and 330 kgs and that the total standard yacht weight is between 770 kgs and 815 kgs.
- 2.9.3** Tolerances in measurement in the rules and measurement plans are to provide for minor building variations and subsequent distortion.
- 2.9.4** The method of measurement unless otherwise stated shall be in accordance with the recommendations of the *ISAF*.
- 2.9.5** Any alteration to the hull or alteration to, or replacement of the keel (including fairing), rudder or spars, will invalidate the measurement certificate and must have the written approval of a J/22 Class Measurer. Documentation of the work involved must be submitted when the yacht is presented for re- measurement. A major repair to any of the foregoing or replacement of an item of equipment may also invalidate the measurement certificate.
- 2.9.6** 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. In such a case a certificate may be refused or withdrawn even if the specific requirements of the rules are satisfied.
- 2.9.7** Any alleged or suspected alteration(s) to the configuration or design of the hull, keel, rudder, fittings or spars 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 IJ22CA to a sample of ten 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 ten yachts. If there is evidence of any alterations having been made or if the dimensions are greater or less than those of the maximum and minimum obtained from the sample of ten yachts, the matter shall be referred to the Protest Committee for action.
- 2.9.8** Change of ownership shall invalidate the Measurement Certificate and shall require a new Measurement Certificate to be registered with the International J/22 Class Association.
- A. **Advertising.** All events shall be Category C with the following restrictions:
- Advertisements are restricted to the aft 75% of the hull.
  - Advertising is restricted to the lower 1/3 of the main sail.
  - Advertising on spinnakers is without restriction except as provided in the ISAF Advertising Code –Regulation 20.2.3.
  - Boats may advertise one organization on each side of the main boom.
  - A maximum of three (3) advertisers are allowed per boat.
  - For the purposes of these rules the term “Advertising” is defined in the ISAF Advertising Code –Regulation 20.1.

### **3. CONSTRUCTION**

#### **3.1 General**

- 3.1.1** The hull, deck, standard interior layout, lead keel, rudder, sail plans, basic fittings, mast and boom shall conform to the building specifications, International J/22 Class Rules, official PLANS A, B, C & D, and be supplied by a builder licensed by J Boats, Inc., and conform to all J/22 Class Measurement Procedures.
- 3.1.2** The hull, deck, interior moldings, rudder and keel shall be molded from production tooling approved by J Boats, Inc.
- 3.1.3** Required and optional equipment shall be functional for its intended use.
- 3.1.4** Minimum Boat Weight. The dry weight of the boat as raced, including one set of sheets only, shall be not less than 857kgs. The dry weight shall include: rudder and tiller assembly, mast, boom spinnaker pole, and all running and standing rigging and may also include the following optional equipment: bow and stern pulpits, stanchions and lifelines, running lights (without battery), compass, permanently installed spinnaker launch bags and an outboard motor

bracket. Items to be excluded when weighing are: sails, battens, paddle, life jackets, hand pump, anchor with chain and warp, mooring lines, fenders, lifting slings, tool kit, first aid kit and personal effects. Corrector weights must consist of lead or equivalent material permanently positioned on or forward of the main bulkhead and on or aft of the aft (seat) bulkhead divided in two equal portions. Removal of boat weight and optional equipment included at time of measurement is strictly prohibited.

## **3.2 Hull**

**3.2.1** The standard location and design of winches, jib sheet tracks, chainplates and handrails shall not be altered.

**3.2.2** Reshaping of the hull profile or contours, or is prohibited.

**3.2.3** The minimum molded radius of the corner intersecting the hull and the transom is 2 mm.

## **3.3 Keel**

**3.3.1** The keel shall be of molded lead to the building specifications and cast in a mold 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 in any base liquid or paste protective material or fiberglass and faired; provided that the fairing does not change the design shape of the keel and that the keel still meets all class measurement requirements.

**3.3.3** The distance measured from the junction of the transom and the hull at the centerline to: a). The trailing edge of keel at MPA shall not be more than 2908.3mm nor less than 2883mm. b). The trailing edge of the keel at MPC shall not be more than 3029mm nor less than 3003mm.

**3.3.4** The maximum depth of the keel as measured from MPA to the bottom of the keel shall not be more than 720.7mm nor less than 708mm.

**3.3.5** The distance from MPA to MPB shall not be more than 974.7mm nor less than 955.7mm.

**3.3.6** The distance from MPC to MPD shall not be more than 616mm nor less than 590.6mm.

**3.3.7** The leading and trailing edge between Sections 1 and 4, shall be straight within a tolerance of + or -3mm. Between Sections 1 and 4, the surface of the keel shall be fair in every plane.

**3.3.8** Location of keel measurement point MPB from transom: The distance from transom corner to MPA when added to the distance between MPA and MPB shall not exceed 3871mm.

**3.3.9** Location of keel measurement point MPD from transom: The distance from transom corner to MPC when added to the distance between MPC and MPD shall not exceed 3633mm.

## **3.4 Rudder and Tiller**

**3.4.1** The external dimensions and configurations 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 protective material and faired, provided it complies with minimum dimensions in official Plan D.

**3.4.2** The weight of the rudder, including pintles, shall not be less than 10.88kg.

**3.4.3** The tiller shall be made of wood. Tiller extensions of any material may be fitted.

**3.4.4** The leading edge of the rudder shall be parallel within a tolerance of + or - 3mm to an extension of the vertical straight line down the aft side of the transom.

## **3.5 Spars**

**3.5.1** Spars shall be of aluminum extrusion. 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 of a licensed spar manufacturer. No alterations or modifications to spar extrusions are permitted except to facilitate the attachment of rigging and fittings as specified in these rules.

**3.5.2 Mast** The mast shall be permanently fixed to the cabin top using two pins as diagrammed in plan A so that the horizontal distance from Measurement Point 1 (MP1) to Measurement Point 2 (MP2) is not more than 2635mm nor less than 2615mm (See PLAN A).

- 3.5.3** Distinguishing contrasting colored bands of 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 not be more than 7955mm.
- 3.5.4** Only one mast step plate (original or raised forward) may be used during a regatta and must be used in its designed configuration.
- 3.5.5** **Main Boom** The main boom may be fitted with attachment points for only an adjustable outhaul, topping lift, one mainsheet block, kicking strap (vang), and reefing equipment. The main boom shall not be tapered or permanently bent.
- 3.5.6** 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 2745mm from the aft surface of the mast when the boom is held at right angles to the mast.
- 3.5.7** **Spinnaker Pole** The pole shall consist of a round, non-tapered, aluminum extrusion not less than 50mm in outside diameter. The length between the pole bearing surfaces shall be not greater than 2670mm. Pole end fittings shall have no mechanical advantage over factory supplied fittings. The pole shall have working bridles for the topping lift and foreguy with each bridle attached to the ends of the pole. When the topping lift and foreguy are in use, they must be attached to the bridles, not directly to the pole.
- 3.5.8** **Standing Rigging** The mast standing rigging shall only consist of the one forestay, one backstay with 2 bridles, two upper shrouds and two lower shrouds. Standing rigging shall only be of stainless steel or galvanized steel, multi-strand wire. Each strand of wire shall be of the same diameter and round in cross section. The shrouds and forestay shall be not less than 4mm in diameter. The forestay may be of fixed length. Forestay and backstay turnbuckles are not required. The upper backstay shall not be less than 3mm in diameter and may be attached to the lower backstays using rope, the length of which shall not be adjusted while racing.
- 3.5.9** Spreader sweep angle shall not be modified by alteration of standard fittings.
- 3.6** **Running Rigging**
- 3.6.1** One spinnaker halyard of synthetic rope not less than 6mm in diameter.
- 3.6.2** One jib halyard of synthetic rope not less than 8mm in diameter.
- 3.6.3** One kicking strap (vang) of synthetic rope not less than 6mm diameter with not more than 8:1 power ratio.
- 3.6.4** One mainsail outhaul of wire and/or synthetic rope with not more than 4:1 power ratio.
- 3.6.5** Optional mainsail reefing device of synthetic rope of not more than 2:1 power ratio.
- 3.6.6** One mainsail cunningham control of synthetic rope of not more than 6:1 power ratio.
- 3.6.7** One backstay adjuster tackle of not less than 6mm diameter synthetic rope with not more than 2:1 power ratio.
- 3.6.8** Two mainsheet traveler control lines of synthetic rope with not more than 2:1 power ratio.
- 3.6.9** One mainsail sheet of synthetic rope not less than 9mm in diameter with not more than a 4:1 power ratio.
- 3.6.10** Spinnaker sheets of synthetic rope not less than 8mm in diameter.
- 3.6.11** Jib sheets of synthetic rope not less than 8mm in diameter.
- 3.6.12** Spinnaker pole topping lift and foreguy of synthetic rope not less than 6mm in diameter.
- 3.6.13** Optional boom topping lift of wire attached to the masthead crane with rope tail.
- 3.6.14** One mainsail halyard of wire not less than 3mm in diameter and/or synthetic rope of not less than 8mm diameter.
- 3.6.15** One optional jib cunningham of synthetic rope of not more than 4:1 power ratio.

#### **4. SAILS**

- 4.1** The sails shall be single ply except for permitted reinforcements, constructional seams, tabling, reefing patches, camber lines and genuine repairs to damage. Sails shall be made of woven material so that when the material is torn it shall be possible to separate the fibers without leaving evidence of a film.
- 4.1.1** In addition to permitted reinforcements, not more than two patches are permitted between the head and the upper batten pocket, between adjacent batten pockets and between the clew and the lower batten pocket. The reinforcement on the leech, having the effect of stiffening the sail, shall not exceed in any direction 250mm for the mainsail and 200mm for the jib.
- 4.2** The mainsail and jib may be fitted with 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 the sail.
- 4.3** The sails shall be made to measure and measured in accordance with the current *ISAF* Sail Measurement Instructions except where varied herein.
- 4.4** Sail reinforcement shall be in accordance with the current *ISAF* Sail Measurement Instructions except that it shall be permitted only within a distance from each corner of not more than 500mm plus three percent of the length of the luff of the sail and from any cunningham or reefing eyes adjacent to the luff or leech of not more than 400mm in total. Other reinforcement as a continuation of corner reinforcement comprising not more than two additional layers of cloth, having the same weight as the body of the sail is permitted only within a distance from corner of not more than 1400mm. All reinforcement shall be capable of being folded flat in any direction without damaging the fibers. Reinforcement finishing material or coating applied to the reinforcement shall not prevent the sail being folded flat. Sail reinforcements on either side of the sail are also permitted at the forward end of batten pockets provided that they are single ply and circular with a diameter of not more than 155mm.
- 4.5** The class emblem on the mainsail shall be as on PLAN B, in blue, and contained within two 350 x 610mm rectangles located starboard on top of port. The centerlines of the rectangles shall be near to the line between mid-head and mid-foot and between the two top battens.
- 4.6** National letters and distinguishing numbers shall be placed on the mainsail and spinnaker in accordance with the *ISAF*. Unless otherwise required for handicap racing, the sail number shall be the hull number. The numbers shall be placed between the middle two battens on the mainsail.
- 4.7** Minimum cloth weight for the mainsail shall be 198gms/sq. meter and jib shall be 186gms/sq. meter except for a mainsail foot shelf not exceeding 200mm in width. Minimum cloth weight of the spinnaker shall be 40.5gms per square meter. Minimum cloth weight shall be defined as the weight of the finished goods in the sail.
- 4.8 Main**
- 4.8.1** The headboard may be of any material not exceeding 115mm in width. The overall width of the head shall not exceed 145mm when measured at right angles to the luff.
- 4.8.2** The length of the leech shall not exceed 8415mm.
- 4.8.3** The cross width measurements shall be taken from the 3/4 and 1/2 height points on the leech, located when the head is folded to the clew for the 1/2 height point, and when the head is folded to the 1/2 height point to determine the 3/4 height point. The maximum widths between the leech and the nearest point on the luff, including the luff rope, shall not be more than: 3/4 height = 1155mm; 1/2 height = 1910mm.
- 4.8.4** The sail shall have four battens with a maximum width not more than 50mm. The top batten shall be not more than 585mm in length and the intermediate battens not more than 915mm in length, and the bottom battens shall not be more than 686mm in length.
- 4.8.5** 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 1625mm in length.
- 4.8.6** Mainsail reefing points and related gear are optional.
- 4.8.7** A flattening reef cringle within 200mm of the clew, a leech line, camber lines, and a cunningham cringle are permitted.
- 4.8.8** The mainsail shall have a luff rope and foot rope which must be in mast and boom grooves while racing.
- 4.9 Jib**
- 4.9.1** The width of the head measured at right angles to the luff tape or rope shall be not more than 50mm.

- 4.9.2 The luff shall be not more than 7125mm nor less than 7075mm in length.
- 4.9.3 The diagonal (LP) shall be not more than 2620mm nor less than 2575mm, measured to the forward side of the sail.
- 4.9.4 The sail shall attach to the forestay with hanks not closer together than 450mm. If cloth sail hanks are fitted they shall be each not wider than 40mm and shall be secured by metal or plastic press studs (popppers) only. There shall be only one press stud for each hank.
- 4.9.5 The leech shall not be convex, but may be supported by a maximum of three equally spaced battens. The length of the leech shall not exceed 6275mm nor be less than 6200mm. Batten pockets shall have a maximum inside width, excluding local widening for purposes of batten insertion, not to exceed 60mm. The inside length of each batten pocket shall not exceed 445mm.
- 4.9.6 A leech line, foot line and camber lines are permitted.
- 4.9.7 A cunningham cringle is permitted.
- 4.9.8 A reef is permitted.
- 4.9.9 The maximum length of the centerfold when leech is folded to luff shall be not more than 6750mm.

#### 4.10 Spinnaker

- 4.10.1 The spinnaker shall be a three-cornered sail, symmetrical about its center line.
- 4.10.2 The sail when laid out on a flat surface and folded in half about its center line shall be measured with the leeches superimposed. Sufficient tension shall be applied to remove wrinkles and creases along the lines of measurement.
- 4.10.3 The length of the leeches shall be not more than 7585mm or less than 7450mm.
- 4.10.4 The length of the vertical center fold shall be not more than 8700mm.
- 4.10.5 The maximum half width at any height shall be not more than 2465mm.
- 4.10.6 The spinnaker shall be made of nylon except that spinnakers manufactured before June 15, 1992, may be made of polyester.
- 4.11 Royalty Paid Labels. Only sails carrying an IJ22CA Royalty Paid label sewn onto the starboard side of the sail near its tack or near a spinnaker clew shall be used when racing. Royalty labels shall not be transferred from one sail to another. Labels are available from the IJ22CA Office, 12900 Lake Ave., #2001, Lakewood, Ohio 44107, USA.

### 5. OPTIONAL EQUIPMENT

The following are permitted while racing:

- 5.1 Lifelines, bow pulpit and sternrail to meet owner requirements, Race Committee or government regulations.
- 5.2 Two genoa tracks and affixed cars with blocks attached.
- 5.3 Outboard motor bracket, engine, fuel and extinguishers.
- 5.4 One mechanical masthead wind indicator with or without light.
- 5.5 Navigation lights.
- 5.6 Spare wooden tiller and tiller extension of any material. All tiller brackets must be factory made products. No alterations are to be made.
- 5.7 Spare spinnaker pole.
- 5.8 Substitution of standard winches with winches having a power ratio not exceeding 8.5:1 and not exceeding 67mm in diameter in the same location.
- 5.9 Electronic devices to measure speed and distance and to indicate water depth.
- 5.10 A two-way radio and antenna.

- 5.11 Additional lockers, shelves, bunks, and galley items to personalize interior accommodations as long as such items are for cosmetic and comfort and do not structurally alter the boat in any way.
- 5.12 Safety equipment and devices to owner's requirements.
- 5.13 Location and design of deck blocks, fairleads, cleats, for spinnaker sheets, topping lift, twings, foreguy and all halyards.
- 5.14 Leading of the jib sheet through a bullet block attached to the jib clew or through the clew cringle, to double the purchase, port and starboard.
- 5.16 Installation of fairleads, blocks, and/or cleats, port and starboard, to lead jib sheets aft to the helmsman's location for single-handed sailing convenience.
- 5.17 Two hiking straps, port and starboard, attached at one end (a) on the traveler inboard of cockpit seats or on the vertical wall of the cockpit well within 75mm of the intersection of the traveler bar with the cockpit seat and at the other end (b) to a through bolted padeye in the center of the aft vertical face of the cockpit well within 50mm of the cockpit floor. These straps shall not permit the heel of the helmsman's foot to be outboard of the vertical wall of the cockpit footwell.
- 5.18 Location or design of compass(es) installed.
- 5.19 Interior lighting devices, batteries and switch panel.
- 5.20 Carrying aboard a storm trysail of not more than 4m square in area or a genoa provided that they shall not be used when racing.
- 5.21 Fixing on the bow a batten or similar device to prevent the spinnaker guy from dropping over the bow. This device shall not increase the overall length of the boat by more than 200mm.
- 5.22 Leading the kicking strap (vang), outhaul, main and jib cunningham control lines to both sides of the boat.
- 5.23 Alternate backstay and traveler control lead(s) and cleat(s).
- 5.24 An extender with a maximum length of 152mm and of no mechanical advantage to connect the 8-part boom vang system to the bale on the base of the mast for easier release when under high load.
- 5.25 Additional drilled holes in jib tracks due to variation in sail construction and design.
- 5.26 Removal of the factory tack horn to permit replacement with one snap shackle or shackle. Shackle must be attached to the factory installed stem fitting.
- 5.27 A fixed-position, mainsheet cleat attached to traveler bar. The traveler bar may be raised for reinforcement purposes with any material not to exceed 18mm in height to support the fixed position mainsheet cleat.
- 5.28 Reinforcement of the chain plates is allowed for the purpose of repairing damaged bulkheads as long as the reinforcement does not touch the hull or deck in any place. Only the bulkhead can be reinforced. No cutting away of the bulkhead is allowed.
- 5.29 *(North American Prescription)* Addition of sail slides on the luff of the mainsail, to fit the extruded luff groove of the mast.
- 5.30 *(North American Prescription)* Use of a jib roller furling system that may incorporate a double luff jib with roller battens, a UV protective layer on the leech, a minimum luff length of 6950mm, and deletion of the jib halyard.
- 5.31 Use of a land or "pigtail", in addition to the fixed spinnaker pole trip line, of any length, fixed to either or both pole ends.
- 5.32 The use of a windward sheeting car system.

## 6. REQUIRED EQUIPMENT WHILE RACING

- 6.1 At least one fixed marine type compass of magnetic card or digital type capable only of instantaneous readout.
- 6.2 One fog horn.
- 6.3 One water-resistant flashlight with spare batteries and bulb.

- 6.4 Life jackets or buoyancy aids for each member of the crew as required by local regulations.
- 6.5 One marine first-aid kit and manual.
- 6.6 One paddle not less than 1200mm in length.
- 6.7 One manual bilge pump and a 10 liter capacity bucket with lanyard.
- 6.8 One anchor with or without chain of combined minimum weight of 5kg with 30m of non-floating warp having a minimum diameter of 8mm. When carried, the anchor, chain and warp shall be secured together ready for use and shall not be stowed on or under the cabin sole over the ballast keel. The minimum weight of the anchor shall be 3 kg and the maximum weight of the chain shall not exceed 4kg.
- 6.9 Code Flag B and copy of the current Racing Rules as issued by the National Sailing Authority.
- 6.10 Safety equipment prescribed by local race management not otherwise included herein . . . such as flares, etc.
- 6.11 All yachts shall carry two fenders of not less than 152mm in diameter and not less than 406mm in length or two spherical fenders not less than 240mm in diameter.

## 7. PROHIBITIONS

- 7.1 Running backstays or devices to simulate such.
- 7.2 Halyard locks or hook-up devices.
- 7.3 Spinnaker chutes through the deck.
- 7.4 Not in use.
- 7.5 Notwithstanding 5.24 above, a wire strap or the use of wire in the kicking strap or mainsheet systems.
- 7.6 Bushed or unbushed holes or slots or any equipment or device not standard equipment to feed halyards or control lines through the mast, boom, deck, hull or transom.
- 7.7 Quick throw devices or levers for running or standing rigging.
- 7.8 A battery or batteries weighing more than 20kg.
- 7.9 Hiking equipment or aids other than specified in 5.17.
- 7.10 A double luff jib or the use of a roller furling device, jib luff groove device or a hank-on system which permits alteration of the luff curve of the jib during a regatta.
- 7.11 Alteration of the location and design of, or attachment to, the mainsail traveler bar including use of windward sheeting traveler cars, except as described in 5.27.
- 7.12 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, hull profiles or contour.
- 7.13 Stored energy devices, shockcord, except as incorporated in batten pockets, backstay, outhaul (not bolt rope), spinnaker launch bags, and retention devices.
- 7.14 The use of formed wire standing rigging with any strand that is not round in cross section.
- 7.15 The use of barber haulers with a class jib.
- 7.16 The use of an extender in the mainsheet system.

## 8. PROHIBITIONS WHEN RACING

- 8.1 The use of the jib or spinnaker halyard to vary the measured length of the forestay.
- 8.2 Stowage of the spinnaker pole on the main boom.

- 8.3** Removal of buoyancy air tank access ports.
- 8.4** The use or carrying aboard of more than one mainsail, one jib and one spinnaker or the alteration thereof during a regatta except as described in 5.20.
- 8.5** Adjustment of shroud or backstay turnbuckles or forestay length.
- 8.6** Notwithstanding the requirements of **RRS 42** the pumping of the spinnaker guy is not permitted.
- 8.7** Notwithstanding the requirements of **RRS 42** and **49**, hanging on the mast or shrouds to promote roll tacking or gybing.
- 8.8** Hiking, unless; (a) sitting on the deck, and (b) permitted equipment listed in 8.8.1, if used, is held only by the hands.
- 8.8.1** Permitted: the use of factory-installed cabin top handrails and winches, jib sheets, spinnaker sheets, mainsheet and vangsheet.
- 8.8.2** Prohibited: the use of any equipment not listed in 8.8.1; the use of any equipment listed in 8.8.1 while not in its ordinary designed position. (Examples of prohibited equipment are foot straps, hiking straps, tethers, halyards, and pants or shorts with hard battens or other stiffeners. An example of prohibited use of equipment listed in 8.8.1 includes making loops in a sheet.)
- 8.9** Total crew weight, excluding clothing, that exceeds 275 kgs (the total number of crew is optional).
- 8.10** Substitution of crew