



# ***Class Rules***

***Effective 21<sup>st</sup> April 2011***

# INTERNATIONAL J/24 CLASS ASSOCIATION



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## CLASS RULES

As approved by the ISAF, effective 21<sup>st</sup> April 2011

### 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 with 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 boat's sail number shall be her hull number unless otherwise prescribed by the owner's national authority. When a boat is chartered or loaned the boat's sail number may be that of the member who chartered or borrowed the boat.
  - 2.5.3** No yacht shall race unless a current valid Measurement Certificate has been issued by the International J/24 Class Association. This certificate will be in addition to any certificates required by the owner's national authority.
  - 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 re-measured. A major repair to any of the foregoing or replacement of an item of equipment may also invalidate the Measurement Certificate.

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- 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** Pursuant to ISAF Regulation 20.5.2. Advertising is permitted as provided in ISAF Regulation 20.

## **2.7 Measurement**

- 2.7.1** Yachts shall only be measured by a measurer recognized by the International J/24 Class Association. This applies to all references of "J/24 Measurer" or "J/24 Class Measurer" in the Class Rules.
- 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 method of measurement shall be in accordance with the IJCA Measurement Manual.
- 2.7.4** Tolerances in measurement in the rules and measurement plans are to provide for minor building errors or age distortion.
- 2.7.5** 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 Licensed Builder**

- 2.8.1** The builder shall weigh the keel and record the weight of the keel before the assembly with the hull on Part B of the Measurement Form.
- 2.8.2** 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 capsulated 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 weigh the boat and record the weight as Item 2b on Part B of the Measurement Form, and if corrector weights are required, as Item 3 on Part B of the Measurement Form. The builder shall complete Part C of the measurement form, and deliver the completed form (Parts B and C) to the owner of each new yacht. The builder shall also deliver one copy each to the IJCA and the Copyright Holder, and retain one file copy.



## 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 J/24 Class Measurer 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. Although the removal of gel coat is not permitted, surface abrasion as required for over coating is permitted.
- 3.2.2** The keel stub may be faired to maximize 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 may be fitted with a basin, sink or stove.
- 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. and approved by ISAF and the IJCA.

**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 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** The body of the sail shall be single-ply sail. For the mainsail and jib, the ply material shall be of woven polyester. For the genoa, the ply material shall be either woven and/or laminated ply of either polyester, HMPE or aramid. For the spinnaker, the ply material shall be woven nylon. Elastic is prohibited in the foot and luff of the mainsail.

**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 weights shall be defined, in the case of sails made of woven materials, as the weight of the finished coated woven material used in the sail and, in the case of sails made of substrate/film laminate, as the weight of the finished 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. (Not in use for genoas) 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 shall not weigh less than 5.5 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. The foot boltrope shall be a minimum of 2300 mm in length.



- o) 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).
- p) The sail may be fitted with an adjustable cunningham and fixed tack or an adjustable tack.

### 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.
- j) Genoas made of laminated materials shall have a woven material patch fixed at the tack on which the sail royalty label shall be attached and the sail may be endorsed by the measurer.

### 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.

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- 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:
- a) as specified for the Builders Weight (Rule 2.8.2).
  - b) with all spars, standing and running rigging as defined in Rule 3.5, items 2 to 6 inclusive.
  - c) with installed outboard motor bracket (Rule 3.8.10) and permanently fixed compass(es) (Rule 4.1.3).
  - d) 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 Corrector Weights**

- 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 shall be attached amidships on the forward bulkhead located approximately 1000mm forward of the main bulkhead. Two quarters of the required weight in approximately equal ingots shall be attached under each moulded berth to the forward side of the aft cabin bulkhead located approximately 2450mm aft of the main bulkhead.
- c) For the requirements of Rule 2.8.2 the lead ingots shall be permanently attached, totally encapsulated, distinctively marked, and weight shall be recorded on the Measurement Form Part B as Item 3.
- d) For the requirements of Rule 3.7.1 the lead ingots shall be attached and sealed with a strap of resinated glass cloth. When required in addition to the permanent builders correctors Rule 2.8.2, the lead ingots shall be divided into four approximately equal weights fixed on the outboard side of the builders correctors (3.7.2c), and 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 1330 kg. This weight shall include all items in Rule 3.7.1, Rules 3.8 (Fixed Fittings to be Carried When Racing), Rule 4 (Required Equipment When Racing), and Rule 6 (Optional Equipment) that are on the boat when racing. All of the above items shall be itemized 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 list any correctors required under Rule 3.7.2. Specifically excluded from counting as part of all-up weight for racing are sails (Rules 3.6), life jackets or personal buoyancy equipment (Rule 4.1.3), personal clothing and gear, food, galley ware and stores, and liquid beverages other than those allowed under Rule 6.1.26.

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## **3.8 Fixed Fittings 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 on deck between the mainsheet traveler and the aft face of the forward end of the cockpit well with a drum diameter not exceeding 80mm.
- 3.8.4** A complete outboard motor bracket fixed to the transom.

## **4 REQUIRED EQUIPMENT WHEN RACING**

- 4.1** The following equipment shall be carried on board:
  - 4.1.1** A minimum of one fixed marine type compass of magnetic card or digital readout type capable only of instantaneous readout. (Compasses capable of displaying stored headings and/or performing calculations for storage of tactical information shall be not allowed.)
  - 4.1.2** A minimum of one fire extinguisher: type and capacity required by local regulations.
  - 4.1.3** Life jackets or personal buoyancy equipment for each member of the crew.
  - 4.1.4** A minimum of one throwable lifesaving device with sea anchor attached, on deck, and ready for use.
  - 4.1.5** Equipment capable of cutting the standing rigging.
  - 4.1.6** A minimum of one marine first aid kit and manual.
  - 4.1.7** A minimum of a one bucket of minimum capacity 9 liters fitted with a lanyard.
  - 4.1.8** One anchor with or without chain of combined minimum weight of 6kg and a maximum of 9 kg. The minimum weight of the anchor shall be 3kg. The anchor shall be attached to a minimum of 40m of not less than 8mm rope. If the chain is present it shall be attached between the anchor and the rope.
  - 4.1.9** One outboard engine with 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.
  - 4.1.10** There shall be a minimum of 2 liters of fuel for the engine carried in reserve when the boat crosses the finish line for the last race of the day.
- 4.2** The Notice of Race may prescribe equipment in addition to that required by the class rules.
- 4.3** Anchor, outboard motor, battery and fuel container(s) 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.
- 5.2** Total crew weight (in swim wear) shall not exceed 400kg.
- 5.3** A crew nominated or listed for a regatta or a series of races held over consecutive days including any lay days, shall remain the same throughout the event unless crew substitution is specified in the notice of race.

## **6 OPTIONAL EQUIPMENT**

- 6.1** The following are permitted when racing:
  - 6.1.1** Barber haulers for the jib and genoa restricted as follows:

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- 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 drum diameter not exceeding 74mm. 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 spinnaker 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 4.40m<sup>2</sup> and/or a storm jib whose luff shall not exceed 5.20m length and of area not exceeding 3.20m<sup>2</sup>. The cloth weight shall be not less than 270g/m<sup>2</sup>.
- 6.1.8** One spare wood tiller and tiller extension of any material, one measured rudder and one measured 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** One 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 foredeck.
- 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 light, navigation (steaming) light, or deck lights installed on the mast.
- 6.1.21** Tack horns for headsails and mainsail.

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- 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.
- 6.1.27** One securely fixed 12-volt battery weighing not more than 25 kg.
- 6.1.28** A minimum of one water resistant flashlight.
- 6.1.29** Anti-abrasion strips of any material may be installed on the aft edge of the upper deck at the companionway.

## 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** Not in use.
  - 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** Not in use.
  - 7.1.11** A 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 manufactured 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 the genoa or jib by means other than by a sheet from the clew directly to a turning block attached to a car having a plunger pin or screw pin on the headsail tracks. The trimming of the 100 percent jib may be from an optional deck eye (see Rule



6.1.4(b)) first, then through the clew on the 100 percent jib. The turning block shall be attached directly to the car on the headsail track by a shackle or other material, and fixed so that it is not adjustable while racing. The vertical distance from the deck adjacent to the headsail track to the load bearing surface of the sheave in the turning block closest to the deck shall not be more than 110 mm.

## **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 required or optional equipment other than unbagged sails 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** The Racing Rules of Sailing 42.3 (b) and (c) are changed as follows
- 42.3 (b) A boat's crew may move their bodies to exaggerate the rolling that facilitates steering the boat through a tack or a gybe, provided that, just after the tack or gybe is completed, the boat's speed is not greater than it would have been in the absence of the tack or gybe. A boat's crew may not hang on the mast or shrouds to promote roll tacking or gybing.
  - 42.3 (c) Except on a beat to windward, when surfing (rapidly accelerating down the leeward side of a wave) or planing is possible, the boat's crew may pull the sheet and the guy controlling any sail in order to initiate surfing or planing, but only once for each wave or gust of wind. When pulling on the mainsheet all parts of the mainsheet may be pulled simultaneously
- 8.3** 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.

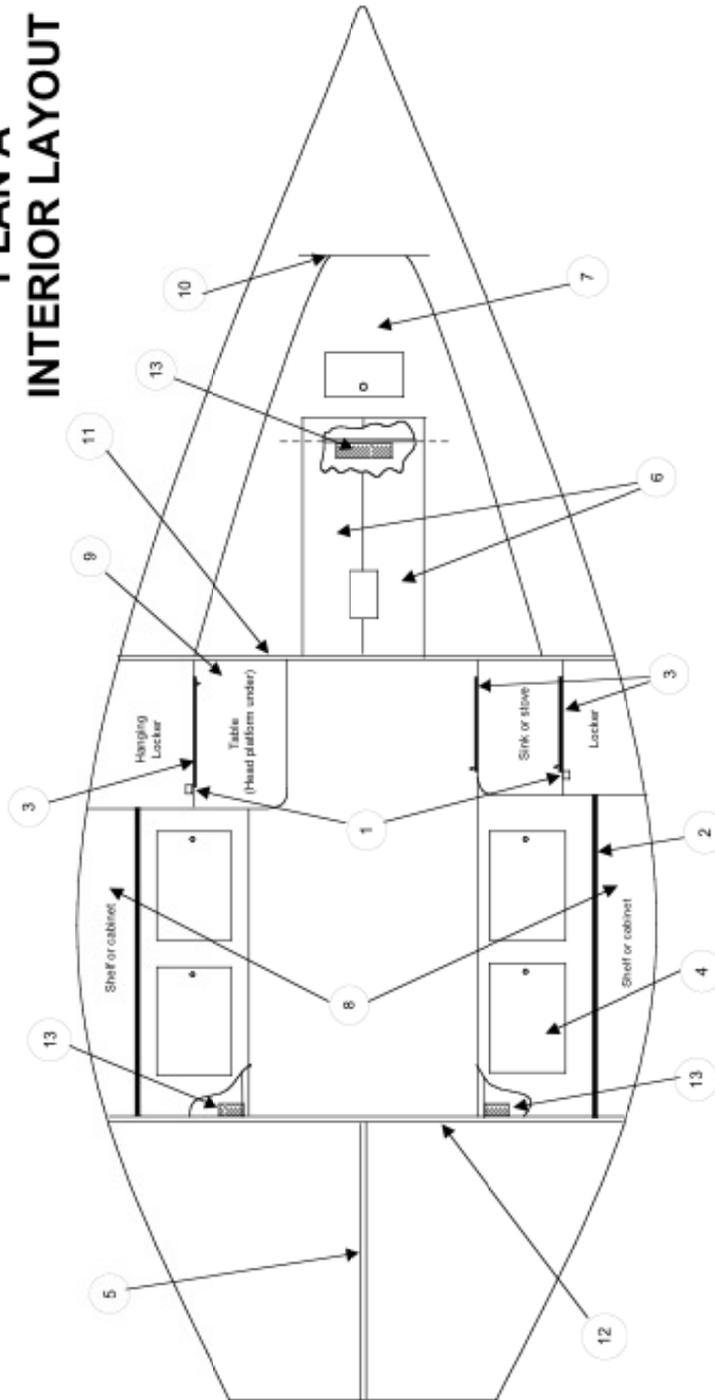
# INTERNATIONAL J/24 CLASS ASSOCIATION



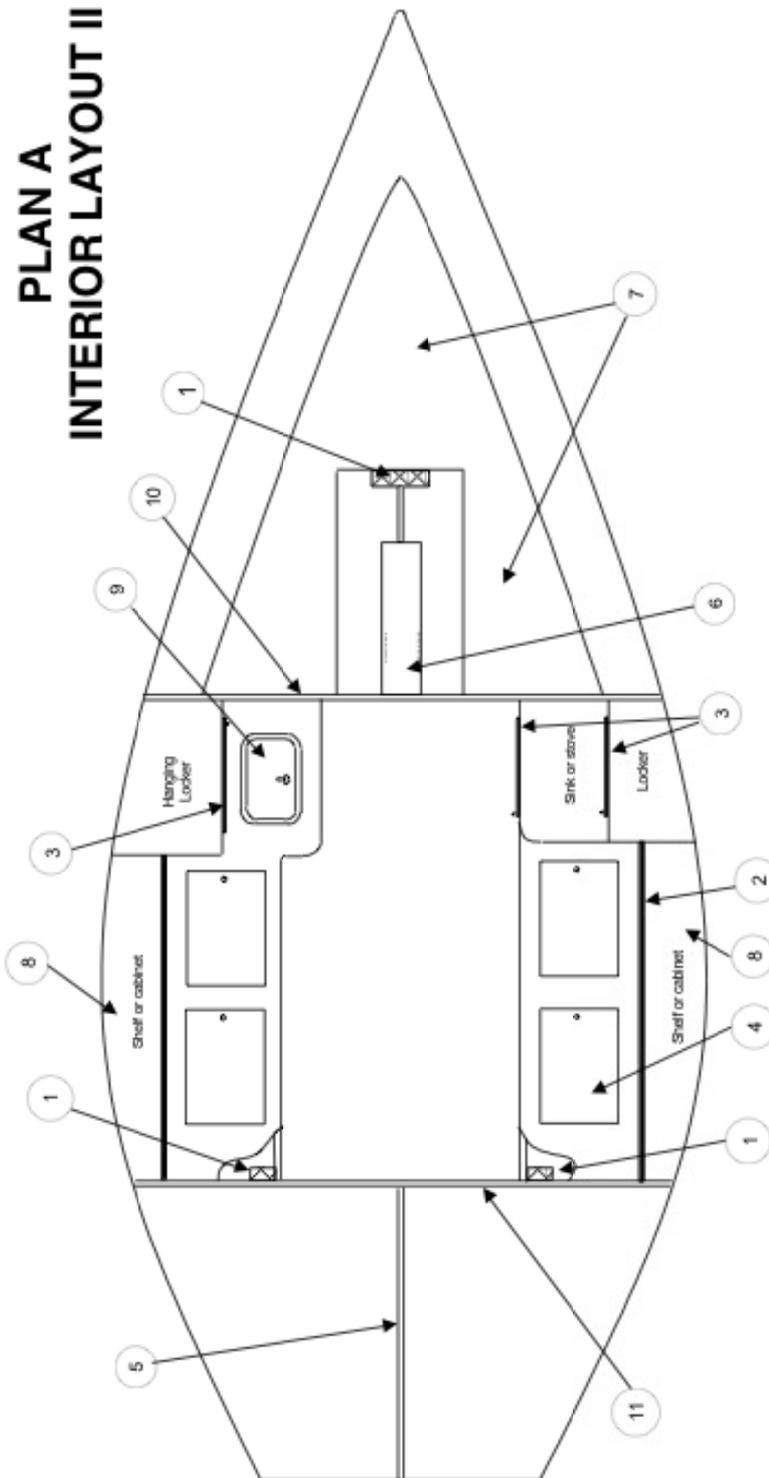
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are needed to see this picture.



**PLAN A  
INTERIOR LAYOUT**



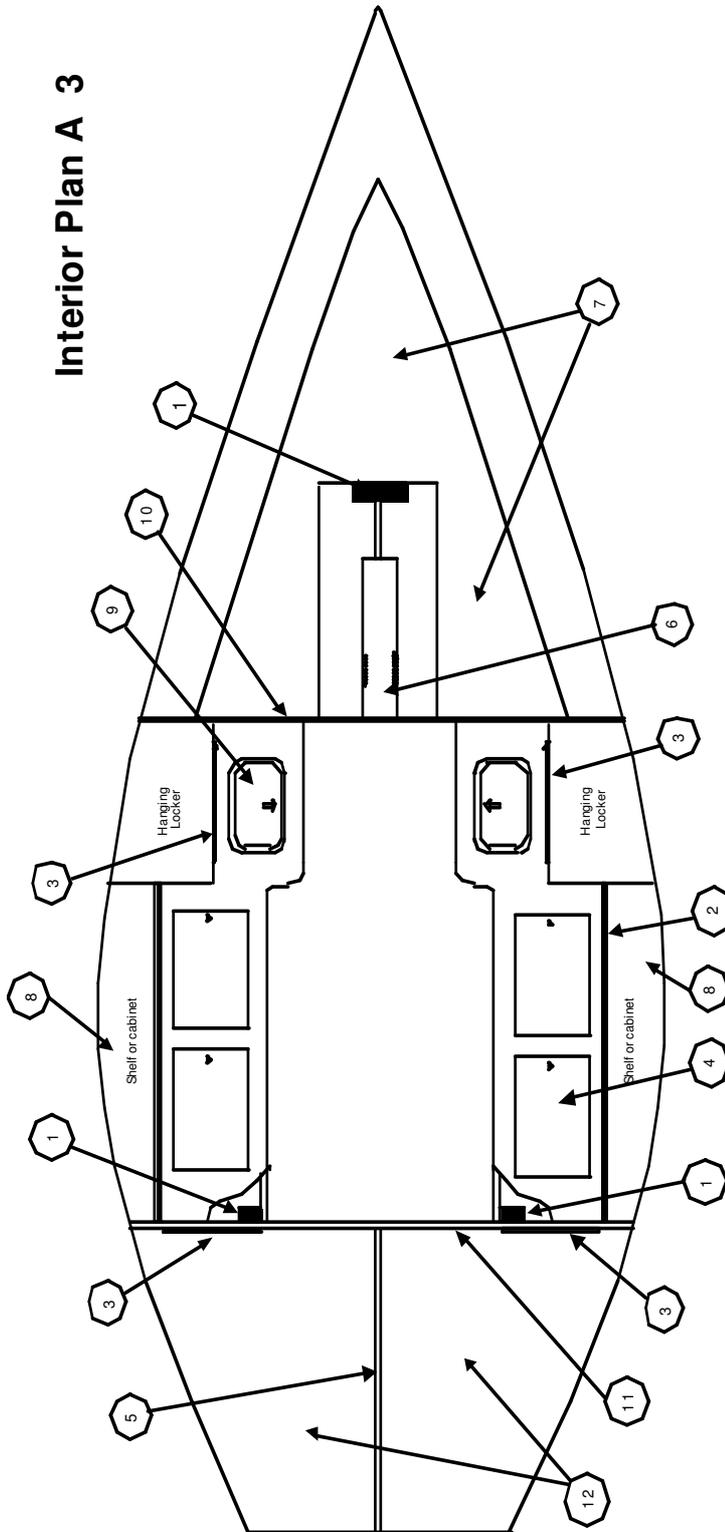
No.	DESCRIPTION	MATERIAL	No.	DESCRIPTION	MATERIAL
1	Door Latch Mounts, P&S	Teak	8	Shelf, P&S	Marine Ply
2	Shelf / Cabinet Riser, P&S	Teak	9	Chart Table	Marine Ply
3	Teak Door with Handle	Teak Frame	10	Forward Bulkhead	Marine Ply
4	Berth Access Covers, P&S	Marine Ply	11	Main Bulkhead	Marine Ply
5	Cockpit 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		



No.	Description	Material	No.	Description	Material
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	Starboard* (plastic)	10	Main bulkhead	
5	Cockpit support		11	Aft bulkhead	
6	Mast Bearing Beam	Aluminum	12		



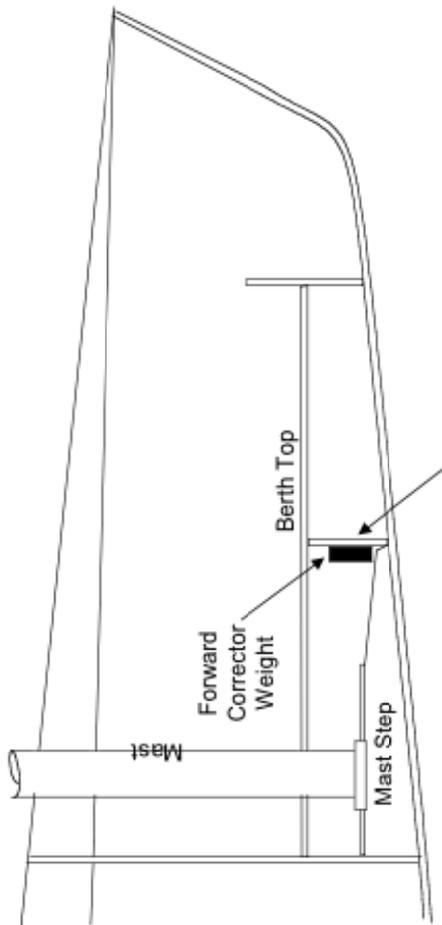
Interior Plan A 3



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

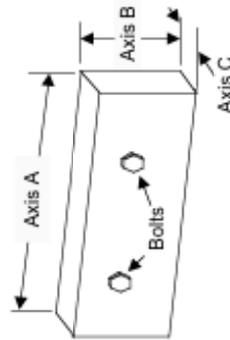
# Plan A Corrector Weight Placement

Rule 3.7.2



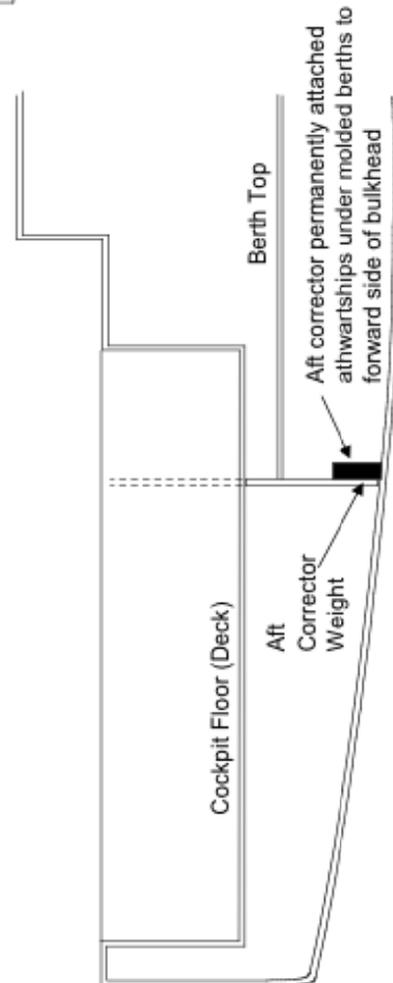
Forward corrector permanently attached athwartships in the center to the aft side of the partial bulkhead.

## J/24 Corrector Weight Axis of Orientation

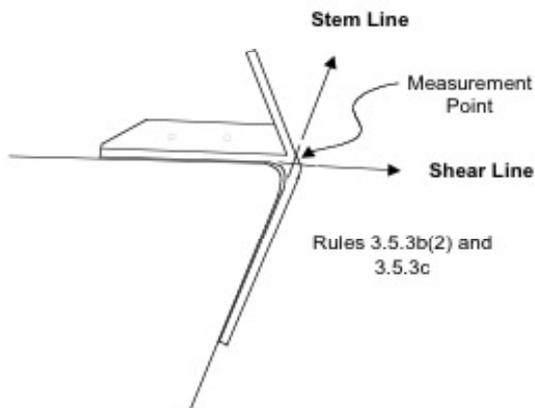
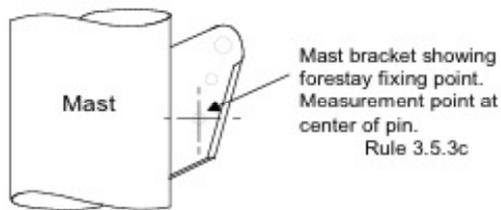
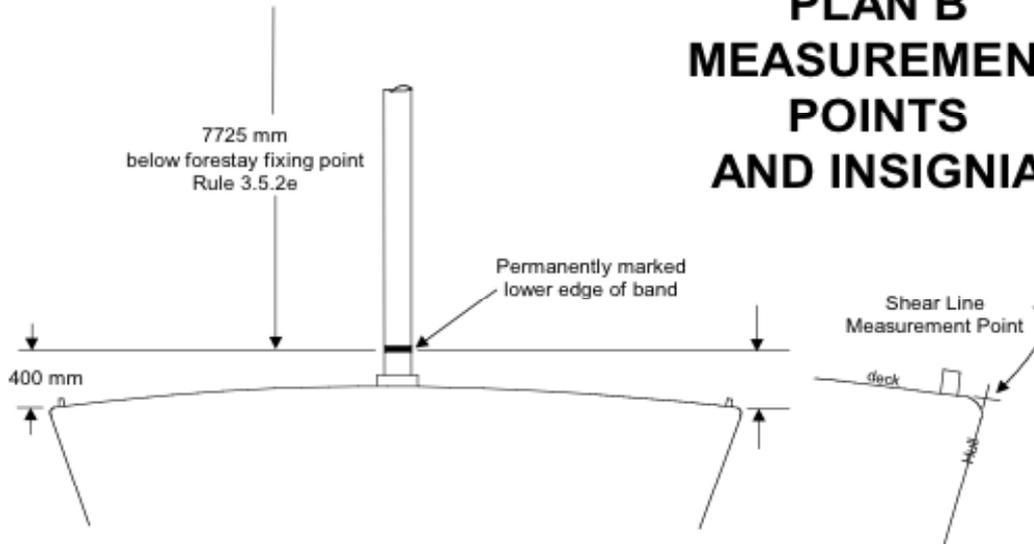


**Notes:**

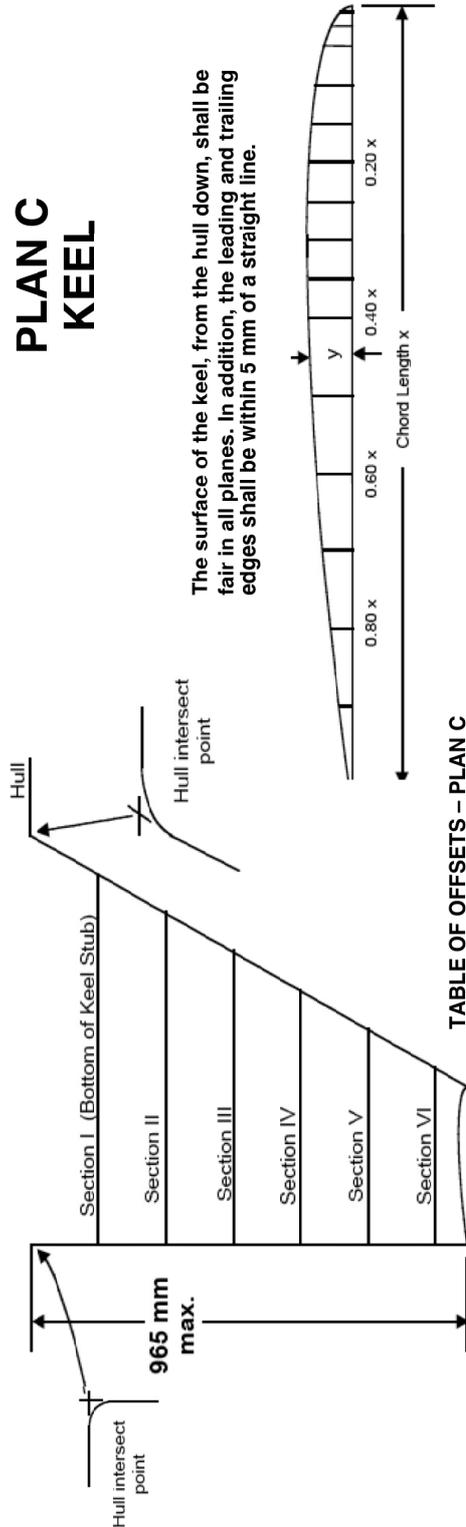
- 1) Longest axis of lead corrector weight (Axis A) to be athwartships.
- 2) Second longest axis (axis B) to be oriented vertically.
- 3) Shortest axis to be oriented fore and aft.



## PLAN B MEASUREMENT POINTS AND INSIGNIA



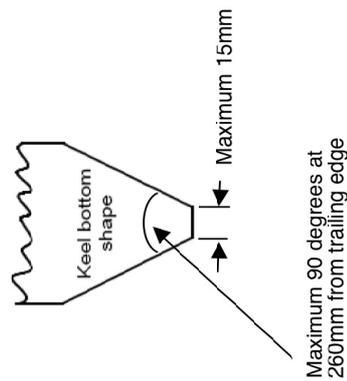
# PLAN C KEEL



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 5 mm of a straight line.

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		898		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	60.6	67.6	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



Rev. 23 January 2007

# PLAN D RUDDER

## Section A Offsets in Millimeters

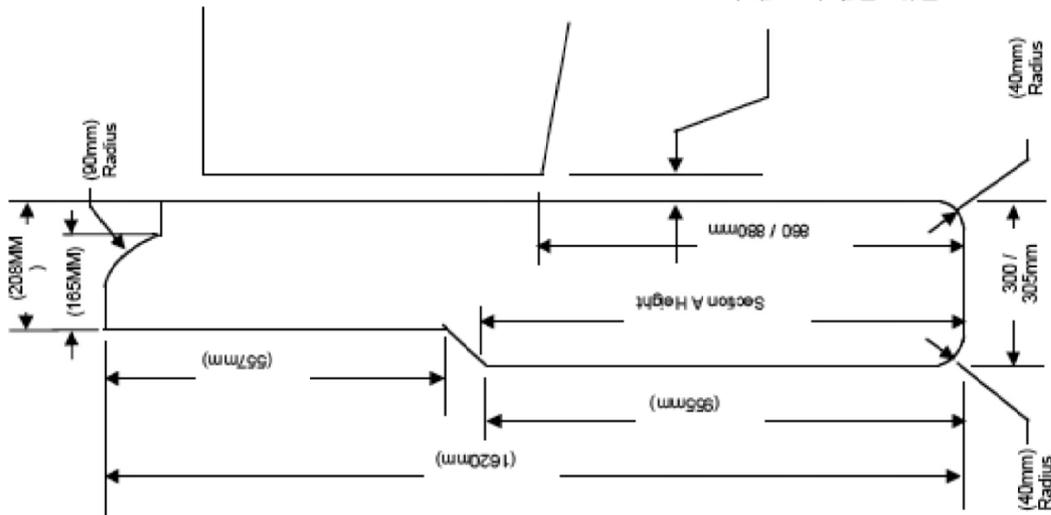
Offsets describe minimum half-widths at stations, which are located from the leading edge

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 38.4 mm.

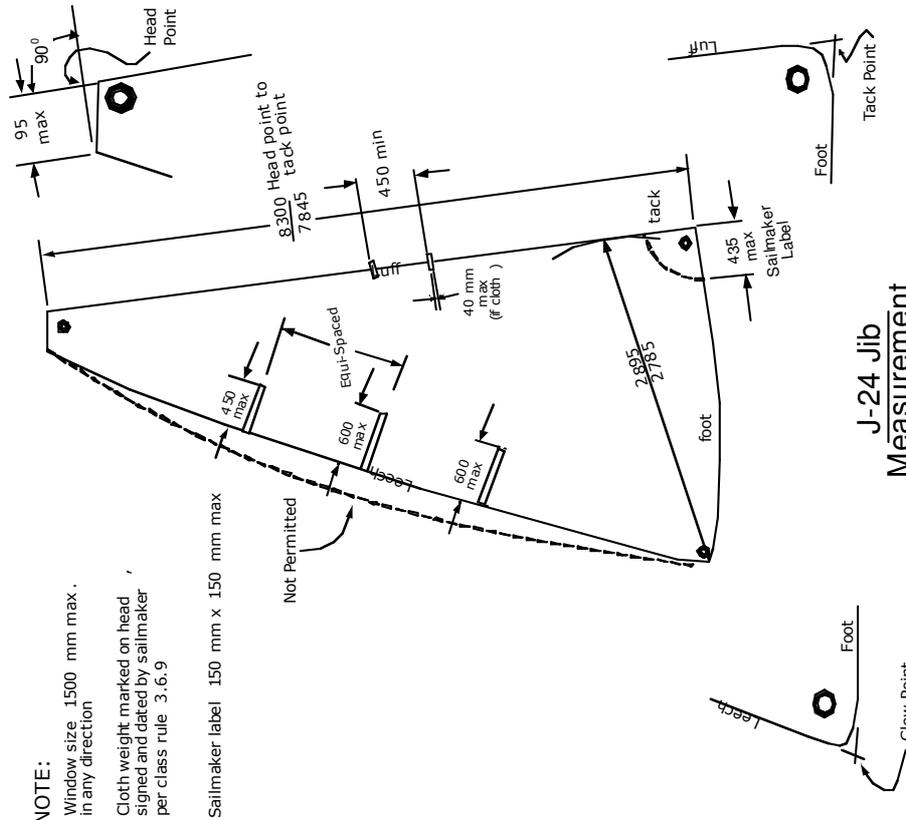
Section A is perpendicular to the leading edge



Section A showing stations measured from leading edge

Dimensions in '()' are for reference.

Rev. 4 June 2006

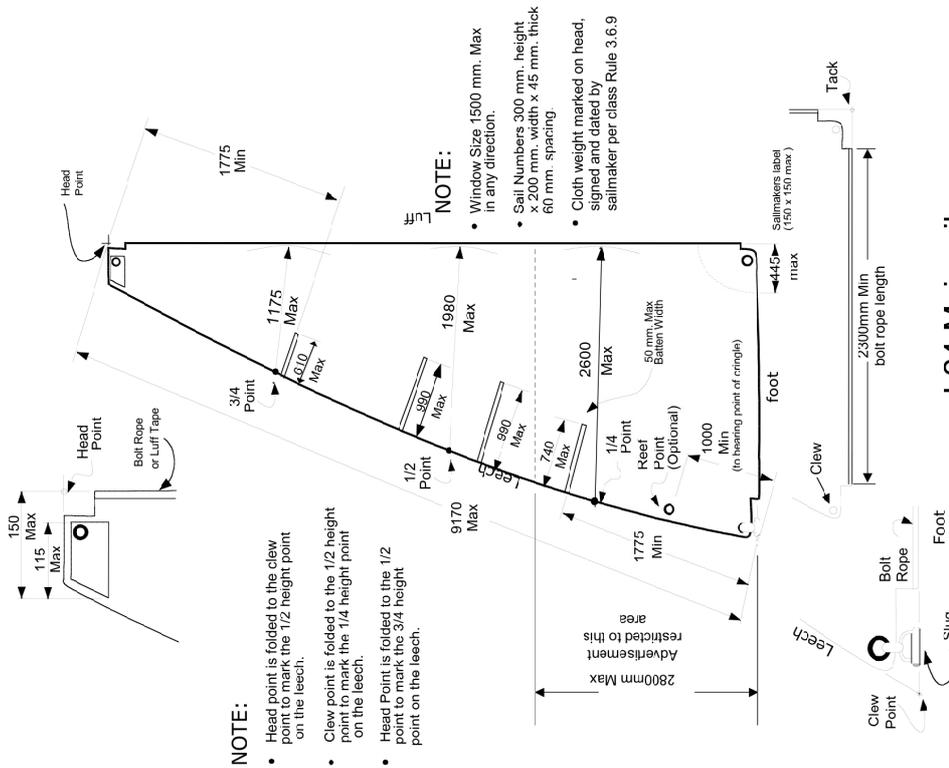


**NOTE:**

- Window size 1500 mm max. in any direction
- Cloth weight marked on head, signed and dated by sailmaker per class rule 3.6.9
- Sailmaker label 150 mm x 150 mm max

**J-24 Jib Measurement**

fig . 6. 3. 2



**NOTE:**

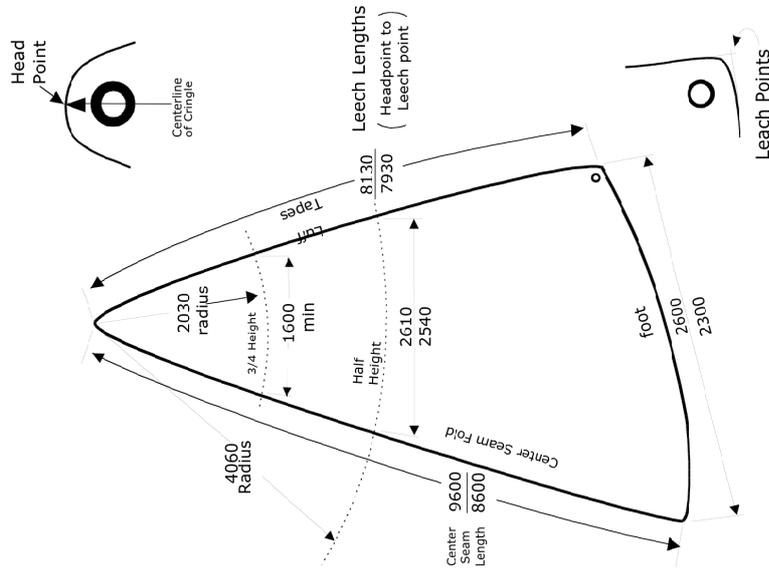
- Window Size 1500 mm. Max in any direction.
- Sail Numbers 300 mm height x 200 mm width x 45 mm. thick 60 mm. spacing.
- Cloth weight marked on head, signed and dated by sailmaker per class Rule 3.6.9

**NOTE:**

- Head point is folded to the clew point to mark the 1/2 height point on the leech.
- Clew point is folded to the 1/2 height point to mark the 1/4 height point on the leech.
- Head Point is folded to the 1/2 point to mark the 3/4 height point on the leech.

**J-24 Mainsail Measurement**

fig. 7.3.1



J-24

**Spinnaker Measurement**

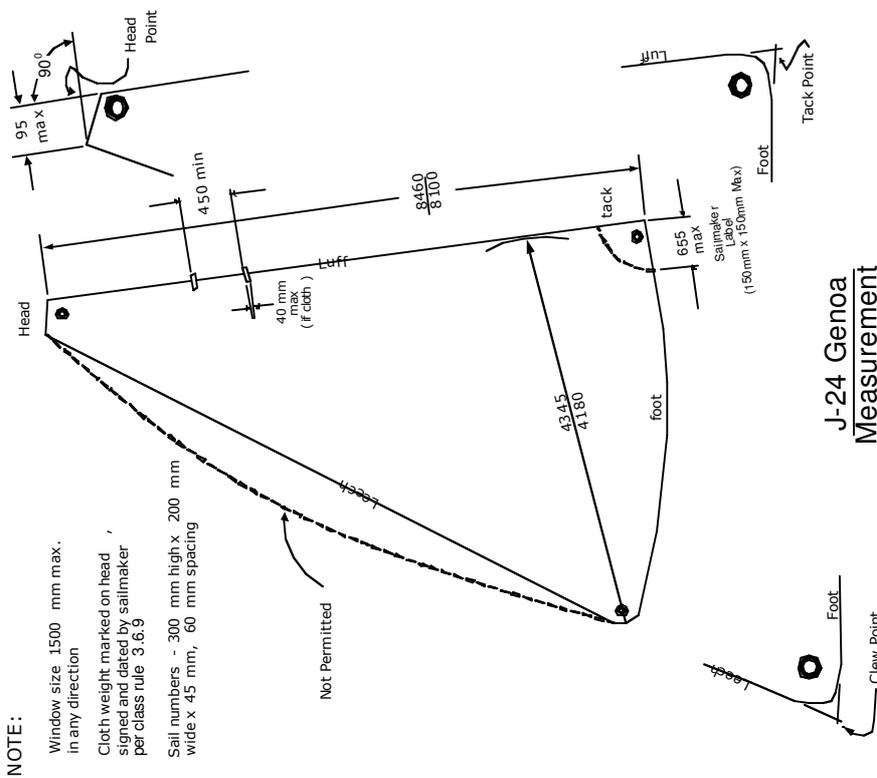
(Sail folded vertically about center seam.)

fig. 7.3.4

**Note:**

Sail Numbers 300 mm height x 200 mm width (except "I" and "II") x 45 mm thick - 60 mm spacing

Cloth weight marked on head, signed and dated by sailmaker per class Rule 3.6.9



**J-24 Genoa Measurement**

fig . 6 . 3 . 3

**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