INTERNATIONAL J/80 CLASS RULES 2011

PART I - ADMINISTRATION

SECTION A - GENERAL

A.1 TYPE OF CLASS RULES
A.1.1 These are closed class rules.

A.2 LANGUAGE
A.2.1 The official language of the class is English and in case of dispute over translation the English text shall prevail.
A.2.2 The word “shall” is mandatory and the word “may” is permissive.

A.3 ABBREVIATIONS
A.3.1 ISAF  International Sailing Federation  
MNA  ISAF Member National Authority  
ICA  International J/80 Class Association  
NCA  National Class Association  
ERS  Equipment Rules of Sailing  
RRS  Racing Rules of Sailing

A.4 AUTHORITIES & RESPONSIBILITIES
A.4.1 The international authority of the class is the ISAF, which shall co-operate with the ICA in all matters concerning these class rules.
A.4.2 The ISAF, an MNA, the ICA, an NCA, or an official measurer is under no legal responsibility in respect of these class rules.

A.5 ADMINISTRATION OF THE CLASS
A.5.1 ISAF has delegated its administrative functions of the class to MNA’s. The MNA may delegate part or all of its functions as stated in these class rules to an NCA.
A.5.2 In countries where there is no MNA, or the MNA does not wish to administrate the class, its functions as stated in these class rules shall be carried out by the ICA which may delegate the administration to an NCA.

A.6 ISAF EQUIPMENT AND RACING RULES
A.6.1 These class rules shall be read in conjunction with the ERS and measurements shall be taken in accordance with these unless specified. Where a term is used in its defined sense, it is printed in "bold" type if defined in the ERS and in "italic" type if defined in the RRS.

A.7 AMENDMENTS TO CLASS RULES
A.7.1 Amendments to the class rules shall be proposed by the ICA in accordance with its constitution and submitted for approval by ISAF.
A.7.2 The minimum safety equipment is as defined in class rule Section C the notice of race may prescribe additional safety equipment.

A.8 INTERPRETATION OF CLASS RULES - GENERAL
A.8.1 Any interpretation of the class rules, except as provided in A.9, shall be made by the ISAF, which shall consult the ICA and the Copyright Holder. The ICA, an MNA, or a licensed builder shall make a request for an interpretation.
A.8.2 In the event of a discrepancy between any rules, drawings, specifications or measurement form the matter shall be referred to the ISAF.

A.9 INTERPRETATION OF CLASS RULES - AT AN EVENT
A.9.1 Any interpretation of class rules required at an event may be by a current ICA Technical Committee representative or by an international jury constituted in accordance with the RRS, Appendix M. Such
interpretation shall only be valid during the event and the organizing authority shall, as soon as practical after the event, inform ISAF, the MNA and the ICA of such interpretation.

A.10 INTERNATIONAL CLASS FEE AND ISAF PLAQUE
A.10.1 The Licensed Builder shall pay the International Class Fee to the Copyright Holder.
A.10.2 The Copyright Holder shall, after having received the International Class Fee, send the ISAF Building Plaque and an official receipt to the Licensed Builder. Copyright Holder shall pay class fee to ISAF.

A.11 IDENTIFICATION ON SAIL
A.11.1 Sail numbers shall correspond to the hull number molded into the transom of each boat.

A.12 OWNER’S DECLARATION
A.12.1 The ICA will use its best efforts to ensure that the organizing authority of each Class event mandates the use of an Owner’s Declaration.
A.12.2 An Owners Declaration shall be signed prior to the start of the first race in each event to certify compliance with Section D of these class rules.
A.12.3 A pro-forma Owner’s Declaration is presented in Appendix H4 Owner’s Declaration.

SECTION B - BOAT ELIGIBILITY
B.1 CLASS ASSOCIATION STICKER
B.1.1 In order for a J/80 to be eligible to race, a valid NCA/ICA sticker shall be affixed on the transom of the hull.

PART II - REQUIREMENTS AND LIMITATIONS
The crew and the boat shall comply with the rules in this Part when racing. Measurement to check conformity with rules of Section C, is not part of fundamental measurement.

SECTION C – CONDITIONS FOR RACING
C.1 GENERAL
C.1.1 MEASUREMENT – Measurement shall be carried out in accordance with the ERS.

C.2 ADVERTISING
C.2.1 Pursuant to ISAF Regulation 20.5.2, competitor advertising is permitted as follows:
(a) A maximum of one (1) advertiser on the sails;
(b) Advertisement restricted to the aft 75% of the hull;
(c) Advertisement restricted to the lower 1/3 of the mainsail;

C.3 HELMSPERSONS
C.3.1 Definitions
(a) Primary Helmsperson - a person who is a current class member in good standing, who steers the yacht exclusively during an event during the period from 5 minutes prior to each start, throughout each race, until the yacht finishes, excepting for momentary absence due to personal or shipboard needs.
(b) Owner - a person who owns either the entire yacht or is one of two equal partners in terms of financial investment in the purchase of the complete yacht and the cost of its accessories, such as trailer, sails and operations and whose name appears on all of the boats official ownership documents.

C.3.2 All J/80 one-design events shall be designated as either “Member” or “Open” events. If no category is designated by the J/80 Class Notice of Race or schedule or by other notice 30 days prior to the event, then it shall be a “Member” event.
C.3.3 “Member” events shall be restricted to Primary Helmspersons who are either:
(a) Owners
(b) Members of the owner’s immediate family.
(c) Current class members who hold a valid Group 1 ISAF Sailor Classification (www.sailing.org/ISAFsailor)
(d) Charterers who are either a) owners, b) members of the owner’s immediate family, or c) class members who are categorized by the ISAF classification code as Group 1.

C.3.4 The executive committee of the NCA or the ICA overseeing the event shall be the sole interpreter of the definitions and who qualifies as an Owner and/or a Primary Helmsperson.

C.3.5 “Open” events may be designated for certain promotional events by an NCA and/or the Copyright Holder at least 60 days prior to the event. All international and national championship events shall be “Member” events.

C.4 CREW

C.4.1. The maximum crew weight in swimming apparel is 338.6kg with no limit on numbers of crew.

C.4.2. No crew member shall be substituted during an event of less than 6 consecutive days or that has pre race weigh in without the approval of the race committee.

C.5 PORTABLE EQUIPMENT

C.5.1 GENERAL

(a) Mandatory equipment shall be functional for its intended use.

C.5.2 FOR USE

(a) Mandatory:
   (i) One anchor and chain exceeding 6.0kg with 40m of polyamide rode with minimum diameter of 8mm
   (ii) One manual bilge pump
   (iii) One compass, applicable charts, and either (a) speed and depth measuring devices or (b) operational GPS.
   (iv) Permanentely mounted operable navigation lights, a 12 volt battery (2kg min, 25kg max)
   (v) One horseshoe type throwable life ring.
   (vi) Marine first aid kit and manual.
   (vii) One operational VHF radio.
   (viii) One bucket of not less than 9 liter capacity.
   (ix) Personal flotation vests shall be carried for each crewmember on board. The vests shall comply with any applicable MNA regulations.
   (x) The boat shall comply with any special requirements of the MNA under which racing is being held or those set by the club or local marine authority.

(b) Optional:
   (i) Windex, fathometer, knot/log, and compasses of any type.
   (ii) Removal of optional berth cushions.
   (iii) Foredeck lifeline netting or rollers and other anti-chafing gear on hull, rig or sails.
   (iv) Installed genoa tracks for use in handicap racing only or as outlined in C.8.5 (a)(ii).
   (v) The location of not more than four nor less than two winches, shall be restricted to standard cockpit primary and optional cabin-top secondary locations. The primary winches shall not exceed power/size of Harken 32.2A. The optional cabin-top winches shall not exceed power/size of Harken 16A.
   (vi) Solid boom vang.
   (vii) Storage bags of any size, number and location for the purpose of storing lines, spinnaker and other portable equipment.
   (viii) Substitution of blocks, cleats, turnbuckles and boom vang by non-standard manufacturers, provided that the replacement part is of similar size, weight, power ratio and performs the same function.
   (ix) Lashing, tape, and other preventative materials applied to the rigging, furler, and other fittings in order prevent the snagging of sails and sheets.

C.5.3 NOT FOR USE

(a) Mandatory:
   (i) The engine minimum weight shall not be less than 12.5kg (empty of fuel). When not in use, engine and any removable outboard bracket shall be stowed aft of forward wall of cockpit.
(b) Optional:
   (i) Wind Instruments
   (ii) Installed Genoa Tracks

C.6 BOAT

C.6.1 WEIGHT
(a) The weight of the complete boat shall not be less than 1,495kg. The boat must be submitted for weigh-in to a measurer in a dry condition in the following configuration: As specified for the builders Weight (D.5.1(a)), except to the extent that modification to hardware and running rigging are permitted under these rules. With battery (C.4.2(a)(iv)), outboard engine (C.4.3(a)(i)) and mandatory equipment under Rule G.1. With all other permanently fixed optional equipment permitted under these rules. See Boat Weight Measurement Form Appendix H.6.
(b) If the boat is found to be underweight, lead corrector weights shall be added to bring the boat up to the minimum required weight. These corrector weights shall be divided equally fore and aft and shall be permanently fixed in the locations specified in Appendix H.2. These corrector weights shall remain in place until the boat is re-weighed by an official measurer. Re-weighing shall not take place closer together than one full calendar year, starting from the time of initial fundamental measurement.

C.6.2 USE
(a) When roll tacking the upper body of any crew shall not go outside the lifelines. Standing up and hanging on the shrouds and mast when roll tacking is prohibited.
(b) Routine maintenance such as painting and polishing is permitted.
(c) Fairing around through-hull fittings is permitted.
(d) The guard wire shall not deflect more than 50mm from a straight line between the two points of support when a force of 50 Newtons is applied at the point of maximum deflection. Lifeline height above the deck at each stanchion Min 450mm.

C.7 HULL APPENDAGES

C.7.1 MODIFICATION, MAINTENANCE AND REPAIR
The keel and rudder blade may be faired using compounds such as polyester or epoxy resins which may have low density bulking agents such as micro-balloons added, provided that the sections continues to meet or exceed the minimum offsets and other requirements set forth in Appendix H1 Appendage Plan.

C.8 SPARS

C.8.1 MAST
(a) Dimensions

<table>
<thead>
<tr>
<th></th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mast weight</td>
<td></td>
<td>33.1 kg</td>
</tr>
<tr>
<td>Mast band distance</td>
<td></td>
<td>9144 mm</td>
</tr>
</tbody>
</table>

(b) Use
(i) The mast chock shall not be adjusted while racing.
(ii) The mast shall remain chocked at the deck level for the duration of a regatta, which is defined as a series of races held over six or fewer consecutive days including any lay day.

C.8.2 BOOM
(a) Dimensions

<table>
<thead>
<tr>
<th></th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boom weight</td>
<td></td>
<td>9.6 kg</td>
</tr>
<tr>
<td>Boom band distance</td>
<td></td>
<td>3810 mm</td>
</tr>
</tbody>
</table>
C.8.3 BOWSPRIT

(a) Dimensions

<table>
<thead>
<tr>
<th>Hull to out-most point on the bowsprit</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>1905 mm</td>
</tr>
</tbody>
</table>

(b) Use

(i) When retracted, the forward end shall not extend more than 76mm forward of the hull.

(ii) To extend the bowsprit a boat shall be in the process of either a continuous hoist, flying or a continuous retrieval of the gennaker. At all other times the bowsprit shall be retracted and comply with C.8.3(b)(i).

(iii) A watertight seal, tape or other material may be added around the bowsprit spar.

(iv) A batten not to exceed 150mm may be added to the end of the bowsprit as a preventer for the gennaker sheet.

C.8.4 STANDING RIGGING

(a) The shrouds may not be adjusted in anyway while racing.

(b) The forestay shall not be adjusted whilst racing.

(c) The forestay shall not be adjusted during a regatta, which is defined as a series of races held over six or fewer consecutive days including any lay day.

C.8.5 RUNNING RIGGING

(a) Use

(i) Fine tune of any power on mainsheet and/or coarse tune of as much as six to one.

(ii) Use of a turning block to cross-sheet the headsail to the windward primary winch.

(iii) The configuration of block and tackle used to squeeze the lower parts of the backstay together is optional.

(iv) A ratcheting or non-ratcheting block may be used on the bowsprit spar for the gennaker tack line.

(v) Elastic cord may be rigged between the backstay bridle and the upper backstay to facilitate the release of the backstay control line. No additional hardware is permitted.

(vi) The maximum traveler line purchase shall be three to one.

(vii) Lashing may be used to secure the upper backstay to the lower backstay legs or the lower legs to the backstay chainplates, provided the lashing does not exceed a span of 100mm.

(viii) Additional fairleads or blocks attached to the stanchion bases or chainplates may be used together with additional associated lines to:

1. create an additional jib sheet position outboard of the jib sheet track provided the block remains within the sheerline
2. create a barberhauler for the jib sheet that allows the jib sheet to be positioned further outboard
3. create a barberhauler for the gennaker sheet
4. lead halyard tails aft to the cockpit

C.10 SAILS

C.10.1 LIMITATIONS

(a) Not more than one mainsail, one headsail and two gennakers shall be carried on board.

(b) Not more than one mainsail, one headsail and one gennaker shall be used during an event except when a sail has been lost or damaged to the point where it cannot be effectively repaired while afloat.

(c) Not more than one mainsail, one headsail and two gennakers shall be presented for event measurement and/or registration at a class event.

(d) New sail purchases shall be limited to one mainsail, one headsail and one gennaker, in a calendar year. During the first year of a new boat, the owner may purchase a new second gennaker. To be exempt from new sail purchase restrictions, a sail must have been constructed no less than one calendar year prior to the purchase date and must have been used for racing for at least one calendar year.
(e) Any sail that, in the written opinion of the NCA chief measurer is destroyed or so substantially damaged that it cannot be reasonably repaired, may be replaced, provided such an opinion and documentation of the damaged sail's ICA royalty label under G.2.3 is received by the owners NCA prior to replacement. Under this rule C.6.1 the replacement sail shall be commensurate in age and condition with the destroyed sail, except that a destroyed sail purchased within the current calendar year may be replaced with a new sail.

C.10.2 MAINSAIL
(a) Identification
   (i) The national letters and the sail number shall comply with the RRS except where prescribed otherwise in these class rules.
   (ii) The national letters and sail numbers shall be placed between the middle two batten pockets.
(b) Use
   (i) The highest visible point of the mainsail, projected at 90° to the mast spar, shall not be set above the lower edge of the upper mast spar band. The intersection of the leech and the top of the boom spar, each extended as necessary, shall not be behind the fore side of the boom spar band.
   (ii) A floating tack system may be used.
   (iii) The mainsail may be attached to the mast with sail slides or boltrope.
   (iv) The clew of the mainsail shall not be allowed to float free from the boom. The foot may otherwise be loose.

C.10.3 HEADSAIL
(a) Use
   (i) The headsail shall be attached to and operated on the standard builder specified roller furling system.

C.10.4 GENNAKER
(a) Identification
   (i) Sail identification is not required on the gennaker.

SECTION D – HULL, DECK AND STRUCTURE

D.1 GENERAL

D.1.1 MEASUREMENT
(a) Measurement shall be carried out in accordance with the ERS.
(b) The hull shall comply with the class rules in force at the time of initial fundamental measurement.

D.1.2 Any alleged or suspected alteration to the configuration of the hull, deck, structure or hull appendages of the boat 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 ICA or NCA to a sample of 10 other boats.

D.1.3 The disputed boat 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 boats.

D.1.4 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 boats, the matter shall be referred to the protest committee for action.

D.2 LICENSED BUILDER

D.2.1 The Copyright Holder shall license the builder.
D.2.2 The licensed builder shall, at his own expense, correct or replace any hull, deck or structure that does not comply with the class rules as a result of an omission or error by the builder.
D.2.3 No **hull** shall be deemed a J/80 class hull until it has been completed with a building number assigned by J Boats, Inc. moulded into the transom with royalty paid.

D.2.4 All moulds shall be taken from master tooling and approved by the Copyright Holder and ISAF, or an organization approved by the ISAF.

**D.3 CONSTRUCTION**

D.3.1 The **hull** shall be constructed of glass reinforced materials specified within the class builders specifications.

**D.4 FITTINGS**

D.4.1 Fittings shall be fixed in accordance with the Builders Specifications.

(a) Additionally Permitted Fittings

(i) Outboard padeyes for two part or direct heavy air headsail sheet lead or 1:1 barber haul lead.

(ii) Installation of two cam cleats with bullseye fairleads for barber haul system

(iii) Substitution of heavy-duty shackle and pin for lower shroud turnbuckle pin in the chainplate to serve as supplementary headsail sheet lead or for a snatch block attachment to lead halyards aft to a primary winch for tensioning.

D.5.1(a) The boat in "builders weight" condition shall not be less than 1,425kg or more than 1,450kg on certified scales. This weight shall include hull, keel, rudder, deck, all specified mouldings and structures, all fixed standard and optional fittings, spars, standing and running rigging and hardware that is part of the standard building specifications by the builder. Builders weight excludes battery, sails, cushions, portable equipment and non-factory installed hardware.

**SECTION E – HULL APPENDAGES**

**E.1 PARTS**

E.1.1 MANDATORY

(a) Keel

(b) Rudder

E.1.2 LICENSED BUILDER

The keel and rudder shall be supplied by a licensed builder or licensed supplier.

**E.2 MEASUREMENT**

The **keel** and the **rudder** blade shall comply with the **class rules** in force at the time of the initial **fundamental measurement** of the **hull**.

E.2.1 MATERIALS

The **keel** shall be constructed of lead strengthened with antimony in accordance with the Builders Specifications.

E.2.2 CONSTRUCTION

The **keel** shall meet or exceed minimum offset requirements as set forth in Appendix H.1 Appendage Plan.

E.2.3 MATERIALS

The **rudder** blade shall be constructed of glass reinforced materials specified within the Builders Specifications.

E.2.4 CONSTRUCTION

The **rudder** blade shall meet or exceed minimum offset requirements as set forth in Appendix H.1 Appendage Plan.

E.2.5 FITTINGS

The **rudder** shall be attached to the transom by means of (2) pintles on the **rudder** and (2) gudgeon fittings, with pin, on the transom. These fittings shall comply with official drawings.

E.2.6 WEIGHT

<table>
<thead>
<tr>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rudder weight including fixed gudgeons, tiller and tiller straps:</td>
<td>22 kg.</td>
</tr>
</tbody>
</table>
SECTION F - RIG

F.1 PARTS

F.1.1 MANDATORY
(a) Mast
(b) Boom
(c) Bowsprit

F.1.2 MEASUREMENT
Measurement shall be carried out in accordance with the ERS.
(a) Spars and their fittings shall comply with the class rules in force at the time of fundamental measurement of the spar.

F.1.3 MANUFACTURER
The Copyright Holder shall license manufacturers.

F.1.4 MATERIALS, CONSTRUCTION AND FITTINGS
Manufacturers shall only build masts, booms and bowsprits of materials, fittings and dimension that conform to the Official Builders Specification in effect at the time of construction.

F.2 PARTS

F.2.1 MANDATORY
(a) Standing rigging
(b) Running rigging

F.2.2 MEASUREMENT
Measurement shall be carried out in accordance with the ERS.
(a) The standing and running rigging shall comply with the current class rules.

F.2.3 MANUFACTURER
The manufacturer is optional.

F.2.4 Standing and running rigging shall be of materials, fittings and dimensions that conform to the Builders Specifications and the minimum requirements of F.2.5.

F.2.5 DIMENSIONS

<table>
<thead>
<tr>
<th>Minimum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mainsheet Diameter.................................................................8mm</td>
</tr>
<tr>
<td>Headsail sheet Diameter...........................................................8mm</td>
</tr>
<tr>
<td>Gennaker Sheet Diameter.........................................................4mm</td>
</tr>
<tr>
<td>Main Halyard Diameter..............................................................8mm</td>
</tr>
<tr>
<td>Headsail Halyard Diameter ........................................................6mm</td>
</tr>
<tr>
<td>Gennaker Halyard Diameter .........................................................6mm</td>
</tr>
<tr>
<td>Gennaker Tack Line Diameter ........................................................8mm</td>
</tr>
<tr>
<td>Bowsprit Control Line Diameter ..........................8mm</td>
</tr>
</tbody>
</table>

Boom Vang Diameter: of wire no less than 4mm or synthetic rope no less than 6mm

SECTION G - SAILS

G.1 PARTS

G.1.1 MANDATORY
(a) Mainsail
(b) Headsail
(c) Gennaker

G.1.2 OPTIONAL
(a) Second Gennaker

G.2 GENERAL

G.2.1 MEASUREMENT
(a) Measurement at national and international regattas shall be carried out in accordance with the
ERS.
(b) Sails shall conform to the class rules in force at the time of fundamental
measurement.

G.2.2 CERTIFICATION
(a) The official measurer shall certify sails in the tack and shall sign the certification mark and
date it with the date of fundamental measurement.
(b) An MNA may appoint one or more persons at a sailmaker to measure and certify sails
produced by that manufacturer. A special license shall be awarded for that purpose.
(c) For Genmakers the weight in g/m² of the body of the sail shall be indelibly marked in the head
by the sailmaker together with the date and his signature or stamp.

G.2.3 ICA ROYALTY LABEL
Each sail shall have permanently fixed, (with stitching), in its tack, an official ICA royalty label. Labels
shall only be available from each NCA. The label shall not be transferred from one sail to another.

G.2.4 SAILMAKERS
Sailmaker is optional.

G.3 MAINSAIL
G.3.1 IDENTIFICATION
(a) The class insignia in blue shall conform with appendix H.3 Insignia. The distance between the
insignia shall not be less than 75 mm and the vertical centreline shall be approximately on a
line through the mid foot point and a point on the top of the sail equidistant from head point
and aft head point.

G.3.2 CONSTRUCTION
(a) The construction is free subject to the requirements of rule G.3.
(b) The body of the sail shall be constructed of woven ply of polyethylene terephthalate (PET).
(c) The leech shall not extend beyond a straight line from the aft head point to the intersection of
the leech and the upper edge of the upper batten pocket and straight line from the clew point
to the intersection of the leech and the lower edge of the lower batten pocket.
(d) There shall be four batten pockets in the leech.
(e) Optional. Reefing points

Windows

G.3.3 DIMENSIONS

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Leech length</td>
<td></td>
<td>Max 9780 mm</td>
</tr>
<tr>
<td>Quarter width</td>
<td></td>
<td>Max 3239 mm</td>
</tr>
<tr>
<td>Half width</td>
<td></td>
<td>Max 2477 mm</td>
</tr>
<tr>
<td>Three-quarter width</td>
<td></td>
<td>Max 1448 mm</td>
</tr>
<tr>
<td>Top width</td>
<td></td>
<td>Max 152 mm</td>
</tr>
<tr>
<td>Inside batten pocket length:</td>
<td></td>
<td>Max 1296 mm</td>
</tr>
<tr>
<td>Two intermediate pockets</td>
<td></td>
<td>Max 1296 mm</td>
</tr>
<tr>
<td>Lower pocket</td>
<td></td>
<td>Max 1296 mm</td>
</tr>
<tr>
<td>Head point to intersection of leech and centreline of uppermost batten pocket</td>
<td>Min 1970 mm</td>
<td></td>
</tr>
<tr>
<td>Clew point to intersection of leech and centreline of lowermost batten pocket</td>
<td>Min 1930 mm</td>
<td></td>
</tr>
<tr>
<td>Minimum weight of the sail excluding battens</td>
<td>Max 8 kg</td>
<td></td>
</tr>
<tr>
<td>Tack point to the centre of a reef point in the luff</td>
<td>Min 1200 mm</td>
<td></td>
</tr>
<tr>
<td>Greatest dimension of window</td>
<td></td>
<td>Max 1800 mm</td>
</tr>
<tr>
<td>Window to sail edge</td>
<td></td>
<td>Min 80 mm</td>
</tr>
</tbody>
</table>

G.4 HEADSAIL
G.4.1 CONSTRUCTION
(a) The construction is free subject to the requirements of rule G.4.
(b) The **body of the sail** shall be constructed of either: woven ply and/or laminated ply made from one or more of the following materials: polyester, aramid, HMPE. Sail reinforcement shall be made from one or more of the following materials: polyester, aramid, HMPE, glass fiber. Aramid is marketed under trade names such as Kevlar and Twaron and HMPE under trade names such as Spectra and Dyneema. **#5 or #6 luff tape shall be used for the furling system attachments.**  

(c) Not more than 3 rollerable type battens or stiffeners, may be place on the **leech.**  

(d) The **leech** shall not be convex.

G.4.2 **DIMENSIONS**

<table>
<thead>
<tr>
<th>Description</th>
<th>Max</th>
</tr>
</thead>
<tbody>
<tr>
<td>Luff length</td>
<td>9300 mm</td>
</tr>
<tr>
<td>Luff Perpendicular</td>
<td>2950 mm</td>
</tr>
<tr>
<td>Half width</td>
<td>1475 mm</td>
</tr>
<tr>
<td>Top width</td>
<td>80 mm</td>
</tr>
<tr>
<td>Foot irregularity</td>
<td>80 mm</td>
</tr>
<tr>
<td>Minimum weight of the sail including battens</td>
<td>5 kg</td>
</tr>
<tr>
<td>Inside batten pocket length</td>
<td>1000 mm</td>
</tr>
</tbody>
</table>

G.5 **GENNAKER**

G.5.1 **CONSTRUCTION**

(a) The construction is free subject to the requirements of rule G.5.  

(b) The body of the sail shall consist of **woven ply**. The **ply** fibres shall be of polyamid or polyester.

G.5.2 **DIMENSIONS**

(a) The genaker area shall not exceed 65 m² based on the formula:  
\[
\frac{(luff \ length + leech \ length)}{2} \times \frac{(foot \ length + (4 \times \ half \ width))}{6}
\]

(b) The **luff length** shall not exceed 12200 mm  

(c) The **half width length** shall not be less than 65% of the **foot length**.  

(d) Weight of the **ply** of the **body of the sail** shall not be less than.... 32 g/m²

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**PART III - APPENDIX**

**SECTION H – PLANS**

H.1 **APPENDAGE PLAN**

H.2 **CORRECTOR WEIGHT PLACEMENT**

H.3 **CLASS INSIGNIA**

H.4 **OWNER REGATTA DECLARATION**

H.5 **CREW WEIGHT DECLARATION**

H.6 **BOAT WEIGHT MEASUREMENT FORM**

Published Date: 16th May 2011  
Effective Date: 23rd May 2011
### Official J/80 Keel Plan & Offsets

All Dimensions in Millimeters

<table>
<thead>
<tr>
<th>Section</th>
<th>Chord Length</th>
<th>Location Below Section</th>
<th>Leading Edge Radius</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>960</td>
<td>0</td>
<td>11.3</td>
</tr>
<tr>
<td>2</td>
<td>920</td>
<td>160</td>
<td>12.3</td>
</tr>
<tr>
<td>3</td>
<td>880</td>
<td>320</td>
<td>13.4</td>
</tr>
<tr>
<td>4</td>
<td>740</td>
<td>880</td>
<td>14.9</td>
</tr>
<tr>
<td>5</td>
<td>740</td>
<td>920</td>
<td>16.1</td>
</tr>
<tr>
<td>6</td>
<td>790</td>
<td>960</td>
<td>19.3</td>
</tr>
<tr>
<td>7</td>
<td>1040</td>
<td>1040</td>
<td>27.9</td>
</tr>
<tr>
<td>8</td>
<td>1120</td>
<td>1120</td>
<td>35.8</td>
</tr>
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</table>

**Tip CL Profile**

<table>
<thead>
<tr>
<th>Xc Station</th>
<th>Section Half Widths (Yc) Below II</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.0125</td>
<td>15.8 15.8 15.8 15.8 16.4 18.9 25.2 31.6 15.8</td>
</tr>
<tr>
<td>0.025</td>
<td>21.8 21.8 21.8 22.7 26.1 34.9 43.6 21.8</td>
</tr>
<tr>
<td>0.05</td>
<td>29.6 29.6 29.6 30.8 35.5 47.4 59.2 29.6</td>
</tr>
<tr>
<td>0.075</td>
<td>35.0 35.0 35.0 36.4 42.0 56.0 70.0 35.0</td>
</tr>
<tr>
<td>0.10</td>
<td>39.0 39.0 39.0 40.6 46.8 62.4 78.0 39.0</td>
</tr>
<tr>
<td>0.15</td>
<td>44.6 44.6 44.6 46.4 53.5 71.3 89.1 44.5</td>
</tr>
<tr>
<td>0.20</td>
<td>47.8 47.8 47.8 49.7 57.4 76.5 95.6 47.8</td>
</tr>
<tr>
<td>0.25</td>
<td>49.5 49.5 49.5 51.5 59.4 79.2 99.0 49.5</td>
</tr>
<tr>
<td>0.30</td>
<td>50.0 50.0 50.0 52.0 60.0 80.0 100.0 50.0</td>
</tr>
<tr>
<td>0.40</td>
<td>48.4 48.4 48.4 50.3 58.0 77.4 96.7 50.0</td>
</tr>
<tr>
<td>0.50</td>
<td>44.1 44.1 44.1 45.8 52.9 70.6 88.2 48.6</td>
</tr>
<tr>
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<td>38.0 38.0 38.0 40.4 45.6 60.8 76.0 44.3</td>
</tr>
<tr>
<td>0.70</td>
<td>30.5 30.5 30.5 31.7 36.6 48.8 61.0 37.3</td>
</tr>
<tr>
<td>0.80</td>
<td>21.8 21.8 21.8 22.7 26.2 34.9 43.6 27.1</td>
</tr>
<tr>
<td>0.90</td>
<td>12.0 12.0 12.0 12.5 14.0 18.7 23.4 14.7</td>
</tr>
<tr>
<td>1.00</td>
<td>1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0</td>
</tr>
</tbody>
</table>

Notes:

1) Section 1 is the intersection of the hull fairbody with the molded keel sump not including the fillet radius
2) Leading edge profile sweepback is 19.29 degrees
3) X sections at tip below Section 8 are elliptical.
4) All sections are parallel

---

### Official J/80 Rudder Plan & Offsets

All Dimensions in Millimeters

<table>
<thead>
<tr>
<th>Section</th>
<th>Chord Length</th>
<th>Location Below Section</th>
<th>Leading Edge Radius</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>340</td>
<td>0</td>
<td>5.4</td>
</tr>
<tr>
<td>2</td>
<td>340</td>
<td>290</td>
<td>5.4</td>
</tr>
<tr>
<td>3</td>
<td>330</td>
<td>575</td>
<td>5.2</td>
</tr>
<tr>
<td>4</td>
<td>300</td>
<td>860</td>
<td>4.7</td>
</tr>
<tr>
<td>5</td>
<td>260</td>
<td>1145</td>
<td>4.1</td>
</tr>
</tbody>
</table>

**Tip CL Profile**

<table>
<thead>
<tr>
<th>Xc Station</th>
<th>Section Half Widths (Yc)</th>
</tr>
</thead>
<tbody>
<tr>
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<td>6.4 6.4 6.4 6.4 6.4 6.4 6.4 6.4</td>
</tr>
<tr>
<td>0.025</td>
<td>8.9 8.9 8.9 8.9 8.9 8.9 8.9 8.9</td>
</tr>
<tr>
<td>0.05</td>
<td>12.1 12.1 12.1 12.1 12.1 12.1 12.1 12.1</td>
</tr>
<tr>
<td>0.075</td>
<td>14.3 14.3 14.3 14.3 14.3 14.3 14.3 14.3</td>
</tr>
<tr>
<td>0.10</td>
<td>15.9 15.9 15.9 15.9 15.9 15.9 15.9 15.9</td>
</tr>
<tr>
<td>0.15</td>
<td>18.1 18.1 18.1 18.1 18.1 18.1 18.1 18.1</td>
</tr>
<tr>
<td>0.20</td>
<td>19.5 19.5 19.5 19.5 19.5 19.5 19.5 19.5</td>
</tr>
<tr>
<td>0.25</td>
<td>20.2 20.2 20.2 20.2 20.2 20.2 20.2 20.2</td>
</tr>
<tr>
<td>0.30</td>
<td>20.4 20.4 20.4 20.4 20.4 20.4 20.4 20.4</td>
</tr>
<tr>
<td>0.40</td>
<td>19.6 19.6 19.6 19.6 19.6 19.6 19.6 19.6</td>
</tr>
<tr>
<td>0.50</td>
<td>18.0 18.0 18.0 18.0 18.0 18.0 18.0 18.0</td>
</tr>
<tr>
<td>0.60</td>
<td>15.6 15.6 15.6 15.6 15.6 15.6 15.6 15.6</td>
</tr>
<tr>
<td>0.70</td>
<td>12.4 12.4 12.4 12.4 12.4 12.4 12.4 12.4</td>
</tr>
<tr>
<td>0.80</td>
<td>8.8 8.8 8.8 8.8 8.8 8.8 8.8 8.8</td>
</tr>
<tr>
<td>0.90</td>
<td>5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0</td>
</tr>
<tr>
<td>1.00</td>
<td>1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0</td>
</tr>
</tbody>
</table>

Note: Leading Edge is Vertical
PART III – Appendix

H.2 Corrector Weight Placement
J/80 Class Rules

PART III – Appendix

H.3 Class Insignia
OWNER REGATTA DECLARATION

Owner Name: _____________________________________________________________________

Boat Name_________________________________________    Sail #________________________

I hereby guarantee that the above J/80 registered for the _______________________ regatta will be in full compliance with all official J/80 class rules throughout the event and as owner or qualified entrant I am a member of the class association with dues paid in full.

I further agree to make the above J/80 available for immediate periodic spot equipment and sail inspections upon docking at any time during the event. If deemed necessary by the class authority at the event, I further agree to assist in a complete measurement of my J/80 by an official class approved measurer, to insure compliance with class rules.

Owner _______________________________ _______________________________
Signature     Print

SUBMIT THIS FORM AT EVENT REGISTRATION.
CREW WEIGHT DECLARATION

Owner Name:  

Boat Name: ___________________________  Sail #: ___________________________

<table>
<thead>
<tr>
<th>Crew Name</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td></td>
</tr>
<tr>
<td>5.</td>
<td></td>
</tr>
<tr>
<td>6.</td>
<td></td>
</tr>
</tbody>
</table>

Total Weight ________________  Max  338.6 kg (745lbs)

I hereby guarantee the weights above are correct and that the total weight of the crew meets the conditions of class rule C.3.1.

Owner ___________________________  ___________________________
Signature  Print

SUBMIT THIS FORM AT EVENT REGISTRATION.
APPENDIX H.6 BOAT WEIGHT MEASUREMENT FORM

Date of Measurement: ___________________________ Hull #: ___________________________

Owner Name: ___________________________ Owner Email: ___________________________

Country: ___________________________ Boat Name: ___________________________

Builder Name: ___________________________

Boat Weight without Corrector Weights (per Rule C.5.1(a)): ___________________________

Weight to be Added to meet Minimum Boat Weight of 1495 kg: ___________________________

Amount of Corrector Weight (in kg) Forward: ___________________________

Amount of Corrector Weight (in kg) Starboard aft: ___________________________

Amount of Corrector Weight (in kg) Port aft: ___________________________

Engine Manufacturer: ___________________________

Engine Weight: ___________________________

Engine Horsepower: ___________________________

Battery Manufacturer: ___________________________

Battery Weight: ___________________________

Battery Capacity: ___________________________

Measurer: ___________________________

Measurer's Signature: ___________________________