

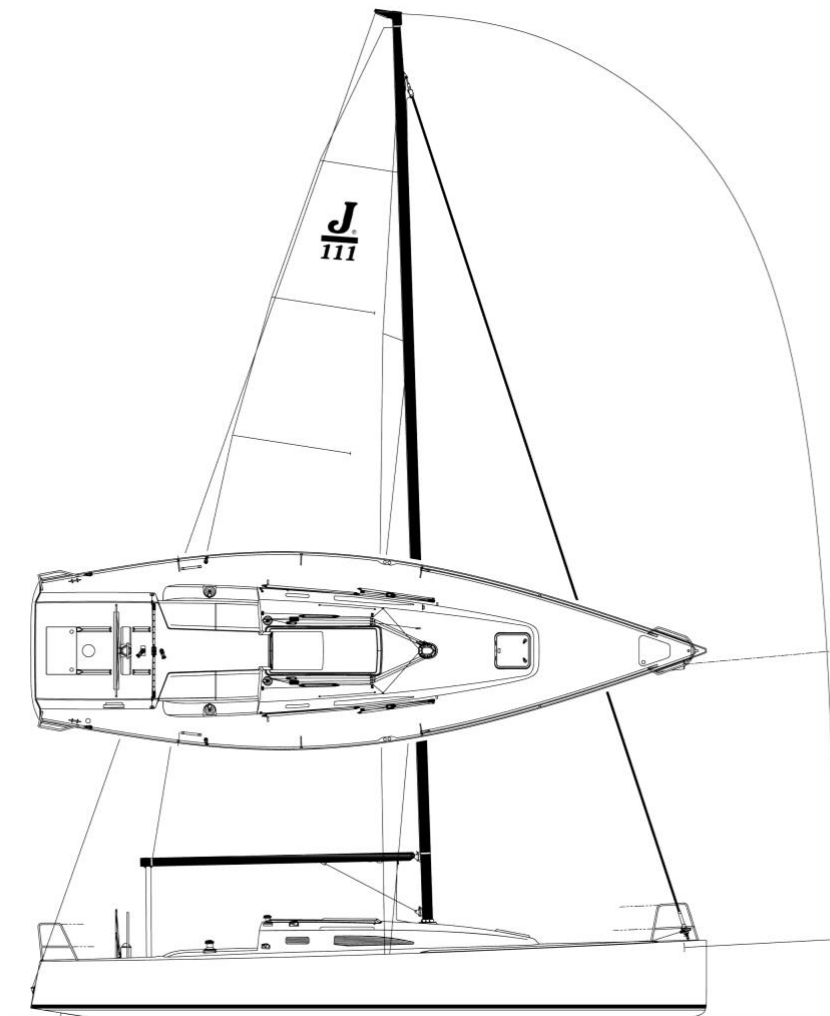


World Sailing
Class Association

J/111

CLASS RULES

Version 2018



Effective Date: January 2018

INTRODUCTION

This introduction only provides an informal background and the International J/111 Class Rules proper begin on the next page.

The J/111 Class has been created as a strict one-design Class where the true test when racing is between crews and not boats and equipment. The fundamental objective of these class rules is to ensure that this concept is maintained.

J/111 hulls, hull appendages and rigs shall be manufacturer controlled and shall only be produced by a manufacturer licensed by J/Boats, Inc. Equipment is built in accordance with the J/111 Building Specification and Configuration Manual. These parts having left the manufacturer may only be altered to the extent permitted in Section C of the class rules.

*J/111 sails are measurement controlled to control all the primary dimensions but may be made by any manufacturer. In order to confirm compliance with the class rules sails are required to be **certified** by an **official measurer** or by a manufacturer licensed under the World Sailing In House Certification. These parts may only be altered to the extent permitted in Section C of the class rules after **certification control** has been performed.*

Rules regulating the use of equipment during a race are contained in Section C of these class rules, in ERS Part I and in the Racing Rules of Sailing.

THESE RULES ARE CLOSED CLASS RULES WHERE IF IT DOES NOT SPECIFICALLY SAY THAT YOU MAY – THEN YOU SHALL NOT.

COMPONENTS, AND THEIR USE, ARE DEFINED BY THEIR DESCRIPTION.

PART I – ADMINISTRATION

Section A – General

A.1 LANGUAGE

- A.1.1 The official language of the class is English and in case of dispute over translation the English text shall prevail.
- A.1.2 The word “shall” is mandatory and the word “may” is permissive.
- A.1.3 Except where used in headings, when a term is printed in “**bold**” the definition in the ERS applies and when a term is printed in “*italics*” the definition in the RRS applies.

A.2 ABBREVIATIONS

- A.2.1 MNA World Sailing Member National Authority
- ICA International J/111 Class Association
- JCF J/111 Class Fleet
- ERS Equipment Rules of Sailing
- RRS Racing Rules of Sailing
- OSR Offshore Special Regulations (www.sailing.org/specialregs)
- LM Licensed Manufacturer by J/Boats, Inc.

A.3 AUTHORITIES

- A.3.1 The international authority of the class is World Sailing which shall co-operate with the ICA in all matters concerning these **class rules**.
- A.3.2 Notwithstanding anything contained herein, the eligibility to race and the withdrawal of the manufacturer declaration shall do so on the request of World Sailing.
- A.3.3 Neither the **certification authority** nor an **official measurer**, an **international measurer** or an **equipment inspector** is under any legal responsibility in respect of these **class rules** or the accuracy of measurement. No claim arising from them shall be entertained.

A.4 ADMINISTRATION OF THE CLASS

- A.4.1 World Sailing has delegated its administrative functions of the class excluding sails to the ICA.
- A.4.2 World Sailing has delegated its administrative functions of the class in regard to sails to MNAs. The MNA may delegate part or all of its functions, as stated in these **class rules**, to a JCF.
- A.4.3 In countries where there is no MNA, or the MNA does not wish to administrate the class, its administrative functions as stated in these **class rules** shall be carried out by the ICA which may delegate the administration to a JCF.

A.5 CLASS RULES CHANGES

- A.5.1 Amendments to these class rules shall be proposed inline with the constitution and are subject to the approval of World Sailing in accordance with World Sailing Regulations.

A.5.2 Amendments to the configuration manual shall be proposed inline with the constitution and are subject to the approval of J/Boats and World Sailing in accordance with World Sailing Regulations.

A.5.3 Amendments to the construction manual are subject to the approval of J/Boats and World Sailing Secretariat Technical Department.

A.6 RULES CHANGES AT EVENTS

A.6.1 At all events World Sailing Regulation 10.5(f) applies.

A.6.2 Except that the Notice of Race or Sailing Instructions may change the following rules:

- (a) Require additional safety equipment to the minimums defined in Section C.
- (b) Invoke rules as defined in Part III EVENT RULES.

A.6.3 For events other than National, Continental or World Championship the race organisers may apply to the Executive Committee to vary the following rules:

- (a) permit additional Group 3 sailors. Any change should be posted in the Notice of Race not less than 30 days before the regatta unless unanimously agreed by the entered boats prior to the end of registration.
- (b) permit modification to the number and type of sails carried aboard.

A.7 RULES INTERPRETATION

A.7.1 Interpretation of ERS shall be made in accordance with World Sailing Regulations.

A.7.2 Interpretation of class rules shall be made in accordance with World Sailing Regulations.

A.7.3 Interpretation of the configuration manual shall be made by the Class Executive Committee and J/Boats in consultation with World Sailing.

A.7.4 Interpretation of construction manual shall be made by J/Boats in consultation with World Sailing.

A.8 INTERNATIONAL CLASS FEE AND WORLD SAILING BUILDING PLAQUE

A.8.1 World Sailing shall, after having received the International Class Fee for the hull, send World Sailing the Building Plaque and a measurement form to the licensed hull builder.

A.9 SAIL NUMBERS

A.9.1 Sail numbers shall be issued by the MNA.

A.9.2 Hull numbers may be used for sail numbers.

A.10 HULL MANUFACTURER DECLARATION

A.10.1 A Manufacturer's declaration shall record the following information:

- (a) Class
- (b) Quality Control Manufacturer Statement
- (c) Hull identification number
- (d) Builder/Manufacturers details
- (e) Date of issue of initial manufacturer's declaration
- (f) Section D, E & F - Modification, Maintenance and Repair details

A.11 VALIDITY OF MANUFACTURER DECLARATION

- A.11.1 A manufacturer declaration becomes invalid upon:
- (a) the change to any items recorded on the declaration as required
 - (b) withdrawal by World Sailing or LM
 - (c) the issue of a new manufacturer declaration

A.12 RE-ISSUE OF MANUFACTURER DECLARATION

- A.12.1 The **LM** may re-issue a Manufacturer Declaration to a **hull**, if the **hull** conforms to the class rules.:
- (a) when it is invalidated under A.11.1(a) or (b).
 - (b) when it is invalidated under A.10.1(f) at its discretion and any remedial work shall be recorded on the re-issued declaration
 - (c) in case of loss
 - (d) at the request of World Sailing

A.13 RETENTION OF DOCUMENTATION

- A.13.1 The **skipper** shall retain the currently issued manufacturer declaration.
- A.13.2 A copy of the manufacturer declaration shall be retained by the LM and a copy shall be sent to the ICA.

Section B – Boat Eligibility and Equipment Inspection

For a **boat** to be eligible for *racing*, it shall comply with the rules in this section.

B.1 CLASS RULES AND CERTIFICATION

B.1.1 The **boat** shall:

- (a) be in compliance with the **class rules**.
- (b) have a valid manufacturer's declaration.
- (c) have valid **certification marks** on all sails used for class racing.

B.2 CLASS ASSOCIATION MARKINGS

B.2.1 A valid Class Association Sticker, if required by the ICA, shall be affixed to the hull in a conspicuous position.

B.3 EQUIPMENT INSPECTION

B.3.1 In the case of a dispute at an event alleging non-compliance with **class rules** and building specification and construction manual where specific measurements are not stated, the Event **Equipment Inspector** shall adopt the following procedure:

- a) A sample measurement of the disputed item shall be obtained by taking the identical measurement from a randomly selected group of boats or items of equipment (control group).
- b) The measurement of the disputed boat or items of its equipment, taken using the same technique as above, shall be compared to the sample.
- c) If any of the measurements obtained from the disputed boat or item of equipment lie outside the corresponding range of measurements found in the control group, the matter together with the details of the measurement methods and any other relevant information shall be referred to the Race Committee.

B.4 EVENT LIMITATION MARKS

B.4.1 If an event uses **event limitation marks** these marks shall not be removed during the event. If the **event limitation mark** becomes damaged or lost this shall be reported to the race committee as soon as possible.

PART II – REQUIREMENTS AND LIMITATIONS

The **crew** and the **boat** shall comply with the rules in Part II when *racing*. In case of conflict Section C shall prevail.

The rules in Part II are **closed class rules**.

Section C – Conditions for Racing

C.1 GENERAL

C.1.1 RULES

- (a) World Sailing Offshore Special Regulations - Category 4

(See www.sailing.org/specialregs)

- (b) The ERS Part I – Use of Equipment shall apply.

C.2 ADVERTISING

C.2.1 LIMITATIONS

Advertising shall only be displayed in accordance World Sailing Advertising Code. (See World Sailing Regulation 20)

C.3 CREW

Whilst racing under these class rules, the World Sailing Sailor Classification Code Regulation 22 applies. All Group 1 competitors shall hold valid classifications. Competitors who are unclassified or expired will be deemed to be Group 3. (Competitors requiring a classification should apply on the World Sailing website www.sailing.org/classification)

C.3.1 LIMITATIONS ON THE CREW

- (a) With the exception of 1 crew member, all those under the age of 65 shall hold a valid group 1 classification. As an exemption, for events not initiated and controlled by the J/111 Class association or class fleet one additional member of **crew** may be a Group 3 or unclassified competitor who is a full time employee of J/Boats or of a J/Boats approved dealer, or is the J/111 class manager.
- (b) Prior approval of the race committee is required for **crew** substitution during an event of 5 or less consecutive days; and/or for **crew** that has required a crew declaration as part of registration.

C.3.2 LIMITATIONS ON THE DRIVER

The Driver shall meet the following criteria except in the event of an emergency involving the safety of the boat or crew where the boat may be steered by any crew member. Any such incident shall be reported to the protest committee which may penalize the boat. The penalty may be less than disqualification.

- (a) Permitted Drivers:

- (i) Owner - a **crew** who legally owns and pays at least 50% of the yacht and the running costs; or a **crew** with a current Group 1 classification who is at least a 33% partner in the purchase of the complete yacht and the running costs.

- (ii) Family Member - an immediate family member of the Owner who is approved by the class executive committee.
 - (iii) Regular **Crew Member** - a Group 1 Competitor who sailed with the Owner in at least 50% of the events the Owner participated in during the prior 12 months, and who is approved by the class executive committee.
 - (iv) Charterer – an Owner, Family Member or bonafide Group 1 charterer confirmed by the Owner of the boat for that event, and who is approved by the class executive committee.
 - (v) All permitted drivers must be current members of the J/111 Class Association.
- (b) For day-racing events of five or less consecutive days, not more than two Drivers can be designated, at least one of which must be an Owner. From five minutes before the start until the finish, the boat shall be helmed by the designated Driver(s) except for momentary absences for personal or shipboard needs not to exceed five (5) minutes where a Group 1 **crew** may drive.

C.3.3 WEIGHTS

	minimum	maximum
The total weight of the crew dressed in shorts and T-shirt.		650 kg

C.4 PERSONAL EQUIPMENT

C.4.1 MANDATORY

- (a) The boat shall be equipped to the minimum standard World Sailing Offshore Special Regulations Category IV.

C.5 PORTABLE EQUIPMENT

C.5.1 MANDATORY

- (a) As required by the Offshore Special Regulations Category IV.
- (b) One anchor of not less than 4.4 kg and combined anchor and chain of not less than 7.25 kg. This shall be attached to not less than 48m of line of not less than 12 mm in diameter.

C.6 BOAT

C.6.1 WEIGHT

	minimum	maximum
The weight of the boat in dry condition	4250 kg	

The weight shall be taken excluding **sails** and all portable equipment as listed in C.5. When the **boat** weight is less than the minimum requirement, **corrector weights** shall be permanently fastened in accordance with Appendix H-3.

C.6.2 MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without prior approval. Unless stated otherwise items mentioned in this section may be obtained by any manufacturer or supplier.

- (a) Tactical / navigation / communication equipment may be installed.
- (b) Deck and rig fittings may be replaced on a like for like basis.

C.7 HULL

C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without prior approval. Unless stated otherwise items mentioned in this section may be obtained from any manufacturer or supplier.

MODIFICATIONS

- (a) Placement of line bags, winch handle holders and other storage devices.
- (b) Placement of additional fairleads and cleats.
- (c) Location and installation and type of bow and stern mooring eye.
- (d) Foredeck lifeline netting, shroud and lifeline rollers and other anti-chafing gear.
- (e) Pad eyes and related rigging for barber hauling the jib either inboard or outboard from the standard jib track locations. Installation of rail mounted jib track with plunger style jib car for outboard jib leads.
- (f) Spinnaker sheet tweakers led to stanchion bases or midship pad eyes, with additional cam cleats.
- (g) Re-leading the single-ended outhaul, cunningham and/or boom vang to either the cockpit or dual leads port and starboard.
- (h) Foot braces, hand holds, and nonslip material to promote safe movement on deck.
- (i) Composite steering wheel.
- (j) Use of a shackle or similar device to attach to the corners of the sails.(k). The use of a snap shackle or other securing device attached to a stanchion base or shroud to secure the spinnaker halyard while the spinnaker is not in use.
- (l) The use of a second clutch or jammer for the main and headsail halyards.
- (m) Installation of additional lighting and instrumentation brackets on the mast.
- (n) Interior cruising and day sailing amenities that do not enhance performance.

MAINTENANCE

- (o) Routine maintenance is allowed to the interior of the boat.
- (p) Below the waterline the hull may be lightly sanding to be keyed for painting, antifouling or polishing. Minor imperfections to the hull surface may be faired.
- (q) Waxing and polishing of the hull external surfaces may be done above the waterline.
- (r) The **hull** topside gelcoat surface shall not be removed except for light sanding prior to painting.
- (s) Fairing and painting hull over the keel flange and within 100 mm of the keel flange hull recess is permitted.
- (t) Holes may be made and local reinforcement in the **hull** for the fitting of electronic navigation systems.

REPAIR

- (u) Gelcoat scratches and minimal damaged areas may be repaired.

C.8 HULL APPENDAGES

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without the approval of the LM. Unless stated otherwise, items mentioned in this section may be obtained by any manufacturer or supplier.

MODIFICATIONS

- (a) Minor imperfections on the keel and rudder 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 standard shape and dimensions of the keel and rudder are not altered.
- (b) The keel and rudder may be lightly sanded for the purpose of keying and antifoul may be applied.
- (c) The leading edge of the keel may be fitted with a kelp cutter.

MAINTENANCE AND REPAIR

- (d) Appendages may be lightly sanded for keying and then repainted or recoated.

C.9 RIG

C.9.1 MAST

- (a) DIMENSIONS
- (b) USE

- (1) The mast shall remain fixed at the deck and at the mast step for the duration of an event of 5 or less consecutive days.

C.9.2 BOOM

- (a) DIMENSIONS

	minimum	maximum
Limit mark width	20mm	
Outer point distance		4420mm

- (b) USE

- (1) The intersection of the aft edge of the mast **spar** and the top of the boom **spar**, each extended as necessary, shall not be below the upper edge of the mast **lower limit mark** when the boom **spar** is at 90° to the mast **spar**.

C.9.3 BOWSPRIT

- (a) USE

- (1) The bowsprit shall be fully retracted at all times except when the spinnaker is being set, is set, or is being retrieved, and shall be retracted at the first reasonable opportunity after the spinnaker is fully retrieved.
- (2) Approaching a mark at which the spinnaker will be set, the bowsprit shall not be extended until the bow reaches the mark.
- (3) An extended bowsprit shall not be considered part of the boat for the purposes of establishing an overlap or other rights under the Rules of Sailing unless the spinnaker is set.

C.9.4 STANDING RIGGING

- (a) The following **forestay** and associated rigging configurations are permitted for setting up the **jib**. The Notice of Race may restrict the use to one configuration:
- (1) J-111 boats racing in Europe shall be equipped with a plastic luff extrusion system on the **forestay**, or a furler with aluminum luff extrusion as supplied by the licensed builder.
 - (2) J-111 boats racing in North America shall be equipped with a roller furling **forestay** system with aluminum luff extrusion as supplied by the licensed builder. In furling mode the **halyard** and **head** of the **sail** shall be attached to the halyard swivel, and the **tack** shall be attached to the furling drum. In non furling mode the halyard swivel may be located (parked) below the luff feeder and is not used. Either mode is permitted. The **tack** shall be attached to the furling drum.
- (b) When competing in a Class World Championship, J-111 boats configured as in (a) (1), with a plastic luff extrusion, shall be fitted with a 22 Kilogram compensating weight attached to the forward bulkhead, in the anchor locker.

C.9.5 RUNNING RIGGING

(a) USE

- (1) Running rigging shall not be used to pull the top of the mast forward while sailing offwind, such as rigging a spare halyard to the foredeck or over-tensioning the jib sheets when the headsail is furled.

C.9.6 MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without the approval of the LM. Unless stated otherwise items mentioned in this section may be obtained any manufacturer or supplier.

MODIFICATIONS

- (a) A watertight seal, tape or other material may be added around the bowsprit spar.
- (b) A flexible batten may be added to the end of the bowsprit to catch the lazy spinnaker sheet.
- (c) A nonadjustable soft strop may be rigged between the sprit end and the **hull** (bobstay).
- (d) Normal servicing or replacement on a like for like basis of running rigging and fittings.
- (e) **Standing Rigging** and **backstay** may be replaced provided it conforms to the specification defined in the configuration manual.

C.10 SAILS

C.10.1 LIMITATIONS

- (a) Not more than 1 Mainsail, 2 Headsails, 2 Asymmetric Spinnakers, 1 Class Heavy Weather Jib, 1 Storm Trysail and 1 Storm Jib shall be carried on board during an event of 5 or less consecutive days or when the class royalty numbers have been required as part of registration.
- (b) A minimum of 1 **Mainsail**, 1 **Headsail**, 1 Asymmetric Spinnaker and 1 Class Heavy weather Jib shall be carried on board during the event.

- (c) The number and type of **sails** on board shall not be altered during the event unless a **sail** has been lost. In this case a replacement has to be made as soon as practicable
- (d) Sail Purchase Limits: Effective starting Jan 1, 2015, a boat may purchase up to eight (8) sail royalty tags, during the first calendar year of new Class membership (January 1 – December 31) and up to three (3) sail royalty tags each subsequent year. Sail tags shall not be transferred to another sail or J/111 owner.

C.10.2 MAINSAIL

(a) IDENTIFICATION

The national letters and sail numbers shall comply with the RRS except where prescribed otherwise in these **class rules**.

(b) USE

- (1) The **sail** shall be hoisted on a **halyard**.
- (2) The highest visible point of the **sail**, projected at 90° to the mast **spar**, shall not be set above the lower edge of the mast **upper limit mark**. 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 **outer limit mark**.
- (3) **Luff** of the mainsail shall be in the **spar** grooves or attached to a mainsail luff slide or luff car system.
- (4) The **tack** ring of the mainsail shall be affixed in the standard tack fitting.
- (5) The **clew** ring shall be attached to the outhaul and down to the boom.

C.10.3 HEADSAILS AND CLASS HEAVY WEATHER JIB

(a) USE

- (1) **Luff** bolt ropes shall be in the **headsail** groove.
- (2) The jib and the headsail shall be hoisted and lowering as restricted by C.9.4(a).

C.10.4 STORM JIB

(a) USE

- (1) May not be used while a spinnaker or another headsail is set.

C.10.5 ASYMMETRIC SPINNAKER

(a) IDENTIFICATION

The sail numbers shall comply with the RRS except where prescribed otherwise in these **class rules**.

(b) USE

- (1) A spinnaker retrieval line is permitted to be attached to the sail.

C.10.6 MODIFICATIONS AND REPAIR

- (a) Routine maintenance to repair or reinforce a sail may be carried out however anything that effects compliance with Section G will require recertification.
- (b) If a **sail** has been lost or damaged it may be repaired or replaced only with the approval of the race committee or fleet captain.

- (c) Battens of any material shall be placed in the **batten pockets** where permitted on the mainsail and headsails

Section D – Hull

D.1 GENERAL

D.1.1 RULES

- (a) The **hull** shall comply with the **class rules** in force at the time of initial **certification**.

D.1.2 IDENTIFICATION

- (a) Moulded-in hull identification number assigned by a Builder authorized by J/Boats Inc.
- (b) From hull number 82 onwards an World Sailing Plaque permanently placed on the starboard aft cockpit side.

D.1.3 BUILDERS

- (a) The hull shall built by a builder licensed by J/Boats Inc.
- (b) All moulds shall be approved by J/Boats Inc. and World Sailing.

D.1.4 MODIFICATIONS, MAINTENANCE AND REPAIR

The following may be done by a LM, or by anybody after a formal request has been made to the LM and written approval is received by the owner. This shall require the manufacturer's declaration to be re-issued stating the work done.

MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) If any **hull** is damaged and requires to be repaired in any other way than described in section C.

Section E – Hull Appendages

E.1 GENERAL

E.1.1 RULES

- (a) **Hull appendages** shall comply with the **class rules** in force at the time of **manufacturer** except those rules in Section C where the current rules take precedence.

E.1.2 MODIFICATIONS, MAINTENANCE AND REPAIR

The following alterations may be made by a LM, or by anybody after a formal request has been made to the LM and written approval is received by the owner. This shall require the manufacturer's declaration to be re-issued

- (a) If any **hull appendage** is damaged and requires to be repaired in any other way than described in section C the details shall be recorded on the Manufacturers declaration.

E.1.3 MANUFACTURERS

- (a) The **hull appendages** shall be made by manufacturers licensed by J/Boats Inc.

Section F – Rig

F.1 PARTS

F.1.1 MANDATORY

- (a) **Mast**
- (b) **Boom**
- (c) Standing **rigging**
- (d) Running **rigging**
- (e) **Bowsprit**

F.2 GENERAL

F.2.1 MANUFACTURER

- (a) Spars shall only be supplied by a licenced manufacturer and built in accordance with the manufacturing specification.

F.2.2 RULES

- (a) The **spars** and their fittings shall comply with the **class rules** in force at the time of **manufacturer** of the **spar** except those rules in Section C where the current rules take precedence.
- (b) The standing and running **rigging** shall comply with the **class rules**.

F.2.3 MODIFICATIONS, MAINTENANCE AND REPAIR

The following alterations may be made by a LM, or by anybody after a formal request has been made to the LM and written approval is received by the owner. This shall require the manufacturer's declaration to be re-issued.

- (a) If any **spar** is damaged and requires repair in any other way than described in section C the details shall be recorded on the Manufacturer's declaration.

Section G – Sails

G.1 GENERAL

G.1.1 RULES

- (a) **Sails** shall comply with the **class rules** in force at the time of **certification**.

G.1.2 CERTIFICATION

- (a) The **official measurer** or In-House Official Measurer shall certify mainsails and headsails in the tack and spinnakers in the head and shall sign and date the certification mark.
- (b) The World Sailing or an MNA may appoint one or **more In-House Official Measurers** to measure and **certify** sails produced by that manufacturer.

G.1.3 SAILMAKER

- (a) No licence is required.
- (b) For spinnakers, the weight in g/m² of the **body of the sail** the cloth maker and the style of sail cloth shall be indelibly marked near the **head point** by the sailmaker together with the date and his signature or stamp.

G.1.4 J/111 SAIL ROYALTY LABEL

Each **sail** (excluding the Class Heavy Weather Jib and storm sails) shall have permanently fixed in its tack, a numbered class royalty label. Labels shall only be available from the Class. The label shall not be transferred from one sail to another.

G.1.5 MODIFICATIONS, MAINTENANCE AND REPAIR

If any **sail** is damaged and requires repair in any other way than described in section C, the **sail** will require re-**certification** which may require **certification measurement**.

G.2 MAINSAIL

G.2.1 IDENTIFICATION

- (a) The class insignia available from J/Boats shall conform with the dimensions in Appendix H-1.

G.2.2 MATERIALS

- (a) The **ply** fibres shall consist of woven ply and/or laminated ply made from one or more of the following materials: polyester, aramid, PEN, HMPE and carbon fiber.
- (b) **Sail reinforcement** shall be made from one or more of the following materials: polyester, aramid, PEN, HMPE and carbon fiber.
- (c) Battens of any material.

G.2.3 CONSTRUCTION

- (a) The construction shall be: **soft sail; single ply or laminated ply sail**.

- (b) The sail shall be constructed with at least one serviceable set of reef points, meaning one point adjacent to the **luff**, and one point adjacent to the **leech**. The lowest set of reef points shall be installed no closer than 1500 mm to the **foot**.
- (c) The mainsail shall have five batten **pockets** in the **leech**. The top batten pocket shall be full length extending from luff to leech. Other battens pockets may be of any length.
- (d) The following are permitted: Stitching, glues, tapes, bolt ropes, corner eyes, headboard with fixings, Cunningham eye or pulley, **batten pocket patches**, batten pocket elastic, batten pocket end caps, mast and boom slides, adjustable foot and leech lines, two **windows**, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable *rules*.
- (e) The **leech** shall not extend aft of straight lines between:
 - (1) the **aft head point** and the intersection of the **leech** and the upper edge of the nearest **batten pocket**,
 - (2) the intersection of the **leech** and the lower edge of a **batten pocket** and the intersection of the **leech** and the upper edge of an adjacent **batten pocket** below,
 - (3) the **clew point** and the intersection of the **leech** and the lower edge of the nearest **batten pocket**.

G.2.4 DIMENSIONS

	minimum	maximum
Half width		3080 mm
Three-quarter width		1880 mm
Mainsail upper leech point is defined as the point on the leech equidistant from the head point and the three quarter leech point .		
Upper width		1060 mm
Head width		210 mm
Head point to intersection of leech and centreline of uppermost batten pocket	2400 mm	2510 mm
The weight of the mainsail (without battens)	15 kg	

G.3 HEADSAIL

G.3.1 MATERIALS

- (a) The **ply** fibres shall consist of woven ply and/or laminated ply made from one or more of the following materials: polyester, aramid, PEN, HMPE and carbon fiber.
- (b) **Sail reinforcement** shall be made from one or more of the following materials: polyester, aramid, PEN, HMPE and carbon fiber.
- (c) Battens of any material.

G.3.2 CONSTRUCTION

- (a) The construction shall be: **soft sail; single ply or laminated ply sail**.

- (b) The headsail shall have no more than 4 **batten pockets** in the **leech**.
- (c) The following are permitted: Stitching, glues, tapes, corner eyes, batten pocket elastic, **batten pocket patches**, batten pocket end caps, adjustable foot and leech lines, two **windows**, tell tales, sail shape indicator stripes, UV protective may be applied to the leech and foot to cover the sail when furled; and items as permitted or prescribed by other applicable *rules*.

G.3.3 DIMENSIONS

	minimum	maximum
Luff length		14500 mm
Luff Perpendicular		4450 mm
Half width		2400 mm
Three-quarter width		1295 mm
Head width		100 mm
The weight of the headsail (without battens)	10 kg	
Primary reinforcement and Secondary reinforcement		Unlimited

G.4 CLASS HEAVY WEATHER JIB

G.4.1 RULES

- (a) Except as specified in these **class rules**, the sail shall comply with the World Sailing OSR heavy weather jib requirements.

G.5 ASYMMETRIC SPINNAKER

G.5.1 MATERIALS

- (a) The **ply** of the **body of the sail** shall be manufactured from woven nylon.
- (b) At least one spinnaker carried aboard shall have the mass of **ply** of the **body of the sail** not less than 40 g/m². If a second spinnaker is carried, the mass of the **ply** of the **body of the sail** shall be not less than 36 g/m².

G.5.2 CONSTRUCTION

- (a) The construction shall be: **soft sail, single ply sail**.
- (b) The **body of the sail** shall consist of the same **woven ply** throughout.
- (c) The following shall be fitted: Adjustable leech and luff lines.
- (d) The following are permitted: Stitching, glues, tapes, corner eyes, recovery line eyes, tell tales and items as permitted or prescribed by other applicable *rules*.

G.5.3 DIMENSIONS

The area of the sail (“SA”) shall not exceed 130 square meters, based on the formula:

$$\text{Sail Area} = ((\text{luff length} + \text{leech length}) \times (0.25 \text{ foot length})) + ((\text{half width} - 0.5 \text{ foot length}) \times ((\text{leech length} + \text{luff length}) / 3).$$

Section H - Appendices

H.1 SAIL INSIGNIA

The J/111 Class insignia shall be in dark blue (or white on carbon sails) with overall dimensions of approximately 525x900mm and shall be affixed on both sides of the J/111 Class mainsail with the bars nearly perpendicular to a line between the head and center of the boom and between the upper two batten pockets.



H.2 MODEL J/111 CREW DECLARATION FORM

World Sailing Sailor ID	Classification	Classification Expiry	First Name	Last Name

H.3 CORRECTOR WEIGHT LOCATION

Corrector weight shall be fixed in place under the starboard and/or port settee berth in the main cabin. Weight may be in the form of 12 volt batteries (up to three Group 24s), lead weight, or sealed water containers.

PART III – EVENT RULES

These rules must be invoked individually by the notice of race or sailing instructions. The default is these rules do not apply. The *notice of race* shall state that “J/111 Class rules Section J are invoked.”

Section J

J.2 CREW WEIGHT LIMITS

The notice of race may invoke class rules J.2.1, J.2.2 or J.2.3 to replace class rule C.3.3. The schedule of weigh in shall be included in the NOR or be displayed on the official notice board.

J.2.1 FOR EVENTS WITH PRE REGATTA WEIGH IN

	Minimum	Maximum
The total weight of the crew dressed in shorts and T-shirt at the time of the weigh in.		650 kg

J.2.2 Protest during the regatta for breaches of class rule C.3.3 will not be permitted by any competitor.

J.2.3 Crew substitutions are permitted at the discretion of the race committee and shall be the only basis for re-weighing.

J.3 SUPPORT BOATS

Individual support or coach boats shall not have contact of any nature, including:

- (i) communication by radio, telephone, vocal signal, visual signalling of any kind (i.e., tactical placement, use of flags and/or different colors of clothing) or
- (ii) the transfer of crew, equipment or supplies, with a registered racing boat from the time the boat leaves its dock or mooring each day until the boat has finished racing for the day.

Notwithstanding the foregoing, (i) late arriving crew, food and drink may be transferred to a racing boat prior to the first race of the day, and (ii) crew may be transferred in the event of a unforeseen personal emergency. Infringements of this rule will result in a penalty to the boat associated with the support boat. Such penalty may be either penalties or disqualification at the discretion of the protest committee or jury.