J/29 CLASS ASSOCIATION RULES

Revised per Class Vote March 1, 2005
J/29 Class Association

Official Class of the U.S. Sailing Association

1. OBJECTIVES OF THE CLASS RULES

1.1 The J/29 is a one-design class created to fulfill the diverse needs of recreational sailors while cruising, day sailing, class Racing Info and handicap Racing Info offshore.

1.2 Except where variations are specifically permitted, J/29s shall be alike in hull, deck, keel rudder, weight and weight distribution, spar construction and equipment.

1.3 All J/29s shall comply with standard building specifications and these Class Rules. No alterations, modifications or additions are permitted unless explicitly state in these Rules. Modifications including coring, drilling out, rebuilding, or replacing materials; grinding, removing or relocating standard equipment in any way to reduce weight, to improve moments of inertia or to change standard shapes.

1.4 Alterations or modifications to standard specifications and these Class Rules shall only be permitted with the joint approval of the copyright holder (J Boats, Inc.) and the J/29 Class Association.

2. ADMINISTRATION

2.1 Authority The international authority for the J/29 Class shall be the J/29 Class Association on all matters regarding the administration of these rules.

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/29s shall be built only by builders licensed to do so under copyright of J Boats, Inc., 24 Mill Street, Newport, Rhode Island 02840.

2.4 Hull Numbers No yacht shall be deemed to be a J/29 until it has be completed with building number assigned by J Boats, Inc. molded into the transom by a licensed builder in good standing.

2.5 Owner Responsibility It is the responsibility of the owner(s) or in their absence the helmsman, to ensure that the yacht complies at all times while class Racing Info with these Class Rules.

2.6 Membership No J/29 shall race unless the owner(s) and helmsman are members of the J/29 Class Association and their National Sailing Authority (USYRU in the United States).

3. MEASUREMENT

3.1 A J/29 shall only be measured by a measurer recognized by National Sailing Authority or the J/29 Class Association.

3.2 A measurer shall not measure a yacht, spar, sails or equipment owned by himself, or in which he is an interested party or has a financial involvement.

3.3 Tolerances in measurements stated in the rules or specifications are to provide for minor building variations.

3.4 The method of measurement, unless otherwise stated, shall be in accordance with the recommendation of the IYRU.

3.5 Any alleged or suspected alteration(s) to the configuration or design of the hull, keel, rudder, equipment, spars, interior standard construction or their location and weights for which specific descriptions are not stated in the rules or specifications, or following a protest concerning same, shall be compared by a Measurer appointed by the J/29 Class Association to a sample of four (4) other yachts similarly rigged. The disputed yacht shall be accepted if she doesn't 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 the four other yachts. If there is evidence of any alterations having been made or if the dimensions are greater or less than those of the four other yachts sampled, the matter shall be referred to the J/29 Class Association.

3.6 Sails shall be measured by a PHRF, MORC, IMS certified sailmaker, who shall sign and date measurements. Measurer will verify that sails do not exceed specified dimensions for applicable sail plans.

4. CONSTRUCTION OF THE HULL AND DECK

4.1 The hull, deck, standard interior layout between companionway and main bulkhead, and structural members shall conform to standard building specifications and molded where applicable from production tooling approved by J Boats, Inc.

5. RUDDER

5.1 The rudder blade shall be molded from production tooling by a builder license by J Boats, Inc.

5.2 The weight of the rudder blade shall be not less than 25 kgs.

5.3 Modification of rudder and tiller hardware is not permitted. Owners may replace the tiller with another wood tiller of any length or may use any design of hiking stick. Worn gudgeons and pindles may be replaced provided that such a replacement does not change the location or steering characteristics of the rudder from their factory standard.

5.4 The rudder blade may be faired to the shape described by minimum offset dimensions of PLAN A, except that such fairing shall not remove glass fiber content of the rudder laminate provided from the builder.

Temporarily suspended pending validation of Plan A.

6. KEEL

6.1 The keel shall be molded in lead from keel molds approve by J Boats, Inc., and be supplied only by a license building of J Boats, Inc.

6.2 The weight of the keel, prior to attachment to the hull, shall be recorded by the builder and shall be 977 kgs +/- 2.5%.

6.3 The keel may be faired to the minimum dimensions described by offsets of PLAN A. The shape of the keel shall not be altered from those described by the offsets.

Temporarily suspended pending validation of Plan A.

7. MAST AND BOOM

7.1 Mast and boom spars shall be constructed of aluminum alloy and shall not differ from the factory original in dimensions, weight, spreader location or sweep unless otherwise permitted in these rules.

7.2 The mast for the standard fractional rig or the factory option masthead rig shall not be altered in design, weights, spreader location, spreader sweep or fittings unless elsewhere permitted in these Rules.

7.3 Measurement bands of contrasting color, 25 mm in width, shall encircle the mast (2) and boom (1) to define the limits of the "P" and "E" dimensions for the rig provided (masthead or fractional).

7.4 The mast shall be securely fixed at the mast step and at the partners. The mast base shall not be moved during a race.

8. STANDING RIGGING

8.1 The mast standing rigging may be of stainless steel rod or multi-strand wire of a diameter or tensile strength not less than that supplied standard for the application by the builder.

8.2 A pair of single checkstays is permitted with the masthead rig option. Checkstays must be attached to the mast at the points originally provided by the manufacturer. Fractionally rigged boats may be equipped with running backstays, but yachts so equipped will loose the 3-second per mile time credit.

9. RUNNING RIGGING

9.1 Running rigging for the control of sails and the backstay shall meet or exceed strength specifications of that provided from the builder in the original design.

10. DECK HARDWARE

10.1 No restrictions on deck hardware, except there cannot be electric or hydraulic powered or actuated equipment unless given an exemption for physically handicapped sailors on an individual basis. Exceptions for disabled sailors must be requested (and will only be given) in writing.

11. SAILS

11.1 Sails shall be constructed and measured in accordance with sail measurement instructions except where otherwise stated herein. Sails shall be measured by a PHRF, MORC, IMS certified sailmaker, who shall stamp and sign/ date measurements. Measurer will verify that sails do not exceed specified dimensions for applicable sail plans.

11.2 Sail numbers shall be placed immediately above the third batten down from the head of the mainsail, on genoas with LP over 120% in line with mainsail numbers and on the spinnaker. The starboard or forward number shall be on top.

11.3 Sail numbers shall [be] the same as the hull number, or in accordance with the National Sailing Authority's offshore numbering sequence.

11.4 The J/29 Class emblem if used or installed shall be as on PLAN B, in blue, and contained within two 400x800mm rectangles located starboard on top of port, but separated by a 100mm space. The centerlines of he rectangles shall be on a line between mid head and mid foot, between the top and next lower battens.

11.5 **MAINSAIL** - The luff and foot lengths of he mainsail shall not exceed the black band dimensions of the standard fractional or the factory optional masthead rig.

Rig	P	E
Standard Fractional	38.8'	13.0'
Optional Masthead	35.0'	12.0'

The mainsail leech length shall permit the outboard end of the boom to pass over the straight line extension o the lifelines by no less than 150mm (6").

11.6 There is no limit on the number or design of collision, telltales, or spreader tip windows on the mainsail or genoas.

11.7 **GENOAS** - The length of LP on the largest genoa shall not exceed 18.75 feet. (Note: this is to allow for the great variety of 150-155% restrictions used under IOR, MORC and PHRF handicap rules.)

11.8 **SPINNAKERS** - Minimum cloth weight is 0.50 oz. Maximum girth shall not be greater than 1.8 SPL at any point of the sail. More specifically, the following maximum limits shall apply:

Rig	Pole Length	Max Width	Max Luff Length
Fractional	12.5'	22.5'	35.3'
Masthead	12.2'	21.6'	39.7'

12. SPINNAKER POLE

12.1 Any material may be allowed for spinnaker pole construction.

13. *PERMITTED* ADDITIONS AND MODIFICATIONS

13.1 Interior additions to standard specifications to improve accommodations or livability for cruising. The standard interior includes two main cabin bunks, one each side with leeboards. Not required to carry cushions during races.

13.2 Additional sliding cars for use on the gunwale track.

13.3 Replacement mooring cleats or chocks.

13.4 Additional handrails, foot blocks, or lifeline pads.

13.5 Deck prisms or ventilators which shall be watertight when sealed shut.

13.6 Alternate location and design of the backstay system for the standard fractional rig with a power ratio not exceeding 8:1. Alternate design of the backstay system for the optional masthead rig with no limit on the power ratio, provided there is a safety stop which limits the throw of the mast forward at the tip to a vertical position.

13.7 Jib roller furling system or jib luff groove systems with a fore-and-aft dimension not exceeding 31mm.

13.8 Safety Gear and Equipment: These rules are in no way to be interpreted as being restrictive with regard to safety. Safety devices and equipment prescribed by local rule, government and administrative regulation or owner preference are permitted.

13.9 Instrumentation: No restrictions

13.10 Spare wood tiller and tiller extension of any material.

13.11 Spare spinnaker pole.

13.12 High Technology material (Kevlar, Spectra, etc...) spinnaker sheets or halyards of the same strength as the Dacron braid of the halyard or sheet replaced.

14. SPECIFIC *PROHIBITIONS* WHILE CLASS RACING

14.1 Use of hydraulics anywhere for any purpose

14.2 Use of quick throw devices, tracks, or levers on shrouds or headstay.

14.3 No adjustment of shrouds or headstay during a race.

4.4 Lifeline droop exceeding 125mm with a 5 kg. Weight attached. If measured, will be at done at beginning of race or series of race. Not to penalize a racer who sustained damage.

14.5 Relocation or change in length of the mainsheet traveler.

14.6 Spinnaker guy strut.

14.7 Notwithstanding the requirements of Racing Info Rules 60 & 66, hanging on the mast or shrouds to promote roll tacking or gibing.

14.8 A total crew weight, including helmsman, not to exceed **1,500 pounds**.

15. ADDITIONAL RULES TO APPLY WHEN CLASS RACING

15.1 **Safety Equipment** - shall comply with ORC category 4, unless otherwise specified by the sailing instruction or by these rules.

15.2 **Sail Limitations** - Only 5 headsail's (including spinnakers) may be designated, registered if required for a regatta or weekend series, and used during a regatta or weekend series. The designation and registration must be done at the beginning of a regatta or weekend series. Only headsail's that have been designated may be carried while racing. If a headsail is damaged during a regatta or weekend series, another headsail may be substituted for the damaged headsail provided such substitution is approved in advance either:

a.) by the race committee chairman, or

b.) by a committee of representatives from 3 other J/29's competing in the event.

The other 3 J/29's will be selected at random. A storm jib or storm trysail may be carried for safety and not counted in this number.

15.3 **Performance Equalization** - Masthead/outboards are the base boat. To that add the applicable additives (I.E. standard, fractional-rigged/inboard would get 6sec/mile).

- Optional masthead rig with SPL of 12.2: 0 sec/mile
- Standard fractional rig with SPL of 12.5 and no running backstays: 3 sec/mile
- Standard fractional rig with SPL of 12.5 and/or running backstays: 0 sec/mile
- Inboard diesel option with standard folding prop: 3 sec/mile

15.4 **Helmsman's Rule** - The primary helmsman of the yacht shall be the owner, a member of the owner's immediate family, designated (registered) helms person or a chartering skipper paying a non-trivial, legitimate charter fee to the yacht's owner. The primary helmsman must be at the helm at the start and first leg of 4 miles or less.

15.5 **(*New*) Limitation on Professional Sailors** - No more than **2 class-3** or **3 class-2** or combinations adding up to max value of **6** per boat, as defined by U.S. Sailing. A professional who is an owner is not counted under this rule.

OFFICIAL KEEL DRAWING AND OFFSETS

Temporarily Suspended

(Dimensions in millimeters)

Section Root:	0	1	2	3	4	4.5	5	5.5	6
Location:	0	230	460	690	920	1035	1150	1265	1380
Chord Length (x):	1470	1320	1170	1020	870	795	720	645	570
Leading Edge Radius:	13.0	13.0	13.0	13.0	13.0	13.0	13.0	11.5	6.5

(x)	Section ½ Widths (y)								
.0125	18.0	18.0	18.0	10.0	16.3	15.4	13.7	12.2	8.0
.0250	25.9	25.9	25.9	25.9	23.9	22.1	19.4	16.7	11.1
.05	35.2	35.2	35.2	35.2	33.1	31.0	27.2	22.1	15.0
.10	47.6	47.6	47.6	47.6	44.7	42.0	36.7	29.6	20.5
.15	55.1	55.1	55.1	55.1	51.9	49.0	42.7	34.3	23.9
.20	60.7	60.7	60.7	60.7	57.0	54.0	47.0	37.7	26.2
.25	64.2	64.2	64.2	64.2	60.3	57.0	49.8	39.9	27.7
.30	65.9	65.9	65.9	65.9	61.9	58.3	50.9	40.8	28.4
.35	66.0	66.0	66.0	66.0	62.0	58.4	51.0	40.9	28.5
.40	64.0	64.0	64.0	64.0	60.0	56.5	49.3	39.6	27.6
.50	58.2	58.2	58.2	58.2	54.7	51.5	45.0	36.1	25.1
.60	50.3	50.3	50.3	50.3	47.2	44.2	38.8	31.2	21.7
.70	40.0	40.0	40.0	40.0	37.6	35.4	30.9	24.8	17.3
.80	28.9	28.9	28.9	28.9	27.1	25.6	27.3	17.9	12.5
.90	15.9	15.9	15.9	15.9	14.9	14.0	12.2	9.8	6.9
Trailing edge	2.8	2.8	2.8	2.8	2.6	2.4	2.1	1.7	1.2

* Vertical distance down from the hull, where it intersects the trailing edge of the keel, on the straight line to a point 90mm forward of the trailing edge of the keel at the bottom tip.

RUDDER PLAN AND OFFSETS

Temporarily Suspended

(Dimensions are in millimeters)

Section A is perpendicular to the leading and trailing edges. Rudder tip is rounded and is defined by a semi-circle at any given xc station below the lower limit of section A, whose radius is equal to the yc thickness at that station.

Xc station	**Yc ½ width**
5mm	10.0
10mm	12.8
21mm	16.5
41mm	20.6
62mm	23.9
82mm	25.9
103mm	27.2
124mm	28.0
144mm	28.4
165mm	28.3
206mm	26.3
247mm	22.5
288mm	18.0
329mm	12.8
370mm	7.7
TE	2.4

Caution A Offsets represent minimum dimensions half width thickness may be two millimeters greater than what is shown Do not sand molded fiberglass off leading or trailing edges.