



Bequia Easter Regatta 2019

J24 Class Declaration and Amendments

I confirm that my boat complies with the following specific rules:

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.

3.2.5

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 sheer line 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.

3.2.8 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.

3.5.2 Mast

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 by screws or pins to the mast beam, and shall be securely chocked at deck level by any manner of shims or a plate fixed on top of the deck. The position of the mast at the heel and the deck shall not be altered when racing

3.5.3 Standing Rigging

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

3.5.4 Running Rigging

- a) One spinnaker halyard of synthetic rope not less than 6mm diameter
- 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,
- 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 305 mm 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 traveller 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.

All sails are made to and comply with J24 Class rules and have not been modified in any way. The 150% Genoa shall not be used

3.7.2 Corrector Weights

My boat contains all weights that were bonded to the hull at the forward and aft bulkheads that it came supplied with originally

3.8 Fixed Fittings to be Carried When Racing

- 3.8.3 Two primary sheet winches positioned on deck between the mainsheet traveller and the aft face of the forward end of the cockpit well with a drum diameter not exceeding 76mm.
- 3.8.4 A complete outboard motor bracket fixed to the transom
- 3.8.5 Other items specified in Plan A Deck Layout

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 disconnecting and severing the standing rigging.
- 4.1.6 A minimum of one marine first aid kit and manual.
- 4.1.7 A minimum of 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 maximum of 9 kg. The minimum weight of the anchor shall be 3 kg. 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. A minimum of one marine VHF two-way radio either fixed or hand held.
- 4.1.11
- 4.2 The Notice of Race may prescribe equipment in addition to that required by the class rules.
- 4.3 Anchor and battery 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 500 kg.

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 jib, and one spinnaker during a race in the regatta. A replacement spinnaker may be carried on board when there are multiple races on one day. Only ONE spinnaker may be used during any single race. The replacement spinnaker may only be used to substitute a damaged spinnaker in a subsequent race to the race in which it was damaged. Other damaged sails may be repaired or replaced at the discretion of the Race Committee.
- 8.1.2 The stowage of required or optional equipment other than unbagged sails on the cabin sole over the keel. Use
- 8.1.3 of other than normal sailing gear in normal, designed and proper storage areas to attain sailing weight. The
- 8.1.4 adjustment of standing rigging including all turnbuckles and the adjustment of the position of the mast heel by any method.
- 8.1.5 Use of Loran, GPS, or similar position fixing devices.

8.2 The Racing Rules of Sailing 42.3 (b) and (c) and 49.2 are changed as follows:

- . 42.3 (b) is changed by adding: A boat's crew may not hang on the mast or shrouds to promote roll tacking or gybing.
- . 42.3 (c) is changed by adding: When pulling on the mainsheet all parts of the mainsheet may be pulled simultaneously
- 49.2 is changed by deleting the sentence which allows a special hiking position for boats equipped with double lifelines

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.

I. (SKIPPER)..... certify that my J24 (BOAT NAME).....has not been altered from the condition I bought it in and I have not added or subtracted weight from the hull other than in the form of repairs. To the best of my knowledge it complies with the intent of the one design rules of the J24 Class as well as with the above specified rules

Signed
(print name below)

Dated.....