

# INTERNATIONAL J/80 CLASS RULES 2010

## 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 HELMSPERSONS**

C.2.1 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.2.2 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.2.3 “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](http://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.2.4 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.2.5 “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.3 CREW

- C.3.1. The maximum **crew** weight in swimming apparel is 338.6kg with no limit on numbers of crew.
- C.3.2. 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.4 PORTABLE EQUIPMENT

#### C.4.1 GENERAL

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

#### C.4.2 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) Permanently 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.4.3 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.5 BOAT

### C.5.1 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.5.2 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.6 SAILS

### C.6.1 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.6.2 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.6.3 HEADSAIL

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

C.6.4 GENNAKER

- (a) Identification
  - (i) Sail identification is not required on the gennaker.

C.7 ADVERTISING

C.7.1 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.8 SPARS

C.8.1 MAST

- (a) Dimensions
 

	Minimum.....	Maximum
<b>Mast weight</b> .....	33.1 kg	
<b>Mast band distance</b> .....		9144 mm
- (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
 

	Minimum.....	Maximum
<b>Boom weight</b> .....	9.6 kg	
<b>Boom band distance</b> .....		3810 mm

C.8.3 BOWSPRIT

- (a) Dimensions
 

	Minimum	Maximum
<b>Hull</b> to out-most point on the <b>bowsprit</b> .....	1905 mm	
- (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"

### 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.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**

	Minimum	Maximum
<b>Rudder</b> weight including fixed gudgeons, tiller and tiller straps:	22 kg.	

**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

	<b>Minimum</b>
Mainsheet Diameter.....	8mm
Headsail sheet Diameter.....	8mm
Gennaker Sheet Diameter.....	4mm
Main Halyard Diameter.....	8mm
Headsail Halyard Diameter.....	6mm
Gennaker Halyard Diameter.....	6mm
Gennaker Tack Line Diameter.....	8mm
Bowsprit Control Line Diameter.....	8mm
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 Gennakers the weight in g/m<sup>2</sup> 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 centrelines 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

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

**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

<b>Luff length</b> .....	Max.....	9300 mm
<b>Luff Perpendicular</b> .....	Max.....	2950 mm
<b>Half width</b> .....	Max.....	1475 mm
<b>Top width</b> .....	Max.....	80 mm
<b>Foot irregularity</b> .....	Max.....	80 mm
Minimum weight of the sail including battens .....		5 kg
<b>Inside batten pocket length</b>	Max	1000 mm
Greatest dimension of window	Max	1800 mm
Window to sail edge	Min	80 mm

**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 gennaker area shall not exceed 65 m<sup>2</sup> based on the formula:  

$$\frac{(\text{luff length} + \text{leech length})}{2} \times \frac{(\text{foot length} + (4 \times \text{half width}))}{6}$$
- (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/m<sup>2</sup>

**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**

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