

J/80 Rules Discussion



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Agenda

- Introduction w/Disclaimer
- Regatta Objectives
- Class Resources
- Helmsman Qualifications
- Boat Measurement
- Crew Measurement
- Boat Set-up
- Mandatory Equipment and Accessories
- On Course Rules
- Open Discussions

Regatta Objectives

- Setting local fleet expectations early
- How orthodox shall we get; choices?
 - ✓ Judge boats on water
 - ✓ Competitor protests
- Strict boat measurements and weigh-ins
- Open or Closed event
 - ✓ Championships must be “Closed”
- Transom Stickers/Class Membership
- Measure Sails - mandatory

Class Resources

- J/80 Class Officers
 - ✓ President – Chris Chadwick (FL)
 - ✓ Vice President – Paul Parsons (TX)
 - ✓ Treasurer – Ramzi Bannura (MD)
 - ✓ Secretary – Lawrence Alexander (ON)
- Financial Support
- J/80 ISAF Class Measurers
- Logistics and other support
- Local Fleet Web and Class Sites

Class Resources

WWW.J80.ORG

← → ↻ www.j80.org/j80usa.php



J/80 Class Association



Photo courtesy: BAILEY.COM

2010 World Championships: Angry Chameleon
Credits:
www.sail22photography.com

Weekly Poll:

Quickpoll, week of:

30 November

No Active Polls.... Stay Tuned...

[Vote](#)

After voting, review the results of previous quick polls.

Visits to j80usa this week:

2579

USA News:

Wednesday, May 4, 2016

How to Cross the US / Canadian Border with a Boat



Heading to the 2016 J/80 North Americans in Toronto? Preparation is the key to crossing the border with a boat!

My wife, Lisa, and I have been racing our J/80 Eagles Wings since 2002, but have always been a little intimidated by traveling to regattas. We finally decided that the 2012 LYRA at Ashbridges Yacht Club (just outside of Toronto) would be our first out-of-town (Rochester, NY) regatta. The north side of the lake J/80s (Fleet #20) were growing and we knew it would be great to race against a bunch of new-to-us boats. The welcoming crew at AYC was a great way to begin to ease our stress. They knew when we were to arrive, how to use the equipment, where to dock the boat and in general available to help.

Besides packing up and making sure we hadn't forgotten anything, my biggest "fear" was how was the border crossing going to go? As it turned out, the border crossing was a non-event and despite the lack of wind, the regatta was a blast – we got to make a bunch of new J/80 friends and had a great time.

Just like racing, the key to success with crossing the border into Canada and (don't forget) back into the United States is preparation. The definitive sources of information are the Canada Border Services Agency (<http://www.cbsa-asfc.gc.ca>) and US Customs and Border Protection (<http://cpb.gov>). We'll cover the high level items here, but if you have any questions you should contact either or both of the above agencies well before attempting to travel into Canada. For the sake of this discussion, we're assuming that you are US citizens and will be trailering a boat across one of the US/Canadian border crossings to Toronto for the J/80 North Americans.

Both governments have two main areas of interest when you are traveling across the border: the vehicle-trailer-boat and the people.

Both governments are concerned that all vehicles are properly registered and carry current inspections. The ideal situation would be if all three (vehicle, trailer, boat) are registered to the same name and that person is you or is with you. Otherwise, there must be clear documentation that you have permission to be transporting the vehicle/trailer/boat, including the owners contact information. The other concern is that you are not buying or selling – and therefore should be paying some tax. When asked, simply state that you are traveling to a regatta in Toronto and will be returning to the US in a few days.

The documentation required for the people crossing the border is different between the US and Canada. In order to return to the US, you must have a valid passport, NEXUS, or enhanced driver's license. You can enter Canada with a birth certificate, but that will not be sufficient to allow you back into the US. If you are traveling with a minor whose parents are not present, you will also need an original Birth Certificate and a signed consent letter from the parents. Canada may also not allow individuals with a felony conviction or DUI entrance to Canada. See the websites above if there are any concerns about the admissibility of anyone in your group.

The websites also document items that are prohibited going to Canada and back into the US:

- Firearms
- Drugs
- Certain food and vegetables
- Firewood

If you are leaving your boat in Canada for any reason, you will need form E29B for temporary importation. For example if you are racing the LYRA regatta in Whitby Canada the week before and you wish to go back to the US in-between the regatta's.

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- Owners/Members
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- Links
- Forum
- Members Only
- Log In

Class Resources

WWW.J80.ORG



International J/80 Class Association



National Sites



Class Rules

Measurement

J/80 Best Practices

Home



2015 Worlds

International J/80 Class Rules

Available for viewing and download below are the J/80 International Class Rules, as approved by the ISAF for International Class status. These files are in Adobe Acrobat format (.pdf) and require the free Adobe Acrobat Reader software available from adobe to open, read & print.

J/80 Standard Building Specifications	Effective April 22, 2013
J/80 International Class Rules	Effective April 19, 2013
Rules Changes 2013	Effective April 19, 2013
Rules Changes 2011	Effective May 23, 2011
Rules Changes 2010	Effective July 16, 2010
Rules Changes 2009	Effective June 1, 2009
Rules Changes 2006	Effective March 1, 2006

[J/80 Class Association Constitution](#) (Effective 15 Dec 2014)

Technical Committee Interpretations

- [April 2004](#) - ISAF Approved Interpretations
- [May 2002](#) - Requests for Rule Interpretations

Changes to J/80 Class Rules

The J/80 Class is an "ISAF Recognized" class, meaning that all changes to Class Rules and the Constitution must be approved not only by the J/80 Class but by ISAF as well. This is a positive, in that the ISAF subcommittees that deal with class rule changes have a great deal of experience across a number of classes. The side effect is that the process can be lengthy.

Under our current ICA (International J/80 Class Association) Constitution, the ICA Executive Committee is responsible for managing the class affairs, which includes modification of the Class Rules and Constitution. To date, rules change proposals have generally come from an NCA (National J/80 Class Association), a measurer or a licensed builder. The proposals are reviewed/screened by the ICA Technical Committee, then a resolution is returned to the

Class Rules

INTERNATIONAL J/80 CLASS RULES 2013

Published Date: 4th April 2013
Effective Date: 19th April 2013

INTRODUCTION

This introduction only provides an informal background and the International J/80 Class Rules proper begin on the next page.

The J/80 Class has been created as a strict one-design Class where the true test when raced is between crews and not boats and equipment. The fundamental objective of these class rules is to ensure that this concept is maintained.

J/80 hulls, hull appendages and rigs are manufactured controlled and shall only be produced by a manufacturer licensed by copyright holder. Equipment is built in accordance with the J/80 Building Specification. These parts having left the manufacturer may only be altered to the extent permitted in Section C of the class rules.

*J/80 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 ISAF 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.

PLEASE REMEMBER:

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.

Owner Declaration

J/80 Class Rules

PART III – Appendix

H.4 Owner Regatta Declaration

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.

Helmsman Qualifications

PART II - REQUIREMENTS AND LIMITATIONS

4 of 20 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**.

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

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 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

Helmsman Qualifications

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Helmsman Qualifications

➤ Valid Group 1 ISAF Sailor classification –

[https://members.sailing.org/tools/documents/ClassificationFAQsFebruary2012English-\[12062\].pdf](https://members.sailing.org/tools/documents/ClassificationFAQsFebruary2012English-[12062].pdf)

Competitor Classifications

22.2 The classifications of competitors are to be determined as follows:

22.2.1 Group 1

- (a) A competitor who takes part in racing only as a pastime is a Group 1 competitor, unless within the qualification period he/she has undertaken one of the activities listed in Regulation 22.2.2 and is a Group 3 competitor.
- (b) However:
 - (i) a competitor who is under 18 years of age is a Group 1 competitor; and
 - (ii) a competitor who is over 18 years of age, but under 24 years of age, is a Group 1 competitor provided that he/she has not engaged in any of the activities listed in Regulation 22.2.2 for more than 100 days (for the avoidance of doubt this is calculated on the total period of paid work) in the qualification period (excluding any activities undertaken before his/her 18th birthday)

Crew Weight

Crew Weight

The reason for this section is to reduce confusion when making unit conversions from kilograms to pounds. Section C.3.1 states that the maximum crew weight in swimming apparel is **338.6 kg** with no limit on numbers of crew. Therefore the maximum allowed class weight is 746 lbs.

J/80 Class Rules

PART III – Appendix H.5 Crew Weight Declaration

CREW WEIGHT DECLARATION

Owner Name: _____

Boat Name _____ Sail # _____

Crew Name	Weight
1. _____	_____
2. _____	_____
3. _____	_____
4. _____	_____
5. _____	_____
6. _____	_____

Total Weight _____ Max 338.6 kg (746lbs)

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.



Boat Measurement - J/80 Spec Sheet

J/80 Standard Building Specifications

22-Apr-13

	Standard Fitting Description	Minimu	Actual	Maximu	Permitted Modification and/or dimension reference
1	Forestay chainplate (stainless)				Builder supplied
2	Bow pulpit (stainless)	450mm			Builder supplied - continuous height rail (France) or dipped rail (USA). Dimension of pulpit height above sheer line.
3	Bow "U" bolt mooring eye (stainless)				Option for 1 or 2 cleats in lieu of eye; option to add 1 or 2 bow chocks.
4	Foredeck toe-rail molded into deck				If not molded into deck, then builder supplied teak or plastic rail toe-rail bonded and fastened to the deck.
5	Shroud chainplates (stainless)				Builder supplied
6	Foredeck opening hatch		420mm x 420mm		Builder supplied (BSI Moonlight or Lewmar). Hinges may be mounted forward or aft.
7	Two anodized jib T-tracks		1m x 25mm		Option to increase number of adjustment holes. Option for two genoa tracks installed, but only usable in class racing (with a block) as a jib sheet cheek block.
8	Two jib sheet cars				Pull-pin or screw pin. Position optional.
9	Two jib sheet car blocks	40mm		54mm	Sheave diameter
10	Option for one pad-eye and block forward and outboard of each primary winch for jib sheet tail.				
11	Swivel mounted boomvang jamming cleat on molded boss on each side of coach roof.				Option for centerline cascade 8:1 system with one ratchet block and no cleats on deck. Option for rigid boomvang.
12	Boomvang large block (where 2:1 passes)	54mm		78mm	
13	Boomvang smaller blocks (for cascade purchase)				Block size optional
14	Two primary winches of up to 32.2:1 gearing mounted in standard builder location with two 150 cam cleats on vertical cockpit sides				Option for self-tailing winches
15	Option for one or two halyard winches not to exceed 16:1; each with a 150 cam cleat on vertical face of cabin back.				
16	One winch handle				Option for additional winch handles
17	One winch handle holder (optional)				Multiple holders and other storage bags permitted

Boat Measurement

J
80

2010

J80 Regatta Measurement Guide



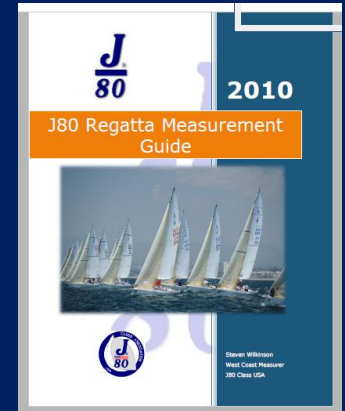
Steven Wilkinson
West Coast Measurer
J80 Class USA

Mandatory Equipment

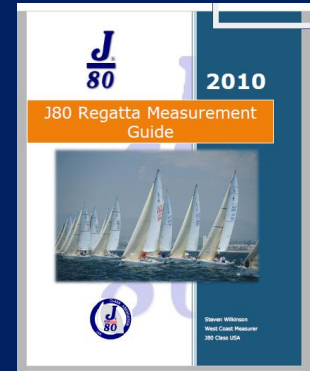
C.5.2 FOR USE

(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) 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.



Optional Equipment



(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

Boat Measurement

➤ Total Boat Weight ✓ 1495kg minimum

20 of 20

APPENDIX H.6 BOAT WEIGHT MEASUREMENT FORM

Date of Measurement:	<input type="text"/>	Hull #:	<input type="text"/>
Owner Name:	<input type="text"/>	Owner Email:	<input type="text"/>
Country:	<input type="text"/>	Boat Name:	<input type="text"/>
Builder Name:	<input type="text"/>		
Boat Weight without Corrector Weights (per Rule C.5.1(a)):	<input type="text"/>		
Weight to be Added to meet Minimum Boat Weight of 1495 kg:	<input type="text"/>		
Amount of Corrector Weight (in kg) Forward:	<input type="text"/>		
Amount of Corrector Weight (in kg) Starboard aft :	<input type="text"/>		
Amount of Corrector Weight (in kg) Port aft:	<input type="text"/>		
Engine Manufacturer:	<input type="text"/>		
Engine Weight:	<input type="text"/>		
Engine Horsepower:	<input type="text"/>		
Battery Manufacturer:	<input type="text"/>		
Battery Weight:	<input type="text"/>		
Battery Capacity:	<input type="text"/>		
Measurer:	<input type="text"/>		
Measurer's Signature:	<input type="text"/>		



Tip: Enhance boat prior to weigh in

Boat Measurement

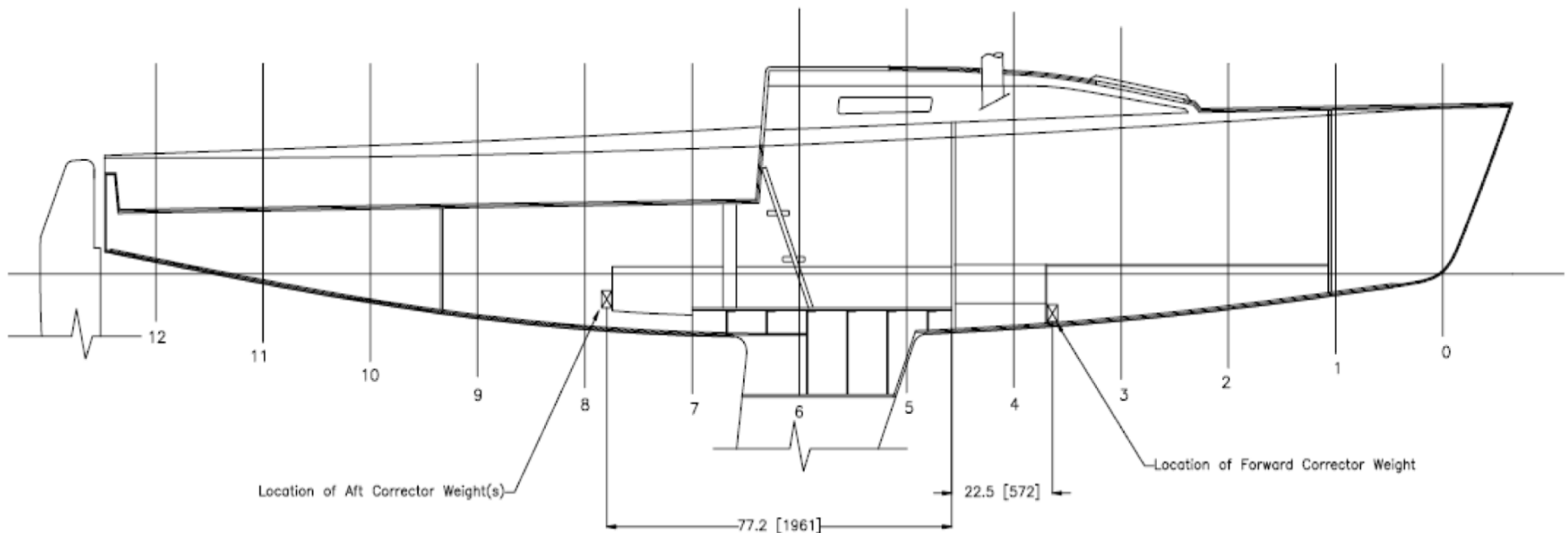
BOAT

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), 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**.

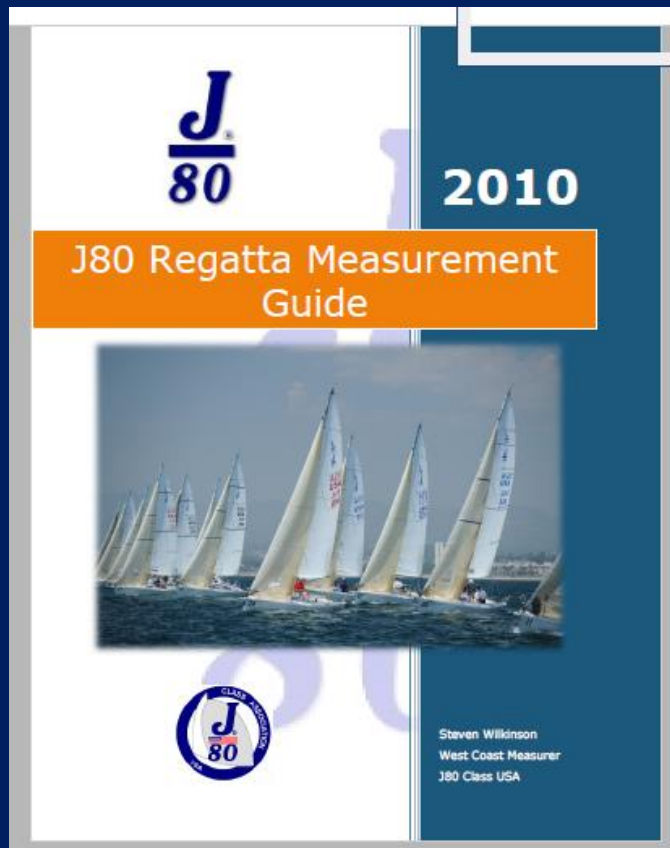
Boat Measurement

- Total Boat Weight
✓ 1495kg - minimum



Boat Measurement

➤ Preparation for Inspection



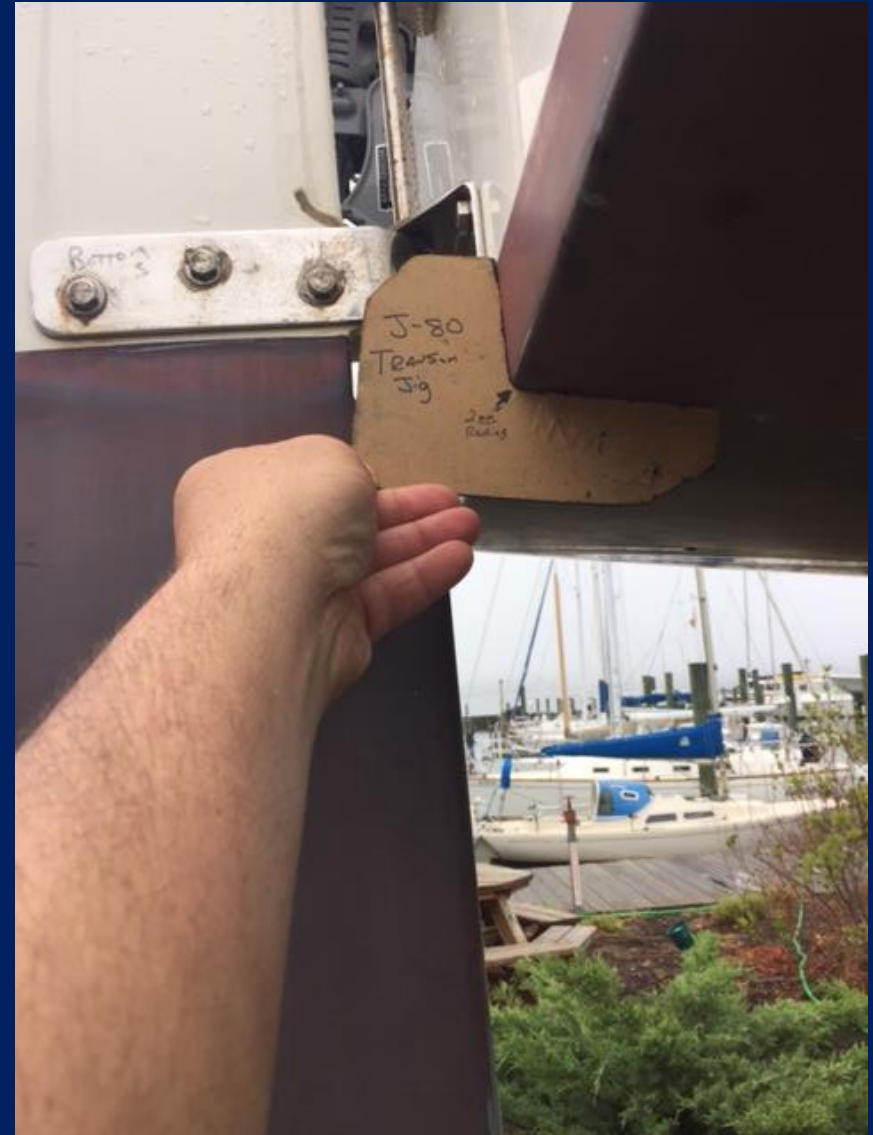
Boat Measurement

➤ More Measurements

- ✓ Sails
- ✓ Rudder
- ✓ Keel
- ✓ Trailing Edge



Boat Measurement



Boat Measurement



Boat Set-Up



Boat Set-Up

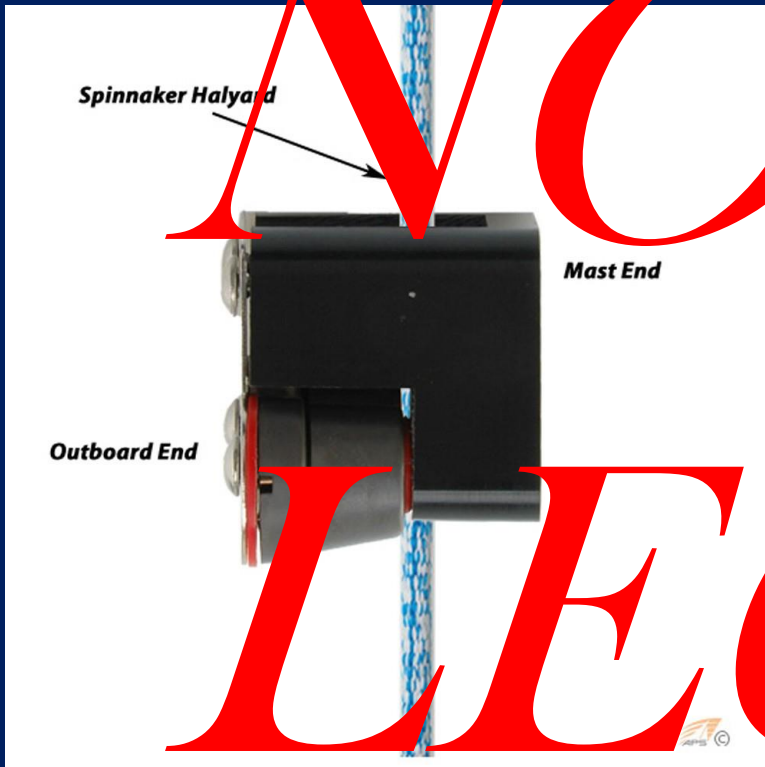
➤ Lance Cleat



**NOT
LEGAL!**

Boat Set-Up

➤ Inverted CAM Cleat



**NOT
LEGAL**

Boat Set-Up

➤ CAM Cleat



LEGAL

Boat Set-Up

➤ CAM Cleat



Boat Set-Up

➤ Jib Halyard Block



Boat Set-Up

➤ Backstay

LEGAL



Boat Set-Up

- Lifeline Deflection – 50 Newton's Force (50mm)
 - ✓ Stanchion height 450mm



Boat Set-Up

- Make sure navigation lights work
- Upgrade boat before weigh in
- Measure Lifeline deflection/
stanchion height (450mm)

On the Course Rules

- The Usual Stuff....
- Judges on the water?
- Must obtain Race Committee permission to haul out boat
- Kite Hoist and Bow Sprit –
 - ✓ Rule C.8.3.(b)
- Other Common infringements (Rule 42)

Sprit Rule Breach



Sprit Rule Breach



With Laura Lutkefedder and 2 others. See More

Like Comment Share

Sprit Rule Breach



J/80 Class Rule C.8.3(b) (Bowsprit) Guidance

THIS PAPER IS INTENDED AS A GUIDE TO JUDGES AND SAILORS

J/80 Class Rule, Section C – Conditions for Racing

C.8.3 BOWSPRIT

(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).

PRINCIPLE:

The judges will give sailors the benefit of the doubt, however, when they are sure a sailor is breaking this rule, they will act to protect the sailors that are complying with the rule.

Sprit Rule Breach

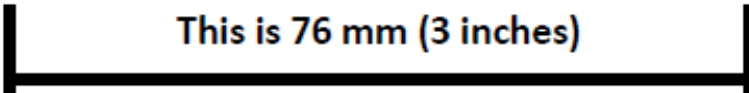
Windward Mark:

1. Once the bowsprit is extended, the crew must be actively engaged in the process of hoisting the spinnaker. There should be noticeable movement of the spinnaker tack line and/or the halyard with the sail coming out of storage.
2. A brief interruption of the hoist to resolve a problem with the hoist is acceptable. But if resolving the problem is not brief, the pole must be retracted until the problem is resolved.

Leeward Mark:

1. Once the crew begins to retrieve the spinnaker, they cannot stop/hesitate while the bowsprit is extended.
2. With the bowsprit extended, there should be noticeable movement of the spinnaker being brought down with the sail returning to storage. A brief interruption in the retrieval of the gennaker to resolve a problem with the retrieval is acceptable. But if the interruption is not brief, the bowsprit must be retracted.
3. If the gennaker is luffing, continuous retrieval includes active efforts by the crew to gain control of the sail.
4. The retrieval of the gennaker is considered complete when most of the gennaker is under control, and the head of the spinnaker is below the boom. Storing the gennaker after lowering it is not considered to be part of the retrieval.

Extension of a retracted pole:



This is 76 mm (3 inches)

Sprit Rule Breach

- One turn exoneration for pole/hoist infraction



Common Rule Breaches



Rule 42 Most Common Breaches - J/80

THIS PAPER IS INTENDED AS A GUIDE TO JUDGES AND SAILORS

PRINCIPLE:

The judges will give sailors the benefit of the doubt, however, when they are sure a sailor is breaking rule 42 they will act to protect the sailors that are complying with the rule.

J/80 CLASS RULES AFFECTING RULE 42



Section C – Conditions for Racing

C.6 BOAT

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.

Class Specific Techniques and Breaches:

In accordance with the 2014 J/80 Worlds Sailing instructions, breaking rule C.6.2 will be penalized as being a breach of rule 42 and the penalty is the same as for other rule 42 breaches.

The J80 is a relatively heavy keelboat and requires significant force for the crew to roll the boat therefore breaches on rolling will be fairly obvious to observe. Care should be taken to observe that the crew's upper body does not project over the lifelines when roll tacking or gybing.

The class rules do not specify this as a modification to rule 42. But, the Sailing Instructions may include

Class Rules

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Published Date: 4th April 2013
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The J/80 Class has been created as a strict one-design Class where the true test when raced is between crews and not boats and equipment. The fundamental objective of these class rules is to ensure that this concept is maintained.

J/80 hulls, hull appendages and rigs are manufactured controlled and shall only be produced by a manufacturer licensed by copyright holder. Equipment is built in accordance with the J/80 Building Specification. These parts having left the manufacturer may only be altered to the extent permitted in Section C of the class rules.

*J/80 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 ISAF 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.

PLEASE REMEMBER:

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.

Some Tips

- Crew weight at limit
- No extra weight on boat
- Fine tune main sheet 12:1 max
- Set rig for forestay and mast for regatta; adjust tensions accordingly
- Cross sheeting
- Optimize bow sprit dynamics/kite set–max extent
- Anti-chafe material around spinnaker
- Maximize sail purchase timing
- “Live and die by the kite”

Thank You!



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