

J/105 CLASS ASSOCIATION RULES

February 1, 2005

OBJECTIVES

- 1.1 These rules are (a) to preserve J/105's recreational features, including ease of handling, low cost of ownership, safety, comfort, and equality of performance while maximizing participation at J/105 events, and (b) to foster one-design racing in J/105s among predominately amateur crews.
- 1.2 Except where variations are specifically permitted by these rules, J/105s shall be alike in hull, deck, keel, rudder and spar construction, weight and weight distribution, sail plan, equipment, and interior furnishings.
- 1.3 All yachts, competing in one design or class sponsored events, shall comply with standard specifications published by J Boats, Inc. and these class rules. No alterations or modifications are permitted unless explicitly permitted by these rules.

ADMINISTRATION

- 2.1 The J/105 Class Association shall be the sole authority worldwide for the conduct and management of J/105 Class events. The management of class events and class rules shall be conducted with the involvement of the copyright holder and Class Executive Committee, as defined in the J/105 Class Constitution.
- 2.3 The ExCom shall keep members informed of proposed rule changes and class activities.
- 2.4 J/105s shall be built only by builders licensed to do so by J Boats, Inc., and shall comply with J/105 building specifications detailed by the copyright holder.
- 2.5 No boat shall be deemed a J/105 class boat until it has been completed with a building number assigned by J Boats, Inc. molded into the transom and equipped to qualify for one-design class racing.
- 2.6 Molded fiberglass parts, spars, rudder, keel, engine and prop shall be supplied by J Boats, Inc. or their authorized J/105 agent.
- 2.7 The official language for the class shall be English. The word "*shall*" is mandatory. The word "*may*" is permissive.
- 2.8 Advertising for the Class shall comply with the International Racing Federation's Racing Rules of Sailing, as in effect from time to time (referred to herein as "*RRS*") and Category A of Appendix 1 thereto (or any successor appendix).

MEMBERSHIP AND ELIGIBILITY

- 3.1 An Active Member shall be an Owner of a J/105 that complies with Class Rules and whose annual dues have been paid.
- 3.2 An Associate Member is a family member, crew or other individual supporting the Class Association by paying annual dues.
- 3.3 An Owner is a person who legally owns 100% of the yacht or is a Group 1 competitor (as defined in US Sailing Competitor Eligibility Appendix) who is an at least one-third partner in terms of financial investment in the purchase of the complete yacht and the cost of its operations. All Owners shall be Active or Associate Members of the J/105 Class Association, provided there shall be only one Active Member per boat.
- 3.4 The Driver shall either be an Active Member or an Associate Member. Any Driver who is an Associate Member shall be a Group 1 competitor and be either (a) a member of an Owner's immediate family or (b) a long term shipmate and friend of an Owner. A Driver is defined as the person or persons who, excepting for momentary absence due to personal or shipboard needs, steer(s) the yacht during the 5 minutes prior to and including the start, until the finish. Any Driver of a boat who is not a Group 1 competitor must be either (a) the 100% Owner of such boat or (b) the Charterer of the boat and the Owner is not on board.

- 3.5 All sailing industry related persons (excluding 100% Owner) who have not received US Sailing competitor eligibility determination, shall be Group 3. Notwithstanding a US Sailing competitor eligibility determination, the ExCom shall be the final authority in determining a competitor's status within the spirit of the class rules.
- 3.6 All races sailed under these rules shall be categorized for crew eligibility at least 45 days prior to the start of the race as either:
- Level A:* The crew aboard (excluding a 100% Owner) shall be comprised of Group 1 competitors, except that one crew member may be a Group 2 competitor unless the boat has a 100% Owner who is a Group 2 or 3 competitor.
- Level B:* The crew aboard (including a 100% Owner) shall be comprised of Group 1 competitors, except that the crew may include (a) one Group 2 competitor and (b) one additional Group 2 or Group 3 competitor.
- Level C:* OPEN - The crew aboard (excluding Owner) may consist of any combination of Group 1, 2 and 3 competitors.
- During any class event designated by the ExComm as a national or international class event at least 45 days prior to the start of the first race, the Owner (or one of several Owners) or the Charterer of the J/105 shall be on board at all times while racing, except for temporary absences excused for good reason by any Class Officer (or the Officer's designee) not participating in such regatta.
- 3.7 If no Level is designated by the Notice of Race or by other Class notice 45 days prior to the event, then Level A shall apply.
- 3.8 No crew aboard may be compensated in any way or receive financial benefit for racing in a J/105 sanctioned event. However, a crew may occasionally accept reimbursement for reasonable out-of-pocket expenses of travel, living accommodations and meals necessary for participation in an event.
- 3.9 In addition to the non Group 1 competitors in #3.6 Levels A and B, representatives of J Boats and the J/105 Class Coordinator may sail on a temporary basis with new owners of J/105s in order to familiarize them with the boat.
- 3.10 A Charterer is the person who charters a J/105 for one or more regattas, provided (a) the charterer is an Active or Associate Member, and (b) the charterer is otherwise an Owner of a J/105 or the ExCom has determined that the charterer is a Group 1 competitor and is likely to become an Owner of a J/105 in the near future. In the case of a chartered J/105, references in rule 3.4 to "*Active Member*," and references in all class rules to "*Owner*," shall include the Charterer; references in these class rules to "*100% Owner*" shall include a Charterer only if he or she otherwise legally owns 100% of a J/105.
- 3.11 The ExCom shall be the sole interpreter of these definitions and their application.

MEASUREMENT

- 4.1 A measurer shall not measure a yacht in which he is an interested party.
- 4.2 Active Members and skippers have the responsibility of ensuring that their yacht complies with these Class Rules.
- 4.3 By participating in J/105 events or for J/105 one-design trophies, owners agree to permit J/105 Class Officers or Race Committee or their appointed representatives to board their boat unaccompanied for the purpose of inspecting, measuring or equalizing at any time during a regatta or within 24 hours prior before or after.

EQUIPMENT RULES

- 5.1 Standard factory supplied furnishings and equipment, including but not limited to the swim ladder, jib roller furling, emergency tiller (wheel boats only) 12 volt battery, igloo cooler, holding tank, head, paneling under and on top of the V-berth, floor boards, main settee bunk cushions, and bulkhead door shall not be relocated or removed when racing. *Exception: forward V-berth cushions, dodger, shackles for main halyard and outhaul, block at end of bow sprit and snuffer cleats on the starboard side of the cabin may be removed.*

- 5.2 Safety equipment shall, at least, conform to ORC regulations prescribed by the applicable Notice of Race and/or Sailing Instructions.
- 5.3 **PERMITTED** while racing:
- 5.3.1 Tactical instrumentation.
 - 5.3.2 Additional, non-electronic compasses.
 - 5.3.3 GPS/Loran/VHF/Radar.
 - 5.3.4 Interior cruising and day-sailing amenities which don't enhance performance.
 - 5.3.5 Foredeck lifeline netting, shroud rollers & other anti-chafing gear.
 - 5.3.6 A fine tune system for the mainsheet with a maximum 24:1 power ratio may be installed over the coarse tune block or on a bracket mounted on the opposite side of the traveler at the same height as the traveler.
 - 5.3.7 Installed genoa tracks not used.
 - 5.3.8 *Effective until January 1, 2006:* U-bolts or pad eyes outboard of standard jib track for barber-hauling the jib, or affixing blocks to the stanchion bases or chain plates for the same purpose. *Effective on January 1, 2006 and thereafter:* U-bolts or pad eyes and blocks attached to them, in each case outboard of standard jib track for barber-hauling the jib outboard, or blocks affixed to the stanchion bases or chain plates for the same purpose, provided that the purchase of any barber hauler shall not exceed 2:1; trimming the lazy windward jib sheet, but no additional equipment or running rigging for barberhauling the jib inboard is permitted.
 - 5.3.9 Spinnaker sheet twings led to stanchion bases or midships pad eyes, with additional cam cleats.
 - 5.3.10 Trimming the lazy windward jib sheet, or running a barberhauler through the cabin handrail to barberhaul the jib lead inboard.
 - 5.3.11 Block and tackle cunningham to ring at top of Quickvang.
 - 5.3.12 Moving mainsheet swivel base forward of traveler.
 - 5.3.13 Driver foot braces.
 - 5.3.14 Non-factory tiller that when weighed with standard tiller head, tiller straps and fasteners is a minimum of 10.9 pounds.
 - 5.3.15 Toggles in the backstay or forestay, or both.
 - 5.3.16 The use of a shackle or other, similar device to attach jib or spinnaker sheets to the jib or spinnaker and to attach the tackline to the spinnaker.
 - 5.3.17 The use of a snap shackle or other securing device attached to a stanchion base or shroud to hold the spinnaker halyard while the spinnaker is not in use.
- 5.4 **NOT PERMITTED** while racing:
- 5.4.1 Halyard Locks or Hooks.
 - 5.4.2 Holes or Tubes which feed halyards or control lines through the deck, hull or transom.
 - 5.4.3 Altering Rudder or Keel Profile or exceeding tolerances in Official Offsets.
 - 5.4.4 Light air spinnaker sheets.
 - 5.4.5 Use of a mast, boom or bowsprit which has been modified in any way, such as cutting off the mast butt to increase rake.

SAILS

- 6.1 A sail shall comply with the **class rules** in effect on the date of delivery of the sail (rule 6.9) or at **event measurement**.

- 6.2 All sail measurements shall be carried out in accordance with the Equipment Rules of Sailing ("ERS"). Terms used in these class rules in **bold** letters are used as defined in the ERS.
- 6.3 **Sails** used during a class event shall be limited to one mainsail, two jibs and two spinnakers; provided that (a) one of the jibs shall be a "used" sail (as defined in rule 6.8) and (b) on any one regatta day, only one of the jibs may be carried aboard and used. The second spinnaker shall only be used if the first ("primary") spinnaker is damaged or, if due to extreme wind conditions, the skipper reasonably believes that the primary spinnaker will be substantially damaged or destroyed. If a second spinnaker is deployed in a race, the primary spinnaker shall not thereafter be used in the same race.
- 6.4 MAINSAIL.
- 6.4.1 The mainsail shall be manufactured from **woven ply** of polyethylene terephthalate ("PET"), such as Dacron, and the **ply** weight of the **body of the sail** shall not be less than 300 g/m² (7 oz).
- 6.4.2 The dimensions of the mainsail shall not exceed: **luff length** – 12,650 mm; **foot length** – 4,450 mm; **leech length** – 13,260 mm; **half width** – 2,890 mm; **three-quarter width** – 1,685 mm; and **top width** – 178 mm.
- 6.4.3 Four **battens** of any length shall be fitted so that the center of the **batten pockets** shall divide the **leech** of the mainsail into five equal parts with a tolerance +/- 80 mm.
- 6.4.4 The **tack** ring of the mainsail shall be affixed in the standard **tack** fitting and the **clew** of the mainsail shall not be allowed to float free from the **boom**. The **foot** may otherwise be loose. At least one serviceable row of reef points shall be installed approximately parallel to the **foot**, with the **tack point** and the center of the reef point in the **luff** to be no closer than 1830mm. The mainsail shall be attached to the mast with sail slides. **Windows** are permitted.
- 6.4.5 The class insignia in blue with overall dimensions approximately 450x900mm shall be affixed on both sides of the sail between the upper two **batten pockets**, with the bar underneath the "J" located on, and nearly perpendicular to, a line through the **mid foot point** and a point on the top of the sail equidistant from **head point** and **aft head point**. National letters and sail numbers shall conform with the RRS and shall be placed between the middle two **batten pockets**.
- 6.5 JIB.
- 6.5.1 *Effective until September 1, 2005:* The roller jib shall be constructed of either 1) **woven ply** of PET, or 2) **laminated ply** of PET film and PET or PEN (polyethylene naphthalate - such as Pentex). *Effective on September 1, 2005 and thereafter:* The roller jib shall be constructed of either 1) **woven ply**, or 2) **laminated ply** of PET film and PET or PEN (polyethylene naphthalate - such as Pentex) or Aramid (such as Kevlar). The use of Spectra, Vectran, Carbon Fiber, PBO or Cuben Fiber in the construction is not permitted.
- 6.5.2 The dimensions of the jib shall not exceed: **luff length** – 12,150 mm; **leech length** 11,280 mm; **foot length** – 4,450 mm; **half-width** – 2,020 mm; and **top width** – 80 mm.
- 6.5.3 The jib shall have a minimum weight of 23.0 lbs. (10.35 kg), including any **battens**.
- 6.5.4 Not more than 3 **battens** of any length are permitted on the **leech**, provided that they do not restrict rolling the jib on the furler. **Windows** are permitted.
- 6.5.5. The jib shall have a hollow **leech** and while racing, shall be attached to and operated on the standard roller furling system using #6 luff tape. UV protective tape may be applied to the **leech** and **foot** to cover the sail when roller furled.
- 6.6 SPINNAKER.
- 6.6.1 The spinnaker shall be manufactured from **woven ply** consisting of nylon. The **ply** weight of the **body of the sail** shall be not less than 42 g/m² (0.75 oz).
- 6.6.2 The area of the sail ("SA") shall not exceed 89 m² based on the following formula:
- $$SA = \frac{[(\text{luff length} + \text{leech length}) * .25 * \text{foot length}] + [(\text{half width} - .5 * \text{foot length}) * (\text{leech length} + \text{luff length})]}{3}$$

where **luff length** shall not be greater than 15,100 mm nor less than 13,600 mm, **leech length** shall not be greater than 12,140 mm and **half width** shall not be less than .65 * **foot length**.

- 6.6.3 Adjustable leech, luff and foot lines shall be fitted.
- 6.6.4 If a boat does not have at least two full sized, legal 89 m² spinnaker on January 1, 2003, one or two 89 m² spinnakers, as applicable, may be purchased before December 31, 2004 to make up the deficiency. If an additional spinnaker may be purchased under rule 6.8 on January 1, 2003, the number of sails that may be purchased under this rule 6.6.4 will be reduced by one.¹
- 6.7 Heavy weather jibs of less than 80% LP, a storm trysail or 2nd mainsail reef at least 40% up from the tack required by ORC regulations are additionally permitted, but are not required for J/105 one-design racing.
- 6.8 For purposes of class racing, sail purchases shall not exceed (a) two sails in any calendar year, *plus* (b) one additional sail during any period of two consecutive calendar years. In addition, during the calendar year in which a new boat is first used ("year one"), one used mainsail, one used jib and one used spinnaker ("used" defined as at least 6 months of sailing use) may be purchased. Any sail purchased before year one shall be considered purchased during year one. Further, any sail that, in the written opinion of the Chief Measurer or any Fleet Measurer, is destroyed or so substantially damaged that it cannot reasonably be repaired, may be replaced, *provided* such opinion and the certificate required by rule 6.9 are received by the Class Secretary.
- 6.8.1. *Transition rules:* Any mainsail purchased during the last calendar quarter of 2000 or 2001, and any jib or spinnaker purchased during the last calendar quarter of 2001, shall be considered purchased during the next following calendar year. For all boats commissioned before 2002, the first sail shall not be purchased under rule 6.8(b) until the second year after the year during which the last mainsail was purchased.
- 6.9 Effective January 1, 2001 (or effective October 1, 2001, in the case of any 89 m² spinnaker that complies with rule 6.6 as to be in effect on January 1, 2003), all sails manufactured or delivered after January 1, 2001 shall bear a class-provided sail tag sewn to the tack. These tags shall be supplied to sailmakers by the Class and have a serial number that is registered with the class secretary/treasurer. A certificate with serial number, a statement that the sail conforms to class rules, and the date of delivery to the owner shall be signed by a person authorized by the Executive Committee and placed on file with the secretary/treasurer. Fees for purchase of sail tags by sailmakers shall be determined by the Executive Committee.
- 6.10. During a charter, the Charterer shall use either the sails of the chartered boat or, if the Charterer is an Owner, the sails of his or her own boat. Borrowed sails shall not be used during any regatta, except that a second spinnaker (Rule 6.3) may be borrowed and except as permitted by the first sentence of this rule for charters.
- 6.11 If a used J/105 is sold to an Owner or group of Owners none of whom are then Owners of a J/105, all sails purchased by both the old and the new Owner or Owners during the calendar year when the J/105 is first used by the new Owner or Owners (the "**First Used Year**") and the immediately preceding calendar year shall be counted for purposes of Section 6.8; however, the new Owner or Owners shall be permitted to purchase a **sail** under clause (b) of the first sentence of Section 6.8 in the First Used Year, whether or not three **sails** were purchased by the previous Owner or Owners in the immediately preceding year.

ADDITIONAL RULES

- 7.1 The maximum crew weight (in swimming apparel) for one-design racing is 475 kilograms (1045 lbs.) with no limit on numbers of crew. An Owner who is the sole Driver for a regatta may elect a weight of 100 kg

¹ *Explanation:* This sentence reduces the number of 89s that may be purchased after 1/1/03 under this transition rule 6.4.4 to one chute. (This is because rule 6.8, as it became effective in 2002, permits all owners to purchase at least two sails – including if the owner desires, an 89 chute - each calendar year. When rule 6.4.4. was proposed in its current form, it was uncertain that rule 6.8 would be amended to change the sail purchase limit from the "every 12/24 months" to one that operates on a calendar year basis.) This rule applies only if on 1/1/03 the boat has no 89. The sail allotment under this rule 6.4.4 is in addition to the sails that may be purchased under rule 6.8.

(220 lbs.) for that regatta, in which case he or she shall not be subject to weigh-in or other weight check. If the sailing instructions require a weigh-in prior to the start of a regatta, a boat complying with the weight restrictions at weigh-in shall not otherwise be subject to a weigh-in during or after the regatta, except for weighing substitute crew.

- 7.2 When not in the process of setting, flying or taking down the spinnaker, the bowsprit shall be retracted so that the tip of the sprit is aft of the forwardmost point on the bow. Approaching a windward mark without the spinnaker set, the bowsprit shall not be extended until the bow of the boat has passed the mark. The bowsprit shall be retracted at the first reasonable opportunity after taking the spinnaker down.
- 7.3 Unless otherwise specified in the sailing instructions, while class racing, all boats shall have float lines installed and shall have their weight equalized in accordance with Exhibit 7.3A to these rules, and shall have on board a J/105 Class Flotation Worksheet and Certificate in the form of Exhibit 7.3B, duly completed and signed by an Owner of the boat and co-signed by the Chief Measurer or his or her designee or any Fleet Measurer or his or her designee.
- 7.4 To control mast rake, the headstay system length, measured between the centerline of the headstay pin on the mast to the intersection of the stem line and the sheer line at the bow, shall not be greater than 13035mm nor less than 12985mm.
- 7.5 The torso of the driver, while steering in a race, must at all times remain aft of the mainsheet traveler.
- 7.6 Notwithstanding the provisions of RRS 42, 42.3 or 49, hanging on the mast or shrouds to promote roll tacking or roll gybing is prohibited at all times. For purposes of RRS 49.2, roll tacking or roll gybing shall not be a "necessary task."
- 7.7 A yacht that that has been protested for infringing rule 7.2, 7.5, 7.6 or 7.9 may exonerate herself by promptly making one complete 360 degree turn, including one tack and one gybe unless the boat caused serious damage or gained a significant advantage in a race or series.
- 7.8 Unless otherwise specified in the sailing instructions for a regatta, all rulings of the Technical Committee shall be incorporated herein by reference and shall constitute *rules* for purposes of the RRS.
- 7.9 While racing, the standing rigging (other than the back stay) and the location of the mast butt shall not be adjusted, provided that this rule shall not apply to any race with a scheduled length of 25 nautical miles or more.

PROCEDURE FOR EQUALIZING BOAT WEIGHT FOR CLASS RACING

- A. **Install Hull Floatation Marks.** Install contrasting 12mm x 75mm floatation marks on both sides of stem at the bow, and on both sides of aft end of rudder (long axis of marks parallel to waterline). The bottom of these marks shall be located as follows. Aft Floatation Mark: Locate aft hull point 170mm forward of transom along centerline of hull bottom. With the rudder fitted in its normal position, the bottom of the floatation mark shall be 60mm vertically below the aft hull point and shall be marked on both sides of the rudder at its trailing edge. Forward Floatation Mark: The bottom of the floatation mark shall be 1,260mm below the projection of the top of hull flange where it intersects the forward side of the stem head fitting measured down and around the forward face of the stem.

Note: A full diagram showing the placement of the float lines is available on the Class website (<http://j105.org>).

- B. **Measurement Afloat.** Boat shall include only the equipment and other items specified in Paragraph C for its initial measurement. With dry bilges, boat shall be trimmed level (floatation marks approximately equidistant from the floatation plane) by temporarily relocating equipment aboard as necessary (except for equipment that may not be moved, as noted). No further equipment or ballast need be placed aboard if both the forward and aft floatation marks are touching (or are below) the surface of the water ("*proper sink*").
- C. **Equipment and other Items Required for Measurement Trim.** All equipment and other items listed in paragraph II of the J/105 Class Floatation Worksheet & Certificate, Exhibit 7.3B to the J/105 Class Association Rules (the "*Class Rules*") are required to be on the boat. If any optional items are permanently installed on the boat, such items may be on the boat for measurement trim, but must be listed in paragraph III of the Floatation Worksheet & Certificate and may not be removed from the locations where they are installed.

To achieve proper sink, all items referenced in this paragraph C may be located anywhere on the boat on a temporary basis (except where a required location is noted herein or in paragraph II or III of the Floatation Worksheet & Certificate); for racing, those items may be relocated from their temporary locations to any other place on the boat except as prohibited in paragraph E.2 below.

- D. **Trim Equalization Procedure.** If the boat cannot be trimmed to proper sink with only the equipment and other items required in Paragraph C on board, the owner shall choose any combination of the following options to correct the trim to achieve proper sink:
1. Any optional items or standard factory installations not required to be on board by the Class Rules, such as dodger (in its standard location), cushions, or 2nd battery.
 2. Optional sailing gear such as spare sheets, blocks, winch handles, a second anchor with attached chain and/or rode, foul weather gear or other sailing related gear that is part of the yacht's permanent inventory, but not including daily provisions such as food, drink and personal crew bags.
 3. Second (spare) class spinnaker.
 4. Up to 20 gallons of water in the optional factory tank (in standard location).
 5. Lead corrector weight permanently installed (bolted, glassed or glued) inside a locker, settee, cabinet or space other than below or above the main cabin flooring or the flooring in the head compartment/changing area. Notwithstanding the foregoing, no more than 180kg (400 lbs) of corrector weights and water in water tanks (paragraph 4) shall be located between the forward bulkhead of the head compartment/changing area and the forward face of the cockpit floor. If more than 180kg (400lbs) of weight is required to achieve proper sink, such excess weight shall be in the form of lead corrector weights and 30% shall be located on the forward face of the forward bulkhead of the head compartment/changing area (above the floor boards under the V-berth and outboard of the opening to the storage under the V-berth), and 70% shall be located aft of the forward face of the cockpit floor (but not inside the engine room).

To achieve proper sink, all items listed in subparagraphs 1, 2 and 3 of this paragraph D may be located anywhere on the boat on a temporary basis (except where a required location is noted above or in paragraph IV of the Floatation Worksheet & Certificate); for racing, those items may be relocated from their temporary locations to any other place on the boat except as prohibited in paragraph E.2 below.

E. Required Equipment & Locations:

1. All equipment, ballast (water, fuel and lead) and other items referenced in paragraphs C and D must be located on the boat at all times and, if locations are specified herein or in the Floatation Worksheet & Certificate, must be located in their specified locations.
2. While racing, except for spinnakers and the standard cooler (in its standard location), the equipment and other items referenced under Paragraphs C and D may not be located either below or on top of the main cabin flooring or the flooring of the head compartment/changing area.

F. Floatation Worksheet & Floatation Worksheet & Certificate. All items referenced under Paragraphs C and D required aboard to achieve proper sink shall be listed on a J/105 CLASS FLOATATION WORKSHEET & CERTIFICATE substantially in the form of Exhibit 7.3B to the Class Rules, with its corresponding weight, gallons and location indicated, where applicable, which shall be duly completed and signed by an Owner of the boat and co-signed by the Chief Measurer or his or her designee or any Fleet Measurer or his or her designee. A copy of such Floatation Worksheet & Certificate shall be aboard at all times while racing.

J/105 CLASS FLOATATION WORKSHEET & CERTIFICATE

Date _____

Boat Name _____ Hull # _____

Owner(s) _____

Address _____

Email _____ Tel _____

I. 12mm x 75mm Floatation Marks Placed on Each Side of Bow and Rudder (Indicate If OK)

_____ Aft Floatation Mark: 60 mm Vertically Below Aft Hull Point, on Trailing Edge of Rudder.

_____ Forward Floatation Mark: 1260 mm Below Top of Hull Flange Down & Around Stem Face.

II. Checklist of Equipment and other Items Required for Measurement Trim (all items must be on board at all times)

_____ Anchor w/attached chain and/or rode

_____ USCG safety items (flares, foghorn, USCG approved life jackets for entire crew, and fire extinguishers)

_____ 1st aid kit, 1 bucket, 2 flashlights

_____ Standard running rigging including all sheets, halyards and control lines

_____ Class sails: mainsail, jib and spinnaker

_____ 2 main cabin berth cushions

_____ Standard companionway boards

_____ Lifesling, "man-overboard module" or horseshoe life ring (shall be on stern rail and not interfere with the operation of the swimming ladder)

_____ Basic nav gear (e.g., chart book, ruler, dividers, tide book & rulebook)

_____ Tool kit

_____ Handheld or installed VHF and GPS

_____ Radar reflector

_____ Emergency tiller (if wheel boat)

_____ Standard cooler, empty in standard location

_____ Fuel tank in standard location, with gauge reading at least 1/2 (Note Amount: _____)

_____ 1 standard – sized battery in standard location (for interior layout of the boat)

_____ Boat hook

_____ 2 dock lines and 2 fenders

_____ Bosun's chair

_____ Any other equipment required by the Class Rules (other than rule 5.2) and USCG rules (list): _____

NOTE: This list is NOT intended as a list of minimum safety equipment required aboard a J/105. For example, these items do not include all equipment that would be required for ORC category 4

rating, the category applicable to many J/105 regattas pursuant to the notice of race or sailing instructions. In any event, the responsibility for providing and maintaining a safe and seaworthy vessel rests entirely on the owner and skipper. Neither the establishment or use of this Checklist, nor the inspection of a boat for compliance with the Checklist in any way limits or reduces the complete and unlimited responsibility of the owner or skipper.

III. Permanently installed Optional Equipment on Board for Measurement Trim (check if applicable)

- Water tank, empty in standard location
- Cooker, in standard location
- Other Systems Group items: automatic bilge pump, vanity sink & water pump, drawers in galley and nav table (all in standard location)
- Genoa tracks
- Shore power installation (excluding cable)
- Autopilot on the wheel/in lazarette (circle one)
- Other (list item & location): _____

IV. Checklist of Optional Gear Required to Achieve Proper Sink (check if needed)

- Cushions (V-berth and/or cockpit; please circle)
- Dodger frame and dodger (in standard location)
- 2nd battery (in standard location for interior layout of the boat)
- Shore power cable
- Main cabin table
- Spare spinnaker
- A maximum of 20 gallons of water in tank in standard location under starboard settee - # of gallons _____
- Additional fuel in fuel tank in standard location under port settee (note reading of gauge): _____
- 2nd anchor w/attached chain & rode
- Lead weight secured in place: total weight _____ Location _____

_____ (must be permanently installed (bolted/glassed/glued) in the locations specified in paragraph D.5 of Exhibit 7.3A to the Class Rules)
- Other (list items): _____

Certified by:

Owner

Class Measurer or Designee/Fleet Measurer or Designee

