The Manhasset Bay Challenge Cup

10/17/2026-10/18/2026

Manhasset Bay Yacht Club

Manhasset Bay, NY

Sailing Instructions



[DP]' in a rule means that the penalty for a breach of the rule may, at the discretion of the protest committee, be less than disqualification.

'[NP]' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1.

1 RULES

1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*.

1.2 US Sailing Special Equipment Requirement (USSER) for Nearshore races shall apply.

1.3 "The Deed of Trust for the Manhasset Bay Challenge Cup", available in Addendum A, applies.

1.4 The "Class Rules for the J/109", available in Addendum B, apply.

1.4.1 J/109 Class Rule 2.0 and its respective clauses do not apply.

1.5 [DP][NP] Boats shall keep clear of commercial shipping as required by the IRPCAS or other government right-of-way rules. The penalty for breaking this rule may be disqualification, which also may be nonexcludable, from one or more races or from the series.

1.6 RRS 60.2 is amended to add "Vessels that intend to protest shall make their intentions clear to the race committee as soon as possible after finish by hailing the race committee using either VHF 69 or verbal hails. Vessels hailing shall hail their sail number followed by 'is protesting' followed by the sail number and name of the vessel that they intend to protest. "

2 CHANGES TO SAILING INSTRUCTIONS

2.1 Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.

2.2 Changes to a sailing instruction may be made on the water by using broadcasts on the official WhatsApp Group. A courtesy hail via the radio on the used racing channel will be used to state the change verbally in addition to the WhatsApp broadcast.

3 COMMUNICATIONS WITH COMPETITORS

3.1 Notices to competitors will be posted on the official notice board. This is located within the MBO room at the club. Courtesy notices will be posted on the official WhatsApp page as well as on the yacht scoring.

3.2 The race office will be located at the front desk of Manhasset Bay Yacht club at 455 W Main Street in Port Washington, NY.

3.3 On the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 69. As a backup, the race committee may signal a change to channel 72 by displaying a Sierra (S) flag from the Race Committee vessel.

3.4. The following communications shall be made on VHF 69 (or 72 when signaled):

Shortening of courses, reminders for time limit expiration, change of course, abandonment, recall (general or individual).

3.5. The following communications shall be made via the official WhatsApp page:

The courses to be sailed by the fleet, changes to the racing area, schedule for the daily activities, scheduling of arbitration or protest hearings,

4 CODE OF CONDUCT

4.1. Competitors and support persons shall comply with reasonable requests from the race officials.

5 SIGNALS MADE ASHORE

5.1 Signals made ashore will be displayed at the Junior Yacht Club flag pole at MBYC.

5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 20 minutes' in Race Signals AP.

5.3 [DP] Flag D with one sound means 'Boats are requested not to leave the shore until this signal is made. The warning signal will not be made before the scheduled time or less than 30 minutes after flag D is displayed.'

6 SCHEDULE OF RACES

6.1 6.1. The sailing schedule is as follows:

	Saturday 10/17	Sunday 10/18 (Rain date)
Harbor Start	0900	0900
First Warning	1000	1000
Last Warning	1630	1600

6.4 The scheduled time of the warning signal for the first race each day is 1000hrs

6.3. To alert boats that a race will begin soon, the orange starting line flag will be displayed with one sound at least 5 minutes before a signal is made.

6.4. No warning signal shall be made after 1630 hours.

7 CLASS FLAGS

7.1 The J/109 Class flag shall be the number one (1) pennant.

8 RACING AREA

8.1 SI Addendum C shows the location of the racing area.

9 COURSES

8.1 The Diagrams in SI Addendum D show the courses including the approximate angles between legs, order in which marks are to be passed as well as the side on which each mark is to be left.

8.2 In line with the deed of trust, courses shall comply with the following parameters:

8.2.1 Courses shall be no less than 6 and no more than 9 miles in length.

8.2.2 Courses shall consist of a minimum of 4 and a maximum of 8 legs.

8.3 The race committee reserves the right to signal a navigator course via the official WhatsApp utilizing the provided CBRA racing map Marks. Descriptions of the marks and their respective positions is provided in SI Addendum E.

10 MARKS

10.1 Marks for Windward-Leeward courses shall be Various colours and shapes of 5ft-height inflatable marks, The nature of which will be announced via the official WhatsApp.

10.2 Marks for Navigator Courses shall be government marks prescribed on the provided map in SI Addendum E.

11 OBSTRUCTIONS

11.1 The following areas are so designated as obstructions unless in process of rounding a mark which bounds the area:

11.1.1 The line bounded by Gangway Rock and barkers point.

11.1.2 The line bounded by Can 1 and Execution rocks light.

11.1.3 The area of hens and chickens at Larchmont.

11.1.4 The line bounded by Scotch caps Nun 42 and American Yacht Clubs flag pole.

11.2 All obstructed areas will be noted on a map in Addendum F

12 THE START

12.1 The starting line shall be a line bounded the staff of an orange flag on the starboard side of the starting line, and the windward face of a yellow mark on the port end of the starting line.

12.2 If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified; the race committee will attempt to hail her sail number. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for a redress for request. This changes RRS 62.1(a).

11.3 A boat that does not start within *10* minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This changes RRS A5.1 and A5.2

13 CHANGES OF THE NEXT LEG OF THE COURSE

13 To change the next leg of the course, the race committee will lay a new mark (or move the finish line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark. In the event of a move of the windward mark, the offset mark may not always be present.

14 THE FINISH

14.1 The finishing line shall be a line bounded the staff of a blue flag on the starboard side of the finishing line, and the windward face of a yellow mark on the port end of the starting line.

15 PENALTY SYSTEM

15.1 RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

15.2 [DP] In accordance with J/109 class rule 6.3 (found in attachment B of this document): The bowsprit shall be retracted when not in the process of setting, flying, or taking down the spinnaker. When approaching a windward mark without the spinnaker set, the bowsprit shall not be extended until the bow of the boat passes the mark. The penalty for failure to comply with this rule shall be one 360-degree turn taken before the finish of the race.

15.3 [DP] In accordance with J/109 class rule 6.4 (Found in Attachment B of this document): Hanging on the mast or shrouds to promote roll tacking or roll gybing is prohibited at all times.

16 TIME LIMITS

16.1 The Mark 1 Time Limit, Race Time Limit (see RRS 35), and the Finishing Window are shown in the table below.

RACE TIME LIMIT	FINISHING WINDOW
120 MINUTES	20 MINUTES

16.3 The Finishing Window is the time for boats to finish after the first boat sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place one more than the points scored by the last boat that finished within the Finishing Window. This changes RRS 35, A5.1, A5.2 and A10.

17 HEARING REQUESTS

17.1 The protest time limit is 60 minutes after the race committee boat is successfully docked. The time will be posted on the official notice board.

17.2 Hearing request forms are available from the race office located at the information desk for MBYC; they also may be turned in there.

17.3 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest room, located within the Trophy Room next to the grill room bar beginning at the time posted.

18 SCORING

18.1 3 races are required to be completed to constitute a series.

18.2 No more than 5 races shall be raced.

18.3 A boat’s series scores are the total of her race scores.

19 SAFETY REGULATIONS

19.1 A boat that retires from a race shall notify the race committee at the first reasonable opportunity. Promptly after returning to shore, the boat shall complete a retirement declaration form, which is available at the front desk of MBYC.

20 REPLACEMENT OF CREW OR EQUIPMENT

20.1 [DP] Substitution of competitors is not allowed without prior written approval of the Challenge Cup Committee.

20.2 [DP] Substitution of damaged or lost equipment is not allowed unless authorized in writing by the Challenge Cup Committee. Requests for substitution shall be made to the committee at the first reasonable opportunity, which may be after the race.

21 EQUIPMENT AND MEASUREMENT CHECKS

21.1 A boat or equipment may be inspected at any time for compliance with the class rules, notice of race and sailing instructions.

21.2 [DP] When instructed by a race official on the water, a boat shall proceed to a designated area for inspection.

22 OFFICIAL VESSELS

22.1 Official vessels will be identified as follows: The race committee vessel shall carry a blue race committee flag, all supporting mark boats and official vessels that are not the race committee shall carry yellow race committee flags.

23 [DP] SUPPORT TEAMS

23.1 Team leaders, coaches and other support person shall stay outside areas where boats are racing from the rime of the preparatory signal for the first start until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment.

23.2 Support Vessels shall be identified with the burgees of the clubs that they hail from. All vessels in the racing area shall carry said identifying burgee in its proper positioning.

25 TRASH DISPOSAL

25.1 Trash may be placed aboard official or support person vessels.

26 HAUL-OUT RESTRICTIONS

26.1 [DP] Boats shall not be hauled out during the event except with and according to the terms of prior written permission of the race committee.

27 DIVING EQUIPMENT AND PLASTIC POOLS

27.1 Underwater breathing apparatus and plastic pools or their equivalent shall not be used around keelboats between the preparatory signal of the first race and the end of the last race of the event.

27.2 Keelboats shall not be cleaned below the waterline by any means during the event.

28 PRIZES

28.1 The Manhasset Bay Challenge Cup, which shall remain at Manhasset Bay Yacht Club on display in perpetuity, shall be awarded to the yacht, helmsman and club that win the series. The club that wins will take home a “Keeper” to maintain the security and value of the cup.

29 RISK STATEMENT

29.1 RRS 3 states: ‘The responsibility for a boat’s decision to participate in a race or to continue to race is hers alone.’ By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.

30 INSURANCE

30.1 Each participating boat shall be insured with valid third-party liability insurance of a reasonable cover given the size and type of boat being raced.

Addendum A: The Deed of Trust

Declaration of Trust

Governing the

Manhasset Bay Challenge Cup

This instrument, made by the Manhasset Bay Yacht Club, a corporation duly authorized and existing under and by virtue of the laws of the State of New York, originally dated December 19, 1902, as amended May 5, 1905, and further amended January 17, 1908, September 17, 1957, March 20, 1962, March 19, 1963, June 21, 1966, January 18, 1972, February 25, 1976, April 25, 1984, March 26, 1992, August 10, 1996, June 6, 2001, April 26 , 2022 and May 22, 2024.

The Manhasset Bay Yacht Club having offered a perpetual challenge cup, to be known as the MANHASSET BAY CHALLENGE CUP, for the promotion of small yacht racing, and development of amateur seamanship, hereby sets forth and declares the terms and conditions which shall govern the tenure of the said cup and competitions, therefore.

Article I

Any organized yacht club in good standing in any country which has a clubhouse and waterfront facilities, and is a member of the United States Sailing Association or the equivalent organization in its own country, shall always have the right to challenge for the Cup and to sail a series therefore, provided such challenge is made and such series shall be sailed in accordance with the terms and conditions of this instrument.

There shall be only one series sailed each year, and the club winning the series shall host the event the following year, except that the series shall be conducted by the Manhasset Bay Yacht Club in each decennial year of the Club's founding in 1891 or such year as mutually agreed upon by the most recent winning club and the Manhasset Bay Yacht Club.

To assure the safety of the Cup, it shall remain on permanent display at the Manhasset Bay Yacht Club with the names of the yacht clubs winning the series suitably engraved thereon. An appropriate keeper trophy will be awarded to the winning club.

Article II
The Challenge Cup series shall be sailed in boats of not less than 18 feet in length on the waterline (18" LWL), which are of a single one-design class or an open class measured to a single rating and raced without time allowance. Alternatively, the Challenge Cup series may be sailed in Ideal 18 class boats, provided that the host club makes at least four club-owned boats available to yacht clubs that have entered a challenge for that series.

Article III
The series shall be administered by the Manhasset Bay Challenge Cup Committee (hereinafter called "Challenge Cup Committee" or "Committee") consisting of three members, which shall be appointed within 90 days after the conclusion of each series. One member shall be chosen by Manhasset Bay Yacht Club, as donor, one by the host club, and one member shall be chosen by Manhasset Bay Yacht Club and the host club; provided, however, that if Manhasset Bay Yacht Club is also the host club, then the third committee member shall be chosen by the Manhasset Bay Yacht Club and the most recent host club that is not the Manhasset Bay Yacht Club, and such third committee member shall not be a member of the Manhasset Bay Yacht Club. The Committee shall elect its Chairperson from among its members.

Title to the Challenge Cup shall be in the Board of Trustees of Manhasset Bay Yacht Club, as the same shall be constituted from time to time as trustees (the "Trustees") to carry out the terms of the Declaration of Trust. They shall have power to interpret this Declaration of Trust.

The Challenge Cup Committee shall have the power to fix and decide all terms and conditions of the series in accordance with, and subject to, the terms of this deed of trust, including, but not limited to, the class in which the series is to be sailed, dates, courses and racing instructions, notices and any other matters pertaining to the series or preliminary thereto. The Challenge Cup Committee may waive for such series such provisions of this instrument as would otherwise govern the series or preliminary thereto, provided, however, that the consent in writing to such waiver signed by the Commodore or Vice Commodore of the Manhasset Bay Yacht Club on behalf of the Trustees shall have first been obtained.

Article IV
The Manhasset Bay Challenge Cup series shall be sailed under then current Racing Rules of Sailing of the United States Sailing Association (RRS), US Sailing prescriptions if any, and Class Rules of the class in which the series is sailed, as modified and governed by this Declaration of Trust, the Notice of Race and the Sailing Instruction for the series.

Article V
The series shall be managed under the direction of the Challenge Cup Committee which shall designate a Principal Race Officer and Race Committee which shall conduct the series under the direction of the Challenge Cup Committee.

Protests shall be decided by a Protest Committee designated by the Challenge Cup Committee prior to the commencement of the series.

Article VI
All challenges shall be in writing and shall be signed by the Commodore of such challenging Club or his duly authorized representative and shall be delivered to the defending club. No challenge shall be delivered sooner that three days after the close of the previous series. In order to ensure a contest, at least one challenge must be delivered before April 1 of the year in which the series is to be held.

Article VII
The Notice of Race shall refer to the then current RRS and shall state that helmsman of each participating boat and all crew shall be a member or spouse of a member in good standing of the yacht club he or she represents; or, if representing a college or university, all crew must be a current student or a graduate of such school no more than 12 months from the date of the race. The crew size shall be governed by the applicable Class Rules of the class chosen for the series.

Article VIII
Each challenging club shall name the yacht that will represent it at least one week before the series.

The yacht so named shall be a bona fide property of the helmsperson representing the club or on a bona fide charter to that person, unless the boat is an Ideal 18 borrowed from the host club as provided in Article II.

No club shall enter more than one yacht for the same series.

Article IX
A series shall be not less than three and not more than five races, as determined by the Challenge Cup Committee.

The following are the conditions of the conduct of the series:
(a) (i) For a series sailed in a class of over 21' LWL, courses shall be not less than six or more than nine miles in length. There shall be a minimum of four and a maximum of eight legs to the course.
(a) (ii) For a series sailed in a class with a LWL of 21' or less, courses shall not be less than three or more than eight miles in length. There shall be a minimum of three legs and a maximum of six legs.

(b) Low Point scoring system of Appendix A will apply modified so that each boat's series score will be the total of all her race scores (no throw out).

(c) If the yachts require measurement prior to a series, it shall be done by the measurer of the host club.

(d) No yacht entered for a series shall be hauled out or laid on shore during the period of the series, except in the case of accident and or necessary repairs.

(e) Protests must be filed in writing with the Challenge Cup Committee within two hours from the finish of the last race of the day. The Challenge Cup Committee may extend the protest time limit if conditions warrant by posting such notice on the official notice board for the series.

Article X
The terms of this deed of trust may be modified by the Trustees by agreement with the yacht club having won the immediately preceding series (which may have been the Manhasset Bay Yacht Club); provided, however, that no modification shall be made during the pendency of any challenge which shall affect that series, unless consented to by all the Challengers.

Article XI
In case the yacht club having won the immediately preceding series shall be dissolved or cease to exist, the Manhasset Bay Yacht Club shall defend the cup in lieu thereof as herein provided.

Article XII
These rules, as amended herein, shall become effective for the 2022 series and following.

Article XIII
The instrument and any amendments thereto shall be executed in duplicate originals, one of which shall be preserved in the archives of the Manhasset Bay Yacht Club and one in the archives of the United States Sailing Association. A conformed copy of this instrument, as amended from time to time, shall be delivered to each yacht club which wins a series.

Addendum B: J/109 Class Rules as amended under NOR 1.4.1

1.0 Administration

1.1 The J/109 Class Association through its Executive Board shall be the sole authority for managing and conducting J/109 Class affairs and for applying and enforcing these Rules. Local fleets shall have delegated authority to apply and enforce these rules for fleet events and for local events within fleets.
1.2 J/109's which comply with these Rules shall be built only by builders licensed by J/Boats, Inc. and shall comply with specifications determined by J/Boats, Inc. Repairs and modifications shall be made in accordance with J/Boats, Inc. specifications.
1.3 No boat shall be deemed to be a J/109 Class boat unless it is completed with a hull identification number assigned by a builder authorized by J/Boats, Inc. and moulded into the transom and until the boat is equipped to qualify for J/109 one design Class racing.
1.4 Moulded fiberglass parts, spars, rudders, keels, engines, and props shall be supplied by J/Boats, Inc. or its authorized vendors. Major repairs and modifications shall be made in a manner approved by J/Boats, Inc. or by an authorized J/Boats, Inc. builder.
1.5 Unless otherwise prescribed in the Notice of Race, advertising on boats entered in J/109 Class and fleet sponsored events shall comply with Word Sailing Regulation 20 (or any successor regulation). No advertising is permitted other than allowed by Section 20.3.1, 20.4 and 20.7.

3.0 Measurement

3.1 Neither the Chief Measurer nor an assistant measurer shall measure a J/109 in which he or she is an interested party.
3.2 The captain and owner are responsible for assuring that a J/109 participating in a J/109 class or fleet sanctioned event complies with these Rules.
3.3 By participating in a J/109 sanctioned event, Voting Members, owners, and captains agree to permit J/Boats, J/109 Class officers, measurers, and the Race Committee or their representatives to board their boats unaccompanied for purposes of inspection, measurement, or compliance at any time during an event or within 24 hours before or after the event.
3.4 A measurement determination by the Chief Measurer or an assistant measurer shall be determinative.
3.5 A technical decision or determination by the Technical Committee which applies to these Rules shall be determinative.

4.0 Equipment Rules

4.1 Standard factory supplied equipment, including, but not limited to, railings, stanchions, and furnishings, except as listed in section
4.3, shall be maintained and will not be removed, relocated, or altered when racing.
4.2 Safety equipment shall be on board, shall be used, and shall at least conform to World Sailing Offshore Special Regulations Appendix B, provided that personal floatation devices meeting USCG Type II requirements shall be sufficient. See www.sailing.org. Each J/109 participating in a Class or fleet sponsored event shall comply also with additional safety requirements of the Race Committee as set out in the Notice of Race and sailing instructions.
4.3 The following are permitted while racing:
4.3.1 tactical / navigation / communication instrumentation
4.3.2. Interior cruising and day sailing amenities that do not enhance performance
4.3.3 Foredeck lifeline netting, shroud and lifeline rollers, and other anti-chafing gear
4.3.4 Installed but unused genoa tracks
4.3.5 U-bolts or pad eyes outboard of the track for barber hauling the jib or affixing blocks to as amended by the Voting Members, effective June 1, 2021 3 stanchion bases for the same purpose

4.3.6 Spinnaker sheet twings led to stanchion bases or midship pad eyes, with additional cam cleats
4.3.7 The Jib may be in hauled forward of the mast with the lazy sheet or behind the mast in a horizontal manner with a control line system
4.3.8 Block and tackle Cunningham
4.3.9 Re-leading the single ended outhaul and/or boom vang to the cockpit
4.3.10 Foot braces, hand holds, non-skid surfaces, and lifeline cushions
4.3.11 Use of a shackle or similar device to attach headsail sheets to sails and to attach the tack line to the spinnaker
4.3.12 Removal of the dodger, forward cabin cushions, forward bulkhead door, and stern box
4.3.13 Adaptations (as defined in Word Sailing IFDS Race Management Manual (2017-2020) (or any successor regulation) permitted by World Sailing International Foundation for Disabled Sailing (IFDS) also known as 'Para World Sailing Race Management Manual' for use by a sailor possessing a current classification number under the IFDS Functional Classification System, provided (a) such adaptations are used only by the disabled sailor, and (b) meet the conditions set forth in Section 5 of the Para World Sailing Race Management Manual 2017-2020.
4.3.14 Substitution of blocks, cleats, and clutches provided by non-standard equipment manufacturers, provided that the replacement parts are of similar size, weight, and power ratio and perform the same function.
4.3.15 Substitution of high-modulus polyethylene fibre (e.g., Dyneema™ or Spectra™) lifelines for steel wire, subject to the requirements of Rule 3.14.6 of the World Sailing Offshore Special Regulations (or any successor regulation).
4.3.16 A Bob Stay using high –modulus polyethylene fibre (e.g., Dyneema™ or Spectra™) secured in the bow above the waterline and on the Bow Sprit, provided that a Bob Stay may not be used while racing under J/109 one design rules unless specifically permitted by the sailing instructions for the event, or the local Fleet Captain has issued instructions that Bob Stays are allowed for events sanctioned by the local Fleet. Local Fleet Captain instructions do not apply to Class sanctioned events.
4.3.17 The maximum power ratio of the jib lead adjusters permitted is 8:1. This can be done by adding sheaves to existing tackle or, adding a 2:1 cascade to the existing 4:1 tackle. The jib lead adjustment line must use the existing cheek block and jib lead cleat on the same side as the jib car it adjusts.
4.4 The following are not permitted while racing in inshore buoy races:
4.4.1 Halyard locks or hooks
4.4.2 Holes or tubes which lead lines or halyards through the deck, hull or transom other than the sprit control line
4.4.3 Altering the hull or rudder or keel profiles or exceeding tolerances in officially determined offsets
4.4.4 Specialty light air sheets which cannot be used in heavy air
4.4.5 Altering the mast, boom, or bowsprit, other than: a) opening the sail slot to raise the cutaway to a maximum length of 12 inches (305 mm) and relocating the gate, for the purpose of making it easier to bend on the mainsail b) installing a track for a storm trysail, not to be used during Class events.
4.4.6 Adjusting the location of the mast butt or the standing rigging, other than the backstay
4.5 A Voting Member may request a written determination from the Technical Committee concerning the compliance of any proposed alteration or upgrade with these Rules. All such determinations shall be posted on the Class website. As amended by the Voting Members, effective June 1, 2021 4

5.0 Sails

5.1 Each sail purchased for use in J/109 Class sanctioned events shall comply with the Class Rules in effect on the date of delivery. New sails delivered on or after September 1, 2006 shall have a J/109 sail tag affixed and sewn at the tack. Sail tags shall be sold to sail makers by the J/109 Class Association and shall have serial numbers which are registered with the Class secretary. By affixing a sail tag, the sailmaker certifies that the sail meets the then effective sail material, weight, and measurement requirements of these Rules. Fees for purchase of sail tags shall be determined by the Executive Committee. The sailmaker shall: a) sign a certificate, including the sail tag serial number, a statement that the sail conforms to class rules, and the date of delivery to the owner; b) provide a copy of the certificate to the owner c) provide the original to the Class Treasurer for registration in the Class Association database. Owners should confirm prior to a Class event that each sail they plan to use has been properly registered.

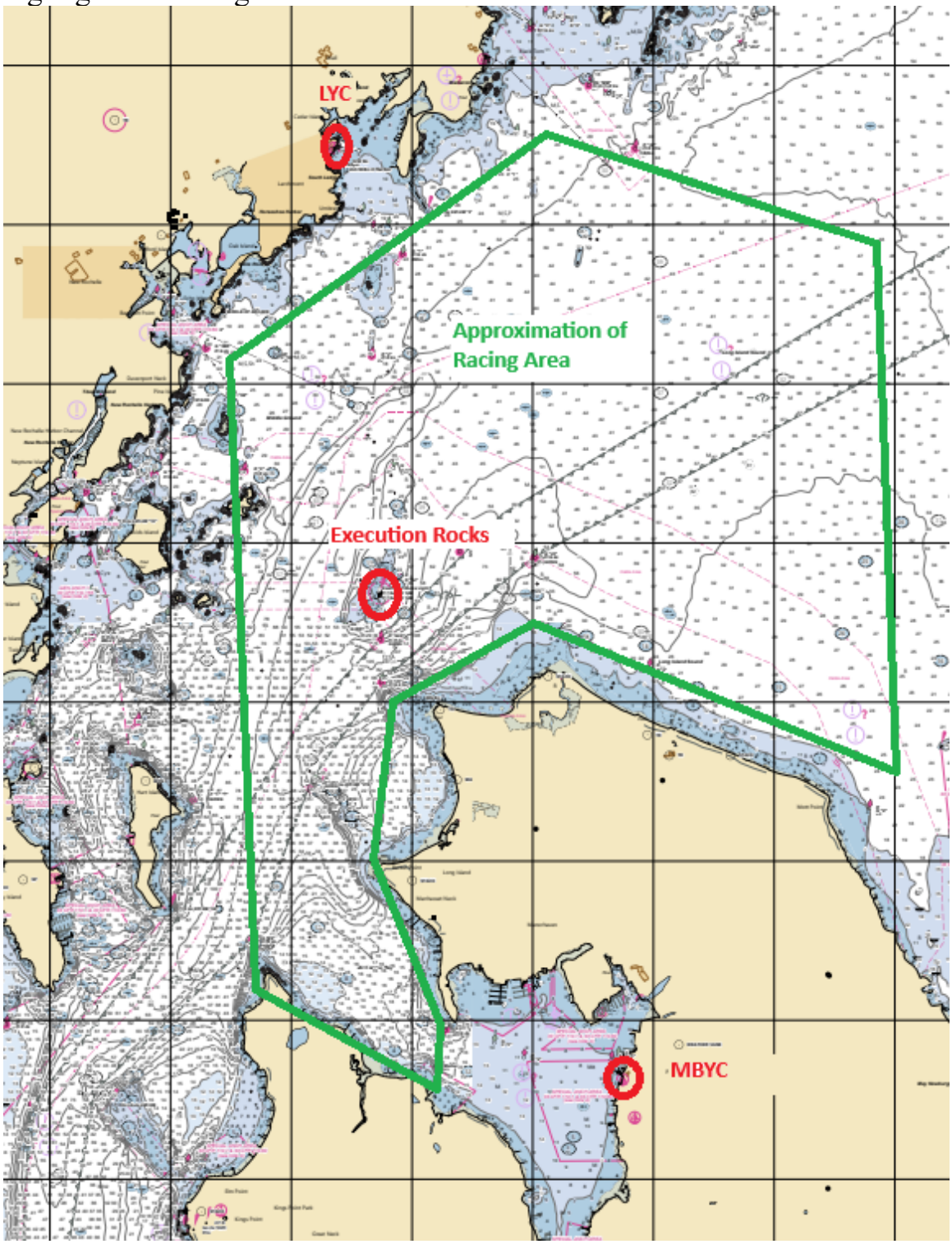
5.2 All sail measurements shall be made by certified measurers and in accordance with the current World Sailing Equipment Rules of Sailing (“ERS”). In this section, terms in BOLD are used as defined and used in ERS.
5.3 Sails carried on board and used for J/109 Class or fleet sanctioned events for inshore buoy racing shall be limited to five sails: one Class mainsail, two Class jibs, and two Class spinnakers. Each Class sail shall comply without exception with the provisions of these Rules. A jib or spinnaker may be changed for the other declared sail at any time during the event, at the discretion of the captain.
5.4 The Class mainsail may be manufactured of woven and laminated materials [delete IMS reference], including polyester, aramid, and carbon fibres having a bag weight (without battens) of not less than 31.96 pounds / 14.5 kilos. Dimensions shall not exceed: luff length – 13180mm; foot length – 4720mm; half width – 3068mm; three-quarter width – 1794mm; top width-189mm. The class mainsail may have up to five battens of any length and arranged so that the centre of the batten pockets shall divide the leech of the sail into equal parts with a tolerance of +/-80mm. The tack ring of the Class mainsail shall be affixed in the standard tack fitting, and the clew shall not be allowed to float free from the boom. The foot may be otherwise loose. At least one serviceable row of reef points shall be installed approximately parallel to the foot with the tack point and the centre of the reef points in the luff to be no closer than 1830mm to the boom. The Class mainsail may be attached to the mast with slide, luff cars, or bolt rope. The Class insignia in blue (or white on carbon) with overall dimensions of approximately 450x900mm shall be affixed on both sides of the Class mainsail with the bars nearly perpendicular to a line between the head and centre of the boom and between the upper two batten pockets. Windows are permitted.
5.5 The Class jib may be manufactured of woven and laminated materials approved by IMS, having a bag weight (without battens) of not less than 24.8 pounds / 11.25 kilos. Dimensions shall not exceed: luff perpendicular – 4250mm (105% LP); luff length – 13840mm. The leech shall be fair and concave (half-width shall not exceed 50% of the foot length and three-quarter width shall not exceed 25% of foot length). For all sails delivered on and after September 1, 2006, the dimensions of the jib shall not exceed luff perpendicular – 4250mm (105%LP); luff length – 13890mm; half-width – 2125mm; and three-quarter width – 1063mm. Up to four battens of any length are permitted on the leech, provided they do not restrict rolling the jib on the Furler. Windows are permitted. The jib 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 furled. As amended by the Voting Members, effective June 1, 2021
5.6 The class asymmetric spinnaker shall be manufactured from woven nylon with a minimum nominal weight of not less than 40grams per square meter. The area of the sail (“SA”) shall not exceed 108 square meters, based on the formula: SA=(luff length + leech length) *.25 foot length + (half width -.5 foot length) *(leech length + luff length)/3. Adjustable leech, luff, and foot lines shall be fitted to the Asymmetric spinnaker.
5.7 For J/109 Class or fleet sanctioned one design racing, purchases shall not exceed (a) two mainsails, jibs, and spinnakers in the first year of ownership (b) plus one mainsail, one jib, and one spinnaker during any subsequent calendar year. Notwithstanding any other limitation in this section, the Executive Board or the Chief Measurer may permit replacement of any sail which has been damaged beyond reasonable repair.
5.8 For J/109 Class sanctioned events hosted by Fleet #11 (Great Lakes & Lake Champlain) during the 2021 calendar year, including the 2021 North American Championship and any event advertised as a 'pre-NAs,' 'tune-up' or similar, the following applies to spinnakers: (a) The asymmetric spinnaker shall be manufactured from woven nylon with a minimum nominal weight of not less than 40grams per square meter. The area of the asymmetric spinnaker (“SA”) shall not exceed 120 square meters, based on the formula: SA=(luff length + leech length) *.25 foot length + (half width -.5 foot length) *(leech length + luff length)/3. Adjustable leech, luff, and foot lines shall be fitted to the Asymmetric Spinnaker. (b) All asymmetric spinnakers declared for use during the events must be measured for compliance with 5.8(a) and issued a J/109 sail tag. Sailmakers are responsible for obtaining sail tags, conducting measurement, and submitting measurement data in accordance with Rule 5.1. (c) All asymmetric spinnakers shall be listed in the J/109 sail tag database and the notes field will distinguish sails used under this Rule by stating the actual measured area in the following format: “Oversized Spinnaker Area xxx.xx square meters.” This rule shall expire on December 31, 2021 and be automatically deleted from the J/109 Class Rules as of that date. The expiration of this rule shall not cause the sail tag or accompanying notes to be deleted from the database.

6.0 Additional Class Racing Provisions

6.1 For J/109 Class or fleet sanctioned events, the crew of each boat shall be limited to the driver plus six crew members. To encourage participation, including junior sailors, a seventh “lightweight person” may be added without penalty, provided that person’s weight does not exceed 60 kilos (132 lbs.).
6.2 By vote of the Executive Board, a Championship event may be designated to be a “weight limited” event. The Notice of Race for such events shall state that Rule 6.2 applies, and Rule 6.1 does not apply. Total weight of crew (excluding the driver) in swimming apparel shall not exceed 550 kilos (1213 pounds).
6.3 The bowsprit shall be retracted when not in the process of setting, flying, or taking down the spinnaker. When approaching a windward mark without the spinnaker set, the bowsprit shall not be as amended by the Voting Members, effective June 1, 2021 6 extended until the bow of the boat passes the mark. The penalty for failure to comply with this rule shall be one 360 degree turn taken before the finish of the race.
6.4 Hanging on the mast or shrouds to promote roll tacking or roll gybing is prohibited at all times.

Addendum C: Starting Area

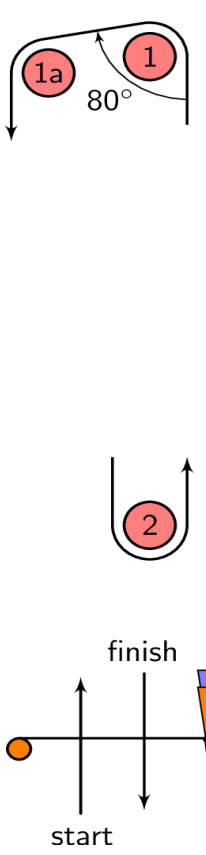
C1: Limits to the starting area are described by the following map highlighted with a green extent.



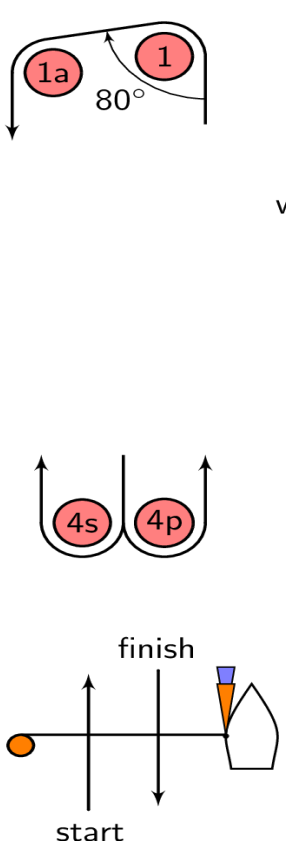
Addendum D: Windward-Leeward Course Diagrams

B1: Courses for Windward Leeward will consist of courses described by the following charts.

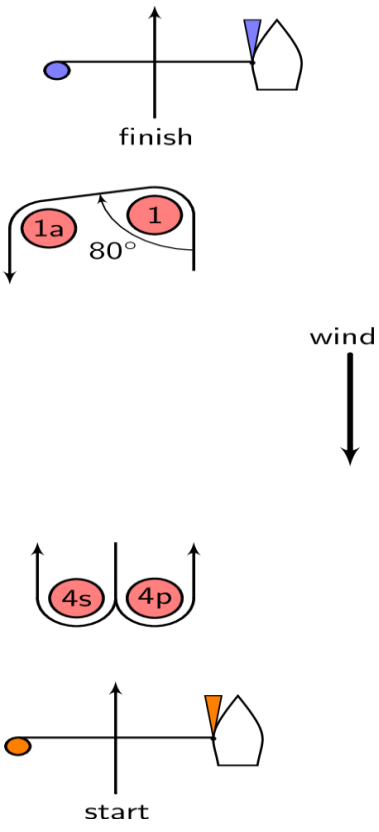
B1.1



B1.2

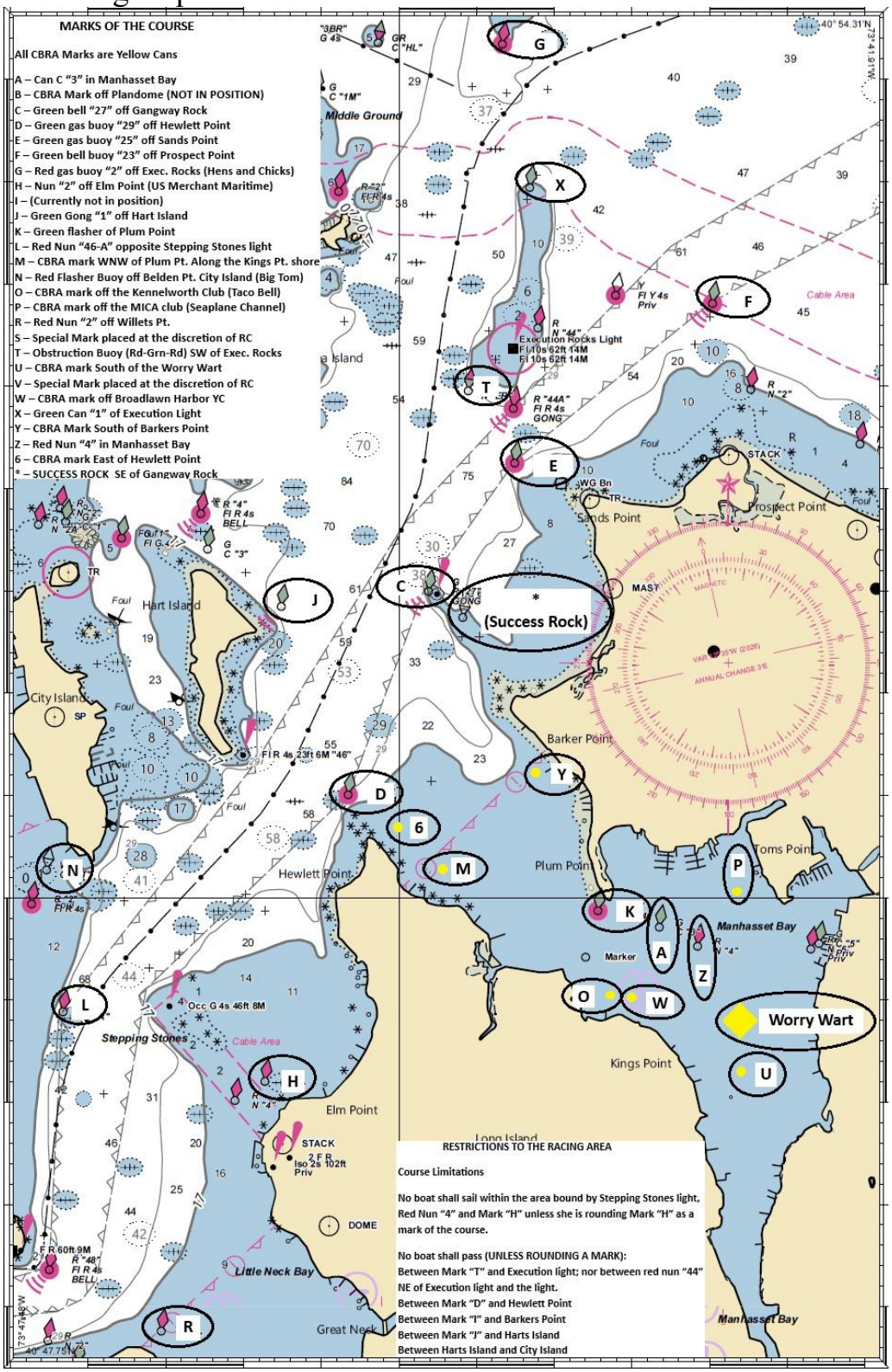


B1.3



Addendum E: CBRA Racing Marks Supplemental Map

E1: Marks to be used in the case of a navigator course are described on the following map



Addendum F: Obstruction Map

F1: Obstructions to the racing area are described pictorially in the following chart highlighted in red.

