

SCALE: 3/8 inch = 1 foot 10 FT.

San Juan 24

North American Class Association

CONSTITUTION, SPECIFICATIONS
and
MEASURER'S HANDBOOK

Revised through June 1992

NORTH AMERICAN SAN JUAN 24 CLASS ASSOCIATION

This constitution and these specifications are effective as of January 1, 1979. All previous rules and rulings are superseded.

CONSTITUTION

ARTICLE I. - NAME

North American San Juan 24 Class Association.

ARTICLE II. - EMBLEM

The Emblem of the Class shall be a Square S with a J under the bottom half, and the number 24 upper right as indicated on the official Sail plan.

ARTICLE III. - OBJECT

To promote and develop SJ24 racing under uniform rules governed by the North American. SJ24 Class Association.

ARTICLE IV. - POLICY

A. To cooperate with all other yachting organizations and to request in return, recognition of this Association and its rules.

B. To keep the SJ24 yacht within the financial reach of individuals of moderate means without handicapping ability, or encouraging neglect in conditioning yachts, or retarding the development of the SJ24 Class.

C. To maintain a one-design class in order to insure that all SJ24 Class races held under the auspices of this Association be to determine the skill of the skipper and crew and to eliminate variation in the construction of the yacht that would be detrimental to the best interests of the Association. Everything in the Constitution and Specifications is intended to insure competition between yachts of one design, and the spirit of the Constitution and Specifications is to this end.

D. To promote the inherent cruising ability of the yacht.

ARTICLE V. - ORGANIZATION

A. A San Juan 24 skipper shall apply for membership in the Association, whenever practicable. Through a fleet on whose waters he or she normally sails. If an applicant is for any reason not admissible to Fleet membership, or if Fleet membership is impractical because of geographical location, the application may be made directly to the association for unattached membership. In either case, the application shall be subject to rejection for cause by the Governing Board.

B. The Fleet is a territorial unit open to all eligible persons, within its area. It elects its own officers which must include a Fleet Captain, who must be a member of the Association, a Fleet Measurer, who must be a member of the Association, and a Fleet Secretary, who must be a member or the spouse of a member of the Association. The Fleet is self-governing in all local matters, so long as it is consistent with association rules, and has the power to accept or reject applications for Fleet membership.

C. The powers of the Association shall be vested in the Governing Board.

ARTICLE VI. - JURISDICTION

The Association has jurisdiction over all San Juan 24 activities. Its Constitution, By-Laws, Rulings and Specifications are binding upon All members and Fleets, and govern all sanctioned San Juan 24 races regardless of the identity of the sanctioning organization.

ARTICLE VII. - FLEET CHARTERS

A. A new fleet may be granted a charter upon application to the Secretary-Treasurer of the Association and approval by the Governing Board. Application shall be made by three or more owners, who must be members of the Association, of three or more San Juan 24 sloops not within the territory of an organized fleet. The Governing board shall have the authority to designate the geographical area included within each Fleet's territory, and to enlarge or decrease the area from time to time as may be required for orderly growth and development of the San Juan 24 Class.

B. Fleet charters may be suspended by the Governing Board, but can be revoked only at an annual meeting, for failure to maintain in good standing a minimum membership and quota of San Juan 24 sloops as above required, or for other adequate cases.

ARTICLE VIII. - DUES

Association dues, fees and royalties shall be fixed at the annual meeting. Fleet dues, if any shall be fixed by the Fleet.

ARTICLE IX. - MEMBERSHIP

A. A member of the Association is a person who has paid the applicable dues, fees and royalties of the Association. Members have the privilege of voting and holding office and may command a San Juan 24 sloop in sanctioned races. A member must be an owner or part owner of a San Juan 24 sloop. There are no age or sex limitations on eligibility for membership.

B. An associate member is a person who has paid the applicable dues, fees and royalties of the Association. Associate members may be actively engaged in San Juan 24 Fleet activities as a Fleet officer or active crew member and may command a leased San Juan 24 sloop in sanctioned races. Associate members do not have the privilege or voting or holding office in the Association.

ARTICLE X. - OFFICERS AND MEMBERS OF THE GOVERNING BOARD

A. The officers of the San Juan 24 Class Association and their respective dues shall be as follows:

1. **COMMODORE:** The Commodore is the chief executive. The Commodore shall preside at meetings, serve as chairmen of the Governing Board, rule on procedure and jurisdiction, summarize decisions, appoint special committees, and authorize payment of expenses.
2. **VICE COMMODORE:** The Vice Commodore shall perform the duties of the Commodore in the absence of the Commodore or in the event of the Commodore's death, inability or refusal to act; and shall assume such other duties as may be delegated by the Commodore or the Governing Board.
3. **SECRETARY-TREASURER:** The Secretary-Treasurer shall record the minutes of the Association, the Governing Board, see that all notices are duly given in accordance with the Constitution and Bylaws; be custodian of the Association records, funds and securities; keep a list of the mailing addresses and boat numbers of the members; and receive and give receipts for money due and payable to the Association, and deposit such money in the name of the Association in such banks, trust companies or other depositories as the Governing Board may select.

4. CHIEF MEASURER: The Chief Measurer shall be the chairman of the Measurement Committee and, as such, shall be a certified measurer, shall have authority to certify other measurers, shall be in charge of all certified measurers, shall be the first line of appeal of a local measurer's decision, and have authority to review and accept or reject their findings, and shall answer questions about measurement rules. He shall interpret the rules and regulations concerning construction sail plan, rigging and equipment; and shall make rulings on matters not specifically covered in the official plans and specifications. Appeal of the Chief Measurer's decision shall be made in writing to the Measurement Committee via the NACA secretary. The Measurement Committee has the power to enforce its decisions by suspension of an individual member and its ruling shall be binding and final. Such rulings shall be published in the Association newsletter and are Subject to approval by a representative of the Clark Boat Company and Bruce Kirby but unless and until any such ruling is disapproved by the Clark boat Company representative or by the Governing Board, the ruling shall be binding on all concerned. Where appropriate, approved rulings shall be made an official part of the class specifications. The Chief Measurer shall be the custodian of the official specifications and shall be responsible for keeping them current..

5. EDITOR: The Editor shall edit the A yearbook and newsletters, and shall have general responsibility for all matters concerning publicity.

B. The Commodore, Vice Commodore and Chief Measurer shall be elected at the Annual Meeting and serve for one year, from January 1, to December 31, or until the successors qualify. Each shall be nominated and voted upon separately, in the order named. To be elected, a candidate must receive a majority of the votes. If no candidate receives a majority of the votes cast for that office on the first ballot, then the two candidates receiving the greater number of votes shall be the only candidates voted upon in the second ballot, and the one of them receiving the greater number of votes shall be declared elected. Nominations may be made by any member in advance of the Annual Meeting by mailing or delivering written notice thereof to the Secretary-Treasurer.

C. The Secretary-Treasurer and the Editor shall be appointed by the Commodore-elect prior to or at the time of his taking office. The amount of their compensation, if any, shall be fixed by the Governing Board. Neither the Secretary-Treasurer nor the Editor need be a member of the Association if his or her spouse is a member.

D. Other members of the Governing Board shall include the Fleet Captains, a representative of Clark Boat Company, and Bruce Kirby, designer.

E. Majority vote of those present shall decide all issues unless otherwise provided in the Constitution. If a Fleet Captain is unable to attend a meeting of the governing board, he or she may authorize another member of the Association to attend and vote in his or her behalf by filing a written proxy with the Secretary-Treasurer or with the Chairman of the meeting. The Governing Board shall interpret the Constitution and shall conduct all business and determine policy of the Association, and shall serve as the last court of appeal in disputes over constitutional rights. The Governing Board has the power to enforce its decisions by suspension of Fleet or individual members. Its ruling shall be binding and final. The Governing Board may amend the Constitution. Any action which could be taken at a meeting of the Governing Board may be taken without a meeting of a consent in writing, setting forth the action so taken, shall be signed by at least three-fourths of the members of the Governing Board. The manner of fixing the time and place of meeting of the Governing Board shall be set forth by the Commodore. One-half the number of members of the Governing Board present in person, or by proxy, shall constitute a quorum for its meetings.

ARTICLE XI. - MEETINGS OF MEMBERS

A. Time and Place of Meetings. The annual meeting of the members shall be held during the period of and in the vicinity of the North American Championship Series. Special meetings may be called by the Governing Board or by demand in writing by fifty percent of the Fleets. Exact time and place of all meetings shall be fixed by the Governing Board.

B. Notice of Meeting. Notice of the time and place of the annual meeting shall be given by general announcement at the North American Championship Series. In the case of a special meeting and the purposes for which the meeting is called, shall be mailed not less than 30 days, nor more than 60 days, before the meeting, to each member at his address appearing on the membership books. For the purpose of determining members entitled to notice of, or to vote at any special meeting of members, membership books close sixty days before the meeting, or at such later date as may be ordered by the Governing Board.

C. The purpose of a special meeting must be plainly stated in the notice, in such form as to permit voting by mail, and no other business than that stated must be transacted.

D. Voting. Each member shall be entitled to one vote, except that in the case of co-owned San Juan 24 sloops, only one vote per boat shall be allowed. A majority of votes cast shall decide all questions unless a greater voting requirement is stipulated in the Constitution. The Chairman of the meeting shall cast the one deciding vote in case of a tie, and may also fix a time limit on speakers and debate of motions. In the case of a special meeting, voting by mail or by proxy, authorized in writing shall be allowed. Mailed ballots shall be entitled to be recorded and counted only if received by the Secretary-Treasurer on or before the day preceding the date fixed for the special meeting. Only members present in person may vote at an annual meeting

E. Quorum. Two-thirds the number of members registered to participate in the concurrent North American Championship Series shall constitute a quorum for the annual meeting.

ARTICLE XII.

This Constitution and specification, the class officers and members, must abide by all patents, copyrights and agreements of Clark Boat Co., builder, and Bruce Kirby, designer, of the San Juan 24.

SPECIFICATIONS

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SPECIFICATIONS

1. PURPOSE

1.1 The purpose of this specification is to provide a basis for one design racing of San Juan 24 sailboats. Certain elements of the boats that affect speed are herein limited.

1.2 It is intended the boats be competitive within the class without stripping them of reasonable cruising equipment.

1.3 The policy of the class is contained in the Constitution.

2. SCOPE

2.1 This specification shall limit the following features:

- Sail Plan
- Standing Rigging
- Boat Weight
- Hull and Keel
- Cockpit and Deck
- Sailing Equipment
- Safety Equipment
- Engine
- Cabin Interior

2.2 This specification provides for a fleet measurer and for certification of boats. A procedure is established for appeal of a measurer's decision.

2.3 It is strongly recommended that anyone wishing to violate the intent of these specifications obtain a ruling from the Chief Measurer first.

3. DEFINITION OF TERMS

3.1 San Juan 24

3.1.1 A San Juan 24 is the standard boat manufactured by Clark Boat Co. The hull and keel, except rudder are identical in shape with Hull No. 1. The rudder must be one of the two shapes manufactured by Clark Boat Co.

3.2 Sailing Equipment

3.2.1 Sailing equipment consists of sails, engine, fuel tanks, fuel, safety equipment, ground tackle, lines, cushions, sufficient galley facilities and equipment for the crew and miscellaneous loose items that shall be on board the

boat whenever raced. The sailing equipment provides necessary equipment to operate the boat with adequate safety and comfort requirements to provide sensible racing. Sailing equipment is not to be removed or increased to suit the weather conditions. If any items are removed, the appropriate quantity of compensating ballast must be added.

3.2.2 Consumable stores and bedding are excluded from sailing equipment.

3.3 Compensating Ballast

3.3.1 Compensating ballast shall be used to increase the boat weight (stripped) in order to comply with the limits specified in paragraph 4.3.1. Compensating ballast shall be securely fastened to avoid shifting. It shall be positioned to be no less than 10 inches (25 cm.) above cabin sole.

3.4 Measurement Certificate

3.4.1 A local fleet measurer shall measure and record all measurement parameters as listed on the work sheets and make initial determinations as to whether or not the boat complies with the San Juan 24 one-design specification. The local fleet measurer and the boat owner shall sign and date the work sheets and after completed and signed, shall constitute a sixty (60) day temporary certificate. A copy of the work sheets shall be sent to the Chief Measurer and the Chief Measurer shall review the work sheets and issue a NACA Certificate within sixty (60) days.

3.4.2 Each boat shall carry, on board, a copy of its measurement certificate while racing.

3.4.3 The Chief Measurer shall have the authority to withhold a measurement certificate from a boat that is non standard or has been altered or modified in order to violate the intent of one-design racing. The Chief Measurer's decision may be appealed per paragraph 6 by either the owner or other fleet members.

3.4.4 Award of a measurement certificate for a boat with non-standard features shall not establish a precedence for allowing use of the specific non-standard feature by other boats.

4. MEASUREMENT LIMITS

4.1 Sail Plan

4.1.1 Sail plan measurements shall not exceed the following dimensions:

DIMENSION	MAX. LENGTH IN FEET	
MH (mast height)	28.9*	(881)
I (Fore triangle hoist)	29.6**	(902)
3 (Fore triangle base)	9.5**	(290)
LPG (Longest perpendicular at Genoa)		
#1 Genoa, 163% or less	15.5	(472)
#2 Genoa, 153% or Less	14.5	(442)
#3 Genoa, 110% or less	10.5	(320)
SPL (Spin. pole length)	9.5	(290)
SL (Spin. Luff/leach length)	29.6	(902)
SMW (Spin. max. width)	17.1	(521)
SPH (Spin, pole height)	1.4	(226)
N (Length of mainsail toot)	8.0	(244)
P (Length of mainsail hoist)	26.0	(793)
4%B (4% of rated beam)	0.31	(9)
Spreader length (outside of mast to inside of shroud)	2.8	(85)

The Mainsail shall have a maximum area, as determined below, of 125.2 square feet. The leech must have a continuous curve, with not more than one inch hollow.

The formula for determining the square foot of the Mainsail is as follows:

$$\text{Area} = (3 \times E + 4 \times \text{MGM} + 4 \times \text{MGU} + \text{HB}) \times P \times .0833.$$

MGM is the Middle girth measurement, MGU is the upper measurement, and HB is the maximum fore and aft dimension of the headboard.

*MH is the vertical distance from the forestay pin at the top of the mast to the underside of the wedge-shaped mast step (forward side).

**Reference only. Need not be measured.

4.1.2 A grooved headstay maybe used, however, if the headstay dimension exceeds 1.125 in. double it's fore and aft dimension must be included in the LPG measurement.

4.1.3 No flying sails (bloopers, etc.) other than the spinnaker shall be allowed.

4.1.4 Staysails may not be used.

4.1.5 Six sails total are allowed to be approved Measured Sails. (#1 Genoa, 163% or less, #2 Genoa, 153% or less. #3 Genoa 110% or less, Mainsail, Spinnaker, Spinnaker). All measured sails must be on board while racing. A total of two (2) sail change credits shall be awarded each SJ-24 at the first of each calendar year up to a maximum of 4 unused sail change credits per yacht. Credits may be used as authorization to have replacement sails certified and added to the yacht's sail inventory. It will be the responsibility of the local measurers to record and control the sail change credits for each yacht in their area.

4.2 Mast and Boom Measurements (Standing Rigging)

4.2.1 A contrasting band must be painted on the mast and boom to comply with the sail plan measurements. The spreader length from the outside of the mast to the bearing surface of the shroud must not be less than 2.8 feet (85 cm).

4.2.2 The distance between shrouds at the spreader tips must not be less than 65.5 inches (166.4 cm) nor more than 67.5 inches (171.5 cm).

4.2.3 The mast must be non-tapered, with nominal fore and aft dimension and wall thickness as supplied to Clark Boat Co. by its regular vendors.

4.2.4 The location of the center of the chain plates must be 153 + or - 1 inches (389 + or - 2.5 cm) from the corner of the transom at the shear, excluding trim pieces, and 7 + or - 0.5 inches (17.8 + or - 1.3 cm) from the outside of the hull, excluding toerail, that same distance from the transom. The intersection of the midstay and the deck meet be no less than 18 inches (45.8 cm) from the forward side of the mast base.

4.2.5 The shrouds and stays, excluding backstay, may be adjustable by turnbuckles only. The backstay, mid-stay, and lower shrouds may not be less than 5/32 inch (4 mm) thickness, the forestay and upper shrouds may not be less than 3/16 inch (5 mm) thickness. All shrouds and stays must be 1 x 19 stainless steel wire.

4.2.6 The masthead may not be altered to affect the standing rigging or the sail plan.

4.2.7 All standing rigging, including mast, boom, and midstay must be in place and functioning as designed at the start and during each race. Breakdowns must be repaired and all parts functioning prior to the start of a race following the race in which the breakdown occurred.

4.3 Boat Weight

4.3.1 The weight of the boat with equipment as listed in 4.3.3 must not weigh less than 3250 pounds (1475 Kg). (Stripped boat weight.)

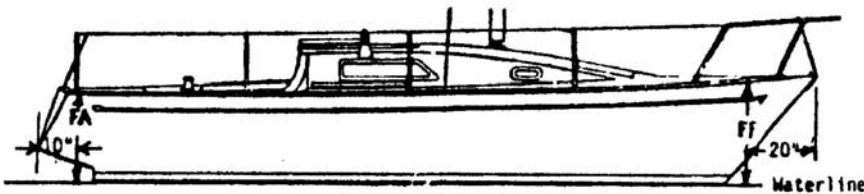
4.3.2 The minimum race-equipped weight of boat shall be 3,650 lbs. (Race-equipped weight is the stripped weight plus sailing equipment, excluding stores.) A freeboard measurement method may be used to determine total displacement or boat weight. Freeboard measurements of the race-equipped boat shall not exceed:

	<u>Fresh Water</u>	<u>Salt Water</u>
Freeboard Forward (FF) (82.4cm)	36.125" (91.8cm)	3 6.375"
Freeboard Aft (FA) (82.2cm)	32.125"(81.6cm)	3 2.375"

Freeboard measurements are to be made from the intersection of the deck and hull to the water level at 20' (50.8cm) from the bow for FF and 10' (25.4cm) from the aft-most part of the hull for FA.

Measure from intersection
of deck & hull to water

Measure from intersection
of deck & hull to water



4.3.3 Hatch covers, compensating ballast, head, and water tanks are to be included in the boat weight. The water tank, bilges and the holding tank of the head shall be dry. The head may not weigh more than 45 pound. (20 Kg).

4.4 Hull Configuration

4.4.1 The configuration of the keel and the hull below the sheer shall be that of a standard San Juan 24. Normal fairing of the keel shall be allowed.

4.4.2 Material added to the exterior of the hull or keel that causes a buildup in excess of 0.125 inch (3 mm) shall not be allowed, beyond normal buildup as relates to fairing of the keel.

4.4.3 Sink thru hull fittings shall not be removed or puttied fair.

4.4.4 The rudder is controlled by the definition of San Juan 24 in 3.1.1.

4.4.5 The deck, cockpit and cabin trunk shall be the standard design as manufactured by Clark Boat Co.

4.4.6 The keel shall weigh more than 1640 pounds (744 Kg) but less than 1660 pounds (753 Kg)

4.5 Safety Equipment

4.5.1 All boats shall be equipped so as to comply with Local Coast Guard, club, an fleet requirements, as well as standards for good boating practice.

4.5.2 All boats shall be equipped with a bow pulpit, a single taut life line not less than 18 inches (45 cm) above the working deck and a stern pulpit or enclosing life lines to the same height.

4.6 Engine and Fuel (This paragraph may be excluded at fleet option.)

4.6.1 The boat shall have on board an engine of at least four horsepower.

4.6.2 The boat shall have on board at least three gallons (11.5 liters) of gasoline at the start of a race.

4.6.3 While racing, the engine, if an outboard, shall be mounted to the transom.

4.7 Running Rigging

4.7.1 Running rigging shall not be controlled by this specification however, all running rigging must be above deck.

4.8 Cabin Interior The cabin interior is not controlled by this specification as long as the deviation from standard weight distribution and cruising ability conforms to the purpose of this specification.

5. REVISIONS

5.1 Proposed revisions to this specification shall be presented to the Chief Measurer and shall be voted upon by the general membership by mail. The proposed revision shall be published at least 10 days prior to voting. A two-thirds majority vote shall be sufficient to adopt a revision.

6. APPEALS

6.1 Appeal of a measurer decision shall be made in writing to the fleet secretary. The appeal shall be read and acted upon by the voting members of the fleet. The Chief Measurer shall act as overseer in all measurement disputes.

6.2 (Proposed) Appeal of a local measurer's decision shall be made in writing to the NACA Chief Measurer. The Chief Measurer shall make a ruling and reply in writing to the appealing source. Appeal of the NACA Chief Measurer's decision shall be made in writing to the Measurement Committee via the NACA Secretary. The committee shall review the facts and make a ruling and reply in writing to the appealing source. In any case, either an individual member or a fleet may initiate an appeal.

7. POTENTIAL. SPECIFICATION ADDITIONS

7.1 Items here are presently being evaluated by the Fleet and the Governing Board and are considered permissible and limited to the extent established in the following paragraphs.

7.1.1 Heavy weather jibs or mainsails are considered safety sails and are not part of the six (6) sail limitation. Safety sails may be on board while racing at the discretion of the skipper, but need not be on board for all races.

7.1.2 A heavy weather jib is defined as being less than 13% of l^2 or 114 sq. ft. The maximum LPG of a full hoist jib is 7.6 ft. This is equivalent to an 80% jib.

APPENDIX 1
SAN JUAN 24
NORTH ANRRICAN CLASS ASSOCIATION
MEASURER'S HANDBOOK

OBJECTIVE

To define uniform measurement techniques for measuring San Juan 24 Class Association Yachts.

GENERAL

It is not possible for the Specifications to anticipate every situation which may arise. If a point is not addressed in the Specification a ruling must be obtained from the Chief Measurer. In interpreting any language of obscure meaning the Chief Measurer shall consider the intended meaning rather than any technical misconstruction which may be derived from the language, and shall bear in mind at all times the basic principle of the Specifications, namely, to maintain the San Juan 24 Association standard one-design yacht. The Association reserves the right to declare ineligible any yacht which does not conform to the spirit as well as the letter of the rules and specifications.

MEASUREMENT TECHNIQUES FOR FILLING OUT WORK SHEETS

A. General

Does this Yacht conform to the intent of one-Design Class rules? Put YES if the yacht does conform. If the Yacht may not conform in your opinion, state concisely what and why for a Chief Measurer's decision.

B Weight

- 1.** The stripped weight is the weight of the hull and only the hull. Any equipment not screwed down or bolted on permanently must be removed. The hatch boards, empty drawers, table and portable head credit are the only exceptions. The measurer is responsible for verifying that all equipment has been removed before weighing. Weighing must be performed using a certified scale with a current calibration certificate stating an accuracy of + or - 25 lbs. or better. A copy of the scale certificate must accompany the application for measurement certificate to the Chief Measurer. If the boat has a porta-potty make sure it is removed during weighing then add 45 lbs. credit to the stripped weight when recording.

2. Compensating ballast is computed by subtracting the stripped weight from 3,250 lbs. This amount of weight, if any, must be securely fastened permanently to avoid shifting and positioned no less than 10 inches above the cabin sole center.
3. Total weight is the sum of the stripped weight, the compensating ballast weight and the sailing equipment weights.

C. Hu11 Construction

1. Cabin interior is not controlled by the specification as long as the deviation from standard weight distribution and cruising ability conforms to the purpose of the Specification. No running rigging is allowed below deck. If this is met, put 'standard.'
2. Exterior configuration of the keel and hull below the sheer must be that of a standard San Juan 24. Normal fairing of the keel shall be allowed. Material added to the exterior of the hull or keel. that causes a build up in excess of 0.125 inches shall not be allowed. Sink though-hull fitting shall not be removed or puttied fair. The rudder must be one of the two shapes manufactured by Clark Boat Co. The deck, cockpit and cabin trunk shall be the standard design as manufactured by Clark Boat Co. The keel shall weigh more than 1,640 lbs. and less than 1,660 lbs. This weight is controlled by Clark Boat Co. for all standard boats. The SJ24 must have enclosing lifelines to 18 inches (45 cm) and a bow pulpit. If these re met, put standard.”
3. Mast to midstay is measured from the center of the midstay projected to the deck to the lower forward point of the mast at its base.
4. Hull to chain plate dimension is measured from the outside of the hull (same as the inside of the vertical part of the toe rail) and the center of the chain plate. Measure and record port and starboard sides.
5. Transom to chain plate dimension is measured from the joint between the transom upper side and the hull side, rear upper, to the chain plate. Measure and record port and starboard sides.

D. Mast and Boom Construction

1. Standard mast, boom and spreaders. The mast and boom must be non-taped with nominal dimensions and wall thickness as supplied to Clark boat Company by its regular vendors. The spreaders must be rigidly fixed to the mast. If these are met, put “standard.’
2. Mast height is measured from the forestay pin at the top of the mast to the underside of the wedge-shaped meet step forward side. A spinnaker halyard and steel tape measure should be used for the measurement.

3. P is the length of the mainsail hoist and should be measured using a steel tape measure hoisted on the main halyard. By sighting from about 30 feet away, align the top of the tape with the lower side of the upper band and measure to the top of the lower band. Record this measurement. If it is too long, request that the lower band be raised to the proper level and the boom be raised so that the top of the boom is level with the top of the lower band.
4. E is measured from the aft side of the mast to the forward side of the outer boom band. If incorrect, request it be moved. Record the measurement.
5. Spinnaker pole length is measured from its tip to tip. Record its measurement.
6. Spinnaker pole height is measured from the cabin top to the spinnaker pole track top. Record this measurement.
7. Foil, fore-aft dimension. Measure the fore-aft dimension and record. If a foil is not fitted, state “no foil”.
8. Spreader length and spreader tip to tip maybe measured with a Go/No-Go jig. This jig should be 5’7 ½” long. It should have a piece of tape marking 2’ from one end. It should also have a ¼” wide piece of tape at its center. It is used as follows: Using the main halyard. Hoist the jig up the mast to the spreader level with guidelines tied near each end. With the jig butted up to the mast, verify that the shroud falls on or outside of the center tape mark. Perform this measurement on both sides and record the results. With the jig butted up to one shroud at the spreaders, verify that the other shroud falls between the end of the jig and the outside of the outer tape mark. Record the results.

E. Sails

All headsails and spinnakers and the Mainsail must be Measured.

1. LPG for headsails is measured from the foremost part of the luff tape to the extended intersection of the foot and leach at its shortest point. If the head stay dimension exceeds 1.125”, add twice the foil fore-aft dimension to this measurement and enter on the form for LPG.
2. SMW (Spinnaker Maximum Width) is measured from leach to luff at the maximum width point with tension enough to remove the wrinkles. Measure and record.
3. SL (Spinnaker Length) is measured from the projected intersection at the head of the leach and luff to the projected intersection of the leach / luff and foot with tension enough to remove the wrinkles. This is to be measured for both sides and recorded.

4. MGM (Mid-girth Measurement) of the Mainsail is measured by folding the head of the Mainsail to the tack, marking the midpoint of the luff, and then folding the head to the clew, marking the midpoint of the leech. The distance between the luff and the leech marks is the length of MGM. (Do simply fold the head to the tack and measure along the fold of the sail from the luff to the leech.)

MGU (Upper Girth Measurement) of the Mainsail is measured by folding the head of the Mainsail to each of the luff and leech mid-girth measurement points, similar to measuring the MGM. The distance between the luff and leech marks is the length of MGU.

HB is the maximum fore and aft dimension of the headboard, from the luff of the Mainsail to the aft edge of the leech at the widest part of the headboard.

The foregoing is the PHRF method of measuring Mainsails. The intent of the amendment adding these measurements (adopted June 1990) is not to change the overall size or shape of the SJ 24 Main, but to permit battens of any length.

An example of these measurements, with a 26' main hoist ("P") and a 8' foot ("E") are: headboard ("HB")= .4' or 4 3/4"; MGM =5.25' or 5'3" and MGU = 3.1' or 3' 1 3/16" Such a sail would measure 125.18 sq. ft.

5. A total of two (2) sail change credits shall be awarded each SJ24 at the first at each calendar year up to a maximum of four (4) total unused sail change credits per yacht. Credits may be used as authorization to have replacement sails certified and added to the yacht's sail inventory. It shall be the responsibility of the local measurer to control the sail change credits for each yacht in his / her area. The two sail change credit system does not prohibit yachts with less than six (6) sails in the sail inventory from completing their inventory with a maximum of six (6) sails; It only affect the retirement and replacement of sails on the yacht's existing inventory.

6. All measured sails shall have a measurer's seal and the measurer's signature and date of certification with indelible ink. When a sail is retired, the seal, signature and certification data shall be obliterated with indelible ink.

F. Sailing Equipment List

Any equipment which will always be on the yacht during racing may be listed and weighed. The following allowances should be used:

Item

Tools and box 15 lbs. max.

3 gallon gas tank 25 lbs. max.

6 gallon gas tank 30 lbs. max.

The following engine weight, can be used:

Johnson/Evinrude 6 with bracket 59 lb.

w / o bracket 57 lb.

Chrysler Sailor with bracket 70 lbs.

w / o bracket 68 lb.

Honda with bracket 76 lbs.

w / o bracket 74 lbs.

List each item weighed except for small items such as spare parts, etc., and list the weight of each. Add up the weight of each item and record. A suggestion for weighing is to hold an armload of equipment (after listing each item) while standing on a bathroom scale, then subtract the weight of the holder. Temporary dead weight as a replacement for sailing equipment shall not be allowed except in the case of an extreme emergency.

G. Application Instructions

All of the information should be put on the work sheets and a copy of same kept in the Fleet Measurer's records and a copy sent to the National Chief Measurer. A sixty (60) day Measurement Certificate should be issued to the owner. The owner should be informed that the certificate and all of the listed equipment must be on board for all San Juan 24 races. The National Chief Measurer will mail a certificate to the Fleet Measurer along with a copy for his files within sixty (60) days.

SAN JUAN 24 MEASUREMENTS WORK SHEETS

(SJ 24 Specified Maximum-Minimum Values)

YACHT NAME _____

SAIL NUMBER _____

HULL NUMBER _____

OWNER _____

ADDRESS _____

GENERAL

Does this Yacht conform to the intent of one-design class rules?

WEIGHT

Stripped Yacht Weight (3,250) min. _____

Compensating Ballast _____

Sailing Equipment _____

Total Weight (3,650)min. _____

HULL CONSTRUCTION

Standard Interior (Standard) _____
Standard Exterior (Standard) _____
Standard Keel & Rudder (Standard) _____
Mast to Midstay (1' 6")min. _____
Hull to Chain plate (7 ½")min. _____
Transom to Chain plate (12' 9" +/- 1") _____

MAST AND BOOM CONSTRUCTION

Standard Mast (Standard) _____
Standard Boom (Standard) _____
Standard Spreaders (Standard) _____
Mast Height (28' 10 ¾")max. _____
P (26')max. _____
E (8')max. _____
Spinnaker Pole Length (9' 6")max. _____
Spinnaker Pole Height (7' 4 ¾")max. _____
Foil Fore-Aft _____
Spreader Length (2' 9 ½")max. _____
Spreader Tip-to-Tip (5' 5 ½ to 5' 7 ½) _____

SAN JUAN 24 MEASUREMENTS WORK SHEETS

(SJ 24 Specified Maximum-Minimum Values Continued)

SAILS (LPG for headsails, SMW a SL for Spinnakers, and MGM, MGU, HB, E and P for Main).

1. Spinnaker SMW = 17' 1 1/4" Max. SL = 29' 7 1/4" Max.
2. 163% LPG = 15' 6" Max.
3. 153% LPG = 14' 6" Max.
4. 110% LPG = 10' 6" Max.
5. Mainsail = 125 sq. ft. Max. Typical measurements, with a 26' main Hoist (P) and a 8' Foot (E) are; Headboard (HB) = .4' or 4 3/4", MGM = 5.25' or 5' 3" and MGU = 3.1' or 3' 1 3/16". Such a sail would measure 125.18 sq. ft.
6. _____

MAINSAIL MEASUREMENTS

MGM _____ / _____
MGU _____ / _____
HB _____ / _____

SAILING EQUIPMENT LIST

Item

Tools & Box	15	lbs. Max.
3 Gallon Tank	25	lbs. Max.
6 Gallon Tank	30	lbs. Max.

TOTAL _____

Measurer _____

Date _____