

## Jollyboat Class Restrictions

July 2004

The Class | Hull | Construction | Spars | Rigging | Sails | Crew | Registration

### 1. The Class shall be known as the Jollyboat Class.

Boats shall conform generally to the Jollyboat plans except where these restrictions allow otherwise. Sails shall conform with these restrictions and a measurement signature shall be marked on them, clear of all reinforcement, near the tack. Where doubt exists a ruling shall be obtained from the New Zealand Jollyboat Association.

### 2. Hull

(1) Length may not exceed 4.225m overall, measured between perpendiculars to waterline and not including rudder fittings.

(2) The measurer shall mark measurement stations at the following distances from the lower aft edge of the transom taken from a horizontal datum line and dropped to the hull.

Transom	0mm
Station 4	800mm
Station 3	1600mm
Station 2	2400mm
Station 1	3200mm
Station A	4000mm

The horizontal datum will be set at:

Transom	257mm
Station A	306mm

The measurements at the following stations shall be:

Station 4	193mm + or - 6mm
Station 3	160mm + or - 6mm
Station 2	153mm + or - 6mm
Station 1	172mm + or - 6mm
Stem Head	709mm + or - 6mm

(3) The sheerline in elevation shall be within + or - 6mm of a straight line between the stem and transom.

(4) The transverse sections at stations 1 2 3 and 4 shall be measured below the chines only, using templates to determine (a) the width between chines and (b) the depth from chines to centreline of the hull. These templates to be applied to appropriate stations.

(5) These measurements are taken to ensure that boats are not intentionally built to a shape other than designed but in some cases amateur building may result in errors exceeding 6mm. Where such errors do occur the measurer shall consider whether or not they are intentional and if not regarded so shall pass the boat concerned, noting on its measurement form details of same and without prejudice. If doubt exists or consistent

errors of this nature are found the boat should not be passed without the consideration of full details by the Class Committee,

- (6) The following measurements shall be taken on the stern transom
  - (a) beam on deck shall be 1155mm + or - 6mm.
  - (b) beam at chines shall be 922mm + or - 6mm.
  - (c) depth from deck to chines shall be 224mm + or - 6mm.
  - (d) depth from deck to underside of bull at centreline shall be 276mm + or - 6mm.
- (7) The camber of the bottom at sections 3, 4 and transom shall not exceed 3mm more than shown on the plan. This will be determined by the design template not clearing the chine by more than 6mm. The template must rest on the keelson for measurement.
- (8) The beam shall not exceed 1560mm at widest point, inclusive of gunwale assembly.

### 3. Construction

- (1) With the exception of the Jollyboat Association approved fibreglass version only, the hull shall be constructed of timber and plywood with composite structures and laminates excluded. However the hull may be sheathed in fibreglass for protection. Plywood to be a minimum of 4mm.
- (2) The gunwale assembly shall be timber with a minimum thickness of 10mm, a minimum width of 80mm and a maximum width of 100mm. The gunwale shall be rounded off forward and not extend forward of the stem.
- (3) The cockpit shall be self draining plans with not more than two draining ports of total area not exceeding 120 sq cm. Suction bailers are not permitted.
- (4) Two buoyancy compartments shall be fitted, one comprising the total volume of the capacity under the foredeck and forward of station 2, and the second the under floor cavity and the capacity under the after deck. The measurer may ask for a test to determine that compartments are watertight.
- (5) The centreboard case shall be fitted with the aft end 1875mm + or - 10mm from transom measured around hull with slot in the underside of the hull rectangular and not wider than 28mm, This may not be filled in to fit around the shape of the centreboard or fitted with any device for setting it off-centre.

This Text to be re-written as follows:

(5) The centreboard case shall be fitted with the aft end 1875mm +/- 10mm from the transom, measured around the hull. The centre board case shall have a maximum fore and aft length of 250mm, a maximum width of 28mm and shall be no less than 270mm deep at any point along it's length, measured vertically with the boat set up level per the class datum.<sup>1</sup>

(6) The rudder blade and centreboard shall be of solid timber. The rudderstock shall allow the rudder foil to pivot. The rudder pin or pintles may not extend further than 50 mm aft of the transom. The centreboard and rudder blade shall not be larger than the templates nor clear them by more than 10mm. The centreboard may not be shaped or fitted with any device by which it may be caused to set off-centre. The templates will be



only the mould supplied by the New Zealand Jollyboat Association in which the New Zealand Jollyboat Association has part ownership.

(b) The New Zealand Jollyboat Association will govern the materials and construction methods used by Bonito Boats NZ Ltd in the construction of the hulls.

(c) The Jollyboat Association will control the ordering procedure for fibreglass hulls manufactured by Bonito Boats NZ Ltd.

(d) The hull will be supplied with a strong back, gunwales and bulkheads and centre case in place and hull will be finished in Gel Coat. The owner shall complete the hull using the methods, materials and specifications laid down by the Jollyboat association.

(e) No alteration to the structure or finishing of the supplied hull is permitted once it is taken possession of by the owner. Each Hull will be inspected and signed off by the appointed class measurers before the decks and cockpit floors are permanently fixed in place. Once the boat is finished, measured and registered, no further alteration to the hull as supplied is permitted without the consultation and approval of the appointed class measurers. Such approval shall be obtained in writing, signed by the measurers.

(f) All other rules and measurements pertaining to timber and plywood hulls will apply to these fibreglass hulls.

(g) Disclaimer

The New Zealand Jollyboat Association or its members shall not be liable for any incident arising from the purchase, subsequent finishing and the usage of the fibreglass Jollyboat hulls supplied by New Zealand Jollyboat Association manufactured by Bonito Boats Ltd.

#### **4. Spars**

(1) The mast shall be aluminium and with a minimum section of 50mm x 64mm including track, a minimum weight of .992kg/metre and shall not be tapered or have a permanent bend when new and off the boat. The mast may have an internal sleeve fitted to stiffen the section. The mast exclusive of fitting must be able to pass through a circle of 80mm.

(2) The boom may be aluminium or wood and shall be capable of passing through a ring of 70mm diameter, if all fittings were removed. It shall be untapered.

(3) The height of the lower edge of the upper black band measured from the deck to lower edge of upper black band shall not exceed 5400mm.

(4) The gooseneck shall be attached to the mast so that the upper edge of the boom is not able to be below the upper edge of the lower black band. The vertical axis of the gooseneck will not be more than 25mm from the mast.

(5) The mast may be fixed or may rotate with the boom but may not be free to rotate beyond the angle of the boom.

(6) A whisker pole may be used to hold out the jib when goosewinged.

(7) The mast shall have black bands with upper edge of lower band 600mm above deck and lower edge of the upper band 5400mm above deck.

(8) The boom shall have a black band at the outboard end. The inboard edge shall be 2025mm from the aft edge of the mast section inside sail track if the track has not been cut away.

#### **5. Rigging**

(1) The mast shall be supported by one side stay each side and a forestay. The forestay may consist of a wire in the jib luff with a strop above it. Lower check stays, no higher than the gooseneck are permitted. No additional stiffening may be used.

Side stays and forestays shall not be adjusted while sailing.  
The aft face of the mast must be flush with the forward bulkhead.  
The forestay or jib luff wire must intersect foredeck 3950mm + or - 10mm forward of the transom.

The sidestays must be 2075mm + or - 10mm forward of the transom.  
The height at which the sidestays and forestay are attached to the mast shall be not more than 3900mm or less than 3600mm above the deck. Spreaders may be attached at the midpoint between the deck and the stay attachments + or - 25mm. If fitted the spreaders shall be fixed and not adjustable.

(2) The mainsail shall have a halyard complying with NZYF safety rules i.e. able to be released from both masthead and from within the cockpit of the boat. No form of halyard lock may be used, other than a cleat below the height of the boom and the halyard shall be of cordage, including kevlar, but wire may not be used.

(3) The mainsheet shall be rigged from at or near the end of the boom with one or more purchases. Forward of this there shall be one single block only on the boom and one single block only fixed centrally to cockpit floor. The mainsheet traveller shall be of cordage and may be adjustable.

## 6. Sails

(1) The sails shall be made only from woven polyester cloth (Dacron, terylene etc) with reinforcements in compliance with IYRU measurement instructions. A window of no larger than 0.3 sq m is permitted for the purpose of preventing collisions. This window shall be placed below the bottom batten pocket on the sail

(2) The class insignia shall be placed on both sides of the mainsail with the registration number below it, in a colour that contrasts with the sail. Insignia and numbers may not be back to back unless for numbers which are reversible such as 88.

(3) Mainsail and jib sail measurements as follows:

### MAINSAIL

Luff to fit between black bands on mast.  
Foot to fit between black bands on boom.

Quarter height	width maximum 2040mm
Half height	width maximum 1890mm
Three quarter height	width maximum 1580mm
Top batten length	maximum 610mm
Distance down luff	minimum 320mm
Distance down leech	minimum 590mm
Second batten length	maximum 1115mm
Distance down luff	minimum 725mm
Distance down leech	minimum 1160mm
Leech length	maximum 5100mm

There shall be 5 battens.

Mainsail shall not have a headboard and shall be loose footed i.e. attached only at the tack and the clew.

### MAINSAIL METHOD OF MEASUREMENT

(1) Luff and foot need not be measured,

(2) Leech shall be spread on flat floor and tensioned by hand to make wrinkle free, and measured from the top forward edge of the bolt rope or projection the intersection point of the leech and foot.

(3) Quarter, half and three quarter heights shall be found and measured as follows:

- (a) Fold head of mainsail to the tack. Mark half height on luff and leech.
- (b) Fold head back up to half height luff mark. Mark three quarter height, on luff and leech.
- (c) Mark quarter height at luff by folding the tack to the half height mark on luff. Mark luff and leech.
- (d) Measure from outer edge of leech at mark to forward edge of bolt rope.

Quarter height	maximum 2040mm
Half height	maximum 1890mm
Three quarter height	maximum 1580mm

(4) Top and second batten pockets to be measured as follows:

- (a) Mark point on forward edge of bolt rope 320mm down luff for top batten pocket and 725mm down luff for second batten.
- (b) Measuring in a straight line, mark point on leech 590mm down from top of the forward edge of bolt rope for top batten and 1160mm for second batten pocket.
- (c) Measure from mark on leech to mark on luff. Maximum for top batten pocket 610mm.

Maximum for second batten pocket 1115mm.

For batten pockets three, four and five the top edge of batten pockets must not be above respective leech marks at three quarter, half and quarter heights.

(5) The sail will have a drop measurement from half luff to half foot of a maximum of 2730mm.

#### JIB

Luff maximum	3525mm
Leech maximum	3160mm
Foot maximum	1210mm
Head maximum	40mm

#### JIB METHOD OF MEASUREMENT

(1) Sail to be laid on floor and tensioned by hand so that luff, leech and foot are wrinkle free.

(2) The sail will. have a drop measurement from half luff to half foot of a. maximum of 1740mm.

(3) Jib shall not have any battens.

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(5) The use of a "cunningham" adjustment is not permitted in the jib but is permitted in the mainsail.

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(6) One set of reefing points may be fitted in mainsail. Sail area may be reduced by removing or manually furling the jib or a tied in reef in the main sail but roller reefing of either sail is not allowed.

(7) The sails shall be measured over a flat surface without battens.

(8) The corners of the sails at head, tack and clew shall be determined as per the current ISAF Equipment Rules G4- G7

(9) The leech may not extend outside a straight line between aft edge of head and the clew of the jib or between top batten and head, bottom batten and clew, or any two adjacent battens of mainsail.

## **7. Crew**

Crews may consist of one, two or three persons. For NZ Jollyboat Assn Championships the following shall apply:

(1) Crews shall be nominated prior to the first race and may not be changed or reduced in number unless approved by the race committee.

(2) The crew weight shall not be supported outboard by any means other than toe straps which are attached to the cockpit floor.

(3) No weight jackets or carrying of extra weight is allowed.

## **8. Registration**

The registration number is issued with each set of plans or payment of a royalty for each additional boat built from these. Numbers may not be re-issued. Registration with NZ Jollyboat, Assn is subject to measurement and conformity with these rules. Where not stated in these rules and shown in the plans anything that alters the boat or equipment from these is not allowed unless a ruling has been obtained from NZ Jolly boat Assn to the contrary. Boats not conforming to these rules will be entitled to use the registration number issued but not to receive a NZ Jollyboat Assn certificate or compete in NZ Jollyboat Assn events.

## **9. Rule Change Process**

The rules, contained in these restrictions may be changed only by a three quarter majority of votes returned in a postal ballot in which all registered and financial owners shall be eligible to vote. Remits proposing any change to these rules shall be signed by five registered owners and forwarded to the Secretary, NZ Jollyboat Association. The Technical Officer or Committee shall peruse all proposed changes, determine if other rules are affected, reword the proposal in terms suited to inclusion or substitution if eased, and return to the Secretary within 14 days of receipt, The Secretary shall post details of the proposed changes, together with the comments of the Technical Officer or Committee and a voting form to each registered owner not later than the 31st day of March.

Votes shall be in the hands of the Secretary by the 21 April or shall be invalid.

Rule changes shall become effective on the first day of June.

No proposal to change any rule shall be accepted if in the opinion of the Technical Officer

or Committee this will invalidate the plans in any way. In the absence of a Technical Officer or Committee, the Designer shall substitute. The postal ballot may be conducted by electronic mail.

To be changed to as follows:

The rules contained in these restrictions may be changed only by a three quarter majority of vote in a ballot, in which all registered owners shall be eligible to vote.

Remits proposing any change to these class restrictions shall be initially put forward with the agreement of the technical officer and the majority of the executive committee and after the technical officer has perused all proposed changes, determined if any other rules are affected and re-worded the proposal in terms suited to inclusion or substitution if passed.

No proposal to change any class restriction or rule shall be accepted if in the opinion of the technical officer or committee, it will invalidate the class plans in any way.

The class web master shall post details of the proposed changes, together with the comments of the technical officer or committee on the jollyboat website and email to each registered owner.

A "cooling off period" of one month before any voting takes place shall be used for general discussion and all points for and against the proposed changes shall be emailed to all registered owners.

Voting will then take place via an internet based voting system and shall be open for one week. In the event that on-line voting is unavailable, postal ballot shall substitute.

The changes, if passed, will take effect immediately and the updated set of class restrictions shall be posted to the class website and emailed to all owners.

## **10. ISAF MEASUREMENT HANDBOOK**

Where the Class Restrictions are silent on any point of measurement procedure the measurements of the ISAF Measurement Handbook shall be used.

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### **ISAF MEASUREMENT EQUIPMENT RULES OF SAILING (ERS)**

Where the Class Restrictions are silent on any point of measurement procedure the measurements of the ISAF EQUIPMENT RULES OF SAILING (ERS) shall be used.