

San Juan 21
Class Association
HANDBOOK

3.0 SPECIFICATIONS.

3.1 Article I: General

1. The San Juan 21 design patent is the exclusive property of San Juan Manufacturing (formerly Clark Boat Company), and the use of the San Juan 21 name, emblem and design by any other person, firm, or corporation without the written permission of San Juan Manufacturing is prohibited.
2. The selection of original fittings, spars, sails and any other equipment furnished with a San Juan 21 sloop at the time of its sale by the manufacturer shall be within the discretion of San Juan Manufacturing subject to approval by the Executive Committee of the San Juan 21 Class Association.
3. Measurements and weights in the specifications are in feet, inches and pounds, in accordance with the standards of the United States Bureau of Standards.
4. The hull, spars, rigging and sails must conform strictly throughout in respect to design and dimensions to the current official plans and specifications of the San Juan 21 Class Association. Drawings and specifications are not official unless signed by the Chief Measurer. In the event of any inconsistency between the printed statement of the specifications and the drawings, the printed statement shall govern.
5. Tolerances in the specifications describe the range of variation permitted in meeting or complying with a specified dimension.
6. It is not possible for the specifications to anticipate every situation that may arise. If a point is not covered in the specifications, 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 21 a standard one-design boat. The Association reserves the right to declare ineligible any boat, which does not conform to the spirit as well as to the letter of these rules and specifications.

3.2 Article II: HULL CONSTRUCTION.

1. All hulls, decks, and liners shall be constructed of fiberglass from molds or forms built by Clark Boat Co or matching the original design specifications, in accordance with procedures established by the Clark Boat Co. Any builder shall be licensed by San Juan 21 Class Association, and shall conform to the official plans and specifications. No attempt to alter the hull or specifications without the express written consent of the Association will be tolerated.
2. The mast step position may not be altered from its original manufacture, and adjustable steps are not permitted. If the step is damaged, or if any change is required to accommodate a new mast, the aft edge of the boltrope groove of the mast must be in the same position when stepped as it was prior to the repair or damage. No rotation of the mast, which exceeds the usual mast step slop, is allowed. The aft face of the mast should be approximately 98 1/2 inches (1973 and later boats) from the forestay hole in the stem head fitting.
3. The center of the swing-keel pivot bolt shall be 129.5 +/- 0.5 inches from the aft face of the transom intersection with the bottom of the hull. The stop bolt location shall be such that the angle the keel in its full down position makes with the bottom of the hull is 64 +/-

0.5 degrees.

4. The minimum racing weight, of the San Juan 21 hull and mast, is to be no less than 1400 lbs, with all attached gear included, and all removable gear removed. Attached gear is anything that is glued, screwed, bolted, split pinned or glassed in or onto the hull or mast.

3.3 Article III: MAST AND BOOM.

1. The mast shall be made of aluminum extrusions.
2. Halyards must run outside the mast.
3. Tapered masts are prohibited.
4. A masthead latch is permitted.
5. Wire halyards are permitted.
6. No stays on the mast are permitted other than four shrouds, forestay and backstay. Forestay systems, which permit more than one headsail luff to be attached and hoisted at a time, are prohibited.
7. Turnbuckles and/or "multihole" Stay Adjusters may be used for attachment and adjusting the forestay and/or shrouds. Stay adjusters must be used with clevis and split ring closures. (Ball lock fast pins are not allowed.) Turnbuckle adjustments while underway are permitted. A split, mechanically adjusted backstay is permitted as an alternate to the standard single stay and turnbuckle arrangement. Backstays must be of original sized wire. Non-wire adjustable backstay devices must have a wire "safety" strap in place around the adjustable line. All backstay-tensioning devices, when fully "relaxed", must not allow the mast to go further forward than 90 degrees from the water line.
8. Length of the mast is not limited, however, a conspicuous band, 1/2 inch minimum width, is to be maintained on the mast, so that the lower edge of the band is to be no higher than 25 feet 0 inches above the deck. The sail when hoisted shall not extend its topmost portion above the lower edge of the band. Another similar band must be maintained on the mast 23 feet 0 inches below the lower edge of this upper band to the upper edge of the lower band. The sail shall not be down-hauled past the upper edge of this lower band.
9. If a mast is replaced, the replacement mast must be identical in all essential respects to the mast originally supplied on new San Juan 21 sloops.
10. Spreaders shall hold shrouds 25 inches (minimum) from the mast.
11. The spinnaker halyard sheave shall be attached to the mast at a point not exceeding 22 feet 6 inches above the deck.
12. Length of the boom is not limited, however a band similar to the mast bands shall be maintained on the boom, the inner edge of which band is a distance not greater than 8 feet 9 inches from the aft edge of the mast. The foot of the sail shall not be out-hauled past the inner edge of the band.
13. The boom must be no larger in height or width than will permit its being passed through a circle 4 inches in diameter. The height to width dimension ratio shall be 2:1.
14. Out-haul winches or levers are permitted.

15. The boom may be attached to the mast boltrope groove by the gooseneck-sliding fitting or attached permanently to the mast so that the boom boltrope groove is no lower than the top of the lower mast band. The downhaul may be controlled by fairleads, blocks and cleats, but not winches, levers or sliding track devices.
16. A boom vang is permitted, so long as it is not of the drum type.
17. A main boom topping lift may be used. Approved devices shall include a traditional halyard type topping lift affixed to the boom end, and/or a "Boom Kicker" flexible rod type device by Seoladair.

3.4 Article IV: RIGGING AND EQUIPMENT.

1. Rudder: The rudder shall be made out of wood (which may be fiberglass covered) or fiberglass, shall be not less than 1 inch and not more than 1 & 1/2 inches thick, and shall be of the dimensions shown in the official plans, with a length of 36", plus or minus 3" tolerance along the foil shaped leading and trailing edges of the blade. Kickup rudders are permitted, but must be secured in the down position while racing.
2. Tiller: The tiller shall be of the general shape shown in the official plans and may be made of any material. It must be connected to the rudder in some manner as to extend above the top of the transom.
3. Hiking Aids: A hiking stick or tiller extension of any design is permitted, but no other hiking aid above deck level is permitted. Hiking straps of any design are not permitted. (See By-Laws, Article VII, paragraphs 3 and 6).
4. Keel: The keel shall be made of fiberglass and weighted with lead immobilized within it. Total weight shall be approximately 420 pounds. Keel dimensions are given on the accompanying drawing. "Must hold" dimensions are those with tolerances. Local fairing and smoothing of the keel is permitted, however the basic shape must not be altered from the plan specifications. This includes the rectangular head and the foil section below.

The keel must be maintained in such a condition as to be readily raised and lowered from the interior of the boat while the boat is in the water. Keel gaskets that obstruct keel movement are prohibited. "Original" size and shape gasket battens must be in place on bottom of boat on both sides of keel slot. All types of gaskets must allow the cockpit to drain at the same rate as the "original" cloth type gasket.

A 1 1/2 inch outside diameter resilient bushing should be in place on the stop bolt. The angle that the keel, when lowered against the stop bolt bushing, makes with the hull bottom must not exceed 64 degrees.

For the safety of crew and boat, the Association recommends that the keel be locked in place at all times with a stainless steel bolt similar to the original equipment.

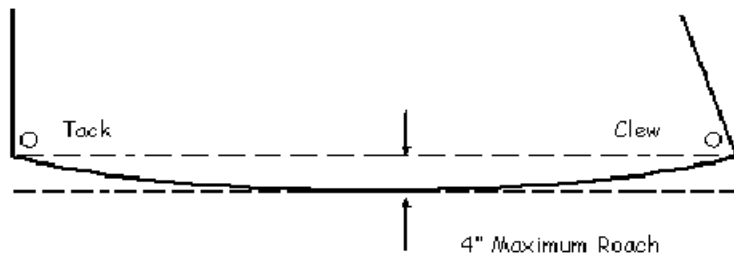
5. Jib and Genoa Sheets: The sheets shall be lead through blocks attached to the deck molding, except that they may be held by hand without first being led through the blocks. Other than holding the sheets by hand, no reaching devices are permitted. The blocks may slide on tracks to permit fore and aft adjustment. Barber hauling is permitted.
6. Jib Halyard Latch: A sliding-track jib halyard latch, Hyfield lever, or other similar device for adjusting tension on the jib halyard, is permitted. Jib cloth tension devices other than rope or wire luffs are prohibited.
7. Spinnaker Pole: The spinnaker pole may be made of any material. Its length shall not

exceed 8 feet 0 inches, measured from eye to eye (inner edge of the fitting). A lanyard is permitted.

8. Whisker Pole: The whisker pole may be made of any material, length and type. It is to be used only with the jibs, and must be in contact with the mast while in use. It may be used on either side, opposite the boom, or with the boom. (New US SAIL Rules, 1994)
9. Mainsheet: All parts of the mainsheet shall lead between the boat and a block or blocks on the boom any distance up to and including 36" in front of the black band. A "head knocker" is permitted. A traveler is permitted, but it must be located no further forward than the same 36" in front of the black band.
10. Safety: A suitable anchor, line, paddle, bailing device, and boarding ladder shall be aboard. A suitable lock pin to prevent accidental retraction of the keel in the event of a knockdown or capsize shall be on board. Bunk cushions supplied by the manufacturer or cushions equivalent to them may be on board, but not required when racing during a sanctioned regatta. These requirements may be waived by local fleets only by procedure outlined in By-Laws Article VI.
11. Personal Equipment: A PFD for every crew member and a type IV throwable device is required on board at all times.

3.5 Article V: Sails.

1. General: San Juan 21's may carry mainsail, jib, genoa, and spinnaker, as shown in the sail plan and as herein specified when racing in Class Association races. Only two suits of working sails with genoa and spinnaker will be approved for use by a contestant in National Regattas. Sail measurements shall be made with sufficient tension to draw the cloth smooth and taut.
2. Mainsail:
 - a. The luff of the mainsail shall be attached to the mast by arrangement of its boltrope (or slugs attached thereto) in the grooves of the spars. Loose-footed mains are allowed. The foot of the mainsail shall be attached to the boom by either its boltrope in the grooves of the spar, or if loose-footed, by the tack-pin at the tack and a slug at the clew.
 - b. Luff and foot measurements shall be controlled by the band system.
 - c. The leech chord, measured from the aft corner of the headboard, shall not exceed 24 feet 6 inches. The girths are measured at 90 degrees to the luff chord by first measuring down the leech itself from the aft corner of the headboard 6 feet 9 inches and 13 feet 1.5 inches respectively to establish the girth measurement points on the aft edge of the leech. These points establish the Upper and Mid Girth measurement points, respectively. Arcs swung from the identified leech measurement points shall then not exceed 3 feet 11 inches (47" Max) for the Upper Girth dimension and 6 feet 3 inches (75" Max) for the Mid Girth dimension. All measurements shall include the boltrope. Maximum foot roach is 4 inches.



d. Battens shall divide the leech chord into equal sections with 2-inch tolerance to avoid seams on all but the top batten. The aft top corner of the top batten pocket will be a minimum of 56 inches from the aft corner of the headboard. Maximum batten lengths are: upper - 24 inches, two middle and lower - 36 inches.

e. Hollows in leech between battens are not to exceed 3/4 inches in roach.

f. Headboards shall be triangular, with the upper side of the triangle not exceeding 4 inches in length. Maximum dimension, including the bolt rope, shall be 4.5"

g. The mainsail shall be made of 3.5 oz. or heavier woven material. Mylar or other film construction is prohibited.

h. A Cunningham or sail control grommet is permitted.

i. A reefing zipper on the mainsail is not permitted to be used while racing. Roller, slab or jiffy reefing is allowed.

j. Windows in the mainsail are permitted.

3. Jib:

a. The edge of cloth to edge of cloth projected, shall not exceed the following: LUFF, 20 feet 0 inches; LEECH, 18 feet 3 inches; and FOOT, 9 feet 0 inches.

b. The jib shall be made of a 3.5 oz. or heavier woven cloth material. Mylar or other film construction is prohibited.

c. Jib foot roach must be a fair continuous curve.

d. Windows are permitted.

e. Battens are prohibited.

4. SPINNAKER:

a. The spinnaker shall be made of a 0.6 oz. or heavier, nylon or polyester material.

b. Spinnaker sheet fittings may be placed at any position on the deck, but not so as to extend outboard of the deck.

c. Maximum dimensions of the spinnaker, shall not exceed the following: FOOT CHORD, 13 feet 10 inches; LUFF CHORD, 22 feet 6 inches; MIDGIRTH, 13 feet 10 inches. Mid-girth is found by dividing the luff in equal parts, then measuring the width

of the sail at that point. Maximum foot roach is 8 inches.

d. Luff lengths must be no more than 2 inches different in length.

e. Maximum width of headboard is 5 inches.

5. GENOA JIB:

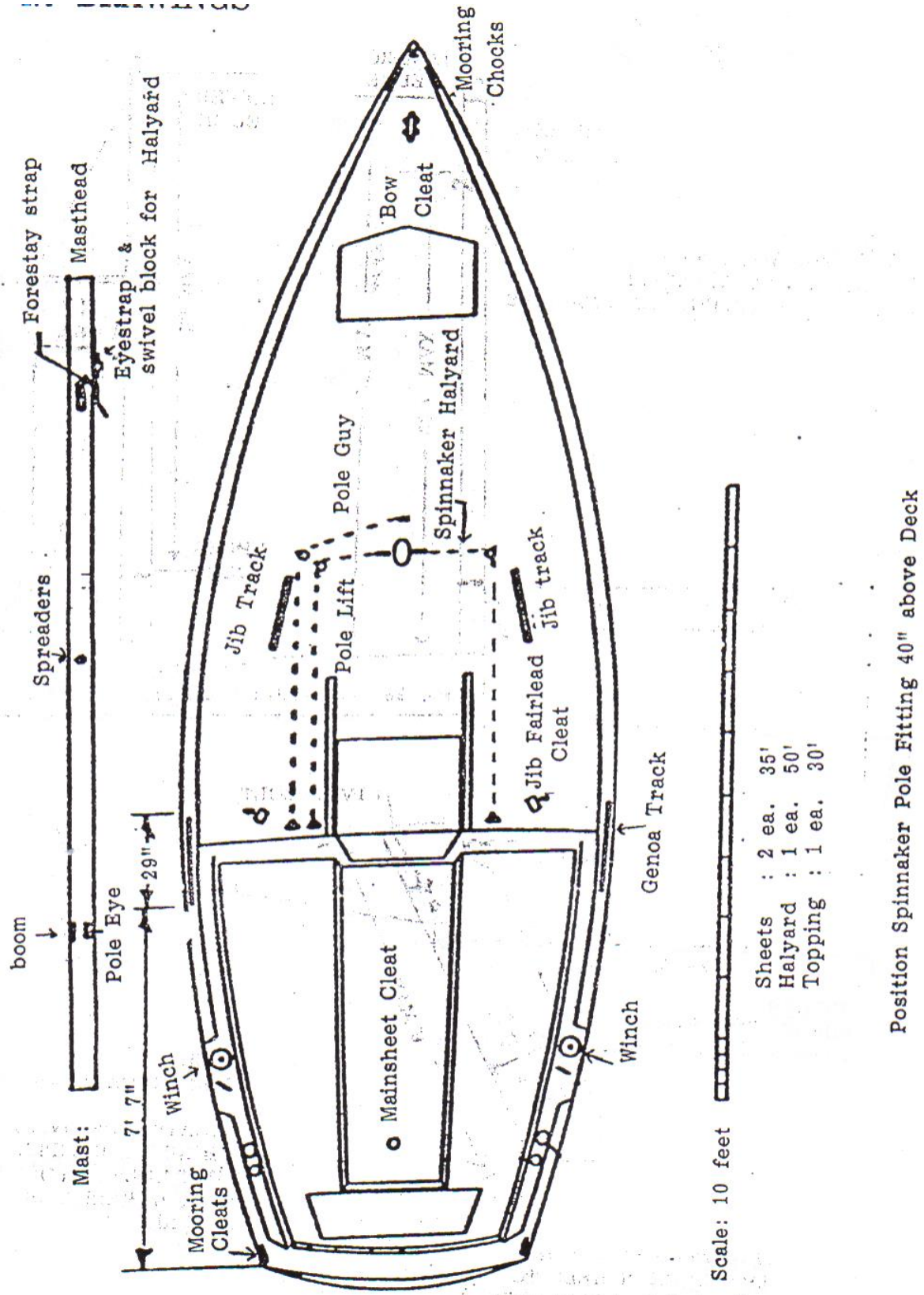
a. The Genoa shall be made of 3.5 oz or heavier woven material. Mylar or other film construction is prohibited.

b. The dimensions of the Genoa, edge of cloth to edge of cloth projected, shall not exceed the following: LUFF, 22 feet 3 inches; LEECH, 20 feet 6 inches; FOOT, 12 feet 2 inches.

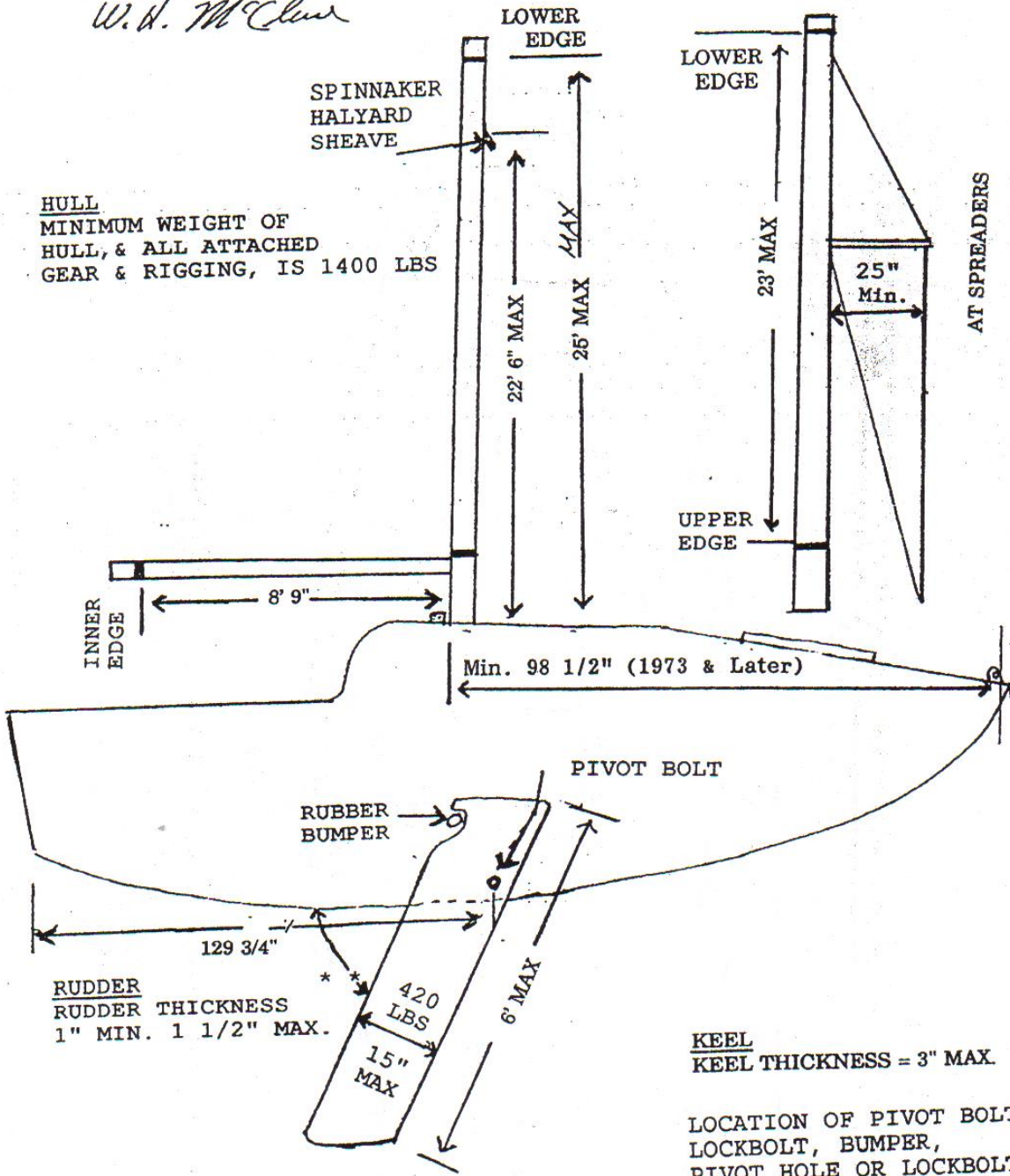
c. Windows are permitted.

d. Battens are prohibited.

4.0 DRAWINGS



MARCH 10 1995
 W. D. McClure



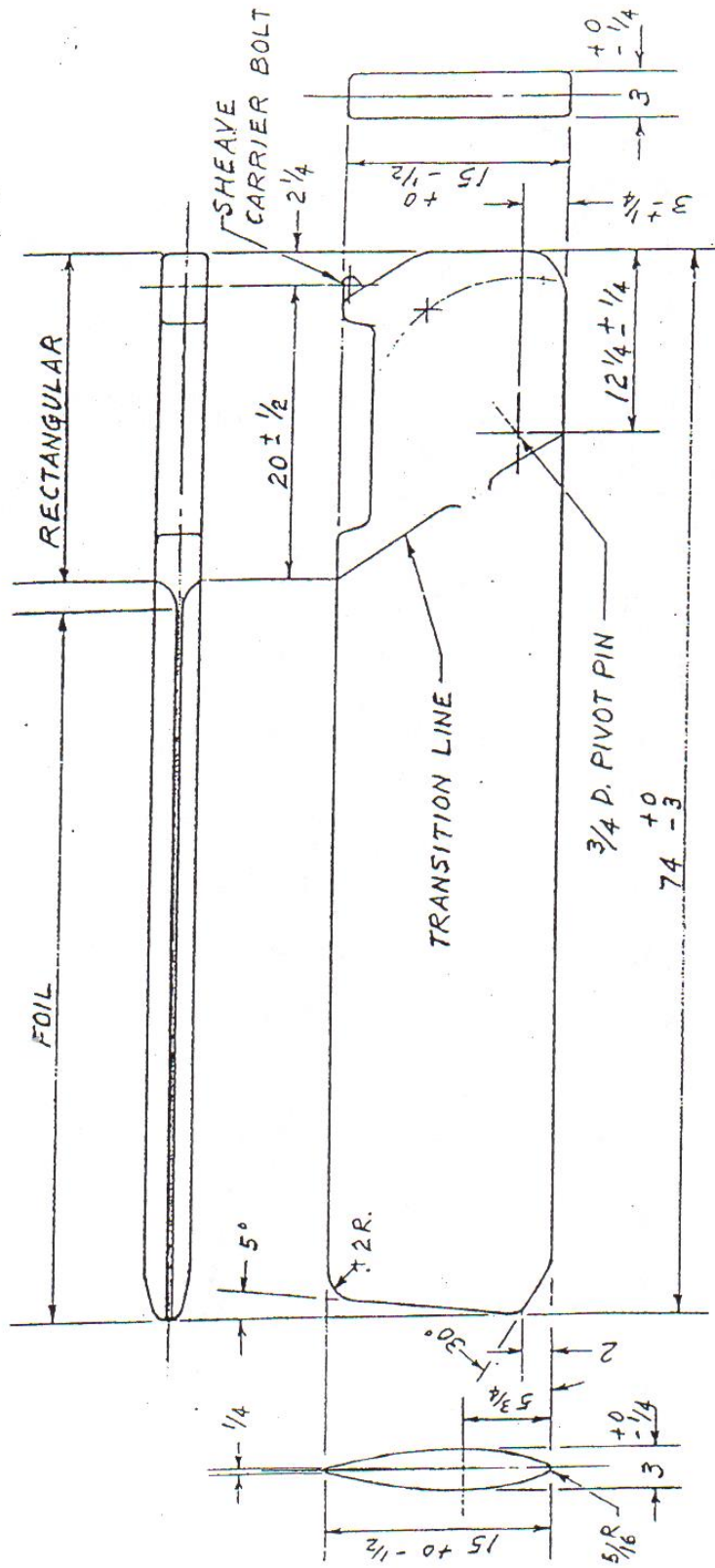
HULL
 MINIMUM WEIGHT OF
 HULL, & ALL ATTACHED
 GEAR & RIGGING, IS 1400 LBS

RUDDER
 RUDDER THICKNESS
 1" MIN. 1 1/2" MAX.

KEEL
 KEEL THICKNESS = 3" MAX.

**
 THE ANGLE FROM THE
 BACK EDGE OF KEEL, TO
 THE BOTTOM OF THE HULL,
 MUST NOT EXCEED 64 DEGREES

LOCATION OF PIVOT BOLT,
 LOCKBOLT, BUMPER,
 PIVOT HOLE OR LOCKBOLT
 HOLE IN KEEL, MUST NOT
 BE ALTERED



NOTE: DIMENSIONS WITHOUT TOLERANCES APPROXIMATE.

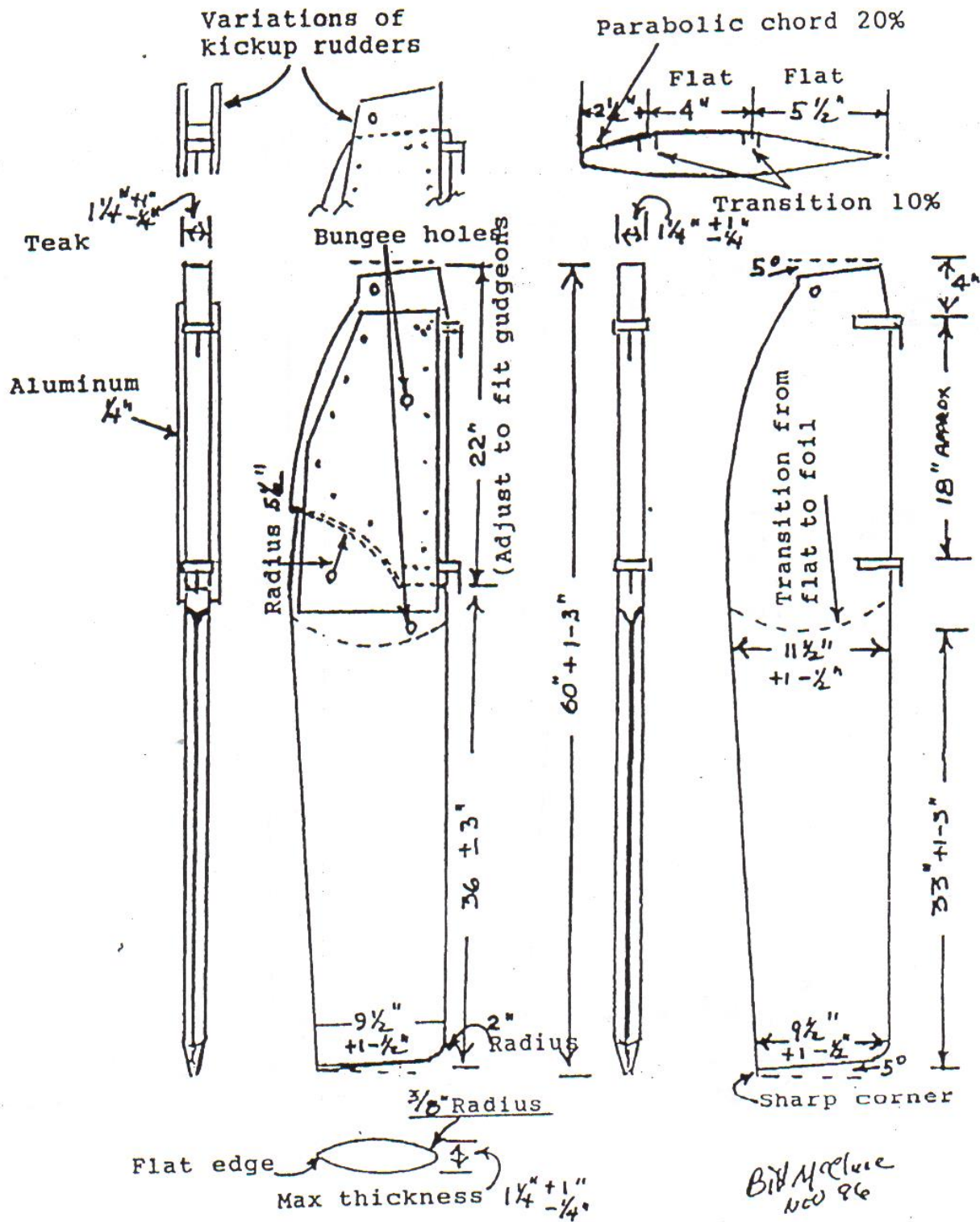
"STANDARD" 5J 21

SWING KEEL

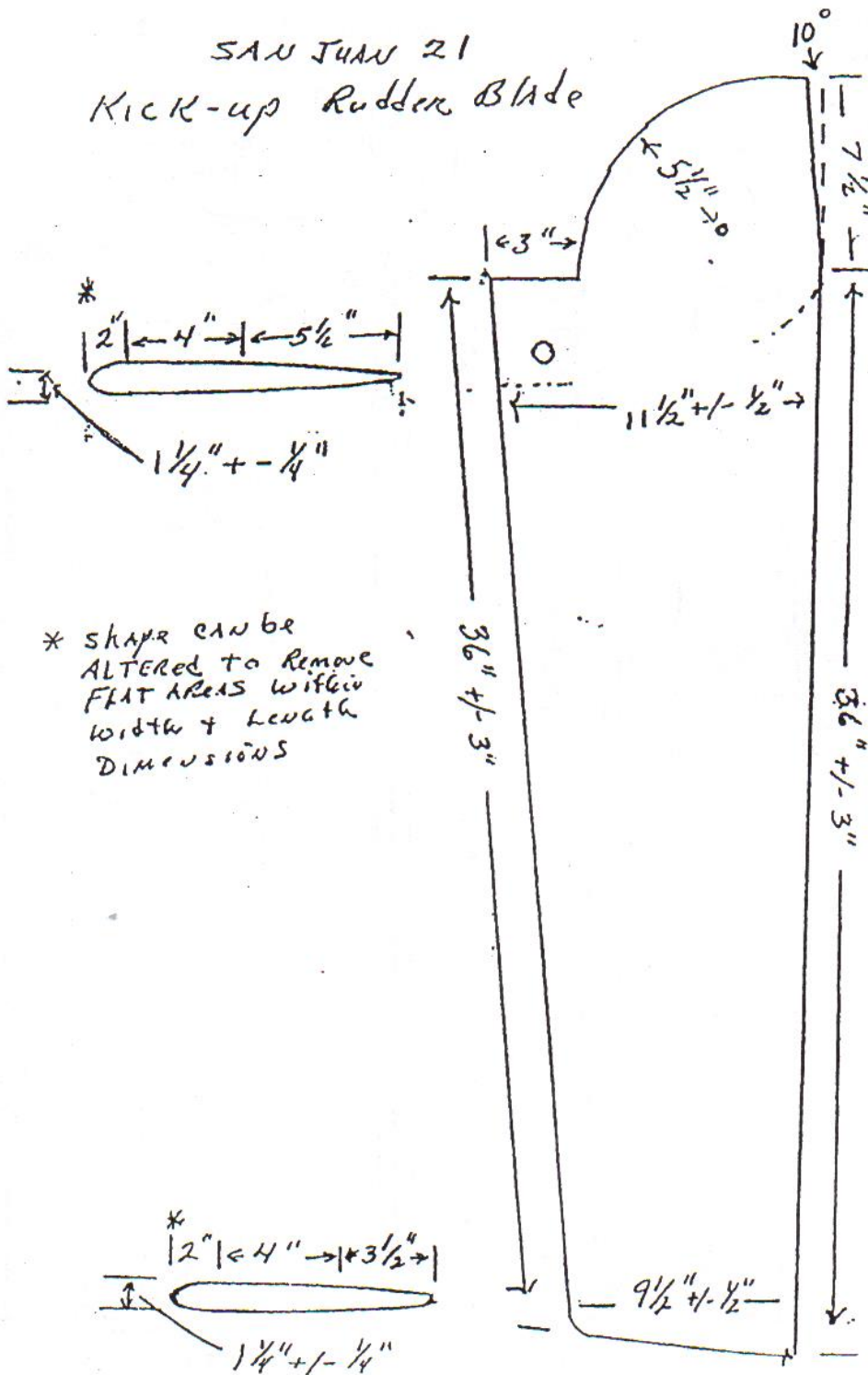
1/2" = 1'-0" 7-2-83 R.W.AYLING

REVISIONS:
5-1-84 74 ± 10 WAS 72 ± 10, STOP BUSHING REFERENCE REMOVED.

TYPICAL "KICK-UP" AND "SPADE" SAN JUAN 21 RUDDER

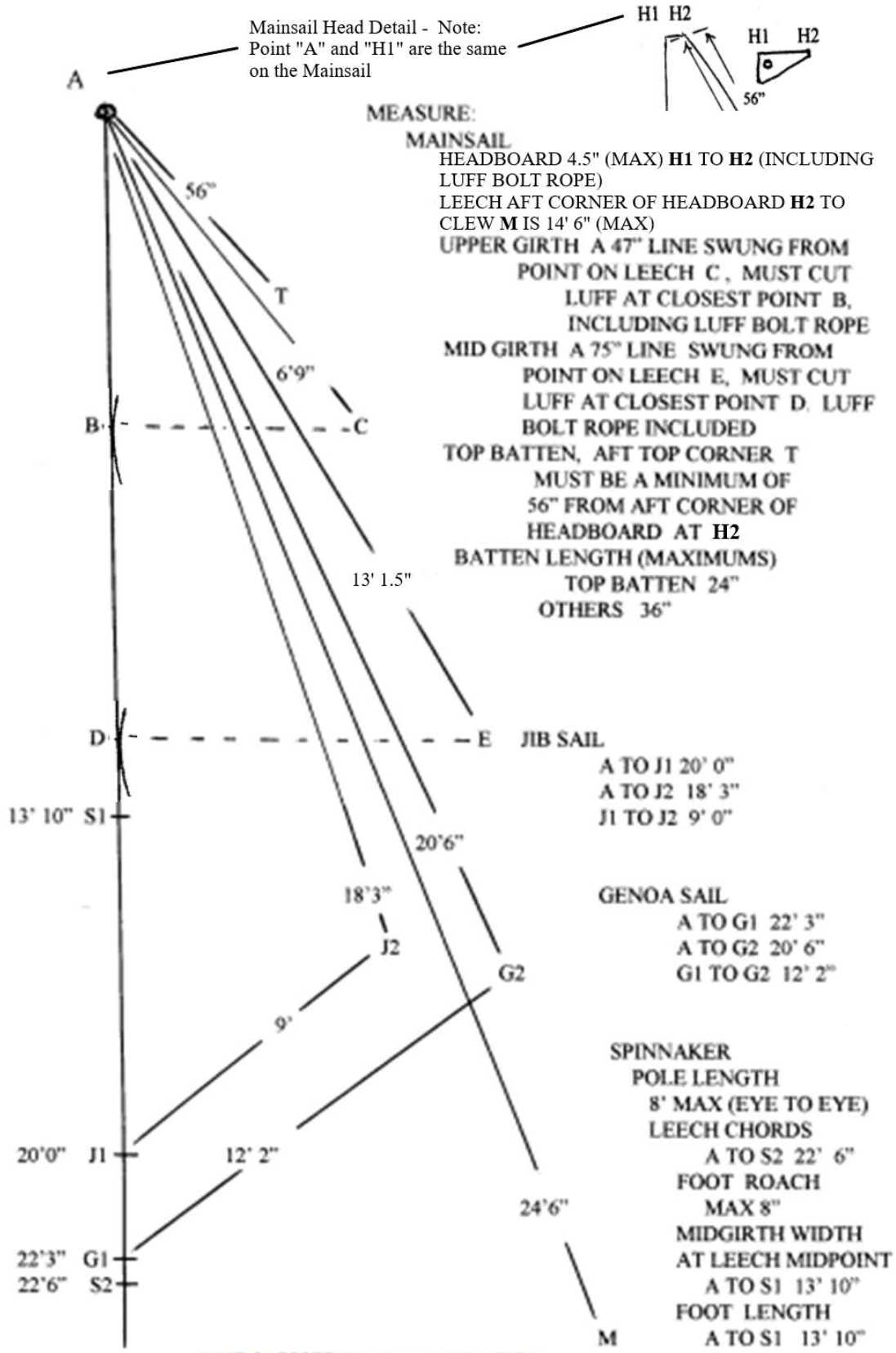


SAN JUAN 21
Kick-up Rudder Blade



oct 95
William H. HOFFMAN

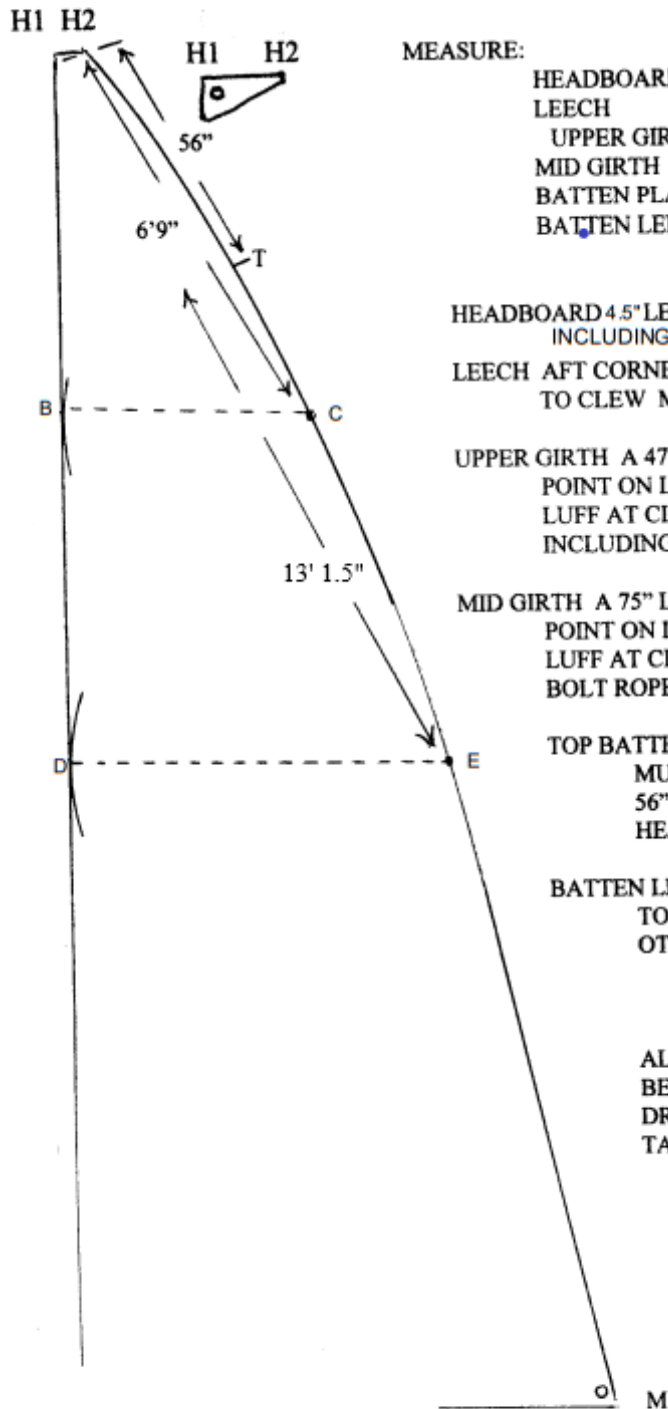
SJ21 SAIL CHECK FLOOR LAYOUT



MIKE CHESSER, Measurer rev 8-1-2024

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SJ21 MAINSAIL FLOOR LAYOUT



MEASURE:

- HEADBOARD
- LEECH
- UPPER GIRTH
- MID GIRTH
- BATTEN PLACEMENT
- BATTEN LENGTH

HEADBOARD 4.5" LENGTH H1 TO H2 (MAX) INCLUDING LUFF BOLT ROPE

LEECH AFT CORNER OF HEADBOARD H2 TO CLEW M IS 24' 6" (MAX)

UPPER GIRTH A 47" LINE SWUNG FROM POINT ON LEECH C, MUST CUT LUFF AT CLOSEST POINT B, INCLUDING LUFF BOLT ROPE

MID GIRTH A 75" LINE SWUNG FROM POINT ON LEECH E, MUST CUT LUFF AT CLOSEST POINT D. LUFF BOLT ROPE INCLUDED

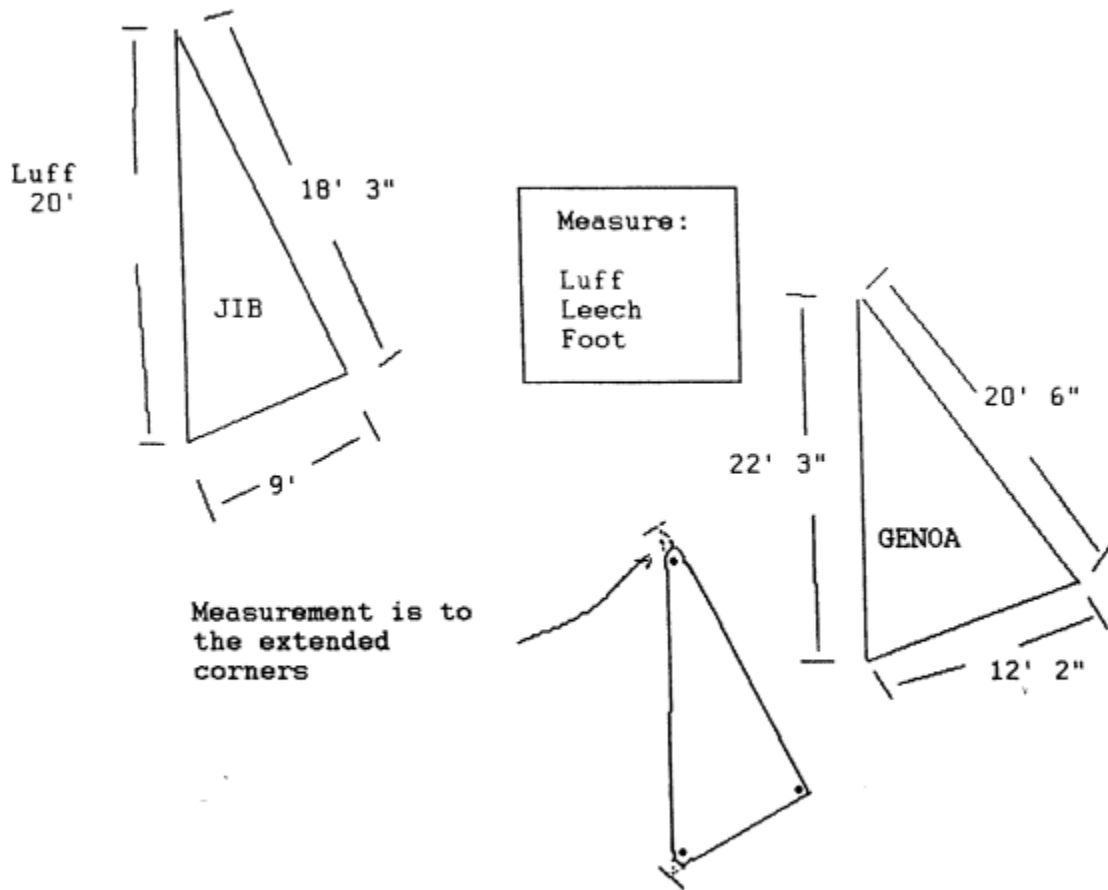
TOP BATTEN, AFT TOP CORNER T MUST BE A MINIMUM OF 56" FROM AFT CORNER OF HEADBOARD H2

BATTEN LENGTH (MAXIMUMS)
TOP BATTEN 24"
OTHERS 36"

ALL MEASUREMENTS TO BE MADE WITH SAIL DRAWN SMOOTH AND TAUT

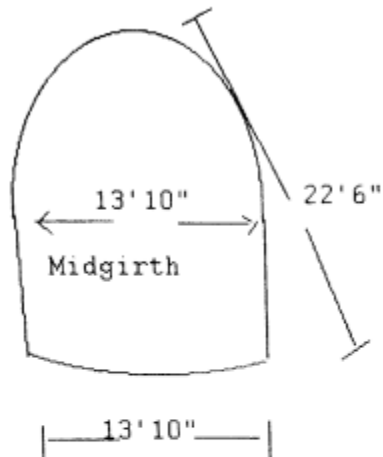
MIKE CHESSER, Measurer rev 8-1-2024

JIB/GENOA FLOOR PLAN



MIKE CHESSER, Measurer rev 8_1_2024

Spinnaker floor plan



Measure:

Both leeches
Foot
Midgirth

The foot and the midgirth have the same maximum measurement of 13 feet 10 inches. Use the same floor tape for both measurements. The midgirth is found by folding both luffs in half and measuring between the two half points.

MIKE CHESSER, Measurer rev 8-1-2024

5.0 SPECIFICATION CHANGE RECORD.

5.1 Changes Made through March 1983.

Article III MAST and BOOM

- | | |
|----------------|--|
| Added in '83 | 7. "Turnbuckle adjustments while underway are permitted" |
| Omitted in '83 | 7. "Standard" turnbuckle arrangement |
| Changed in '83 | 8. Above the "mast step" <u>changed to</u> above the "deck" |
| Added in '80 | 11. "The spinnaker halyard sheave shall be attached to the mast at a point not to exceed 22 feet 6 inches above the deck." |
| Omitted in '83 | 15. "The block at the aft end of the boom shall be no more than 4 inches forward of the inner edge of the black band. Mid-boom sheeting, in lieu of the sheeting from the aft end of the boom is prohibited" |
| Changed in '98 | 7. "Devices other than turnbuckles for adjusting the forestay or shrouds are not permitted. Turnbuckle adjustments while under way are permitted. A split, mechanically adjusted backstay is permitted as an alternate to the standard single stay and turnbuckle arrangement. Backstays must be of original sized wire. Non-wire adjustable backstay devices must have a wire "safety" strap in place around the adjustable line. All backstay-tensioning devices, when fully "relaxed", must not allow the mast to go further forward than 90 degrees from the water line. |

Article IV: RIGGING and EQUIPMENT

- | | |
|----------------|---|
| Omitted in '78 | 4. "The keel must be pinned full down or half down while racing except that it may be specified by the race committee to pin full down only." |
| Added in '80 | 4. "The keel must be maintained in such a condition as to be readily raised and lowered from the interior of the boat while the boat is in the water." |
| Updated in '98 | 4. "Keel gasket devices that obstruct keel movement are prohibited. Original size and shape gasket battens must be in place on bottom of boat on both sides of keel slot. All types of gaskets must allow the cockpit to drain at the same rate as the "original" cloth type gasket." |
| Added in '83 | 4. "The 3/4 inch diameter keel pivot bolt center should be approximately 12 1/4 inches from the forward end and 3 inches up from the bottom edge. The angle that the keel (lowered against its stop) makes with the hull bottom should be approximately 52 degrees." |
| Changed in '80 | 5. The Genoa sheet shall lead through blocks attached to the "cockpit coaming" <u>changed to</u> "deck molding". |
| Changed in '80 | 8. "Attached" to the mast <u>changed to</u> "in contact with". |

Article V, Paragraph 2: SAILS - General

- Omitted in '80 1. "Use of sails other than main, 100% jib, 130% Genoa, CCA size spinnaker while racing must be at the option of the race committee"
- Added in '80 1. "Only two suits of working sails with Genoa and spinnaker will be approved for use by a contestant in National regattas."

Article V, Paragraph 2: SAILS - Mainsail

- Changed in '80 2g. "Heavier Dacron or other synthetic materials" changed to "or heavier materials".
- Added in '83 2a. "Loose footed mains are prohibited" also added boltropes "(or slugs attached thereto)"
- Changed in '83 2i. "Roller" reefing changed to "roller, slab or jiffy"
- Added in '80 2j. "One window of clear plastic not to exceed 3 sq. ft. in size permitted."
- Changed in '83 2j. The above statement is changed to read, "Windows in the mainsail are permitted."
- Updated in '99 2c. "Sail measurements shall be made with sufficient tension to draw the cloth smooth and taut. The leech chord, measured from the aft corner of the headboard, shall not exceed 24 feet 6 inches. The girth is measured at 90 degrees to the luff chord, at 6 feet 0 inches, and 12 feet 0 inches down from the head. At 6 feet 0 inches down from the head, the girth will not exceed 3 feet 11 inches. At 12 feet 0 inches down from the head, the girth shall not exceed 6 feet 3 inches. All measurements will include the bolt rope" 2d. "Battens shall divide the leech chord into equal sections with 2 inch tolerance to avoid seams on all but the top batten. The aft top corner of the top batten pocket will be a minimum of 56 inches from the aft corner of the headboard. Maximum batten lengths are: upper - 24 inches, two middle and lower - 36 inches.
- Added in '83 2g. "Mylar or other film construction is prohibited".

Article V, Paragraph 3: SAILS - Jib

- Changed in '80 3a. "Measured with 5 pounds pressure" changed to "measured with sufficient tension to draw the sail cloth and luff tapes smooth and taut."
- Dropped in '83 3a. "Measuring the luff up from the tack 11 feet, the width should be less than 5 feet 3/4 inches measured on a line perpendicular to the luff."
- Changed in '80 3b. 3.5 oz or heavier "Dacron or other synthetic materials" changed to "material".
- Changed in '83 3b. "Material" changed to "woven material".
- Added in '80 3d. "Small windows for observing luff yarns are permitted."
- Changed in '80 3d. Both statements permitting windows were changed to "Windows

are permitted."

Changed in '80 then omitted in '83

3e. "Jib roller devices are permitted." changed to "Jib roller furling devices are prohibited while racing."

Added in '80 then omitted in '83

3e. "Jib luff support systems other than common snaps are also prohibited."

Article V, Paragraph 4: SAILS - Spinnaker

Dropped in '80

4b. "The spinnaker halyard sheave shall be attached to the mast at a point not exceeding 22 feet 6 inches from the butt of the mast" See Article III-11.

Added in '80

4c. Measurements should not exceed the following: "foot 13 feet 10 inches" and maximum foot roach is 8 inches with clews together."

Dropped in '83

4c. "Measured with clews together"

Added in '80

4d. "Luff lengths must be no more than 2 inches in length."

Added in '80

4e. "Maximum width of headboard 5 inches"

Article V, Paragraph 5: SAILS - Genoa

Changed in '80

5a 3.5 oz or heavier "Dacron or other synthetic material" changed to heavier "material".

Added in '83

5a. Heavier "woven" material

Changed in '80

5b. Measured with "5 pounds tension" changed to "sufficient tension to draw the sail cloth and luff tapes taut"

5.2 Changes since 1983 .2 Changes since 1983

Specifications Article IV, Paragraph 10

Changed Dec 84

10. Bunk cushions supplied by the manufacturer or cushions equivalent to them "must be on board when racing" changed to "may be on board, but are not required aboard when racing during a sanctioned regatta."

By-Laws Article VII, Paragraph 7

Changed Aug 85

7. "Use of jib furling gear while racing is prohibited." changed to "Use of headsail roller furling gear while racing is permitted."

Specifications Article III, Paragraph 7

Changed Aug 85

7. "Devices other than turnbuckles for adjusting the forestay, backstay or shrouds are not permitted. Turnbuckle adjustments while underway are permitted." changed to "Devices other than turnbuckles for adjusting the forestay or shrouds are not permitted. Turnbuckle adjustments while underway are permitted. A split, mechanically adjusted backstay is permitted as an alternate to the standard single

stay and turnbuckle arrangement."

Specifications Article V, Paragraph 2d

Changed Aug 85 2d. Battens shall divide the leech chord into equal sections with 2-inch tolerance to avoid seams. Maximum batten lengths are: UPPER - 15 inches; two MIDDLE - 24 inches; LOWER - 22 inches. Changed to "... UPPER - 24 inches; two MIDDLE and LOWER - 36 inches".

Specifications Article IV, Paragraph 9

Changed Aug 85 9. "The mainsheet must lead from a cockpit coaming, through a block or blocks on the boom aft of the black band, and then through a coaming block or blocks to be hauled. Coaming blocks shall be approximately 9 feet from the aft face of the mast. Double-ended mainsheeting is not permitted. A traveler is not permitted, nor is any device which positions the boom to windward of the centerline of the boat." changed to "All parts of the mainsheet shall lead between the boat and a block or blocks on the boom aft of the black band, except that one part of the mainsheet may be led forward and through a boom block to be hauled. A "head-knocker" is permitted. A traveler is permitted, but it must be located approximately under the aft end of the boom."

Specifications Article II, Paragraph 3

Changed Sep 86 3. Change stop bolt location relative to pivot bolt from 5 3/4 inches to 6 1/4 inches.

Specifications Article III

Added Sep 86 17. A main boom topping lift may be used.

Specifications Article IV, Paragraph 4

Changed Sep 86 4. "The keel shall be made of fiberglass and weighted with lead immobilized within it. Total weight shall be approximately 420 pounds. Length shall not exceed 6 feet, width 15 inches, and thickness 3 inches. The keel must be maintained in such condition as to be readily raised and lowered from the interior of the boat while the boat is in the water. Keel gasket devices that obstruct keel movement are prohibited. The 3/4 inch diameter keel pivot bolt center should be approximately 12 1/2 inches from the forward end, and 3 inches from the bottom edge. The angle that the keel (lowered against its stop) makes with the hull bottom should be approximately 52 degrees." Replaced by

"The keel shall be made of fiberglass and weighted with lead immobilized within it. Total weight shall be approximately 420 pounds. Keel dimensions are given on the accompanying drawing. "Must hold" dimensions are those with tolerances. Local fairing and smoothing of the keel is permitted; however, the basic shape must not be altered from San Juan Manufacturing's standard. This includes the rectangular head and foil section below. The keel must be maintained

in such condition as to be readily raised and lowered from the interior of the boat while the boat is in the water. Keel gaskets that obstruct keel movement are prohibited. The angle that the keel, when lowered against the stop bolt, makes with the hull bottom must not exceed 64 degrees. A 1 1/2 inch outside diameter resilient bushing should be in place on the stop bolt.

Added June 87

For the safety of the crew and boat, the Association recommends that the keel be locked in place at all times with a stainless steel bolt similar to the original equipment.

By-Laws Article VII, RACING INSTRUCTIONS

Deleted June 87

9. The keel must be pinned full down or half down while racing except that it may be specified by the race committee to pin full down only.

Added Jan 88

9. At all San Juan 21 Class Association sanctioned events, the swing keel will be maintained fully down and pinned at all times.

Specifications Article IV, RIGGING and EQUIPMENT

Added Jan 88

11. Personal Equipment A PFD for every crewmember and a type IV throwable device is required on board at all times.

Specifications, Article IV: Rigging and Equipment

Changed 1993

9. Mainsheet: All parts of the mainsheet shall lead between the boat and a block or blocks on the boom any distance up to and including 36" in front of the black band. A "head knocker" is permitted. A traveler is permitted, but it must be located no further forward than the same 36" in front of the black band.

Specifications, Article II: Hull Construction

Added 1995

4. The minimum racing weight of the San Juan 21 hull and mast is to be no less than 1400 lbs, with all attached gear included and all removable gear removed. Attached gear is anything that is glued, screwed, bolted, split pinned or glassed in or onto the hull or mast.

Specifications, Article III: Mast and boom

Added 1996 by Chief Measurer

Backstays must be of the original sized wire. Non-wire adjustable backstay devices must have a wire "safety" strap in place around the adjustable line. All backstay-tensioning devices, when fully "relaxed", must not allow the mast to go further forward than 90 degrees from the water line.

Specifications, Article IV: Rigging & Equipmt:

Correction by Chief Measurer: 1996

#1. Rudder: The rudder shall be made out of wood (which may be fiberglass covered) or fiberglass, shall be not less than 1 inch and not more than 1 & 1/2 inches thick, and shall be of the dimensions shown in the official plans, with a length of 36", plus or minus 3" tolerance

along the foil shaped leading and trailing edges of the blade.

Added to #4, 2nd
Paragraph: (1999) by
Chief Measurer

"Original" size and shape gaskets battens must be in place on bottom of boat on both sides of keel slot. All types of gaskets must allow the cockpit to drain at the same rate as the original cloth type gaskets.

Specifications, Article V: Sails

(1999) By Chief Measurer #2: c. Sail measurements shall be made with sufficient tension to draw the cloth smooth and taut. The leech chord, measured from the aft corner of the headboard, shall not exceed 24 feet, 6 inches. The girth, is measured at 90 degrees to the luff cord, at 6 feet, 0 inches and 12 feet 0 inches, down from the head. At 6 feet, 0 inches down from the head, the girth will not exceed 3 feet 11 inches. At 12 feet 0 inches down from the head, the girth will not exceed 6 feet 3 inches. All measurements will include the boltrope.

d. Battens shall divide the leech chord into equal sections with 2-inch tolerance to avoid seams on all but the top batten. The aft top corner of the top batten pocket will be a minimum of 56 inches from the aft corner of the headboard. Maximum batten lengths are: upper 24 inches, two middle and lower 36 inches.

(1996) By Chief Measurer #4. Spinnaker:
a. The spinnaker shall be made of a .6 oz or heavier, nylon or polyester material

ByLaws: 2.10 Article X: Limitations Governing the Purchase of Sails

Added by class ballot
5-1-2005

The acquisition of sails by the owner of a registered San Juan 21 (SJ21), for use of that SJ21, shall be limited to one suit per calendar year. The use of a sail(s) in any race in a regional event, a local regatta, or a fleet race, shall constitute an acquisition, subject to the exemptions listed below. The date of acquisition is the date of shipping out of the loft. The sail maker shall mark the sail with the date of shipment on the sail immediately below the sail makers label. In the absence of a sail makers label, the head or tack of the sail may be dated. The purchaser of a San Juan 21 may acquire two suits of sails in the calendar year in which they acquire that SJ21. This applies to a new or used SJ21. Any sails retained by the new owner from the ownership of a previous SJ21, or acquitted with the purchase of a boat, shall count as sails acquitted, and shall subtract from the allowance for purchased of new sails, if such retained sails are to be put to competitive use. If a SJ21 sailor acquires a sail, or a suit of sails, which they do not feel are competitive, they may retire such sail/sails with fifteen days of the date of first use, and may acquire a replacement sail/sails. The Chief Measurer shall be notified of this action in writing prior to the acquisition of replacement sails. The intent of this paragraph is to allow new sails which are non-

competitive , to be retired from competitive sailing without prejudice, and is not to allow the purchase of additional suits of competitive sails. The SJ21 sailor shall certify in writing, with his notification to the Chief Measurer that they have retired the sail/sails only because they were non-competitive in their opinion. This exemption procedure may not be used again with five years of the date of this notification to the Chief Measurer.

ByLaws: 2.9 Article IX: Specifications:

Changed by class ballot
5-1-2005

The official specifications of the San Juan 21 consists of a series of drawings, signed by the Chief Measurer, and written statement of specific requirements relating to the hull, mast, boom, rigging equipment, fittings and sails. The specifications shall constitute a part of these By-Laws. A boat deviating from these specifications may be disqualified from Association sanctioned events. *It is the sole responsibility of every owner of a San Juan 21 sloop to maintain their boat in accordance with the approved specifications for the San Juan 21 Class Association.*

Bylaws: Specifications 3.4

Changed by Governing
Board Vote 1-1-2006

2. Tiller: *The tiller shall be of the general shape shown in the official plans. It must be connected to the rudder in some manner as to extend above the top of the transom.*

Specifications 3.0, Article IV: SAILS, 2.0a, b, c Mainsail:

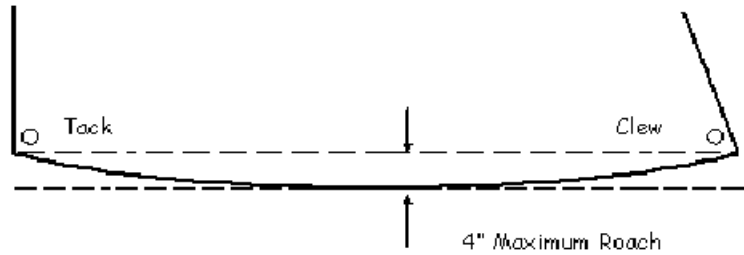
5/24/11 By Class Ballot

a. The luff of the mainsail shall be attached to the mast by arrangement of its boltrope (or slugs attached thereto) in the grooves of the spars. **Loose-footed mains are allowed.** The foot of the mainsail shall be attached to the boom by either its boltrope in the grooves of the spar, **or if loose-footed, by the tack-pin at the tack and a slug at the clew.**

b. Luff and foot measurements shall be controlled by the band system.

c. The leech chord, measured from the aft corner of the headboard, shall not exceed 24 feet 6 inches. The girth, is measured at 90 degrees to the luff chord, at 6 feet 0 inches, and 12 feet 0 inches down from the head. At 6 feet 0 inches down from the head, the girth will not exceed 3 feet 11 inches. At 12 feet 0 inches down from the head, the girth will not exceed 6 feet 3 inches. All measurements will include the boltrope. **Maximum foot**

roach is 4 inches



Specifications 3.3, Article III: MAST AND BOOM, 7.0:

5/2/22 By Chief Measurer

Turnbuckles and/or “multihole” Stay Adjusters may be used for attachment and adjusting the forestay and/or shrouds. Stay adjusters must be used with clevis and split ring closures. (Ball lock fast pins are not allowed). ~~Devices other than turnbuckles for adjusting the forestay or shrouds are not permitted.~~ Turnbuckle adjustments while underway are permitted. A split, mechanically adjusted backstay is permitted as an alternate to the standard single stay and turnbuckle arrangement. Backstays must be of original sized wire. Non-wire adjustable backstay devices must have a wire "safety" strap in place around the adjustable line. All backstay-tensioning devices, when fully "relaxed", must not allow the mast to go further forward than 90 degrees from the water line

Specifications 3.4, Article IV: RIGGING AND EQUIPMENT, 7.0 Spinnaker Pole:

5/2/22 By Chief Measurer

Spinnaker Pole: The spinnaker pole may be made of any material. Its length shall not exceed 8 feet 0 inches, measured from eye to eye (inner edge of the fitting). A lanyard is permitted. ~~The spinnaker pole must be used and connected to the mast when the spinnaker is set, and may be used on either side, opposite the boom, or with the boom.~~ (New US SAIL Rules, 1994) (5/2/22 – Proposed Edit by Class Measurer to bring SJ21 spinnaker pole usage in alignment with US Sailing rules.)

Specifications 3.4, Article III: MAST AND BOOM, 17.0 TOPPING LIFT:

4/1/24 By Chief Measurer

Approved by Exec Comm
vote

A main boom topping lift may be used. ~~Approved devices shall include a traditional halyard type topping lift affixed to the boom end, and/or a “Boom Kicker” flexible rod type device by Seoladair.~~

Specifications 3.5, Article V: SAILS, 2.0c MAINSAIL:

8/1/24 By Chief Measurer

The modified wording is a clarification ONLY and does not change any previously existing specifications. The change was made to help clarify mis-interpretations of the previous wording by some Class sailmakers.

The leech chord, measured from the aft corner of the headboard, shall not exceed 24 feet 6 inches. The girths are measured at 90 degrees to the luff chord by first measuring down the leech itself from the aft corner of the headboard 6 feet 9 inches and 13 feet 1.5 inches respectively to establish the girth measurement points on the aft edge of the leech. These points establish the Upper and Mid Girth measurement points, respectively. Arcs swung from the identified leech measurement points shall then not exceed 3 feet 11 inches (47" Max) for the Upper Girth dimension and 6 feet 3 inches (75" Max) for the Mid Girth dimension. All measurements shall include the boltrope. Maximum foot roach is 4 inches.

Since no Specification changes were made, no action by the Exec Comm is required for approval.

Specifications 4.0, DRAWINGS, SAIL LAYOUT DRAWINGS:

8/1/24 By Chief Measurer

Inclusion of these drawings does not reflect any actual changes to specifications but was done in the interest of full transparency and to capture the drawings in the Class Specifications to further eliminate mis-interpretation. Some of these layout drawings had been previously maintained only by the Class Measurer for measurement purposes.

Since no Specification value changes were made, no action by the Exec Comm is required for approval.

Official "Sail Layout Drawings", previously NOT included in the specifications, but maintained by the Chief Measurer and distributed only as part of an "Official Measurement Package", are now added to the Official Specifications as additional pages in Sec 4.0, Drawings.

The following were added:

- SJ21 Sail Check Floor Layout, rev 8-1-2024
- SJ21 Mainsail Floor Layout, rev 8-1-2024
- Jib/Genoa Floor Plan, rev 8-1-2024
- Spinnaker Floor Plan, rev 8-1-2024

An earlier mainsail layout drawing by R.W. Ayling, dated 1-21-82, which was frequently being mis-interpreted, was eliminated.