

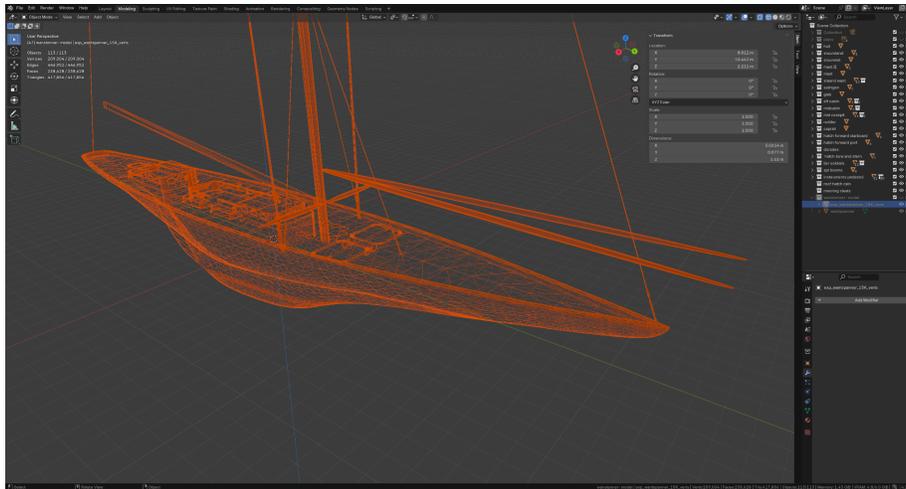
# J-CLASS

J-HX

J-HXV

J-HXX

OPERATOR MANUAL last updated Feb 8, 2026



*There are different versions. 3 super structures J-HX, J-HXV, J-HXX that come in a race configuration and a cruise configuration. Hull and standing rigging are the same on all versions. Sailwardrobe is the same for the 2 configurations. You buy one and get all of them, plus a RIB for ship shore traffic plus a 50m support vessel to carry the "toys" and accommodate the wider crew. The price goes up with the number of owners.*

*Current prices can be found here <https://sailaway.world/boatdesigns>*

## 1. Hull

J-HX, J-HXV and J-HXX all share the exact same hull shape. They share the same sail wardrobe and the same deck layout as far as sailing hardware is concerned. At a hull length of almost 42 meters and a beam of 6 meter and inches the hull is long and slender. The hull is designed to fit a bow wave induced at a boat speed of 14 knots. 14 knots is the theoretical hull speed. Exceeding 14 knots may be possible in big following seas In extreme winds. Otherwise pushing beyond 14 knots boat speed will only increase loads on rigging till one or another gives way. Be aware of this when wear and tear is introduced as a mechanic in Sailaway.

The empty boat weighs 182 tons and carries 111 ton ballast. Due to the slender hull shape with the extreme overhangs, she has low initial stability that increases rapidly with heel. At optimum the boat heels between 20° and 30 ° Reduce sail when heel exceeds 30° the rig is designed to withstand up 140 tons load on shrouds with a security factor of 5. Owner operators are advised not to exceed maximum loads. These loads by far exceed load on older J-Class vessels. Higher loads are made possible by longitudinal framing and directing load stresses through the structural bulwarks.



## 2. Rig

J-HX, J-HXV and J-HXX rc (race configured) all share the same standing and running rigging and the exact same sail wardrobe. The same is the case for J-HX Cruise (mid Novr 2025) , J-HXV-Cruise (end Nov.r 2025) and J-HXX Cruise (beginning Nov 2025)

### Spars

- Mast
- Boom
- Starboard Spinnaker Boom
- Port Spinnaker Boom
- Starboard Outrigger
- Port Outrigger

### Sails

- Mainsail without reefs
- 120% Genoa
- 100 % Jib
- 60% Staysail (J4)
- Gennaker
- Storm-Jib (CR only)
- Yankee (J2, CR only)

### Standing rigging

- 1 Forward Stay
- 1 Baby Stay
- 8 Shrouds
- 1 Rear Stay
- Lifelines (CR only)

## Running rigging

- 2 Back Stays
- Halyards for Main, Genoa, Jib, Staysail, Gennaker
- Mainsheet
- Boomvang
- Cunningham
- Outhaul
- Staysail Rail Starboard and Port
- Staysail Rail car pulleys Starboard and Port
- Jib Rail Starboard and Port
- Jib Rail car pulleys Starboard and Port
- Genoa Rail Starboard and Port
- Genoa Rail car pulleys Starboard and Port
- Genoa Sheet Starboard and Port
- Jib Sheet Starboard and Port
- Staysail Sheet Starboard and Port
- Gennaker Windward sheets Port and Starboard
- Gennaker Leeward sheets Port and Starboard

### 3. Jib, Genoa, Staysail (J4), Yankee (J1), Storm Jib

The Jib and the Genoa share the same pad eyes at the bow of the boat and are hanked / guided on the forward stay / profile . They can be set or peeled inside or outside of each other.

Setting both should have no other effect than induced windage from the Jib, and as the Jib is entirely covered by the Genoa skin to skin wear and tear. Sailaway mechanics since version 1.24 will induce more drag and disturbances when both are set.

The Staysail(J4) can be set inside the Jib or Genoa to stabilize the gennaker especially on tight reaching courses. The staysail is set ca. 4 m aft of the forward stay. Especially on a beat J4 as staysail inside jib or genoa does more harm than good.

For classic looks the Jibs and Genoa are sheeted through blocks on Jib / Genoa rails. The rail cars should be pulled backwards by the tension on the sheets.. There are separate pulleys to pull the rail cars forward and change the sheeting angle.

As per Sailaway mechanic until further notice only the leeward sheet is available. In tacking the new leeward sheet may have to be tightened (touched) to let the headsail come over to lee.

The Yankee is flown ahead of the J4 and is a high cut head sail to avoid heavy seas being caught in the sail. The Yankee shares the sheets with the Genoa.



## 4. Mainsail

The (racing) mainsail has no reefs. It does have a flattening reef (Cunningham or downhaul) and the boom vang can be used to control tension on the aft leech of the mainsail.

Especially on reaching or downwind courses make sure to induce enough twist in the mainsail.

When wear and tear is introduced in Sailaway be aware that the boom absolutely can not be loaded with lateral forces, thus make sure the boom is not dragged through the water.

On close hauled courses make sure to have the mainsheet traveler on the leeward side to put tension on the aft leech of the main relaxing load on the boom vang. At 25 + m boom length excessive load on the boomvang can easily break the boom.



Depth of the main sail is mainly controlled by the outhaul. Downwind try loosening it up, Sailaway rather likes it tight.

The working (Cruise) mainsail is a heavy duty made from Dacron sandwiching Dyneema laminated panels. Can be reefed to 85%, 60% or 45%

## 5. Gennaker

The Gennaker is a racing sail, with load and size of spinnaker booms and outriggers that need to be manhandled; a racing crew is a requirement. The required coordination and process flows are an important part of big boat sailing. Gennaker can be set without the spars rigged. That is deemed compromising the image and reputation of the J-Class. Hence the cc Cruise configured boats have the Gennaker removed

The Jury is still out on whether the cc boats should have a gennaker. It will require some convincing. In racing the handling of the Gennaker is regulated. Situations where boats fail to rig their spars properly while sailing with a gennaker can be investigated and can be penalised.

See the J-Class Regulation 2025 at the end of this document.

The Gennaker on the J is a "ridiculous deep and round" gennaker, it really is an Asymmetrical Spinnaker that is set from the respective windward Spinnaker Boom. The windward sheet is guided from the windward Spinnaker boom to the windward outrigger. This is vital to be able to set and control the Spinnaker boom close to forward and lead the respective windward Spinnaker sheets outside the shrouds.

Before setting the Gennaker the windward Spinnaker boom as well as the windward outrigger must be rigged. This by Sailaway mechanics is (still) cosmetic only.

As per Sailaway version 1.23 Gennaker are now parametrically deemed to flap at TWA < 160°. Or so no matter how flat it is or how tight it is trimmed.

As per Sailaway V 1.21 hoists and downhauls can be attached to the spinnaker boom and outriggers, those hoists, lifts and downhauls will not manipulate them (yet).

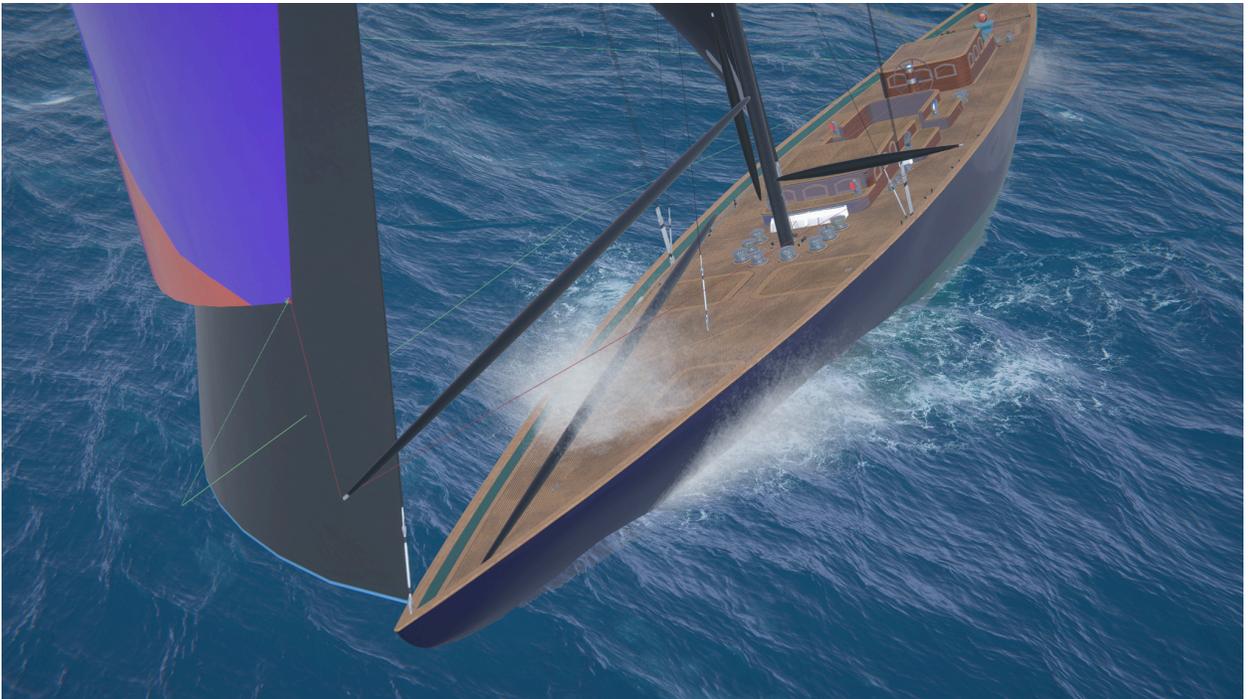
Hoists, lifts, downhauls on the spinnaker poles, outriggers etc. Will be introduced in Autumn 2025.. As it all has to be done 3x exactly the same for J-HX, J-HXV. J-HXX check the OEYC Discord server for information about updates.



## 6. Gybing the Gennaker

Gybing the Gennaker is a matter of getting the headsails out of the way.

1. Dowse Genao, Jib and or Staysail.
2. Then rig the leeward *to become* windward Spinnaker boom and outrigger.
3. Gybe the Gennaker and trim it.
4. Then take down the now leeward Spinnaker boom and the leeward outrigger.
5. Now you can set Genoa, Jib and or Staysail again.



## 7. Sailmaker



The boats in your dock “My Boats” all give access to the “Sailmaker” tool. The little sail icon under the image of your boat. It is of vital importance to go to the sailmaker before your first sail. Here you can give the Sail shape. By default the maximum depth of the sail is configured to be at the bottom. For Jibs and Mainsail The J’s like to have the depth way higher, especially the gennaker. You can set the depth at 200% and the depth height at 100%. Sailing down wind, the boat will be stuck at maximum hull speed near 14 kts, so you want to be sailing a course as deep as possible still doing 14 kts A “balloon” form in your gennaker will help achieve that.

The Mainsail has the sail depth by default very low. J-class likes to have depth a lot higher. Try 80% on the vertical position. The depth itself can be considerable also. You have a flattening reef (Cunnigham, downhaul) and the outhaul to trim the sail flat as it can be.. Ease those and the sail will be as deep as it can go never deeper. A deeper sail is not slower BUT allows you to let the sail be as deep as you need it while sailing. You will need to trim to make it flatter and trimmed enough it will still be as flat as a plate with no profile whatsoever.



Proceed similarly with all the other sails you intend to use in weaker wind conditions.

When you come to the storm jib realize that you would only ever need that on a cruise. If you want to take this particular J-Class on a cruise.. Get the boat with a cruising sail wardrobe.

A J-Class with the race sails is not meant to sail in winds stronger than 6 Bft. See the JCJ Naval Architects' buy one get 2 policy. Every J-Class in racing trim comes with a complementary same model J with dacron working sails. That policy will be dropped when boats can have several mainsails and a host more headsails of various types and cuts available.

Once underway in a challenge or a race you should not be able to visit the sailmaker to have the shape of the sail changed mid race or even while already hoisted and far away from land. You could have brought a sewing machine, yarn, sail panels and even glue.. so the mechanics that govern this behaviour may still change.

**ATTENTION:**

As per update 1.19 on April 21st 2025 double , triple, quadruple , or quintuple head sails should be interfering with each

~~As sails do not interfere with airflow yet, sails that are covered by other sails are not affected at all by those sails. In Sailaway III mechanics each sails' forces are calculated disregarding all other sails. Hence use of Sail wardrobe is for authenticity reasons limited. Only 2 stay sails (Jibs, or J's ) can be set at one time. During maneuvers there may be overlaps but only when it is clear that the overlap stems from performing the maneuvers that cause the overlap of sails.~~

~~Gennaker or Asymmetrical Spinnaker may only be sailed together with the J4 Staysail. Overlap with Jib, Genoa, J1, J2, J3 , Storm jib may only occur when it is clear that the overlap stems from performing the maneuvers that cause the overlap of sails.~~

Please take following table as guide

Mainsail	J1 (Genoa)	J4 (Staysail)
Mainsail	J3 (Jib)	J4 (Staysail)
Mainsail	Gennaker	J4 (Staysail)

Any 4th Sail is either in the process of being hoisted or dowsed.

~~Until the issue is resolved by physics mechanics (Sailaway Version 1.19) in Sailaway III this regulation will be part of the J-Class class regulations. While cruising any use of any sail is allowed but it is expected that the image and reputation of the J-Class is respected by all owners.~~

Sailaway III 1.24 headsails now disturb and influence airflow over other sails!

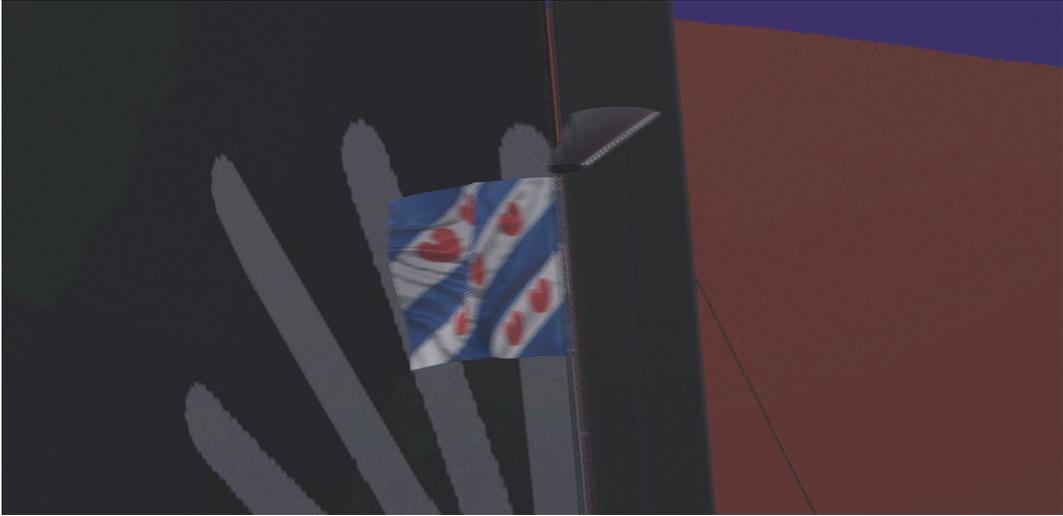
## 8. Deck Layout

Custom deck layout, hardware and lines will not be available to owners. However you are welcome to suggest improvements and additions that if feasible and agreed upon may be added by the designers at the designers discretion.

## 9. Livery

Designers cannot prevent owners from going bananas with textures and colors of the boat. As a class organization owners may come to a gentle-womans and -mans agreement to use only colors and textures. Please accept the agreement to not use or show any product or company or mark logos or any other advertisement displayed on hull, rig, sails, super structure other than the mark and logos of the prospective make of the parts of rig, hull or superstructure as is conventional. It is expected that the image and reputation of the J-Class is respected by all owners.

If you get permission from Lewmar, Harken to place a Lewmar, Harken logo and or trade mark on your boat's winches and winch handles feel free to do so. You should not write Akzo Nobel in big purple letters on the boom. Feel free to add any flag hoisted in the shrouds. 1 2 by 3 Flag is attached to the port shrouds under the bottom spreader already. In the future expect 3-4 pennants added for Club, Owners and other associations on the starboard shroud. J1 / J2 / J3 in the future may be "used" for banners to be hoisted when anchored or moored in port. These could be banners to designate championship winners. Appropriate textures would be provided by race organizers and or class organization.



## 10. Instruments

Instruments are loaded left to right, top to bottom. Hidden instruments are hidden in the User Interface but are visible instruments on board.



Top row, J-Class in racing mode should have 4 x Mast Foot instruments, with a single digital display well readable by the entire crew from any position on deck and behind the mast.

The Multi Mast Foot-Z instrument has many displays, over time more will be added to the desired display that can be selected in the UI. For this the instrument has to be visible in the UI.

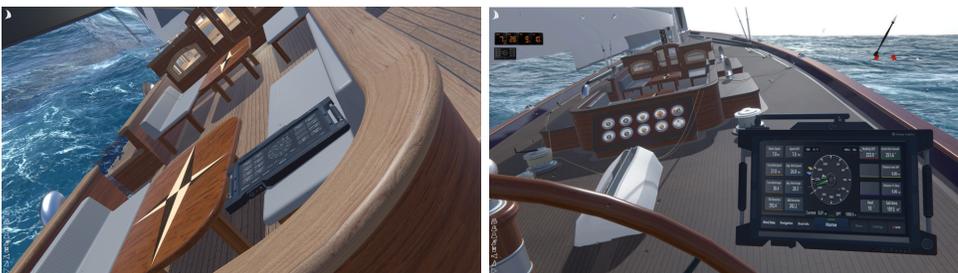
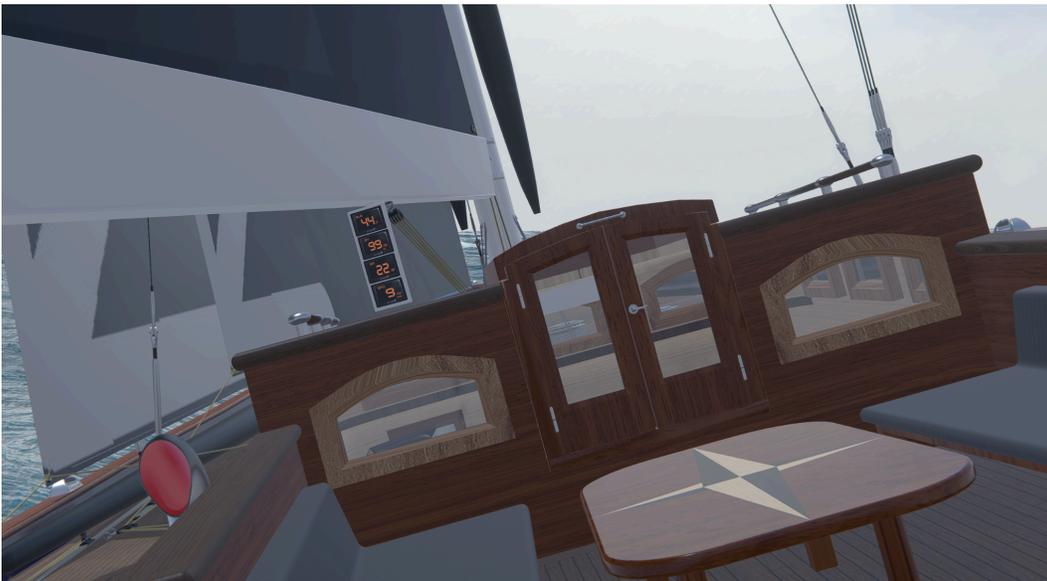
The boat can thus get the Multi Mastfoot Z installed 4 x These need to be shown on the UI then allow clicking through the dozen different displays of which you could show 4 on the 4 displays onboard.

Or you acquire 4 of the single display instruments you desire and place those onboard and make them invisible on the UI

2nd Row: not far from the helm a tablet will be placed that can be picked up and moved to a position in view at arms length of the helm. The starboard (right) handle of the tablet is clickable.

1 x 4 screen chart plotter 16:9 is well suited for the interactive tablet. The tablet normally lies around. It can be moved to the helmsman, helm station by clicking the handle on the right side of the tablet. Click the handle again and it will move back to its default location.

3rd and 4 th row: For the J-Class separate single display instruments are created that only have 1 single display. These instruments are placed in the UI and then blended from the UI.



On the dashboard in front of the helm position are 10 dials that show an array of instruments . Each of the instruments are single display and thus only need to be installed on the boat and not be shown in the UI.

You will need to acquire all 10 instruments separately.

The J-Class are newly built replicas or upgrades refitted old J's that all can sail under the same class rule and naturally have GPS.

GPS is available thus dials will have GPS derived data. Foremost however that's data from boat sensors like wind vane, speedometer, log, echo transducers, clination sensor, rudder angle sensor etc. These instruments should be dials with an internal diameter of no less than (11 cm ??) and maximum outer diameter of 14 cm

10 or more single MUW display instruments are available on the Sailaway market.

Instruments in the UI are placed on the left border with the instruments no higher than 960 pixels from the bottom in case screen resolution is changed from 3840 x 1920 to 1920 x 960. Presuming that position 0,0 is in the left bottom corner and is absolute, not relative.

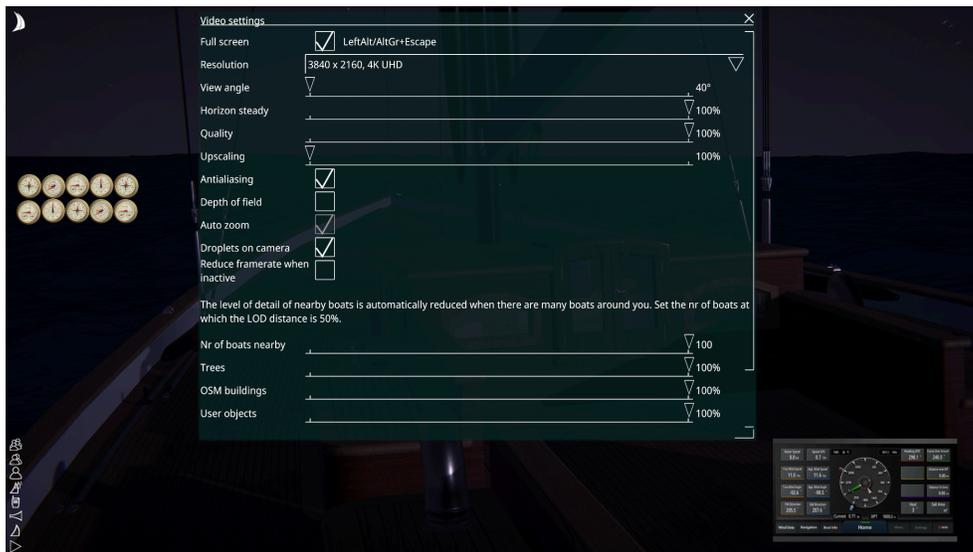
Some other instruments on offer can be used also. Those may or may not have more than 1 display. To show different displays of the same instrument on a boat however the instrument must be available in the Sailaway User Interface in order to be clickable and change displays. Every time the boat is spawned the displays are reset to the default display.

Until that changes to where settings of instrument displays are saved between sessions, only instruments where you want the default display can be permanently blended out from the User Interface.

Alternatively after choosing displays of the various installed instruments they can all be blended out by pressing the [i] key.

## 11. Cabin Doors and Cabin Hatches

Cabin doors and hatches have handles, only the handles are clickable. In rough seas it may be difficult to hover the mouse of handles. In that case make the avatar (camera) tilt and bob up and down with the boat instead of keeping stable and even parallel to the horizon. In the Menus open Settings , Video Settings, and change the position of the “Horizon Steady” slider.



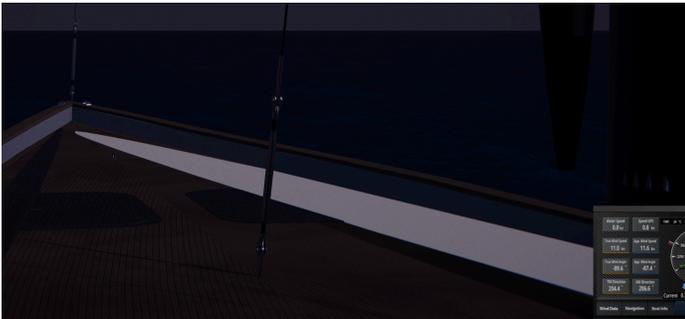
**WARNING:** that may cause nausea

Handles on hatches and doors.



## 12. Spinnakerboom and Outrigger interaction

Spinnaker Boom and Outrigger have a small clickable area where the rigging of the Spinnaker Boom or Outrigger is initiated or return to its resting place is initiated. For the outrigger that is at ca 75% of its length to the outside ca at the shrouds when rigged or near the top when placed against the mast in its resting position .. For the spinnaker boom that is at 75% of its length towards the bow.



Spinnaker boom highlighted on mouse over.



Outrigger highlighted on mouse over.

## 13. Crew

J-Class was developed as was Sailaway, with the idea of sailing a boat with multiple people online from anywhere on the internet.

A boat needs a person in charge. (PIC)

By taking the helm the e-sailor becomes "person in charge".

Changes in trim are using a client - server model. When x changes trim the input is "transmitted" to the "person in charge", the changes are "processed" by the "person in charge". The "status" of lines, sails etc. is then "transmitted" to all crew members x,y,z etc.

Based on PC performance, server capacity and internet connections there may be slight latencies. As a member of a crew you should accept that the owner of the boat appoints a "person in charge" that takes the helm.

For boats owned by the OEYC the e-sailor that enters a boat into an event is the "person in charge" (PIC) for that event.

For the duration of that event the e-sailor that is the first on the boat is "person in charge" (PIC). That PIC is responsible for completing an event in the best possible way. In case the boat is not participating in an event (PIC) can, teleport, provision, anchor and enter the boat in another event.

A PIC leaving the boat will appoint a new PIC before leaving. If no PIC is on the boat, the first e-sailor to take the helm becomes PIC.

## 14. J-Class Regulation 2026

- a. Boats must comply with the J-Class definition in Sailaway III

### Inspect boat class

#### J-Class

Min. nr. of hulls 1

Max. nr. of hulls 1

Max. length hull 46.00 m

Max. length waterline 29.00 m

Max. beam hull 7.00 m

Max. beam waterline 7.00 m

Max. depth 5.00 m

Min. weight 99999 kg

Max. waterballast / side 0 ltr

No foils allowed

- b. As per Sailaway III update 1.19 on April 21st 2025 double , triple, quadruple , or quintuple head sails etc. should be physically interfering with each other.

- ~~No more than 2 headsails are allowed to be set at the same time~~
- c. Gennaker is only allowed to be set on any tack after the respective spinnaker pole and the outrigger pole for that tack are set.
  - d. The J-Class regulation 2026 will apply to all races sailed for the J-Class.

## 15. Cruise vs Regatta configuration

In racing mode all extra weight is removed. That included stanchion, pullpitts lifelines, anchors, anchor chains etc. There is no easy way to make that user interactive. So it was decided to create 2 copies of each boat. The notation "Cruise", "C" or "CC" for Cruise Configured designates a J-class boat in cruise configuration. The J-Class boats in Race Configuration will be designated with "RC" or not at all.

The hardware and stuff not yet found on the J-Class RC will be ported from the J-Class Cruise boats. That will be all hardware and equipment except the stanchions and the life lines.

## 16. Fender and lanyards

Fenders are stored below deck in the forward and aft lockers accessible through the deck hatches. They come with the J-H-CXX Cruise. In the Netherlands we mostly dock sideways .. so 14 of those fenders with socks are stored below deck.

Lanyards (work in progress) need to fit all boats, but we want to make them only once.. These will come with the J-Class H-XV Cruise before porting to the other boats.

We should be able to tie up to a dock where the poller are separated by exactly 5.000 m or (5000 mm +/- 0.4 mm)

We will be creating a floating dock with polars separated by 5000 mm that has 40 meter long x 10 meter wide boxes.. (The bow's first mooring in NL is between 2 pollers in the water and 2 pollers on the dock.. )

Stern first as in the med is with bow attached to 2 mooring lines and stern to 2 pollers

on the dock.. ) We can not have floating docks yet so these for now must be boats, that you just anchor in your port of choice and thus are visible only to yourself. In the NL ports and harbors usually have even sand bottoms. There 20 m pollers are easily hammered into the bottom.. or holes are drilled and concrete is poored.

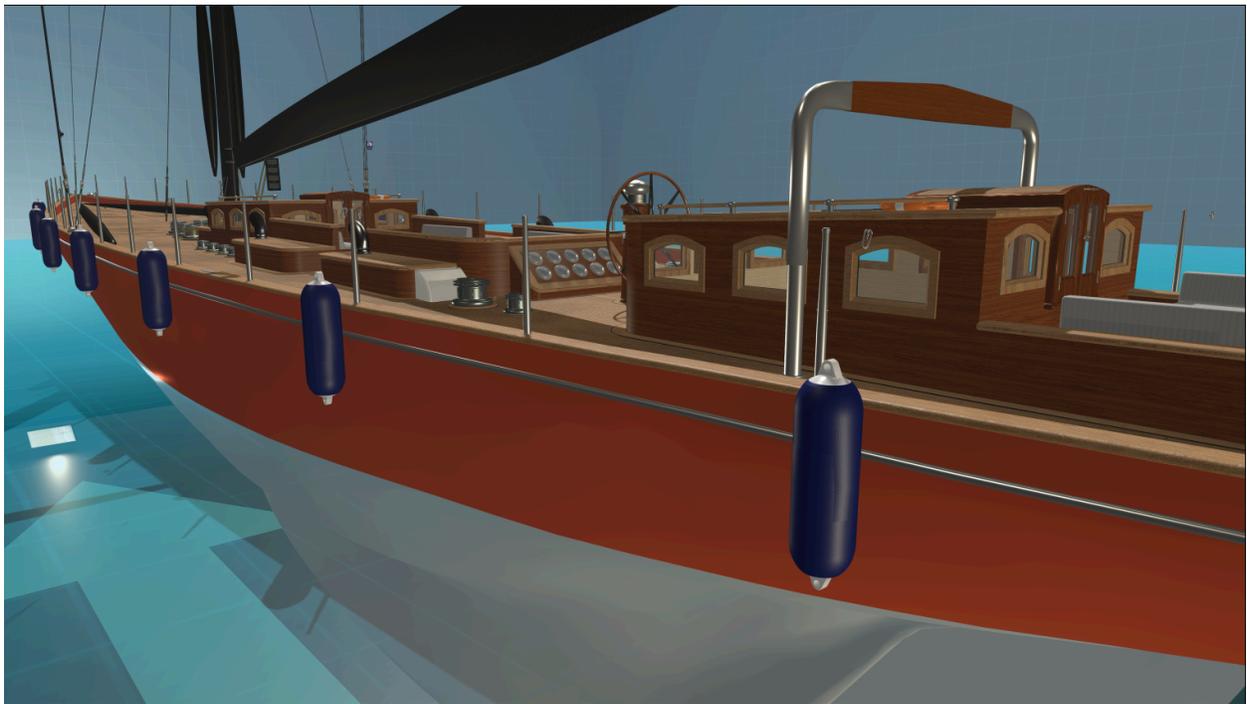


The poor man's \*mooring in Sailaway would go like this:

- find your fender and lanyards. that will be stored in stern and bow lockers
- Attach 14 fenders optionally and separately to stanchions, life lines. (interactive)
- bring out the lanyard and tie to cleats. lead through portholes, and hang around poller with a bowline. (interactive, keep boat parallel to dock)
- bring out springs (prevent forward , backward movement (interactive)
- pull and tighten lanyards and springs.

Without collisions this may be an absolute fools errant, but if it fits it should look real enough in pictures. and you will have to work the engine and rudder to moor your boat precisely.

If all goes well the created hardware will be needed anyway when other solutions come. (same as spinnaker booms and outriggers)



### 17. Floating Fingerdock for your homeport

This can require some World Editing, some non intrusive dredging and landscaping in your home port..

Work in porgress...

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