

# J/120 Class Association Rules – 01/15/09

## OBJECTIVES

- 1.1 These rules are to preserve J/120's cruising features, including ease of handling, low cost of ownership, safety and comfort.
- 1.2 Except where variations are specifically permitted by these rules, J/120s shall comply with standard specifications published by J Boats, Inc. and these class rules and shall be as delivered from authorized builders in hull, deck, keel, rudder and spar construction, weight and weight distribution, sail plan, equipment, and interior furnishings.
- 1.3 No alterations or modifications are permitted unless explicitly permitted by these rules. Alteration or modifications to class rules shall only be permitted with the joint approval of the copyright holder (J/Boats, Inc. Box 90, Newport RI 02840) and J/120 Class.

## ADMINISTRATION

- 2.1 The J/120 Class Association shall be the sole authority worldwide for the conduct and management of J/120 Class events. The management of class events and class rules shall be conducted with the involvement of the copyright holder and Class Executive Committee.
- 2.2 The Executive Committee consists of one representative appointed by each J/120 Fleet (fleet must consist of at least 8 members), the copyright holder, and one "at large" fleet representative appointed by the copyright holder. Annually the Executive Committee will elect a President, Vice President, Secretary-Treasurer and Chief Measurer from its committee.
- 2.3 The ExCom shall (i) keep members informed of proposed rule changes and activities (ii) seek member consensus in recommending rule changes to the copyright holder.
- 2.4 J/120s shall be built only by builders licensed to do so by J Boats, Inc., and shall comply with J/120 building specifications detailed by the copyright holder.
- 2.5 No boat shall be deemed a J/120 class boat until it has been completed with a building number assigned by J Boats, Inc. molded into the transom.
- 2.6 Molded fiberglass parts, spars, rudder, keel, engine and prop shall be supplied by J Boats, Inc. or their authorized J/120 agent.
- 2.7 The official language for the class shall be English. The word "shall" is mandatory. The word "may" is permissive.

## HELMSMEN/CREW ELIGIBILITY

- 3.1 An Active voting member of the J/120 Class Association shall be a legal owner of a J/120 and whose annual dues have been paid to either the national class or local J/120 fleet for each co-owner or helmsman. Each yacht shall have one vote.
- 3.2 Owner is defined as a person who owns either the entire yacht or is one of two or three equal partners in terms of financial investment in the purchase of the complete yacht and the cost of its operations.
- 3.3 The primary helmsman shall be a class member who is either a member of the owner's immediate family; or a long term shipmate and friend who is not associated with the sailing industry or paid to sail and who is pre-approved by the local J/120 Fleet. A Primary helmsman is defined for closed course day races as a person who, excepting for momentary absence due to personal or shipboard needs, steers the yacht during the 5 minutes prior to and including the start, all windward legs, and on all mark roundings including the finish.
- 3.4 The crew aboard (including Owner) shall be comprised of amateur sailors, except that one crew member may be a sailing industry professional.
- 3.5 The ExCom shall be the sole interpreter of these definitions and their application.

## MEASUREMENT

- 4.1 A measurer shall not measure a yacht in which he is an interested party.
- 4.2 Owners have the responsibility of ensuring that their yacht complies with these Class Rules.
- 4.3 By participating in J/120 events, owners agree to permit J/120 Class Officers or Race Committee or their appointed representatives to board their boat unaccompanied for the purpose of inspecting, measuring or equalizing at any time during a regatta or within 24 hours prior to or after the event.

## EQUIPMENT RULES

- 5.1 Standard furnishings, equipment, swim ladder, jib roller furler and dodger shall not be relocated or removed when racing.
- 5.2 Safety equipment shall, at a minimum, conform to US Coast Guard regulations or other federal regulations.
- 5.3 PERMITTED while racing:
  - 5.3.1 Integrated tactical electronic instrumentation, compasses and chart plotters.
  - 5.3.2 Autopilot (switched off) and related compass

5.3.4 Cruising and daysailing amenities which don't enhance performance.

5.3.5 Foredeck lifeline netting, shroud rollers & other anti-chafing gear.

5.3.6 U-bolts or padeyes (P&S) on rail for jib/genoa reaching leads, and amidships docking attachment points.

5.3.7 Telescoping whisker pole for use with jib or genoa only.

5.3.8 Carbon Fiber Mast W/Carbon spreaders and rod rigging.

5.3.9 Carbon Fiber Boom

5.3.10 Removal of V-berth cushions

5.3.11 Addition of a second tack line and stopper.

5.4 NOT PERMITTED while racing.

5.4.1 Halyard Locks or Hooks.

5.4.2 Holes or Tubes which feed halyards or control lines through the deck, hull or transom.

5.4.3 Altering Rudder or Keel Profile or exceeding tolerances in Official Offsets.

5.4.4 Light air spinnaker sheets.

5.4.5 Use of a mast, boom or bowsprit which has been modified in any way, such as cutting off the mast butt to increase rake.

#### SAILS

6.1 . All sail measurements shall be carried out in accordance with the Equipment Rules of Sailing ("ERS"). Terms used in these class rules in **bold** letters are used as defined in the ERS.

6.2 Sails used during an event or series, when competing for J/120 Class trophies either in one-design or mixed fleet events, shall be limited to one mainsail, two headsails and two asymmetrical spinnakers, except as may be amended by the local J/120 fleet to meet particular sailing conditions. For overnight/distance races, the J/120 Class may permit one additional spinnaker and headsail. For low-key events, the Class may restrict sails to one headsail and one asymmetric spinnaker or simply to cruising canvas with one or two headsails.

6.3 The mainsail and headsails shall be manufactured from materials approved for use in IMS. Asymmetric spinnakers shall be constructed of nylon or polyester.

6.4 The mainsail shall be fitted with up to five (5) battens of any length so that the center of the batten pockets shall divide the aft edge of the sail into approximately equal parts. Mainsail girths shall not exceed IMS limits. The tack ring of the mainsail shall be affixed in the standard tack fitting and the mainsail may be loose-footed. At least one reef point shall be installed. The mainsail shall be attached to the mast with sail slides. The class insignia in blue

with overall dimensions approximately 500x1000mm shall be affixed on both sides of the sail, with the bars nearly perpendicular to a line between the head and the center of the boom and between the upper two battens.

6.5 The blade jib (LP under 105%) and genoa (LP under 155%) shall be attached to and operated on the standard roller furling system using #6 luff tape.

6.5.1 The blade jib may have up to 3 furlable battens or stiffeners.

6.6 Two asymmetric spinnakers are permitted of maximum sizes 120 square meters and 165 square meters as measured under the AC Cup rule:  $SA = [(\text{luff length} + \text{leech length}) * .25 \text{ foot length}] + [(\text{half width} - .5 * \text{foot length}) * (\text{leech length} + \text{luff length})] \div 3$ ; where **luff length** shall not be greater than 20m.

6.6.1 Adjustable Kevlar leech, luff and foot lines shall be fitted.

6.6.2 A Snuffer may be fitted and used.

6.7 Heavy weather jibs of less than 80% LP, a storm trysail or 2nd mainsail reef at least 40% up from the tack required by ORC regulations are additionally permitted, but are not required for J/120 one-design racing.

6.8 Sail purchases are limited to a new inventory of class sails (per Par #6.2) in the first calendar year of a new or used boat purchase and then any two class sails in the each subsequent calendar year. If an owner does not exercise their two sail purchase option in a given "subsequent year" then they may "roll-over" their unpurchased sail balance to the following calendar year, with a one year maximum on roll-overs. There are no purchase limits on cruising or non-class sails.

#### ADDITIONAL RULES

7.1 The maximum crew weight for one-design racing is 600 kilograms with no limit on numbers of crew, or 6 people of unlimited total weight.

7.3 To equalize displacement (Flotation) for one-design racing if so prescribed by the notice of race or sailing instructions: all boats shall have float lines installed and shall have their weight equalized in accordance with Exhibit 7.3A to these rules, and shall have on board a J/120 Class Flotation Worksheet and Certificate in the form of Exhibit 7.3B, duly completed and signed by an Owner of the boat and co-signed by the Fleet Measurer or his designee.

*Underscored items are changes since 10/02*

# J/120 Class

## PROCEDURE FOR EQUALIZING BOAT WEIGHT FOR CLASS RACING

**A. Install Hull Flotation Marks.** Install contrasting 12mm x 75mm flotation marks on both sides of stem at the bow, and on both sides of aft end of rudder (long axis of marks parallel to waterline). The bottom of these marks shall be located as follows. **Aft Flotation Mark:** Locate aft hull point 314mm forward of transom along centerline of hull bottom. With the rudder fitted in its normal position, the bottom of the flotation mark shall be 50mm vertically below the aft hull point and shall be marked on both sides of the rudder at its trailing edge. **Forward Flotation Mark:** The bottom of the flotation mark shall be 1347mm below the projection of the top of hull flange where it intersects the forward side of the stem head fitting measured down and around the forward face of the stem.

**B. Measurement Afloat.** Boat shall include only the equipment and other items specified in Paragraph C for its initial measurement. With dry bilges, boat shall be trimmed level (flotation marks approximately equidistant from the flotation plane) by temporarily relocating equipment aboard as necessary. No further equipment or ballast need be placed aboard if both the forward and aft flotation marks are touching (or are below) the surface of the water ("proper sink").

**C. Required Equipment and other Items for Measurement Trim.** Running rigging as used for racing including all sheets, halyards and control lines; emergency tiller; life jackets for all crew; one anchor with attached chain and/or rode; tool kit; the one-design mainsail, two headsails, and two spinnakers that will be used for racing; aft and main cabin berth cushions; fuel to at least 1/4 full on gauge; empty ice box and water tanks; two batteries; and all other equipment required by the J/120 Class Association Rules ("Class Rules"); and by USCG rules.

**D. Trim Equalization Procedure.** If the boat cannot be trimmed to proper sink with only the equipment and other items required in Paragraph C on board, the owner shall choose any combination of the following options to correct the trim to achieve proper sink:

1. Any optional items or standard factory installations not required to be on board by Class Rules, such as v-berth cushions, cockpit table or 3<sup>rd</sup> battery.
2. Optional sailing gear such as spare sheets, blocks, winch handles, a second anchor with attached chain & rode, foul weather gear or other sailing related gear that is part of the yacht's permanent inventory, but not including daily provisions such as food, drink and personal crew bags.
3. Up to 75 gallons of water in the standard factory tanks, or in lieu of water, up to 600 lbs of lead corrector weight (bolted or glassed) inside the settee compartments in the main cabin.
4. Lead corrector weight installed (bolted or glassed) inside the forward port side hanging locker, the aft cabin hanging locker and/or the aft port cockpit locker outboard of the fore/aft divider.

**E. Not Permitted:** Excepting sails, the locating of ballast or equipment under Paragraph D either below or on top of the flooring in each of these areas: main cabin, aft cabin, head or forepeak while racing is not permitted.

All items under Paragraph D required aboard to achieve proper sink shall be listed on a J/120 CLASS FLOTATION WORKSHEET & CERTIFICATE substantially in the form of Exhibit 7.3B to the Class Rules, with its corresponding weight or gallons indicated, where applicable, a copy of which shall be aboard at all times while racing.

## **J/120 CLASS FLOTATION WORKSHEET & CERTIFICATE - EXHIBIT 7.3B**

Date: \_\_\_\_\_

Boat Name \_\_\_\_\_ Hull # \_\_\_\_\_

Owner \_\_\_\_\_

Address \_\_\_\_\_

Email \_\_\_\_\_ Tel \_\_\_\_\_

### **12mm x 75mm Flotation Marks Placed on Each Side of Bow and Rudder (Indicate If OK)**

\_\_\_\_\_ Aft Flotation Mark: 50 mm Vertically Below Aft Hull Point, on Trailing Edge of Rudder.

\_\_\_\_\_ Forward Flotation Mark: 1347 mm Below Top of Hull Flange Down & Around Stem Face.

### **Checklist of Required Equipment and other Items for Measurement Trim**

\_\_\_\_\_ Anchor w/attached chain and/or rode

\_\_\_\_\_ Safety gear required by USCG and local authorities

\_\_\_\_\_ Standard running rigging aboard

\_\_\_\_\_ Class sails: mainsail, two headsails and two spinnakers

\_\_\_\_\_ Main cabin and aft cabin berth cushions

\_\_\_\_\_ Dodger frame and dodger (in standard location)

\_\_\_\_\_ Main cabin table

\_\_\_\_\_ Lifesling, MOM or horseshoe life ring on stern rail

\_\_\_\_\_ Basic nav gear (1 chart book, ruler, dividers, tide book & rulebook)

\_\_\_\_\_ Tool kit

\_\_\_\_\_ Handheld VHF and GPS in nav area, if not otherwise installed

\_\_\_\_\_ Radar reflector

\_\_\_\_\_ Emergency tiller

\_\_\_\_\_ Icebox and two water tanks, all empty in standard locations

\_\_\_\_\_ Fuel tank gauge reading at least 1/4 (Note Amount: \_\_\_\_\_)

\_\_\_\_\_ 2 Batteries in standard location

\_\_\_\_\_ Any other equipment required by the J/120 Class Rules & Interpretations (list separately and attach)

### **Checklist of Optional Gear Required to Achieve Proper Sink (check if needed)**

\_\_\_\_\_ Cushions (V-berth and/or cockpit; please circle)

\_\_\_\_\_ 3rd battery

\_\_\_\_\_ A maximum of 75 gallons of water in two tank under settees - # of gallons \_\_\_\_\_

\_\_\_\_\_ 2nd anchor w/attached chain & rode

\_\_\_\_\_ Lead weight secured in place: total weight \_\_\_\_\_ Location \_\_\_\_\_

\_\_\_\_\_ Other (list items and location as raced): \_\_\_\_\_

Certified by:

\_\_\_\_\_  
Owner

\_\_\_\_\_  
Class Measurer or Designee/Fleet Measurer