



## ***J/88 Class Rules***

These Class Rules are written to preserve the J/88's recreational features, including ease of handling, ease and low cost of ownership, safety, comfort, fun and equality of performance in order to maximize participation in J/88 events and to foster one design racing among predominately amateur crews.

Except where variations are specifically permitted by these rules, J/88s shall be alike in hull, deck, keel, rudder and spar construction, weight and weight distribution, sail plan, equipment and interior furnishings.

**These Rules are closed Class Rules where if it does not specifically say that you “may,” then you “shall not”.**

### **1.0 Administration**

1.1 The J/88 Class Association through its Executive Board shall be the sole authority for managing and conducting J/88 Class affairs and for applying and enforcing these Rules. Local fleets shall have delegated authority to apply and enforce these rules for fleet events and for local events within fleets.

1.2 No boat shall be deemed to be a J/88 Class boat unless it is completed with a hull identification number assigned by a builder licensed by J/Boats, Inc. and molded into the transom; unless the boat is in compliance with the specifications determined by J/Boats; and until the boat is equipped to qualify for J/88 Class racing.

1.3 Molded fiberglass parts, spars, rudders, keels, engines, and props shall be supplied by J/Boats or its authorized vendors. Repairs and modifications shall be made in accordance with J/Boats specifications. Major repairs and modifications shall be made in a manner approved by J/Boats or by an authorized J/Boats builder.

1.4 Unless otherwise prescribed in the Notice of Race, advertising on boats entered in J/88 Class and fleet sponsored events shall comply with ISAF Regulation 20.

### **2.0 Membership and Eligibility**

2.1 The terms, Voting Members and Associate Members shall be as defined in the J/88 Class Constitution.

2.2 The Driver for in-shore racing shall be the person who drives the boat from five minutes before the start until the finish, but for momentary absences for personal or shipboard needs. The Driver shall be a Voting Member or an Associate Member. A Driver who is not a 100% owner of the J/88 shall be a Group 1 competitor as defined in the ISAF Competitor Classification system.

2.3 The default classification for any sailing industry related crew member, other than a 100% owner, who does not have a formal ISAF competitor classification shall be ISAF Group 3. Not more than one Group 3 competitor, other than a 100% owner, shall be

permitted to race on a J/88, unless otherwise prescribed by the Executive Board in the Notice of Race at least 30 days prior to the event.

2.4 No crew member may be paid or compensated in any way for racing in a J/88 sanctioned event. However, a crew member may accept reimbursement for reasonable out of pocket expenses, transportation, living accommodations, and meals necessary for participation in an event.

2.5 A J/88 may be chartered for J/88 sanctioned events. The charterer must be a Voting Member or an Associate Member who is an owner of a J/88, or a Group 1 competitor who is pre-approved by the Class.

### **3.0 Measurement**

3.1 Neither the Chief Measurer nor an assistant measurer shall measure a J/88 in which he or she is an interested party.

3.2 The captain and owner are responsible for assuring that a J/88 participating in a J/88 class or fleet sanctioned event complies with these Rules.

3.3 By participating in a J/88 sanctioned event, Voting Members, owners, and captains agree to permit J/Boats, J/88 Class officers, measurers, and the Race Committee or their representatives to board their boats unaccompanied for purposes of inspection, measurement, or compliance at any time during an event or within 24 hours before or after the event.

3.4 A measurement determination by the Chief Measurer or an assistant measurer shall be determinative.

3.5 A technical decision or determination by the Technical Committee which applies to these Rules shall be determinative.

### **4.0 Equipment Rules**

4.1 Standard factory supplied equipment, including, but not limited to, railings, stanchions, and furnishings, except as listed in section 4.3, shall be maintained and will *not* be removed, relocated, or altered when racing.

4.2 Safety equipment *shall* be on board, *shall* be used, and *shall* at least conform to ISAF Special Offshore Regulations Appendix J- Category 5, provided that personal flotation devices meeting USCG Type II requirements shall be sufficient.

Portable equipment *shall* include:

- One manual bilge pump
- One bucket of stout construction and minimum 9 litre/2.4 gal capacity with a lanyard
- One compass (handheld is acceptable)
- One fire extinguisher
- One anchor
- Yachts name on buoyant equipment
- Life buoy with a drogue or life sling without a drogue
- Minimum diam 6mm heaving line of 15-25m readily accessible to cockpit or helm

- USCG approved type III PFD for each crew

4.3 The following are permitted while racing:

- 4.3.1 Tactical / navigation / communication instrumentation.
- 4.3.2 Interior, cruising and day sailing amenities that do not enhance performance.
- 4.3.3 Foredeck lifeline netting, shroud and lifeline rollers, and other anti-chafing gear.
- 4.3.4 U-bolts or pad eyes outboard of the jib tracks for barber hauling the jib or affixing blocks to stanchion bases for the same purpose.
- 4.3.5 Foot braces, hand holds, non skid surfaces, and lifeline cushions.
- 4.3.6 Use of a shackle or similar device to attach headsail sheets to sails and to attach the tack line to the spinnaker.
- 4.3.7 Sailors with significant disabilities may apply to the technical committee for a written dispensation to allow specific adaptations to be fitted to the boat.
- 4.3.8 Substitution of blocks, cleats, and clutches provided by non-standard equipment manufacturers, provided that the replacement parts are of similar size, weight, and power ratio and perform the same function.

4.4 The following are *not* permitted while racing in inshore buoy races:

- 4.4.1 Holes or tubes which lead lines or halyards through the deck, hull or transom other than the sprit control line
- 4.4.2 Altering the hull or rudder or keel profiles.
- 4.4.3 Altering the mast, boom, or bowsprit
- 4.4.4 Adjusting the location of the mast butt or the standing rigging, other than the backstay.

See Appendix B: J/88 Building Specification

4.5 A Voting Member may request a written determination from the Technical Committee concerning the compliance of any proposed alteration.

## 5.0 Sails

5.1 Each sail purchased for use used in J/88 Class sanctioned events shall comply with the Class Rules in effect on the date of delivery and when measured at an event. It is the obligation of the owner and captain to have certified sail measurement certificates onboard and ready for inspection at a J/88 Class sanctioned event. New sails delivered on or after TBA shall be affixed at the tack with a sewn in J/88 sailtag purchased from the J/88 Class Association by the sailmaker. Sailtags shall be supplied to sailmakers by the Class and shall have serial numbers that are registered with the class secretary. A certificate with a serial number, a statement that the sail conforms to class rules, and the date of delivery to the owner shall be signed by the sailmaker, delivered to the owner, and recorded by the Class Secretary. By affixing a sailtag, the sailmaker certifies that the sail meets the then effective sail material, weight, and measurement requirements of these Rules. Fees for purchase of sail tags by sailmakers shall be determined by the Executive Committee.

See Appendix A: J/88 Class Sail Dimensions

5.2 All sail measurements shall be made by certified measurers and in accordance with the ISAF Equipment Rules of Sailing (“ERS”). In this section, terms in **BOLD** are used as defined and used in ERS.

5.3 Sails carried on board and used for J/88 Class or fleet sanctioned events for inshore buoy racing shall be limited to five sails: one Class **mainsail**, two Class **jibs**, and two Class **spinnakers**. Each Class sail shall comply without exception with the provisions of these Rules.

5.4 Effective on TBA for J/88 Class or fleet sanctioned one design racing, purchases shall not exceed (a) one mainsail, two jibs, and two spinnakers in the first year of ownership (b) plus any three sails during subsequent calendar year. Notwithstanding any other limitation in this section, the Executive Board or the Chief Measurer may permit replacement of any sail which has been damaged beyond reasonable repair.

## **6.0 Additional Class Racing Provisions**

6.1 For J/88 Class or fleet sanctioned events, the crew shall be limited to the driver plus TBA crew members. To encourage family participation, an additional “lightweight person” may be added at no penalty, provided that person’s weight does not exceed 60 kilos (132 lbs.).

6.2 For J/88 Class or fleet events designated by the Executive Board as national or other championship events, Rule 6.1 will not apply. For such designated championship events, a maximum crew weight limit shall apply. Maximum crew weight, regardless of the number of crew members, shall not exceed TBA kilos (TBA pounds) in swimming apparel.

6.3 The bowsprit shall be fully retracted at all times except when the gennaker is being set, is set, or is being retrieved, and shall be retracted at the first reasonable opportunity after the retrieval. Approaching a mark at which the gennaker will be set, the bowsprit shall not be extended until the bow reaches the mark. An extended bowsprit shall not be considered part of the boat for the purposes of establishing an overlap unless the gennaker is set.

6.4 Hanging on the mast or shrouds to promote roll tacking or roll gybing is prohibited at all times.

	Standard Fitting Description	Minimum	Actual	Maximum	Permitted Modification and/or dimension reference
1	Indeck furler unit				Builder supplied and located.
2	4 SS Mooring cleats				Builder supplied and located.
3	Foredeck toe-rail molded into deck				
4	Shroud chainplates (stainless)				Builder supplied and located.
5	Foredeck opening hatch				Builder supplied (BSI Moonlight).
6	Two anodized jib lead tracks				Builder supplied and located.
7	Two adjustable jib sheet cars/ blocks	45mm			Sheave diameter/4:1 adjustable purchase system
8	Jib lead in-hauler system, port and starboard, cabin top mounted.			4:1	
9	Four supplied mast base mounted halyard/reef turning blocks			60mm	Dimension is sheave dia. Option to add two (2) additional blocks.
10	Hall Quick Vang				Builder supplied
11	Two self-tailing primary winches of 40:1 gearing mounted in standard builder location				Builder supplied and located
12	Two self-tailing secondary winches with 30:1 gearing mounted in standard builder location				Builder supplied and located
13	Two locking winch handles	10"			Option for additional winch handles
14	One winch handle holder (optional)				Multiple holders and other storage bags permitted.
15	Tack line #38mm rope clutch with fairleads mounted on starboard side of cabin house.				Builder located.
16	Mainsheet traveler track with car, and in line 38mm cam cleats and turning blocks mounted port and starboard on vertical cockpit wall.				Builder located.
17	Mainsheet system with 6:1 coarse tune swivel arm, block and 38mm cam cleat assembly mounted aft of traveler; 18:1 fine tune swivel arm, block and 38mm cam cleat assembly mounted forward of traveler				Builder located.
18	24:1 Backstay adjuster			48:1	Builder located.
19	Bow sprit launch line, dead-ended at aft end of sprit, led forward to a block or padeye mounted on forepeak bulkhead, then aft through main bulkhead to a thru-deck ferrule (back of strb cabin top) and cleated to a 38mm cam on aft vertical face of cabin.	29mm			Option to rig a retraction system with elastic chord and blocks.
20	Headsail furler line system of two blocks in anchor locker, two fairleads on deck and one 38mm cam cleat with fairlead mounted on port side of cabin house.				Builder located.
21	six stainless stanchions with bases with double lifeline. Lifelines secured to stern rail with lashing, and to pulpit stainless eye with lashing or shackle.	Need dim			Builder supplied and located. Dimension is lifeline height above sheerline. Lifeline is 1x19 SS wire. Option to add comfort pads. Option to replace lashing with turnbuckle or pelican hooks. Option to add opening gates between two aft stanchions.
22	Two stern pushpits connect with double opening lifelines.	Need dim			Builder supplied and located. Height above sheerline. Option to secure lifeline with lashing, shackles, turnbuckle or pelican hook.
23	GRP molded seahood with sliding cover, underside connection hasp for vertical dropboard.				Builder supplied and installed.
24	One plexiglass companionway dropboard.				Builder supplied
25	Gennaker sheet system with four blocks (two may be ratcheting). Two forward blocks attach to the mid-cockpit stanchion bases. The two aft blocks attach to the pushpit bases.	57mm		57mm	Stainless U shackles may be replaced by soft shackles.
26	Two aft gennaker sheet blocks	57mm		57mm	
27	Two amidships gennaker sheet blocks	57mm		57mm	
28	One cockpit operated manual bilge pump				Builder supplied and located
29	Four Backstay stainless attachment padeyes				Builder supplied and located
30	Two molded footrests port and starboard in cockpit				Builder supplied and located
<b>APPENDAGES</b>					
31	Keel				Builder supplied.
32	Rudder				Builder supplied. Trailing edge may be lightly blocked to "square" off.

	Standard Fitting Description	Minimum	Actual	Maximum	Permitted Modification and/or dimension reference
33	Composite tiller				Builder supplied
34	One tiller extension				Option to carry spares
35	Stainless rudder gudgeons and straps				Builder supplied and located.
	<b>SPARS</b>				
36	Mast in carbon fiber with either painted or clearcoat finish.				Builder supplied. Spars may be repainted. Option to add a fiberglass backstay flicker to the mast crane.
37	Boom in aluminum alloy				Builder supplied.
38	Double set of spreaders and brackets				Builder supplied and located.
39	Mast base				Builder supplied and located.
40	Boomvang fitting on mast and boom				Builder supplied and located.
41	Gooseneck fitting on mast and boom				Builder supplied and located.
42	Two stainless padeyes/eye straps (P&S) just above gooseneck level.				Builder supplied and located.
43	Two double halyard clutches located port and starboard of companionway hatch on cabin top.				Builder supplied and located. Clutches control main, jib, spinnaker halyards and mainsail reefing lines. Option to add additional jib and spinnaker halyard (one each).
44	Boom end fittings				Builder supplied. A shackle or stop may be added to the aft end of the boom as a main halyard keeper. Option to add a boom topping lift.
45	Mainsheet attachment fitting				Builder supplied and located.
46	Reefing provision				Builder supplied
47	Floating self cleating cunningham system anchored on mast	12:1		12:1	
48	Carbon fiber bow sprit in either clearcoat or painted finish with stainless U bolt fitting for bowsprit end with integral high load ferrule.				Builder supplied. Option to add a batten (not to exceed 200mm) to end of sprit to act as a gennaker sheet preventer.
	<b>STANDING RIGGING</b>				
49	Forestay	6mm			Stainless compact strand
50	Upper Shrouds V1/V2/D3	6mm			Stainless compact strand
51	Intermediate Shrouds V1/D2	5mm			Stainless compact strand
52	Lower shrouds D1	6mm			Stainless compact strand
53	Upper backstay	6mm			Dyneema
54	Lower backstay - Cascade 2	4mm			Dyneema. Option for 3rd cascade.
55	Open body turnbuckles for all shrouds				
56	Open body turnbuckle in forestay				
57	Anti-chafe covers may be added to any part of the standing or running rigging.				
	<b>PURCHASE SYSTEMS</b>				
58	Mainsheet	6:1		18:1	
59	Headsail sheets			1:1	
60	Gennaker sheets		1:1		
61	Tack line		1:1		
62	Cunningham			12:1	
63	Boom vang		8:1		
64	Outhaul			8:1	
65	Traveler	2:1		4:1	
66	Backstay			48:1	
67	Pole Outhaul Line	2:1		2:1	
69	<b>INTERIOR</b>				
70	Molded main cabin liner with settee seats (2) and sink cabinet and nav station				Builder supplied and located.
71	Aluminum compression post from deck to hull				Builder supplied and located.
72	Holding tank cabinet and storage bin				Builder supplied and located.
73	SS rails at head and storage bin				Builder supplied and located.
74	Marine head in fwd cabin w/ holding tank				Builder supplied and located.
75	Option for soft or hard spinnaker launching bag in companionway area, or soft spinnaker bag for shroud launching.				
	<b>GENERAL</b>				
76	Nonslip material may be added to the deck and interior to promote safe movement.				



## Class Sail Dimensions

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<b>Mainsail</b>		
Sail cloth - woven and/or laminated ply:	polyester, aramid, PEN, HMPE and carbon fiber.	
Luff System	Harken Slides	
Class Insignia in Blue (or white on carbon)	420mm x 800mm	
Mainsail "P" dimension	11223mm	max
Mainsail "E" dimension	3658mm	max
Top width	475mm	max
7/8 width	1068mm	max
3/4 width	1702mm	max
1/2 width	2607mm	max
Battens - 5 max plus gaff batten		
Gaff batten located inside radius from head point	510mm	max
Center of batten #1 at leech from head point	1900mm	min
Reef Point (tack and clew)	1351mm	min
Minimum Bag Weight	TBD	min
<b>Jib #1</b>		
Sail cloth - woven and/or laminated ply:	polyester, aramid, PEN, HMPE and carbon fiber.	
Luff	11575mm	max
LP	3603mm	max
Top width	90mm	max
3/4 width	942mm	max
1/2 width	1868mm	max
Battens - 3 max		
Center of batten #1 at leech from head point	2650mm	min
Minimum Bag Weight	TBD	min
<b>Jib #2</b>		
Sail cloth - woven and/or laminated ply:	polyester, aramid, PEN, HMPE and carbon fiber.	
Luff	11550mm	max
LP	3438mm	max
Top width	80mm	max
3/4 width	860mm	max
1/2 width	1719mm	max
Battens - 3 max		
Center of batten #1 at leech from head point	2650mm	min
Minimum Bag Weight	TBD	min
<b>Spinnaker #1</b>		
Material - Woven Nylon	40 gm/sqm	min
Maximum Area per J/88 Rig Plan	95 sqm	max
Adjustable leech,luff and foot lines	required	
<b>Spinnaker #2</b>		
Material - Woven Nylon	44 gm/sqm	min
Maximum Area per J/88 Rig Plan	80 sqm	max
Adjustable leech,luff and foot lines	required	

All measurements per ISAF Equipment Rules of Sailing