

J/122 Class Rules

January 1, 2009

1.0 Objectives

1.1 These J/122 Class Rules are to preserve J/122's recreational features, including ease of handling, low cost of ownership, safety, comfort, resale value and equality of performance while fostering one-design racing among predominately amateur crews.

1.2 Except where variations are specifically permitted by these rules, J/122s shall be alike in hull, deck, keel, rudder and spar construction, weight and weight distribution, sail plan, equipment, and interior furnishings.

1.3 All yachts, competing in one design or class sponsored events, shall comply with standard specifications (including factory standard options) published by J Boats, Inc. and these Class Rules. No alterations or modifications are permitted unless explicitly permitted by these Class Rules.

2.0 Administration

2.1 Until a representative owner's class association has been formed, J Boats, Inc. or its designated representative shall be the sole authority worldwide for the conduct and management of class events, and shall keep owners informed of proposed rule changes and class activities.

2.2 J/122s shall be built only by builders licensed to do so by J Boats, Inc., and shall comply with J/122 building specifications detailed by the copyright holder.

2.3 No yacht shall be deemed to be a J/122 unless it is completed with a hull identification number assigned by a builder authorized by J/Boats, Inc. and molded into the transom and until the yacht is equipped to qualify for J/122 class racing.

2.4 Molded fiberglass parts, spars, rudders, keels, engines, and props shall be supplied by J/Boats, Inc. or its authorized vendors. Repairs and modifications shall be made in a manner approved by J/Boats, Inc. or by an authorized J/Boats builder.

2.7 The official language for the class shall be English. The word "shall" is mandatory. The word "may" is permissive.

2.8 Unless otherwise prescribed in the Notice of Race, advertising on yachts entered in J/122 class events shall comply with ISAF Regulation 20, Category A.

3.0 Membership & Eligibility

3.1 A Voting Member shall be an Owner of a J/122 that complies with Class Rules and whose annual dues have been paid.

3.2 An Associate Member is a family member, crew or other individual supporting the Class Association by paying annual dues.

3.3 An Owner is a person who legally owns 100% of the yacht or is a Group 1 competitor (under the ISAF Eligibility Code) who has at least a 33% financial investment in the purchase of the complete yacht and the cost of its operations. All Owners shall be Voting or Associate Members of the J/122 Class Association ("J122CA"), but for purposes of voting on class-related matters, there shall be only one Voting Member per yacht.

3.4 The Driver for in-shore class racing shall be the person who drives the boat from five minutes before the start until the finish, excepting for momentary absences for personal or shipboard needs. The Driver shall be a Voting Member or an Associate Member. Any Driver who is an Associate Member shall be a Group 1 competitor as defined in the ISAF Competitor Classification system and be either (a) a member of an Owner's immediate family or (b) a long

term shipmate and friend of an Owner. The term "*long term shipmate*" of an Owner means an individual who (i) during the immediately preceding 12 months, sailed with the Owner on at least 6 race days (whether or not on a J/122), and (ii) during the immediately preceding 24 months, sailed with the Owner in at least 50% of all sailboat races in which the Owner competed (other than races sailed in dinghies).

3.5 All sailing industry related persons (excluding 100% Owner) who do not hold a valid, unexpired ISAF ruling that they are Group 1 or 2 (which ruling is reflected on the ISAF website), shall be deemed to be Group 3. Notwithstanding an ISAF ruling, the J122CA shall be the final authority in determining a competitor's status within the spirit of the class rules.

3.6 Not more than one Group 3 competitor, other than a 100% owner, shall be permitted to race on a J/122, unless otherwise prescribed by the J122CA at least 60 days prior to the event

3.7 No crew aboard, except for one boat maintenance worker, may be compensated in any way or receive financial benefit for racing in a J/122 sanctioned event. However, a crew may occasionally accept reimbursement for reasonable out-of-pocket expenses of travel, living accommodations and meals necessary for participation in an event.

3.8 A J/122 may be chartered for J/122 sanctioned events. The Charterer must be a J/122 Owner or a Group 1 competitor approved by the J122CA.

4.0 Measurement

4.1 A measurer shall not measure a yacht in which he or she is an interested party.

4.2 The Owner has the responsibility of ensuring that their J/122 complies with these Class Rules.

4.3 By participating in a J/122 class event, Owners agree to permit J122CA representatives, J Boats or Race Committee or their appointed representatives to board their yacht for the purpose of inspecting, measuring or equalizing at any time during a regatta or within 24 hours prior before or after the event.

5.0 Equipment Rules

5.1 Standard factory supplied furnishings and equipment, including but not limited to the jib roller furling, emergency tiller, engine prop, batteries, stove, main cabin table, holding tank, head, built-in furniture, floor boards, and main settee and aft cabin bunk cushions shall not be removed or relocated when racing, except that main settee cushions can be moved into an aft cabin.. The V-berth cushions, V-berth bulkhead door and factory standard options (such as dodger, dock box) may be removed for racing.

5.2 If the standard specifications (including factory installed standard options) are modified by J Boats or builder in equipment, type or dimension, previously built yachts may be modified to meet the new standard and be considered fully compliant with the intent of Article 1.3. Factory installed optional equipment may be removed from the yacht provided the yacht is converted back to the standard configuration.

5.3 Safety equipment shall be on board and conform to ISAF Special Offshore Regulations Appendix J- Category 5 (or subsequent appendix), provided that personal floatation devices meeting USCG Type II requirements shall be sufficient. See www.sailing.org. Each J/122 shall comply with additional safety requirements of the Race Committee as set out in the Notice of Race and Sailing Instructions.

5.4 PERMITTED while racing:

5.4.1 Tactical / navigation / communication instrumentation including the installation of thru-hull transducers and cockpit or mast-mounted displays.

- 5.4.2 Interior cruising and day-sailing amenities which don't enhance performance.
- 5.4.3 Foredeck lifeline netting; shroud, lifeline and backstay rollers and other anti-chafing gear.
- 5.4.4 One pad-eye outboard of each standard jib track for outboard sheeting of the jib.
- 5.4.5 Re-leading the single-ended outhaul and/or re-leading a single or double-ended boomvang to the cockpit.
- 5.4.6 Integral block and tackle Cunningham.
- 5.4.7 Additional gaskets or seals installed on the bowsprit or sprit housing.
- 5.4.8 Hand holds, foot braces, and nonskid tape to promote safe movement on deck.
- 5.4.9 One cam cleat in vicinity of each primary winch for purposes of securing spinnaker sheets when the spinnaker is not in use.
- 5.4.10 Pad-eyes and/or webbing that serve exclusively as safety harness attachment points.
- 5.4.11 Use of a shackle or other similar device to attach sheets and halyards to the sails, and to attach the tackline to the spinnaker.
- 5.4.12 Use of a snap shackle or other securing device attached to a stanchion base or shroud to hold the spinnaker halyard while the spinnaker is not in use.
- 5.4.13 Substitution of blocks, stoppers, cleats, turnbuckles and winches from non-standard suppliers, provided the replacement part is of similar weight & size, performs the same function, and is installed in the same location.
- 5.4.14 Installation of additional line storage bags, winch handle holders and other storage devices.
- 5.4.15 A 'J' length whisker pole for use with jib only.
- 5.4.16 Carbon fiber wheel.
- 5.4.17 Synthetic, single part rope backstay of any material.
- 5.4.18 Attachment of a batten on the end of the bow sprit to serve as a spinnaker sheet preventer.
- 5.4.19 The use of an ondeck purchase system to trim the clew of the jib inboard (in hauler) with control lines led to the cockpit.
- 5.4.20 A mast modified by the original vendor of the spar, or an authorized J/Boats dealer, to accept a mast jacking system, provided that the system is disabled during J/122 one design events.
- 5.4.21 Adaptions (as defined in IFDS Race Management Manual 2005-2008) permitted by ISAF's International Foundation for Disabled Sailing (IFDS) for use by a sailor possessing a current classification number under the IFDS Functional Classification System, provided (a) such adaptations are used only by the disabled sailor, and (b) meet the conditions set forth in Section 4 of Part 1 of the IFDS Race Management Manual 2005-2008.

5.5 NOT PERMITTED while racing:

- 5.5.1 Halyard Locks or Hooks.
- 5.5.2 Modification of standard rails, stanchions and lifelines, except that lifeline cushions are

permitted.

5.5.3 Use of a mast, boom or bowsprit which has been modified in any way, except as allowed in Article 5.4.20.

5.5.4 Adjustment of the shrouds, headstay, mast chocks and mast butt.

5.5.5 The sanding of the hull, keel or rudder to reshape profiles or contours shall be prohibited. Fairing, coring, drilling out, rebuilding, replacement of material, grinding or relocating standard equipment, or changing the standard shapes of the hull, deck or appendages is prohibited, unless repair of superficial damage is required. The seam at the keel to hull intersect may be taped and faired.

5.5.6 Removal of gelcoat from molded surfaces, other than to lightly abraid the hull gelcoat to allow for the application and adhesion of anti-fouling products.

5.6 A Voting Member may request a written determination from the J122CA or J Boats Inc. (whichever is the authority at the time) concerning the compliance of any proposed repair, alteration or upgrade with these Rules.

6.0 Sails

6.1 A sail shall comply with the class rules in effect on the date of delivery of the sail and when measured at an event. It is the Owner's obligation to have any class sail measurement certificates onboard and ready for inspection at a J/122 Class sanctioned event.

6.2 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.

6.3 Sails carried on board and presented for measurement/registration at a J/122 Class inshore buoy racing event shall be limited to a maximum of eight sails: one Class **mainsail**, two Class **jibs**, two "heavy weather" jibs (see #6.5.4), and three Class **spinnakers** (if three spinnakers are carried, one must exceed the minimum nominal weight of 40 grams per square meter) Each Class sail shall comply without exception with the provisions of these Rules.

6.4 Mainsail

6.4.1 The **mainsail** may be manufactured of woven and laminated materials, including polyester, aramid, and carbon fiber having a bag weight (without battens) of not less than TBD kilos.

6.4.2 The following is permitted: stitching, glues, webbing, tapes, bolt rope, mast sliders, corner eyes, corner rings, Velcro or other fastening, Cunningham eye or block, reefing points, battens, batten pocket elastic, batten pockets, batten retaining devices, leech line with cleat, camber bands, sailmaker labels as permitted by ISAF, sail numbers, national letters, tell tales, headboard.

6.4.3 Mainsail dimensions shall not exceed:

- a. **1/2 Width** - 3484 mm
- b. **3/4 Width** - 2037 mm
- c. **7/8 Width** - 1179 mm
- d. **Top Width** - 170 mm

6.4.4 The **mainsail** may have up to six **battens** of any length and type.

6.4.5 The **tack** ring of the **mainsail** shall be affixed in the standard **tack** fitting, and the **clew** shall not be allowed to float free from the **boom**. The **foot** may be otherwise loose.

6.4.6 At least one serviceable row of reef points shall be installed approximately parallel to the **foot** with the **tack point** and the center of the reef points in the **luff** to be no closer than 1830mm to the boom.

6.4.7 The Class insignia in blue (or white on carbon) with overall dimensions of approximately 450x900mm shall be affixed on both sides of the **mainsail** with the bars nearly perpendicular to a line between the head and center of the **boom** and between the upper two **batten pockets**.

6.4.8 **Windows** are permitted below **half height**.

6.4.9 The **head point** of the mainsail shall not be hoisted above the **upper limit mark** (bottom edge of upper black band of the spar); and the clew point shall not be pulled aft of the **outer limit mark** (inboard edge of black band on end of boom).

6.5 Headsail

6.5.1 The jib may be manufactured of woven and laminated materials including polyester, aramid, and carbon fiber, having a bag weight (without battens) of not less than TBD kilos.

6.5.2 The following is permitted: stitching, glues, webbing, tapes, corner eyes, corner rings, Velcro or other fastening, battens, batten pocket elastic, batten pockets, batten retaining devices, leech line with cleat, windows, camber bands, sailmaker labels as permitted by ISAF and tell tales.

6.5.3 For jibs built and delivered after January 1, 2008, the dimensions shall not exceed:

- a. **Luff perpendicular** – 5.10m
- b. **Luff length** – 16.42m
- c. **Half-width** -2.60m
- d. **Three-quarter width** – 1.35m

6.5.4 Dimensions of the heavy weather jib (in accordance with ISAF Offshore Special Regulations) shall not exceed:

- a. Area – 37.16 square meters
- b. The **leech** shall be fair and concave.

6.5.5 Up to five **battens** of any length are permitted on the **leech**, provided they do not restrict rolling the jib on the furler.

6.5.6 The jib shall be attached to and operable on the standard roller furling system using #6 luff tape.

6.5.7 UV protective tape may be applied to the **leech** and **foot** to cover the sail when furled.

6.6 Spinnaker

6.6.1 The class **asymmetric spinnaker** shall be manufactured from woven nylon with a minimum nominal weight of not less than 34 grams per square meter.

6.6.2 The following is permitted: stitching, glues, webbing, tapes, corner eyes, corner rings, Velcro or other fastening, attachment point for take-down line, batten or stiffener protruding from luff for to act as a sheet preventer, sailmaker labels as permitted by ISAF and tell tales.

6.6.3 The area of the sail (“SA”) shall not exceed 155 square meters, based on the formula:
 $SA = (\text{luff length} + \text{leech length}) * .25 \text{ foot length} + (\text{half width} -.5 \text{ foot length}) * (\text{leech length} + \text{luff length})/3.$

6.6.4 Adjustable leech, luff, and foot lines shall be fitted to the asymmetric spinnaker.

6.7 For J/122 class racing, in addition to the base inventory in Rule 6.3, purchases shall not exceed four new class sails during the calendar year following the first year of the yacht's purchase and three sails per calendar year for subsequent years. Grandfathered purchase allowance: current J/122 owners (those with boats delivered prior to January 1, 2009) are permitted to add one heavy air jib and one 40 g/m2 spinnaker to their normal purchase allotment for 2009 - to reflect the addition of these two sails to the standard inventory.

6.8 Notwithstanding any other limitation in this section, the J122CA may permit replacement of any sail which has been damaged beyond reasonable repair.

7.0 Additional Rules

7.1 The maximum crew number shall be limited to the Driver plus eight crew members. Exception: To encourage participation of all ages, two "lightweight persons" may be substituted for one crew member, provided that their combined weight does not exceed 120 kilos (265 lbs).

7.2 For J/122 class events designated (at least sixty (60) days prior to the event) by the J122CA as a "weigh-in" event, Rule 7.1 will not apply. For such events, the maximum crew weight, excluding the Driver, shall not exceed 680 kilos (1,500 lbs.) in swimming apparel.

7.3 For handicap racing events (IRC or PHRF) in which there is a J/122 sub-class, the crew number and/or weight shall be determined by the handicap certificate, except as modified by the Notice of Race.

7.4 The minimum weight of the yacht, in IRC measurement trim, shall be not less than TBD kilos.

7.5 When not in the process of setting, flying or taking down the spinnaker, the bowsprit shall be retracted so that the tip of the sprit is aft of the stem. The penalty for failure to comply with this rule shall be one 360 degree turn taken before the finish of the race.