

# **J/120 Southern California Fleet Four Amendments**

November 2006 Update  
(Revision 12, November 7, 2007)

## **CLASS ADMINISTRATION**

- 1) The name of the fleet shall be the “J/120 FLEET FOUR CLASS ASSOCIATION” and hereinafter shall be referred to as the “Local Association”. The J/120 National Class Rules shall be referred to as the “NCRs”.
- 2) The Local Association shall hold an “Annual Owners’ Meeting” in November each year. The Local Association may also hold a “Summer Owners’ Meeting” at a major regatta during the year.
- 3) The Officers of the Local Association shall include:
  - a) President
  - b) Vice President Area A – Santa Barbara to Dana Point
  - c) Vice President Area B – Oceanside to San Diego
  - d) Secretary/Treasurer
  - e) Webmaster
  - f) Measurer
  - g) Fleet Technical Officer – This position is responsible for a technical section of the Fleet Website addressing maintenance and repair, warranty, rid tune, foil fairing procedures, rigging, distance racing preparation, etc. this position is the technical liaison with Sail California and J/Boats.
  - h) It is anticipated the Secretary/Treasurer will succeed the President, unless the Fleet votes otherwise.

The officers shall be elected at the Annual Owners’ Meeting and shall become active immediately following the meeting.

- 4) Owners, not representatives, can vote on Local Association matters either in person or by proxy. To be eligible to vote the Owner must be an active voting member of the Local Association (see NCR 3.1 and 3.2).
- 5) The Local Association shall adopt and conduct all of its affairs and races in accord with the NCRs (see NCR 2.3). NCRs may be amended as otherwise provided herein to meet local needs or to provide clarification.
- 6) Rules can be amended at Local Association Owners’ Meetings. In order to amend the Fleet Four rules a quorum of 60% of Owners must participate either in person or by proxy. A majority of 60% of the quorum is required to pass an amendment.

- 7) An active voting member of the Local Association shall be an Owner whose \$125 dues have been paid to the Local Association. Dues are due by January 31<sup>st</sup> of each calendar year. Only Owners whose annual dues are fully paid to Fleet 4, or if from outside the area of Fleet 4 to their local fleet or the national class, may participate in Local Association events or be scored for trophies in J120 Southern California High Point Series events. Any exceptions will be at the discretion of the Local Executive Committee (see paragraph 10).
- 8) A yacht may be chartered for Local Association events
- 9) An Owner may seek clarification of the NCRs from the Executive Committee as defined in paragraph 2.2 of the NCRs.
- 10) An Owner may seek clarification of the Local Association Rules from the Local Executive Committee, which shall be composed of the Local President, the two Vice Presidents, the Secretary/Treasurer, and the Measurer. This Committee shall be the sole interpreter of the Fleet Four Local Amendments and their application in Fleet Four events.
- 11) The Measurer's duties shall be as follows:
  - a) Measure and maintain purchase history on all sails.
  - b) Ensure that all sails are signed with date of purchase.
  - c) Determine Primary Helmsperson eligibility.
  - d) Measure weights of yachts and prescribe corrective ballast.
  - e) Determine the Sailing Industry Professional (SIP) status of racing crewmembers.
  - f) Determine the DH's eligibility (see paragraph 14).

**Comment:** *In all cases the decision of the Measurer is final and is not appeal-able except as relates to appeals, which are currently being made to the US Sailing Association in accordance with the current Racing Rules of Sailing.*
- 12) Jeff Trask and Jeff Brown (of Sail California) shall not be considered SIP's for Local Association and must not become regular members of any crew.
- 13) Each Owner must place a "Certificate of Insurance" on file with the Secretary to be eligible to participate in a Local Association event. A minimum of \$1,000,000 of liability must be in force at all times. Owners who do not file such a certificate will be denied the opportunity to race in Local Association events. Certificates should be forwarded along with annual dues in January of each year.

## **OWNER DRIVER RULE**

- 14) The Local Association one design events are Owner Driver events subject to the following clarifications and changes to the NCRs;

- a) The Primary Helmsman must be the Owner as defined in NCR 3.2, or a member of the Owner's immediate family, except for the provisions of paragraph (b) below. The Primary Helmsman must drive for all closed course races, except for momentary absences due to personal or shipboard needs.
- b) A Designated Helmsman must be a regular amateur enduring member of the crew and approved in advance by the Measurer per paragraph 11 (f) above. If the Owner is not aboard, a Designated Helmsman may be the Primary Helmsman for one Southern California High Point Series regatta per year. If a Designated Helmsman is approved for subsequent regattas in a year for the same yacht, the results of those regattas will not count towards the Southern California High Point Series, but can be used as a throw out.
- c) An Alternate Helmsman must be a regular amateur enduring member of the crew. Alternate Helmsmen may drive on distance races, but the Primary Helmsman must drive at the start and finish.

## **LIMITATIONS ON SAILING INDUSTRY PROFESSIONALS**

- 15) In determining the SIP status of a racing crewmember, the Measurer shall apply the ISAF definitions. The following limits on participation as racing crewmembers shall apply to all Local Association and J 120 Southern California High Point Series events:
  - a) No limits shall be placed on the number of ISAF Group 1 crewmembers aboard a yacht while racing;
  - b) No more than one ISAF Group 2 or 3 crewmember may be aboard a yacht while racing;
  - c) If so desired, the Fleet may elect at its Annual Meeting to prevent all ISAF Group 2 and/or Group 3 crewmembers from competing in a particular regatta. The Officers shall cause that restriction to be included in the Sailing Instructions for that regatta.
  - d) A SIP may be a Primary Helmsman if he or she is an Owner as defined in NCR 3.2.

## **EQUIPMENT RULES**

- 16) It is the intent of these rules that J/120s must be in stock condition to be eligible for Local Association or J/120 Southern California High Point Series events. It must be in the condition in which it is received from the Manufacturer. No weight may be removed from the yacht except for the following:
  - a) The dodger and its fittings.

- b) The door separating the main saloon from the forward cabin. All other doors must remain in place.
- 17) The J/120 Class "Procedure for Equalizing Boat Weight for Class Racing" (the Equalization Procedure) is adopted and made a part of these rules. All boats racing in Local Association or J/120 Southern California High Point Series events shall float on or below "proper sink." While racing, all equipment required by the Sailing Instructions and all equipment described in Paragraph 16 above and all equipment listed in Paragraph C of the Equalization Procedure shall be on board.
- 18) Yachts with CARBON FIBER SPARS and/or BOOMS shall have additional weight added to the top of the SPAR, as determined by the Manufacturer and Copyright holder. Hull numbers 26, 44, and 178 will be exempt.
- Comment:** *National Rules paragraph 5.1 (except with respect to the above) through 5.4.5 apply.*
- 19) There shall be no restrictions on the maximum weight of the crew or the numbers of crew for Local Association events.

## SAIL INVENTORY

- 20) The sail inventory allowed on board a racing yacht during any Local Association Race shall conform to the "J/120 LOCAL ASSOCIATION RACING SAIL ALLOWANCE", as follows:

	Sail	Size
1	#1 Headsail	155%
1	#3 Headsail	105%
1	Staysail	
1	Mainsail	Standard
2	Spinnaker (Jumbo)	165 square meters
1	Spinnaker (Small)	120 square meters

This means that the sails in each classification shall be designed to the size specified. The sails may not be larger, but may be smaller only as a result of manufacturing tolerances, repairs, or ageing. Headsails shall be the longest luff length suitable for roller furling. Full luff length Headsails existing prior to January 1, 2002 may be re-cut for roller furling use and be deemed legal under this rule if they are smaller only because of the requirements of the re-cut and not with the intent to create a smaller LP Headsail.

- a) The class insignia may be of any color, with the exception of gold, that is clearly visible and contrasting against the mainsail color.

- 21) All Headsails must be suitable for use on the roller furling system and tacked to the roller furling drum, but may hoisted and doused conventionally. Full luff length #3 Headsails existing prior to January 1, 2002 may be used for their remaining life.
- 22) An Owner may purchase and take delivery of 2 sails per calendar year, effective for calendar year 2002 (3 new sails per year were permitted for 2001 and previously). If and Owner does not exercise his two sail purchase option in a given year, then he may "roll-over" the un-purchased sail balance to the following calendar year, with a one year maximum on roll-overs. For 2001 only, sails purchased by 12/31/01 and delivered by 2/28/02 shall be considered 2001 sails for the purpose of annual sail purchase limits determination. If the owner does not purchase a complete inventory in the first calendar year for a new boat or used boat purchase as outlined in the racing sail allowance above, the owner may also fill out the inventory in subsequent years, in addition to the normal 2 sails per calendar year allowance.
- 23) An Owner shall maintain a current Sail Card detailing the sail inventory in the form as posted on the Fleet 4 website as determined by the Measurer with the approval of the Local Executive Committee. A copy of the Sail Card must be carried on board during Fleet 4 events and be available for review by competitors or the members of the Executive Committee.
- 24) J/120s in good standing in other Fleets which permit full luff length #3 Headsails as a part of their one design inventory will be permitted to use full luff length #3 Headsails in Fleet 4 races.

## **SCHEDULING & SCORING**

- 25) A slate of races shall be proposed and voted upon at each Annual Owners' Meeting and shall be known as the "J/120 SOUTHERN CALIFORNIA HIGH POINT" series. Trophies shall be awarded for the first 5 places in the overall series.
- 26) Scoring for J/120 Southern California High Point series events shall be per the "Low Point Scoring System" per the Racing Rules of Sailing current revision as published by U.S. Sailing, as modified below:
  - a) Only "Eligible J/120"s shall be scored.
  - b) A boat shall be considered an "Eligible J/120" if current dues are paid in full and a current insurance certificate with the required coverage is on file with the Fleet 4 Secretary/Treasurer. An out-of-area J/120 shall be considered an Eligible J/120 if its current dues have been paid to its local fleet or the national class and if a current certificate of insurance with the proper coverage has been submitted to the Fleet 4 Secretary/Treasurer. Any exceptions will be at the discretion of the Local Executive Committee.

- c) Eligible J/120's not entered shall receive points equal to the total number of Eligible J/120's entered plus one (1) point.
- d) Eligible J/120's entered but receiving a DNC, DNS, or DNF for the regatta shall receive points equal to the total number of Eligible J/120's entered.

## **YACHT MODIFICATIONS**

- 27) Perpetual trophies may be established by vote of the membership at the Annual Meeting. Individual trophies may be awarded as the officers deem appropriate based upon the category of racers, types of races and number of competitors.
- 28) Fairing of hulls, keels and rudders shall be allowed. Fairing of keels and rudders must be in accordance with offsets provided by the Manufacturer and Copyright holder.
- 29) Yachts may not be dry-sailed. Except for periodic maintenance, the yacht must be kept in the water at all times.
- 30) The Local Association sets forth these Rules in order to maintain fair racing among Class Yachts and to control and promote the J/120 Class Yachts as a one design racing yacht, which can be conveniently used for cruising.
- 31) To ensure fair class racing, it is the intent of these rules that the yachts have equal potential speed when they are well prepared and well maintained. These rules intend that no racing advantage be attainable from the absence of features or equipment required for convenient and safe cruising, nor from modifications to the hull and rigging which makes the yacht deviate from the standard J/120 sailboat. Furthermore, it is the intent of these rules to equalize the potential speed of the participating yachts so that the skill of the skipper and crew in tuning, maintaining and racing the yacht are the major factors in the outcome of class races.
- 32) The class promotes and regulates class racing solely for the pleasure of Owners, their families and sailing friends. The class recognizes several general objectives:
  - a) The class intends to promote class racing at the highest level of skill that Corinthian sailors can realistically expect to attain. A Corinthian sailor races solely for personal pleasure. Other matters, such as non-racing business or a profession, have consistently higher claims to his efforts than does racing. He may have raced for many years, but lacks full immersion in racing with its honing of techniques and skills.
  - b) The class intends that Corinthian sailors have a realistic chance of winning races through their own efforts on the race course, and also that Owners not be at a competitive disadvantage as a consequence of including family and friends in their crew.

The specific provisions of these rules are requirements and guides for most common situations. In situations of ambiguity the intent of the rules as stated above shall guide the executive committee and measurer in making decisions.