

J/120 Southern California Fleet Four Amendments

November 2009 Update
(Revision 14, November 11, 2009)

CLASS ADMINISTRATION

- 1) The name of the fleet shall be the “J/120 SOUTHERN CALIFORNIA FLEET FOUR CLASS ASSOCIATION” and hereinafter shall be referred to as the “Local Association”. The national J/120 Class Association Rules shall be referred to as the “CARs”. These J/120 Southern California Fleet Four Amendments to the CARs will be referred to as the “Local Amendments.”
- 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, rig tune, foil fairing procedures, rigging, distance racing preparation, etc. This position is the technical liaison with JK³ Nautical Enterprises and J/Boats.
 - h) It is anticipated the Secretary/Treasurer will succeed the President, subject to confirmation at the Annual Owners’ Meeting.

The officers shall be elected at the Annual Owners’ Meeting and shall become active immediately following the meeting.
- 4) An Active Voting Member of the Local Association shall be an Owner meeting the requirements of CAR 3.1 and 3.2 whose \$125 dues have been paid to the Local Association. Dues are due by January 31st of each calendar year. Owners, not representatives, can vote on Local Association matters either in person or by proxy.
- 5) The Local Association shall adopt and conduct all of its affairs and races in accord with the CARs. The CARs may be amended as otherwise provided herein to meet local needs or to provide clarification.

- 6) These Local Amendments can be amended at Local Association Owners' Meetings. In order to amend the Local Amendments, a quorum of 60% of Active Voting Members must participate either in person or by proxy. A majority of 60% of the quorum is required to pass an amendment.
- 7) Only Owners, whose annual dues are fully paid to the Local Association, or if from outside the area of the Local Association to their local fleet or the national class, may participate in Local Association 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 CARs from the Executive Committee as defined in paragraph 2.2 of the CARs.
- 10) An Owner may seek clarification of the Local Amendments from the Local Association Executive Committee, which shall be composed of the President, the two Vice Presidents, the Secretary/Treasurer, and the Measurer. This Committee shall be the sole interpreter of the Local Amendments and their application in Local Association 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 (see paragraph 16).
 - f) Determine a Designated Helmsman's eligibility (see paragraph 15b).

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 Brown of JK³ Nautical Enterprises shall not be considered a SIP for Local Association events and must not become a regular member 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.

- 14) 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 FLEET FOUR HIGH POINT SERIES". Perpetual trophies may be established by vote of the membership at the Annual Owners' Meeting. Individual trophies may be awarded as the Officers deem appropriate based upon the category of racers, types of races and number of competitors.

OWNER DRIVER RULE

- 15) The Local Association one design racing events are Owner Driver events subject to the following clarifications and changes to the CARs;
 - a) The Primary Helmsman must be the Owner as defined in CAR 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 J/120 Southern California Fleet Four 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 J/120 Southern California Fleet Four 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

- 16) 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 Fleet Four 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 Local Association may elect at its Annual Owners' 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 CAR 3.2.

EQUIPMENT RULES

- 17) 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 Fleet Four 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.
- 18) 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 Fleet Four 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.
- 19) 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.*
- 20) There shall be no restrictions on the maximum weight of the crew or the numbers of crew for Local Association events.
- 21) When not in the process of setting, flying or taking down the spinnaker, the bowsprit shall be fully retracted. Approaching a windward mark without the spinnaker set, the bowsprit shall not be extended until the bow of the boat has passed the mark to weather, the bow breaking the plane of a line extended through the center of the mark perpendicular to the starting line. The bowsprit shall be retracted at the first reasonable opportunity after taking the spinnaker down.

SAIL INVENTORY

- 22) 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.

- 23) Mainsails shall be fitted with 4 or 5 battens of any length, equally spaced so that the center of the batten pockets shall divide the aft edge of the sail into 5 or 6 approximately equal parts. The class insignia may be of any color, with the exception of gold, that is clearly visible and contrasting against the mainsail color.
- 24) 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.
- 25) 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.

- 26) An Owner shall maintain a current Sail Card detailing the sail inventory in the form as posted on the Local Association 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 Local Association events and be available for review by competitors or the members of the Executive Committee.
- 27) 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 Local Association races.

SCORING

- 28) Scoring for J/120 Southern California Fleet Four 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, a current insurance certificate with the required coverage is on file with the Local Association Secretary/Treasurer, and it meets the requirements of the CARs and the Local Amendments. 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, if a current certificate of insurance with the proper coverage has been submitted to the Local Association Secretary/Treasurer, and it meets the requirements of the CARs and the Local Amendments. Any exceptions will be at the discretion of the Local Executive Committee.

YACHT MODIFICATIONS

- 29) 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.
- 30) Yachts may not be dry-sailed. Except for periodic maintenance, the yacht must be kept in the water at all times.
- 31) Windows, fiber optic equipment, or electronic devices for the sole purpose of viewing keels, rudders, and propeller struts are permitted.
- 32) 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.

- 33) 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.
- 34) 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 Local Executive Committee and Measurer in making decisions.