

Objectives

- 1.1 These rules are to preserve J/92's recreational features, including ease of handling, low cost of ownership, safety, comfort, and equality of performance while maximizing participation at J/92 events.
- 1.2 Except where variations are specifically permitted by these rules, J/92's 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 published by J/Boats, Inc. and these class rules. 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 the J/92 Class.

Administration

- 2.1 The J/92 Class Association shall be the sole authority worldwide for the conduct and management of J/92 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 the President, Secretary-Treasurer who acts for the President in absentia, and the Chief Measurer.
- 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/92's shall be built only by builders licensed to do so by J/Boats, Inc., and shall comply with J/92 building specifications detailed by the copyright holder.
- 2.5 No boat shall be deemed a J/92 class boat until it has been completed with a building number assigned by J/Boats, Inc. molded into the transom and equipped to qualify for one-design class racing.
- 2.6 Molded fiberglass parts, spars, rudder, keel, engine and prop shall be supplied by J/Boats, Inc. or their authorized J/92 agent.
- 2.7 The official language for the class shall be English. The word "shall" is mandatory. The word "may" is permissive.

Member Helmsman

- 3.1 An Active voting member of the J/92 Class Association shall be a legal owner of a J/92 which complies with Class Rules and whose US\$30 (for each owner or co-owner or helmsman) annual dues have been paid. Each yacht shall have one vote.
- 3.2 An Associate non-voting member is a family member, co-owner, crew or other individual supporting the Class with \$50 dues.
- 3.3 A sponsor is a corporation which has paid \$300 or more in support of Class events or in newsletter ads, and is approved by the ExCom.
- 3.4 The J/92 Class Association organizers of a J/92 one-design event or series, or those who put up a J/92 trophy within a handicap race or series, may designate the category (A,B, or C) of the primary helmsman as an Active Member of the J/92 Class, or an Associate:
 - (A) who is an integral part of the yacht's permanent crew who may be associated with the sailing industry, but not paid by the owner to sail and who is not compensated in any way for travel and living expenses while attending J/92 events.
 - (B) 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 or:
 - (C) A third "Open" category may be designated for certain promotional events with the concurrence of all participating J/92 owners.
- 3.4.4 If no category is designated by the J/92 Class Notice of Race or schedule or by other notice 30 days prior to the event, then category A shall apply.
- 3.4.5 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.
- 3.4.6 There may be more than one primary helmsman steering a J/92.
- 3.5 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.
- 3.6 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 Active members and primary helmsmen have the responsibility of ensuring that their yacht complies with these Class Rules.
- 4.3 By participating in J/92 events or for J/92 one-design trophies, owners agree to permit J/92 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 before or after.

Equipment Rules

- 5.1 Standard furnishings, equipment, & jib roller furler shall not be relocated or removed when racing.
- 5.2 Safety equipment shall conform to ORC regulations prescribed by the applicable Notice of Race and/or Sailing Instructions.
- 5.3 **PERMITTED** while racing:
- 5.3.1 Tactical Instrumentation with a total retail price not exceeding \$5,000 installed.
- 5.3.2 Additional, non electronic compasses.
- 5.3.3 GPS, Loran, VHF
- 5.3.4 Interior cruising and daysailing amenities which do not enhance performance.
- 5.3.5 Foredeck lifeline netting, shroud rollers and other anti-chafing gear.
- 5.3.6 Fine tune on tail of mainsheet to allow 16:1 maximum power ratio.
- 5.3.7 Installed genoa tracks which are not used for class racing.
- 5.3.8 Windward sheeting mainsheet traveler car.
- 5.3.9 Outboard padeye for heavy air jib lead.
- 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 the Official Offsets.
- 5.4.4 Light asymmetric 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 Sails shall be measured and constructed in accordance with IOR sail measurements, IMS rules WITHOUT PENALTY and ORC regulations, except where otherwise stated herein.
- 6.2 Sails carried aboard, or used during an event or series, when competing for J/92 Class trophies either in one-design or mixed fleet events, shall be limited to one mainsail, one class jib and one asymmetrical spinnaker.
- 6.3 The Mainsail shall be manufactured from woven Dacron of not less than 7 oz. weight. Four (4) battens shall be fitted of any length so that the center of the batten pockets shall divide the aft edge of the sail into five equal parts with a tolerance +/- 80mm. The tack ring of the mainsail shall be affixed in the standard tack fitting and the clew of the mainsail shall not be allowed to float free from the boom. At least one reef point shall be installed no closer than 1830mm up from the tack. The mainsail shall be attached to the mast with sail slides. The class insignia in blue with overall dimensions approximately 450x900mm 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 foot and between the upper two battens.
- 6.4 The Roller Jib shall be restricted to Dacron and/or Mylar of a weight not less than 6 oz. attached to and operated on the standard roller furling system using #6 luff tape with a maximum LP of 100% of J.
- 6.4.1 Not more than 3 Harken or other rollerable type battens or stiffeners may be placed on the leech.
- 6.4.2 UV protective tape may be applied to the leech to cover the sail when furled.
- 6.5 The Asymmetric Spinnaker measurement: For measurement as a spinnaker a sail shall conform to the following limitations: (dimensions in millimeters).
- 6.5.1 The sail shall be constructed of nylon and shall contain no high-modulus fiber such as Kevlar or Spectra except for the luff, leech, and foot lines, which may be adjustable.

- 6.5.2 Battens shall not be used.
- 6.5.3 The spinnaker shall be tacked down to the end of the bowsprit either directly or by means of an adjustable tack line, and may be sheeted from only one point. Whisker poles or other devices designed to hold the sheet out to windward or leeward are not permitted.
- 6.5.4 Foot (SF) shall be the distance from the tack to the clew and shall not exceed 8275mm.
- 6.5.5 Mid Girth (SMG) shall be the distance between the mid points of the luff and leech and shall not exceed 7700mm.
- 6.5.6 3/4 Height (upper) Girth (SUG) shall be the distance between the 3/4 height points of the luff & leech and shall not exceed 5160mm.
- 6.5.7 SF,SMG,SMH & SUG are measured along the shortest path on the surface of the sail.
- 6.5.8 Luff Length (SLU) shall be the length of the luff measured around the longest edge of the sail and shall not exceed 14080mm.
- 6.5.9 Leech Length (SLE) shall be the length of the leech measured around the longest edge of the sail and shall not exceed 12580mm.
- 6.5.10 Median Height (SMH) shall be the distance between the mid-point of the foot and the head and shall not exceed 14590mm.
- 6.5.11 Cloth weight (SCW) shall be not less than .6 oz. per running yard.
- 6.6 Heavy weather jibs of less than 80% LP, a storm trysail, or a 2nd mainsail reef at least 40% up from the tack required by ORC regulations are additionally permitted, but are not required for J/92 one-design racing.

Additional Rules

- 7.1 The maximum crew weight (in swimming apparel) for one-design racing is 400 kilograms.
- 7.2 One anchor (or similar) and attached chain weighing not less than 9 kgs. shall be stored aft of port settee berth when not in use.
- 7.3 To equalize "sink" for one-design racing: Yachts shall be measured without crew, with empty water tanks, with all gear, stores, sails and with not less than 1/4 tank of fuel aboard, in the following fashion:

- 7.3.1 Gear shall be moved so that the distance on all boats from the lowest tip of the transom, measured vertically to the floatation plane.
- 7.3.2 Ballast prescribed by the organizers shall be then added so that the distance from the forward face of the stemhead fitting at a point representing a line projected from the top of the molded hull flange, measured vertically to the floatation plane.

Changes to Class Rules for 2001 J/92 North American Championship

Sept. 7, 8, and 9, 2001 at Larchmont NOOD

- All Owners of J/92's participating in the 2001 J/92 North American Championship (the "Regatta") shall be deemed active members of the J/92 Class Association. Class dues and registration requirements for active and associate members shall be waived.
- The Regatta is designated as a Category A event.
- Mainsails, genoas not greater than 155% LP, and asymmetrical spinnakers not greater than 91 square meters may be used in place of the sails specified in Class Rules 6.3 (mainsail), 6.4 (roller jib), and 6.5 (asymmetrical spinnaker). There is no restriction as to sail material or weight.
- Headfoils may be used in place of roller furlers for the genoas. This changes Class Rule 5.1.
- Installed genoa tracks may be used. This changes Class Rule 5.3.7.
- Only one designated mainsail, two designated genoas and two designated asymmetrical spinnakers will be permitted to be used by each boat during the entire Regatta. This changes Class Rule 6.2. (In the event that a sail is damaged during the course of the Regatta, request can be made to the Race Committee for permission to use a replacement sail.)
- Crew weight limit is 1260 lbs., which changes Class rule 7.1. Exceeding the crew weight limit shall be grounds for disqualification.
- All other Class Rules including, without limitation, the Member Helmsman Rules (Rules 3.1-3.6), shall remain in effect, except that J/Boats shall act in the place and instead of the Executive Committee.