



J/88 Class Association 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 World Sailing 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 World Sailing Competitor Classification system. Up to two Drivers may be designated for an inshore racing event of five or less consecutive days.

2.3 For all J/88 Class sanctioned events, all competitors (including owners) shall register their World Sailing Group classification with the organizing authority. The default classification for any competitor who fails to register their World Sailing status shall be World Sailing Group 3. Excluding a 100% Owner, not more than one Group 3 competitor shall be permitted to race on a J/88. The Executive Board may alter this rule by declaration in the Notice of Race at least 90 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. Factory optional equipment such as dodger, bimini, v-berth package, etc. may be removed for racing.

4.2 Safety equipment *shall* be on board, *shall* be used and *shall* at least conform to World Sailing Special Offshore Regulations Appendix J-Category 5, provided that personal floatation 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 with minimum weight of 7 pounds with chain and rode attached at all times. Chain must be steel and a minimum of 15 feet in length and 1/4-inch gauge. Rode must be a minimum of 125 feet in length and 8mm in diameter.
- Yachts name on buoyant equipment
- Life buoy with a drogue or life sling without a drogue
- Minimum diameter of 6mm heaving line of 15-25m readily accessible to cockpit or helm
- USCG approved type III PFD for each crew
- VHF radio

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. One fairlead (per side) either on or outboard of the cockpit coaming for the purposes of cross-sheeting the jib sheet to the windward winch.
- 4.3.5 Foot braces, hand holds, nonskid 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, they perform the same function, and are in the same location.
- 4.3.9 Keeper cleats (cam or jam) on the cockpit coaming for spinnaker sheet storage.
- 4.3.10 Increasing backstay purchase and/or rearranging the location of the cascades, provided no additional deck hardware is added.
- 4.3.11 Spinnaker take-down patches/line with associated anti-chafe gear to facilitate spinnaker handling.
- 4.3.12 Re-leading the outhaul, boomvang and/or cunningham aft to the cockpit.
- 4.3.13 Spinnaker halyard cam cleat on the mast for temporary cleating of the spinnaker halyard.
- 4.3.14 Interior cushions may be removed.

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 except that bungee cord may be added to the aft end of the sprit to facilitate sprit retraction.
 - 4.4.4 Adjusting the standing rigging, other than the backstay.
- 4.5 The forestay shall not be adjusted from the time the boat leaves its dock or mooring each day until the boat has finished racing for the day.
- 4.6 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 on board and ready for inspection at a J/88 Class sanctioned event. New sails delivered on or after **October 1, 2016** shall be affixed at the tack with a sewn-in J/88 sail tag purchased from the J/88 Class Association by the sailmaker. Sail tags shall be supplied to sailmakers by the Class and shall have serial numbers that are registered with the Class Manager. 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 Manager. By affixing a sail tag, 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 World Sailing Equipment Rules of Sailing ("ERS"). In this section, terms in **BOLD** are used as defined and used in the ERS.

5.3.1 Sails carried on board and used for J/88 Class or Fleet sanctioned events for inshore buoy racing shall be limited to no more than five sails: one Class **mainsail**, one Class #1 **jib**, one Class #2 **jib**, one Class #1 **spinnaker** and one Class #2 **spinnaker**. When in use, jibs are required to be attached to the furling system and capable of being furled. Each Class sail shall comply without exception with the provisions of these Rules.

5.3.2 Competitors are not required to carry all of the sails described in Rule 5.3.1. However, once a competitor leaves shore for the final time before the first race, no sail may be added, removed or substituted during the event unless it is lost or damaged beyond what could reasonably be repaired overnight. In this case the sail may be replaced with the same type (as defined in C.R. Appendix A) for subsequent days upon notification of the Race Committee.

5.4 Effective January 1, 2020 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 four sails during each subsequent calendar year. Notwithstanding any other limitation in this section, the Executive Board or the Chief Measurer or Class Office may permit replacement of any sail which has been damaged beyond reasonable repair.

5.5 All Class jibs delivered after March 31st, 2023 shall have “vertical” battens, as defined in Appendix A. Jibs delivered on or before this date with horizontal, furlable battens may continue to be used at Class sanctioned events. Any battens used on sails delivered before the above date that do not meet the definition of “vertical” in Appendix A must be flexible enough to bend so that the two ends of the batten touch.

6.0 Additional Class Racing Provisions

6.1 For J/88 Class or Fleet sanctioned events, the number of crew shall not exceed the driver plus five (5) crew members, except if the total crew weight is in compliance with Rule 6.2.

6.2 For J/88 Class championship events, the Executive Board may, with at least 90 days 'prior notice, waive Rule 6.1 in which case the maximum crew weight (in swimming apparel) is 1,110 lbs. (503.3 kgs) with no limit on numbers of crew. If the sailing instructions require a weigh-in prior to the start of a regatta, a boat complying with the weight restrictions at weigh-in shall not otherwise be subject to a weigh-in during or after the regatta, except for weighing substitute crew.

6.3.1 The bowsprit shall be fully retracted at all times except when the spinnaker is being set, is set, or is being retrieved, and shall be retracted at the first reasonable opportunity after the spinnaker is fully retrieved

6.3.2 Approaching a mark at which the spinnaker will be set, the bowsprit shall not be extended until the bow reaches the mark.

6.3.3 An extended bowsprit shall not be considered part of the boat for the purposes of establishing an overlap or other rights under the Rules of Sailing unless the spinnaker is set.

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

APPENDIX A - J/88 Class Sail Dimensions

Mainsail			
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	
Functional Reef Point (tack and clew)	1351mm	min	
Minimum Bag Weight	TBD	min	
Jib #1			
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	
Jib #2			
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
Spinnaker #1		
Material - Woven Nylon	40 gm/sqm	min
Maximum Area per J/88 Rig Plan	95 sqm	max
Adjustable leech, luff and foot lines	required	
Spinnaker #2		
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 World Sailing Equipment Rules of Sailing

Jib Battens Limitations:

Definition of vertical battens in relation to Rule 5.5. A “vertical” batten shall meet the following criteria:

Measuring from the luff edge of the sail at an angle perpendicular to the luff, find the shortest distance between the luff and the forward edge of the batten. In the same manner, find the furthest distance between the luff and the aft edge of the batten. These two distances must be within 100mm of each other.