



International J/70 Class Association

E-Newsletter

Technical Update

The J/70 Class continues to focus on maintaining a strict one-design philosophy. The best racing takes place when everyone is competing with identical boats on a level playing field.

At the same time, questions will always arise as technology changes, competitors have new ideas and new techniques emerge. In order to respond to recent questions and developments, there have been some changes in our Class Rules, the J/70 Building Specification and the Class's FAQs:



REMINDER: Lifelines must be changed to wire by July 1, 2018. Dyneema is no longer permitted.

1. Class Rules. (See www.j70ica.org/wp-content/uploads/2013/09/J70RevisedClassRules2018-23497.pdf)

A Rule proposal was recently approved at a general meeting of the Class's World Council, and also approved by World Sailing with an effective date to be determined. The new Rule reflects the reality that the excitement of J/70 racing involves whole teams, not just owners and drivers. The new Rule has two parts. The first requires crew members who are professional sailors to become members of the J/70 Class. The second requires crew members to be listed in entry lists and results. The rationale for these changes is as follows:

Professional sailors as Class members: With the tremendous growth and popularity of the J/70 Class, there has been a significant influx of professional sailors into the Class. The involvement of professional sailors has been a significant contributor to the strength of the Class because of the expertise and knowledge they willingly and freely share with the Class and its members, and because of the exciting high level of racing that they

provide. Consistent with their important involvement in the Class, it would be beneficial if they extended their involvement by becoming Class members. In those extremely rare cases where some discipline might be required, the Class would have the ability to impose limitations on their participation. (This provision would apply to all crew except those who are classified Group 1 under World Sailing's regulations. Many professional sailors choose not to be classified Group 3, and choose instead to simply remain unclassified, so they would be covered by this Rule.)

Naming all crew members in entry lists and results: It is important for the public to see the names of all crew members who are participating in an event, so that people are aware of the high level of racing in the Class. More importantly, every member of the crew is an important contributor to the results of the competing team, and should be given appropriate recognition for their efforts.

More information on the effective date of this new Class Rule is forthcoming.

2. Building Specification. (see <http://www.j70ica.org/wp-content/uploads/2013/09/J70-Building-Specification-3-2018-Final.pdf>)

In addition to the changes in the Building Specification that were described in the last newsletter, J/Boats and the Class have recently agreed upon the following changes in the Building Specification:

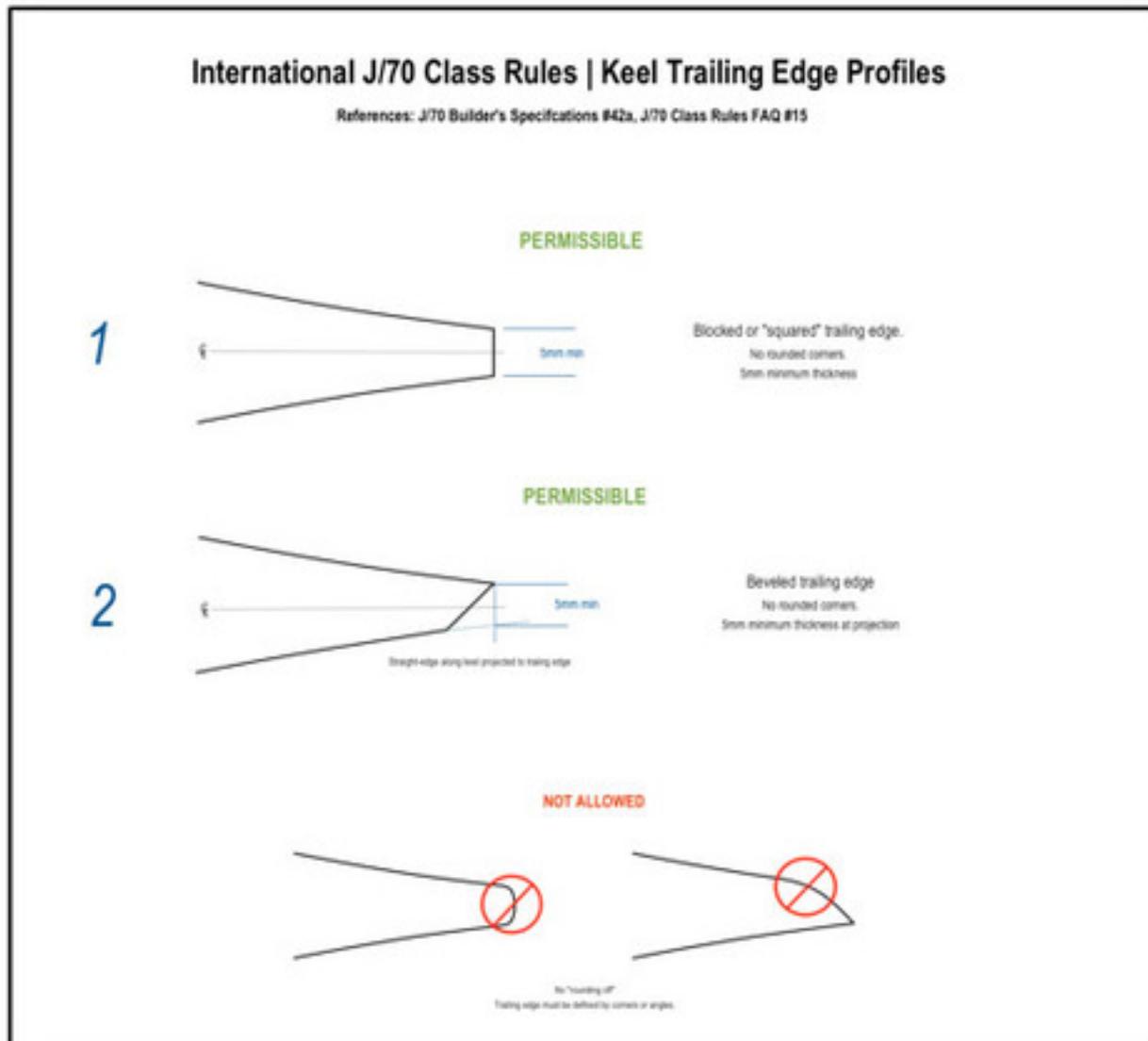
Keel Spacer. Line 33 of the Building Spec now provides for an "Option to add removable spacer between top surface of keel and safety plate." Some owners believe that a spacer between the top of the keel and the steel safety plate might secure the keel better, so this change is permitted.

Wire Lifelines. Also, an important reminder to everyone—under lines 37 and 38 of the Building Specification, lifelines must be changed to wire by July 1, 2018. Dyneema is no longer permitted.

3. FAQs. See http://www.j70ica.org/wp-content/uploads/2013/09/J70FAQ-Final-41518_.pdf)

There have recently been several changes to the Class's FAQs.

Keel Trailing Edges. FAQ 15 reads in part, "The trailing edge of the keel may be lightly blocked to "square" or bevel of no more than 45 degrees. If beveled to 45 degrees the trailing edge must maintain two defined edges. You cannot round the forward edge into the keel." In order to illustrate what is permitted and what is not permitted, the Class has developed the following diagram:



Shimming of keel wedges. The second new FAQ is intended to reemphasize that keel wedges cannot be altered, but shimming with a thin layer of material is permitted. FAQ 19 now reads as follows:

Can I adjust my keel wedges to improve the fit of the keel in the keel trunk?

The Class Rules DO NOT permit changing the builder-supplied and builder-located positioning of the wedges. CR C.8.1(d) states that "modification of the keel wedges is prohibited." You cannot change the orientation of the wedges on the keel. However, the only exception is that the wedges may be shimmed by placing a thin layer of material between the wedge and the surface of the keel to create a tighter fit of the keel in the keel trunk. In addition, the opposite is permitted: the outside surface of the keel wedges can be sanded to allow the keel to seat properly in the trunk. Either of these

modifications must be made or approved by the Licensed Manufacturer, or approved by a Class Measurer, and documented in the boat's Manufacturers Declaration.

Masts from Different Manufacturers. A new FAQ 22 responds to questions about the masts supplied by different manufacturers:

Are there differences between the masts from different manufacturers?

As noted in FAQ 3 above, there are some differences in installed equipment from the manufacturer. The Class Technical Committee has looked into this question and spoken with a number of knowledgeable people. The Committee has not found clear evidence that the construction differences between the two masts create a meaningful performance difference.

As reflected in this FAQ, the Class Rules require that a boat use only the equipment supplied by the manufacturer, except where specifically allowed to be altered. Masts and spreaders may not be changed to those supplied by a different manufacturer. In the event of damage, any replacement must be from the original manufacturer (except as expressly authorized during an event where equipment is not available).

Relocation of Main Halyard. FAQ 40 now reads:

May I relocate the main halyard from the port side of my mast to the starboard side?

Yes. Older boats had the main halyard on the port side of the mast, and you may relocate the halyard to the starboard side to match the positioning on newer boats. However, this should be done in accordance with the specifications of the manufacturer, so be sure to contact Southern Spars or a Southern Spars representative.

Shackles on Jib Halyard Swivel. FAQ 41 now reads:

May I replace either of the shackles that connect the jib halyard and the jib to the hoistable halyard swivel, either with a splice or any other attachment method?

No. These shackles are parts of the halyard swivel device, and cannot be replaced with an alternative attachment method.

Manufacturer's Declaration

Any Class members who do not currently have a Manufacturer's Declaration can obtain one by simply going to the IJ70CA website under Documents / Compliance / Manufacturer's Declaration.

<http://www.j70ica.org/manufacturer-declaration>. Please note that an official boat weight taken by a Class or Certified Measurer is needed to complete the Declaration.

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