

International J/70 Class Association (IJ70CA)
Frequently Asked Questions (FAQ)

March 15, 2018

ABOUT THIS DOCUMENT

This document is a compilation of commonly-asked questions and corresponding answers related to the International J/70 Class Rules. These answers, statements, and clarifications are provided by the Technical Committee (see International Class Constitution, Section 9), which is charged with the control and enforcement of the Class Rules.

The Technical Committee welcomes your suggestions for additional matters to be added to the FAQ; contact the Technical Chair or Class Executive Director for more information.

RELATED DOCUMENTS

See Class website for current versions: <http://www.j70ica.org/class-office-rules>

International J/70 Class Rules

J/70 Building Specification

CLASS ORGANIZATION

1. How are the Class Rules changed?

The rule change process is described in the International Class Constitution in Section 11. CHANGES TO CLASS RULES. You can find the Constitution on the International website www.j70ica.org under the “Documents” tab at the top of the front page.

2. What is a Manufacturer Controlled Class?

Manufacturer Control means, in part, that all items are made from the same molds or templates following a strict building procedure. This process follows a detailed builder’s manual that tells the builder exactly how to build the boat. In a Manufacturer Controlled Class, the molds to build the parts are all taken from official plugs/patterns to ensure the consistency of molded “shapes” between builders. All builders follow the same building procedures. A manufacturer controlled class is distinct from a class with rules based on fundamental measurement, wherein all boats and equipment must comply with specified measurements or parameters. In the J/70 class, hulls, appendages, rigs and equipment are manufacturer controlled. That is, the manufacturer ensures compliance with Class Rules upon a boat’s delivery—and with only very limited exceptions (specified in the Class Rules or Building Specification),

boats may not be altered from their original state. The J/70's sails, on the other hand, are subject to fundamental measurement and certification.

3. Are there differences on newer boats or boats built by different builders?

There are some differences in the installed equipment from the factory. Any differences are identified as optional equipment in the J/70 Building Specification ("Building Specification"). Note that replacement or removal of any equipment on the boat may void the boat's Manufacturer Declaration. Owners are required to advise the Class office of any changes to their boat.

4. How are the World, Continental and National regatta locations decided?

The World Championship locations are decided by the International Class. The Class tries to rotate the World Championship among a variety of different locations to support the current fleets and encourage growth of the Class overall. The Class considers a variety of factors, including geographical diversity, wind and weather conditions, availability of charter boats, adequacy of resources and other factors. Continental Championship nations will be decided by the International Class, but then it will be up to each Nation to determine the location within that country. National Championships can be held by any national fleet. The Class Office will put out a request for proposal (RFP) from time to time to identify potential host locations.

5. Where are the minutes of Class meetings posted?

Minutes from IJ70CA World Council Meetings are posted at www.i70ica.org under [News / Minutes](#). The minutes from US Board meetings are posted at www.i70class.com under [News / Meeting Minutes](#). Minutes of other national class meetings may be posted on the websites of those classes.

6. What is the World Council and the Executive Committee?

The IJ70CA's World Council is the international authority of the IJ70CA and is responsible for administration of the Class. The IJ70CA's Executive Committee operates under the general oversight of the World Council and is responsible for the ongoing management of the IJ70CA in accordance with the objectives of the World Council. The World Council consists of the members of the Executive Committee plus one representative of each of the national classes. The members of the Executive Committee consist of a President, Vice President, Secretary, Treasurer and Technical Chair who are elected to office by the World Council, plus the Past President, Copyright Holder and Executive Director (non-voting)

7. What is the process for getting on the board of a National Class?

The Constitution of each National Class describes this process. In the US, a nomination and a vote of the membership is required for an officer position, and fleet captains elected by each local fleet are also members. There are frequently term

limits that cause a rotation, and openings occur on a regular basis. Interested parties should make their desire to serve known. A knowledge of the Class Rules, Building Specification and the measurement process are quite helpful.

CLASS RULES

8. Is there a difference between the Building Specification and Class Rules?

The Building Specification is a part of the Class Rules. However, if there was a difference, or a problem of interpretation, the Class Rules would **control**. The Rules can only be changed by the process described in the Class Constitution. The Building Specification can be changed by J/Boats Inc. from time to time as equipment is changed or upgraded.

9. What are Closed Class Rules?

The J/70's Class Rules are Closed Class Rules, which are defined by World Sailing as rules where anything not specifically permitted is prohibited. The bottom of every page of the J/70 Class Rules states in red capital letters: Unless the Rules specifically say you "May" make a change, then you "Shall Not" make the change. This includes changes to equipment, the addition of equipment or the location of equipment. All components, and their use, are defined by their description in the Class Rules or Building Specification.

10. What changes and repairs can be made to my boat?

Because the Class's Rules are "Closed Class Rules", no changes or repairs are permitted to the boat unless they are specifically permitted. Section C of the Class Rules and the Building Specification describe all the changes or repairs that are permitted. Any other changes or repairs to the hull, hull appendages or rig, must be made by the licensed manufacturer or with the approval of the licensed manufacturer under CR D.2.5, E.2.2 or F.2.3. If you have any questions about a modification or repair, please contact a member of the Class's Technical Committee. In the event of any modifications or repairs required to be made or approved by the licensed manufacturer, the boat's Manufacturers Declaration will have to be re-issued.

11. What is the Manufacturers Declaration?

The Manufacturers Declaration is issued at the time of delivery of the boat, and contains all the information required by CR A.10.1. It is the International J/70 Class Association's record of the boat's ownership and certain other details about the boat, including its measured weight and any modifications and repairs that have been made or approved by the manufacturer under CR D.2.5, E.2.2 or F.2.3. In the event of any such changes or repairs, or in the event of a change of ownership, please contact the Class Office to receive a new Manufacturers Declaration.

HULL AND APPENDAGES

12. May damage be repaired?

Yes. The intent is to allow repair to minor surface imperfections of the hull and

appendages, without altering the standard shapes and dimensions as controlled by the master production molds. These minor surface imperfections include gelcoat scratches, minimally damaged areas and minor molding imperfections such as print-through, and can result from various causes such as trailering, ramp launching, docking, etc. The types of modifications, maintenance and repair that meet these “minimal” or “minor” standards are listed in Class Rule C.7.1 and C.8.1. Anything beyond these standards is subject to the requirements of Sections D.2.5 and E.2.2 of the Class Rules, which specify that repairs need to be performed after permission has been received from the Licensed Manufacturer. A member of the IJ70CA’s Technical Committee (contact information is on the IJ70CA website) can initially coordinate the approval process. The technical chair of each country’s national J/70 class can also assist in this process.

13. Is fairing of bottoms or blades allowed?

As described above, repairs of minimal damage and minor molding imperfections are permitted. Changing the hull shape is not. Tools have been developed for inspections to check on alterations beyond as-built tolerances. Measurers also have the option under Class Rule #B.3 to establish a control group of boats for the purposes of checking a specific measurement not otherwise stated in the Class Rules.

14. May I smooth the center seam of the hull?

Yes. Under line 41 of the Building Specification, “The center line seam of hull (forward and aft of the keel trunk), within 100mm of either side of centerline, may be smoothed by sanding and/or polishing provide the as-molded shape of the hull is not altered.”

15. Can I block the trailing edge of my keel and rudder?

Yes. The J/70 Building Specification does allow for lightly blocking the trailing edge of the keel and rudder. The trailing edge of the rudder may be lightly blocked to “square” off, and 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.**

16. Can I apply anti-foul bottom paint to the hull?

Yes. See Class Rule C.7.1(a). Painting the bottom with anti-foul paint is intended to allow for the J/70 to be sailed in as many places and with as wide a variety of facilities as possible. Below the waterline, the gelcoat may be “lightly abraded to allow for the application of anti-foul paint”. However, an epoxy barrier coat cannot be applied unless anti-foul paint is also applied.

17. Can I remove the keel weed cutter?

Yes. Line 42 of the Building Specification says that the weed cutter is an option. Note

that replacement or removal of any equipment on the boat may void the boat's Manufacturer Declaration. Please advise the Class office of any changes.

18. Can I change the depth of my keel?

No. This falls within the changes that are not permitted by the J/70's "Closed Class Rules". Line 43 of the Building Specification says no modification of keel wedges is permitted.

19.

Can I adjust my keel wedges to improve the fit of the keel in the keel trunk? (NEW FAQ)

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.

20. Can I replace the double rudder pins with a single pin?

Yes. See Line 46 of the Building Specification. New boats are supplied with two pins in the US and one pin in France.

SPARS

21. Is it legal to replace one J/70 mast with another manufacturer: Selden to Southern Spar or Southern Spar to Selden?

No. As stated in the introduction to the rules "J/70 hulls, hull appendages and rigs shall be manufacturer controlled and shall only be produced by a manufacturer licensed by J Boats, Inc. Equipment is built in accordance with the J/70 Building Specification and Configuration Manual. These parts having left the manufacturer may only be altered to the extent permitted in Section C of the class rules". Section C does not allow for the mast to be changed. In fact, Section C.9.2 MAST (b) USE (1) of the Class rules says "The mast as supplied and assembled". Furthermore, the Building Specification requires all spar parts to be used as supplied and located by the builder. **Therefore**, if you have a Southern mast, you must use the mast step, boom and spreaders designed for that mast and likewise for the Selden mast. In other words, you cannot "mix and match" Southern and Selden components.

In the event that a mast is damaged beyond repair during an event, and a like replacement mast is not available, then a competitor can install a mast from the alternate manufacturer, for that event only, as long as the installation is supervised by the event technical committee.

22. Are there differences between the masts from different manufacturers? (NEW FAQ)

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.

23. Is it legal to alter spreader sweep?

No. Nor is it legal to have more than one set of spreaders to be used for racing in different conditions. Line 48 of the Building Specification allows the boat to have a “single set of spreaders and brackets”, which must be “builder supplied and located”. The class rules do not provide permission to change the builder supplied and located positioning of the spreaders. In the event that a spreader or bracket fails, this is the type of repair that would need to be made by a licensed manufacturer or approved by a Class Measurer, and would require the issuance of a new or revised Manufacturers Declaration.

24. Can I replace the main, jib and gennaker halyard sheaves at the top of the mast with sheaves that operate with ball bearings?

Yes, but only if the replacement sheave is dimensionally identical, has similar size, weight and power ratio, and performs the same function. See Class Rule 7.2(j).

25. May I Recoat or Repaint my Spars?

Yes. See Line 47 of the Building Specification.

FITTINGS

26. Can I move the gennaker sheet block to the same location as the jib turning block?

Yes. Line 35 of the J/70 Building Specification allows the option of attaching the gennaker blocks to the jib block padeyes. However, they must be attached directly to the padeyes with a shackle or other standard attachment mechanism, and not be allowed to move more than a minimal distance from the padeye.

27. Can I add turning blocks on the cabin top for the vang?

Yes. Line 13 of the Building Specification says: Option to add two 29mm deck mounted cheek blocks outboard and forward of hatch lid to deflect the boomvang tails around the hatch. *Equivalent to the Ronstan RF67 or Holt A4867.

28. Can the winches be removed or bolted under the deck?

No. These are required by Line 16 in the Building Specification. The J/70 is designed to be used by as broad a range of crews as possible, regardless of strength. While this

has been a topic of worthwhile discussion among class members, the J/70 is intended to provide the opportunity for exciting one design racing among identical boats, and allowing changes in the winches might afford an advantage to stronger crews who would be able to move their weight more quickly in marginal planning conditions.

29. Can I add a pvc roller or similar equipment across the companionway corner to aid in spinnaker launching?

Yes. This would be considered anti chafing gear allowed by class rule II.C.7.2(d)

30. Can I add an elastic cord or similar system for drawing a spinnaker launching bag across the companionway?

Yes.

31. Can a spinnaker launching bag system include a cam cleat that is installed on the aft face of the cabin or inside the cabin?

Yes, that can be included within a “spinnaker bag of optional design” under CR II.C.7.2(i).

32. Can I rotate the pole line cleat so the pole line can be cleated from a different direction?

No. The pole line cleat is one of the items **which is** “builder located”.

33. Can I add a so-called extreme angle fairlead to my boom vang cleats so that the boom vang line can be adjusted from any angle?

Yes, but the modified cleat fairleads may be used ONLY if the optional blocks to lead the vang line around hatch are used (see #27 above). A determination has been made that a cleat with that type of fairlead is permitted under class rule C.7.2(j) as long as it is dimensionally identical, has similar size, weight and power ratio, and performs the same function.

34. Can additional holes for the jib cars be drilled into the jib tracks?

Yes. Line 6 of the Building Specification allows for the “option to increase number of adjustment holes”.

35. Can the factory jib tracks be replaced or relocated?

No. Line 6 of the Building Specification say that the tracks must be “builder supplied and located”.

36. Can I remove the stopper pin from the mainsheet swivel arm, so that the mainsheet swivel can rotate through 360 degrees on the swivel base?

Yes.

RIGGING

37. Is it permissible to change the mainsheet system to a double-ended arrangement allowing optional 3:1 or 6:1 purchase?

No. The mainsheet system, including the blocks and camcleat, is specified in the Building Specification.

38. Can the jib sheet be less than the required 8 mm diameter at the attachment point to the car?

Yes. Class Rule F.4.1 says the specified minimum line diameters are for the entire length of the line, but the Headsail Sheet has a specific exclusion for the attachment point at the jib car. There is also an exclusion allowing the gennaker sheet to have a connector strop to the gennaker clew which is less than the 6 mm minimum diameter required for the sheet.

39. Is it permissible to use a clam cleat on the backstay leg or coarse adjustment line to hold the backstay tension at the desired amount?

No. It is permissible under Line 69 of the Building Specification to replace the standard coarse adjustment with a ferrule and lashing. However, it is not permissible to replace the standard adjustment with a clam cleat because a clam cleat would have a different functionality.

40. May I relocate the main halyard from the port side of my mast to the starboard side? (NEW FAQ)

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.

41. 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? (NEW FAQ)

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

42. Can the factory shackles on the gennaker and main halyards be removed or substituted with soft shackles?

Yes, provided that any replacement is functionally similar.

43. Can a soft shackle or dogbone be used on the end of the tack line?

Yes, provided that any replacement is functionally similar.

44. Is it permissible to taper any of the running rigging?

Yes. It is permissible to taper the sheets, halyards or other lines that constitute running rigging. However, both the tapered and untapered portions of the line must meet the minimum diameter requirements of CR F.4.1 for the entire length of the line, with only the limited exceptions contained in that rule.

Sails

45. Is a corner board permitted at the clew of headsail?

No, "corner board" is not listed as an allowed item under CR G.4.2 Construction. In addition, G.4.2 (b) requires that battens shall not prevent the headsail from furling completely. Battens and corner boards are the only items defined as "stiffening" under Section G.1.4 (n) of the ERS, where they are listed equally. It is the opinion of the International Technical Committee that CR G.4.2(b) was intended to allow the sail to furl completely, so any stiffening (battens or clewboards) should not prevent the headsail from doing so. In other words, the sail must not be stiffened or reinforced to the point that it can no longer "furl completely".