



## ***2022 J/70 Class Rule Changes — Proposed***

*Version of October 5, 2021*

*To be presented and voted on at 2021 Class Annual General Meeting.*

**Comments, questions, and suggestions should be communicated to the IJ70CA Technical Chair, Polk Wagner ([polk@polkwagner.com](mailto:polk@polkwagner.com)) and the J/70 Class Executive, Chris Howell ([howell@j70office.com](mailto:howell@j70office.com))**

### **1. Amendment**

---

**New:**

C.5 PORTABLE EQUIPMENT

C.5.2 FOR USE

(a) MANDATORY

(10) **A copy of the boat's current and valid Manufacturer's Declaration (in paper form or electronic).**

***Explanation:*** *This amendment requires that boats always carry a copy of their Manufacturer's Declaration. Electronic copies (such as on a phone or tablet device) are acceptable.*

## 2. Amendment

---

### Old:

#### I.5 ONE-PRO DIVISION

Regatta organizers will present awards for a One-Pro division. To be considered as a One-Pro team, Class Rule C.3 is modified so that the driver and all but one member of the **crew** shall provide proof of a valid World Sailing Group 1 categorization at the time of registration. The One-Pro division shall be scored as a sub-division of the whole fleet using the competitor's actual scores.

### Amended to Read:

#### I.5 ONE-PRO DIVISION

Regatta organizers will present awards for a One-Pro division. To be considered as a One-Pro team, Class Rule C.3 is modified so that ~~the driver and~~ all but one member of the **crew** shall provide proof of a valid World Sailing Group 1 categorization at the time of registration. The One-Pro division shall be scored as a sub-division of the whole fleet using the competitor's actual scores.

***Explanation:** This amendment clarifies that a boat may compete in the One-Pro Division if the driver is not categorized as a World Sailing Group 1 sailor, if no other crewmember is also not a Group 1.*

### 3. Amendment

---

Old:

#### G.4 HEADSAIL

##### G.4.2 CONSTRUCTION

(f) The fitting at the **headsail clew** adjustment point shall be a single ring (cringle), made of metal or similarly strong material, located fully within in the area of the **sail**. The bearing surface of the ring shall be no more than 30mm from the **clew point**.

Amended to Read:

#### G.4 HEADSAIL

##### G.4.2 CONSTRUCTION

(f) The fitting at the **headsail clew** adjustment point shall be a single ~~ring (cringle)~~ **(grommet)**, made of metal or similarly strong material, **surrounded by cloth and** located fully within the area of the **sail**. The bearing surface of the ~~ring cringle~~ shall be no more than 30mm from the **clew point**.

***Explanation:** This amendment clarifies that the headsail clew adjustment point shall be located fully within the area of the sail and surrounded by cloth.*

## 4. Amendment

---

Old:

### B.2 CLASS ASSOCIATION MARKINGS

B.2.2 **Sails** shall carry a Class Association Sail Royalty Label.

Amended to Read:

### B.2 CLASS ASSOCIATION MARKINGS

B.2.2 **Sails** shall carry a Class Association Sail Royalty Label located **on the starboard side of the sail near the tack.**

*Explanation: This amendment standardizes the location of Class Sail Royalty labels.*

## 5. Amendment

---

New:

### **I.8 VHF RADIO PROHIBITED**

If local laws or regulations prohibit the use of VHF radios, Class Rule C.5.2(a)(7) does not apply.

*Explanation:* This amendment allows local laws to override CR C.5.2(a)(7) for a specific event.

## 6. Amendment

---

New:

### **I.9 PETROL ENGINE PROHIBITED**

When a petrol engine is prohibited by local laws or regulations, Class Rule C.5.3(a)(1) is modified to read as follows:

*Weight in the amount of the engine weight as listed on the Manufacturer's Declaration shall be carried on the cabin floor, secured firmly to the mast compression post. This weight shall be in the form of lead, water, or similarly dense material and shall be marked and signed by an inspector.*

**Explanation:** *This amendment allows local laws to override CR C.5.3(a)(1) for a specific event.*

## 7. Amendment

---

Old:

### I.3 **OUTSIDE HELP**

A **boat** shall receive no *outside help* or outside assistance from the time the **boat** leaves its dock or mooring until the **boat** has returned to the dock or mooring each day, including being towed. Exceptions to this rule are:

- (a) as provided for in RRS 41; or
- (b) the transfer of late arriving crew, food or drink prior to the preparatory signal of the first race of the day and the transfer of crew, food or drink after the **boat** has *finished* or retired from its last race of the day; or
- (c) assistance reasonably necessary for the safety of the **crew** or **boat** in the event of an emergency after the **boat** has *finished* or retired from its last race of the day, including emergencies due to weather, equipment failure or other causes.

Amend to read:

### I.3 **OUTSIDE ASSISTANCE**

A **boat** shall receive no ~~*outside help*~~ or outside assistance from the time the **boat** leaves its dock or mooring until the **boat** has returned to the dock or mooring each day, including being towed ~~by a competitor or any other vessel~~. Exceptions to this rule are:

- (a) as provided for in RRS 41; or
- (b) the transfer of late arriving crew, food or drink prior to the preparatory signal of the first race of the day and the transfer of crew, food or drink after the **boat** has *finished* or retired from its last race of the day; or
- (c) assistance reasonably necessary for the safety of the **crew** or **boat** in the event of an emergency after the **boat** has *finished* or retired from its last race of the day, including emergencies due to weather, equipment failure or other causes.

***Explanation:** This amendment better aligns the Class Rules with the 2021-24 RRS. It also clarifies that towing by another competitor is prohibited outside assistance.*

## 8. Amendment

---

### Old:

#### C.10.3 MAINSAIL

(b) USE

- (2) The highest visible point of the **sail**, projected at 90° to the mast **spar**, shall not be set above the lower edge of the **mast upper limit mark**. The intersection of the **leech** and the top of the boom **spar**, each extended as necessary, shall not be behind the fore side of the boom **outer limit mark**.

### Amended to Read:

#### C.10.3 MAINSAIL

(b) USE

- (2) ~~The highest visible point of the **sail**, projected at 90° to the mast **spar**, shall not be set above the lower edge of the **mast upper limit mark**.~~ The intersection of the **leech** and the top of the boom **spar**, each extended as necessary, shall not be behind the fore side of the boom **outer limit mark**.

***Explanation:** Because the J/70 Mainsail has a defined and measured luff length, the mast upper limit mark is not needed as a class rule control point, and this amendment accordingly aligns the rule with established Class practice.*



## 9. Amendment

---

**New:**

### C.7.2 FITTINGS

(b) The following is permitted without the approval of the ICA's Technical Committee under D.2.5:

- (9) A gasket, elastic cord, rope, or tape may be used around the foredeck hatch to prevent sheets from catching.

*Explanation: Self-explanatory.*

## 10. Amendment

---

**New:**

### C.7.2 FITTINGS

(b) The following is permitted without the approval of the ICA's Technical Committee under D.2.5:

- (10) Intermediate fairleads for the sprit control line and/or a sprit retraction system may be installed.

*Explanation: Self-explanatory.*

## 11. Amendment

---

**New:**

### **C.9 RIG**

#### **C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR**

The following is permitted without the approval of the ICA's Technical Committee under F.2.3. Unless stated otherwise, items mentioned in this section may be obtained from any manufacturer or supplier.

- (m) A lashing system may be installed on one of the backstay legs, provided the system does not include blocks or ferrules (rings) other than a ferrule (ring) installed on the end of the backstay leg.

*Explanation: Self-explanatory.*

## 12.Amendment

---

New:

### C.9 RIG

#### C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(n) The gennaker halyard adjustment system may contain one or two cam cleats.

*Explanation: Self-explanatory; a second cam cleat can help prevent the gennaker halyard from coming loose in high winds.*

## 13.Amendment

---

New:

### F.4 RUNNING RIGGING

#### F.4.2 PURCHASE SYSTEMS {new}

System	Min purchase	Max purchase
Main Halyard Fine Tune	1:1	2:1
Main Sheet	4:1	6:1
Boom Vang	8:1	8:1
Headsail Sheet	2:1	2:1
Headsail Halyard Fine Tune	4:1	8:1
Gennaker Sheets	1:1	1:1
Tack Line	1:1	1:1
Cunningham	1:1	8:1
Outhaul	4:1	8:1
Traveler	2:1	3:1
Backstay Control	2:1	2:1
Sprit Control	1:1	1:1
Backstay Gross Tune	No limit	No limit

**Explanation:** This amendment defines the purchase system limits in the Class Rules. The only change from current practice is that the Headsail Halyard Fine Tune max purchase is increased from 4:1 to 8:1.

## 14.Amendment

---

### Old:

#### C.10 SAILS

##### C.10.2 LIMITATIONS

- (a) Not more than 1 **mainsail**, 1 **headsail** and 1 gennaker shall be used during an event of 6 or less consecutive days except when a **sail** has been lost or damaged beyond repair.
- (b) One additional gennaker may be presented for event measurement and carried on board as a spare, but shall not be used during an event except when the primary gennaker has been lost or damaged to the point where it cannot be effectively repaired while afloat. Such use shall not require advance approval of the Race Committee or event Technical Committee under C.10.1(c), but the use must be reported to the Race Committee or event Technical Committee upon return to shore.
- (c) Not more than 1 **mainsail**, 1 **headsail** and 2 gennakers shall be carried aboard.
- (d) Not more than 1 **mainsail**, 1 **headsail** and 2 gennakers shall be presented for event measurement

### Amend to read:

#### C.10 SAILS

##### C.10.2 LIMITATIONS

- (a) Not more than 1 **mainsail**, 1 **headsail** and 1 gennaker shall be used during an event of 6 or less consecutive days except when a **sail** has been lost or damaged beyond repair **and replaced pursuant to C.10.1(c)**.
- (b) One additional gennaker may **be declared and/or** presented for event measurement and carried on board as a spare but shall not be used during an event except when the primary gennaker has been lost or damaged to the point where it cannot be effectively repaired while afloat. Such use shall not require advance approval of the Race Committee or event Technical Committee under C.10.1(c), but the use must be reported to the Race Committee or event Technical Committee upon return to shore.
- (c) **All sails declared and/or presented for event measurement must be carried aboard unless a sail has been lost or damaged and replaced pursuant to C.10.1(c). If no declaration or measurement is required at an event, then each competitor may choose on each day of the event whether to carry one or two gennakers on board.**
- (~~e~~) Not more than 1 **mainsail**, 1 **headsail** and 2 gennakers shall be carried aboard.
- (~~d~~) Not more than 1 **mainsail**, 1 **headsail** and 2 gennakers shall be **declared and/or** presented for event measurement.

***Explanation:** This amendment clarifies that all sails declared or presented for measurement must be carried aboard.*

## 15.Amendment

---

**New:**

### **C.8 HULL APPENDAGES**

#### **C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR**

The following is permitted without the approval of the ICA's Technical Committee under E.2.2:

- (h) The center line seam of hull (forward and aft of the keel trunk), within 100mm of either side of the centerline, may be smoothed by sanding and/or polishing provided the as-molded shape of the hull is not altered.

*Explanation: Self-explanatory.*

## 16. Amendment

---

### Old:

#### C.9 RIG

##### C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without the approval of the ICA's Technical Committee under F.2.3. Unless stated otherwise, items mentioned in this section may be obtained from any manufacturer or supplier.

- (a) Routine maintenance such as cleaning, polishing, and repair of minor abrasions.

### Amend to read:

#### C.9 RIG

##### C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without the approval of the ICA's Technical Committee under F.2.3. Unless stated otherwise, items mentioned in this section may be obtained from any manufacturer or supplier.

- (a) Routine maintenance such as cleaning, polishing, **repainting (black), recoating (clear or black) and/or** repair of minor abrasions.

*Explanation: Self-explanatory.*