International J/70 Class Association Technical Committee

FREQUENTLY ASKED QUESTIONS (FAQ)

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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 International Technical Committee (see International Class Constitution, Section 9), which is charged with the control and enforcement of the Class Rules. The FAQ represents the Technical Committee's official interpretation 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.

This document may be updated by the Technical Committee at any time; note that numbering may change after updates.

RELATED DOCUMENTS

See the J/70 Class Technical Committee website for links to current versions:

http://www.j70ica.org/tech

International J/70 Class Association Constitution

International J/70 Class Rules ("J70CR")

J/70 Building Specification

J/70 Equipment Regulations ("J70ER")

World Sailing Equipment Rules of Sailing (ERS)

GLOSSARY OF ABBREVIATIONS

See the J/70 Class Tech Committee website for current versions: http://www.j70ica.org/tech

J70CR	International J/70 Class Rules. The primary source of Class Rules.
J70ER	J/70 Equipment Regulations. These are rules established by the Class concerning the inspection and use of equipment (boat, sails, equipment).
J70FAQ	This document.
MD	Manufacturer's Declaration
LM	Licensed Manufacturer – the builders authorized to build J/70s.
ERS	World Sailing Equipment Rules of Sailing
RRS	World Sailing Racing Rules of Sailing

CLASS ORGANIZATION

1. How are the Class Rules changed?

The rule change process is described in the International J/70 Class Constitution in Section 11 (CHANGES TO CLASS RULES).

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's Declaration. Owners are required to notify 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.j70ica.org under News / Minutes. The minutes from US Board meetings are posted at www.j70class.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, GENERALLY

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, and Class Rules changes must be approved by the Class,

J/Boats, and World Sailing. The Building Specification can be changed by J/Boats from time to time as specified 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. 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 the Building Specification.

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

Because the Class Rules are **Closed Class Rules**, no changes or repairs may be made unless they are specifically permitted. Section C of the Class Rules and the Building Specification describe certain changes or repairs that are permitted. Any other changes or repairs to the hull, hull appendages or rig, must be made by (or under the approval of) a Licensed Manufacturer (LM) with the approval of the Technical Committee under J70CR D.2.5, E.2.2 or F.2.3. If you have any questions about a modification or repair, please contact the Class Office the Technical Committee. In the event that any modifications or repairs required to be made or approved by the LM, the boat's Manufacturers Declaration will have to be re-issued.

11. What is the Manufacturers Declaration?

The Manufacturers Declaration (MD) contains all the information required by J70CR 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 Technical Committee and Licensed Manufacturer under J70CR D.2.5, E.2.2 or F.2.3.

Boats wishing to race as a J/70 must have a current and valid MD and all boats must always carry a current copy with them (a digital copy on a phone is fine).

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 an updated Manufacturers Declaration.

Are J/70s Inspected at Events?

HULL AND APPENDAGES

12. Is fairing of the hull or appendages allowed?

No, except in limited and specific circumstances. As described above, repairs of minimal damage and minor molding imperfections are permitted. **Changing the as-molded shape of the hull or an appendage is not**. Tools have been developed (*and are constantly being improved*) 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.

13. May damage to the hull or appendages be repaired?

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 by (or supervised by) a Licensed Manufacturer (LM) after permission has been received from the IJ70CA Technical Committee.** The Class Executive and/or the Chair of the Technical Committee or (contact information is on the IJ70CA website) can initially coordinate the approval process.

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

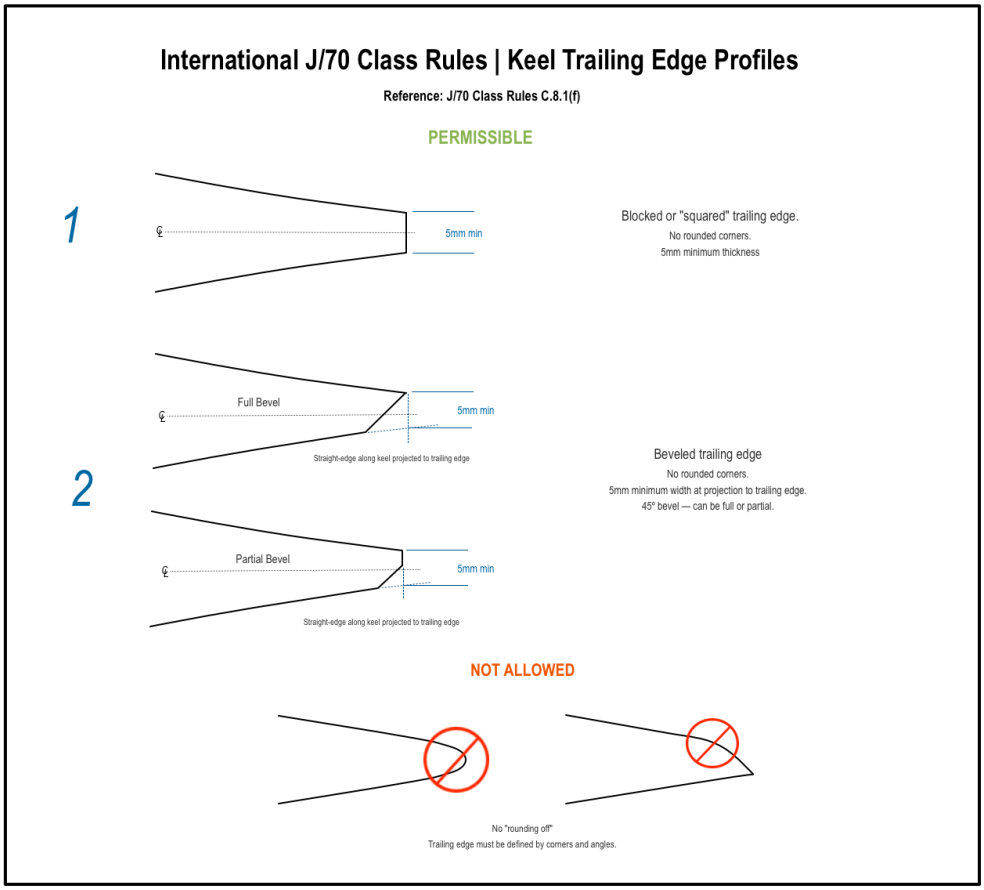
Yes. Under Class Rule C.8.1(h), "The center line seam of hull (forward and aft of the keel trunk), within 100mm of either side of centerline, may be smoothened by sanding and/or polishing provide the as-molded shape of the hull is not altered."

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

Yes: Class Rule C.8.1(f) allows for lightly block-sanding the trailing edge of the keel and rudder.

> *A word of caution:* the Technical Committee has observed that in some cases overly aggressive sanding of a trailing edge will shorten the chord length of the appendage below the measurement limits established by J/Boats and the Class for compliance purposes. Therefore, boats wishing to fair their trailing edges should consider adding fairing material to the trailing edge area prior to sanding.
>
> The minimum chord length of rudder shall not be less than 248mm at station 930mm and 220mm at station 50mm. (See rudder measurement stations diagram below) The trailing edge of the rudder may be squared off, provided that the edge does not fall below 2mm thickness. *Note that the trailing edge of the rudder may not beveled or angled.*

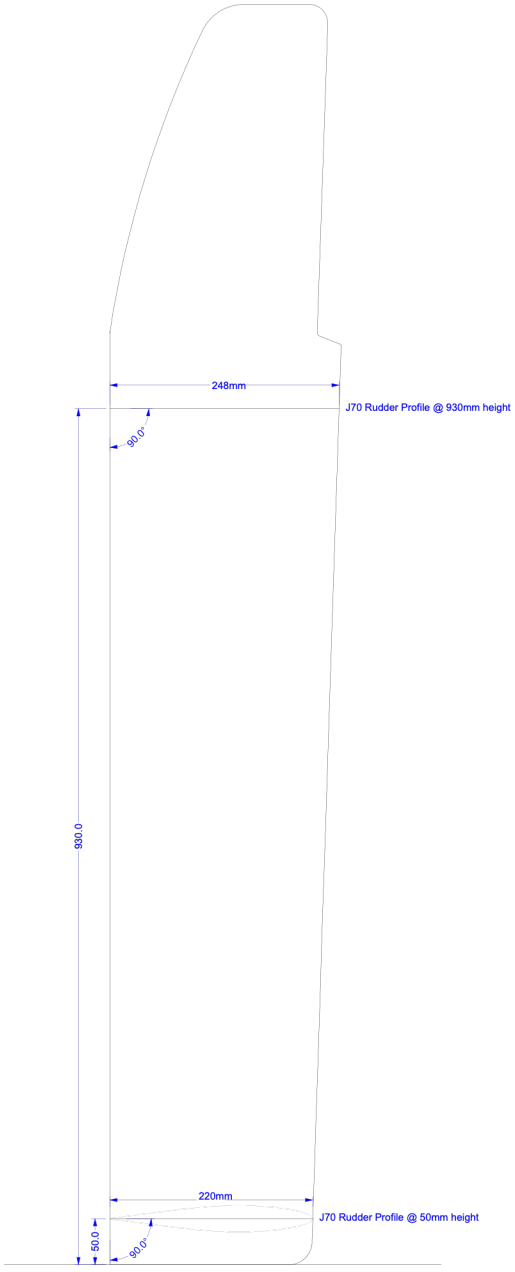
The trailing edge of the keel may be lightly blocked to either square off or create a bevel of no more than 45 degrees; in either case a projected width of at least 5mm must be maintained along the entire trailing edge. Note that if beveled to 45 degrees the trailing edge must maintain two defined edges—you cannot round the forward edge of a bevel into the keel. See the diagram below for more information:


International J/70 Class Rules | Keel Trailing Edge Profiles
Reference: J/70 Class Rules C.8.1(f)
PERMISSIBLE
1
℄
5mm min
Blocked or "squared" trailing edge.
No rounded corners.
5mm minimum thickness
2
Full Bevel
℄
5mm min
Straight-edge along keel projected to trailing edge
Partial Bevel
℄
5mm min
Straight-edge along keel projected to trailing edge
Beveled trailing edge
No rounded corners.
5mm minimum width at projection to trailing edge.
45° bevel — can be full or partial.
NOT ALLOWED
No "rounding off"
Trailing edge must be defined by corners and angles.

J/70 Class Rudder Measurement Stations

All Dimensions in mm

All sections perpendicular to trialing edge



16. Can I apply epoxy or a related hard coating to the hull?

No, unless anti-foul paint is applied over the top. See J70CR C.7.1(a).

17. 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.*

18. Can I remove anti-foul paint from the hull and re-paint?

Yes. In most cases this should not require more than minor touch-up repairs to the underlying gelcoat, and in any event the underlying gelcoat layer may not be removed. Any re-painting below the waterline must be as specified in J70CR C.7.1(a).

19. Can I paint the topsides of my hull (in a color other than white)?

Yes, though the underlying gelcoat layer may not be removed or abraded more than required for adhesion. See J70CR C.7.1(c). Any paint used on the topsides must be a standard marine-grade coating such as Awlgrip.

20. Can I remove the keel weed cutter?

Yes, with the approval of the Technical Committee. Line 42 of the Building Specification specifies that the weed cutter is an option, and J70CR E.2.2(b) specifies that unless specific written permission is received from the Technical Committee, the entire blade assembly must be removed when the slot is filled. In any event the boat's Manufacturer's Declaration will need to be reissued by the Class Office.

21. Can I change the depth of my keel?

No. *The length, position, and orientation of the builder-installed keel wedges may not be altered*. See J70CR C.8.1(d).

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

Only in limited fashion and only with prior approval by the Technical Committee. The Class Rules DO NOT permit changing the builder-supplied and builder-located positioning of the wedges. Nor do the class rules permit any sanding or trimming of the wedges. Class Rule C.8.1(d) states clearly that "modification of the keel wedges is prohibited." You cannot change the positioning or orientation of the wedges on the keel. However, Class Rule E.2.2(c) allows owners to request approval from the Technical Committee to either shim or sand the longitudinal outside surfaces (parallel to the centerplane) of the wedges to allow the keel to seat properly in the trunk. Note that no other surfaces may be sanded or altered in any way. Contact the Class Office or Technical Committee prior to

undertaking any work under J70CR E.2.2(c); the identity of the person(s) or service provider doing the work will need to be supplied, as well as before and after photographs.

23. Can I place a spacer or block under the keel strap (between the keel strap and the top of the keel) and tighten the keel strap bolts?

Yes, Line 33 of the J/70 Building Specification allows this option.

24. Can I add material such as "carpet" or Velcro or Teflon on the inside of the keel trunk to improve the fit?

No. Any additional material is not part of the Building Specification and not expressly authorized in the Class Rules. (You may wish to use such material temporarily when raising and lowering the keel, but it must be removed after the operation has been completed.)

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

Yes. See Line 46 of the Building Specification.

SPARS

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

Yes. Class Rule F.2.1 allows the use of a mast and boom set from any licensed manufacturer, and Class Rule F.2.3 allows the replacement of a Southern Spar set with a Selden Spar set and vice-versa. Note that under that rule, any mast and boom replacement is subject to the following limits:

- The mast and boom must be replaced as a set. You may not mix-and-match Southern and Selden spars. See J70CR F.2.3(b).
- A mast and boom replacement will require a reissue of the boat's Manufacturer's Declaration, where the replacement (with the new serial number) will be specified. That is, boat owners must report a replacement mast and boom set to the J/70 Class Office immediately to update their Manufacturer's Declaration. See J70CR F.2.3(b).
- A mast and boom replacement may occur no more often than once every twelve months, unless a spar is damaged beyond reasonable repair.

A replacement of a mast from Southern to Selden will require the replacement of the original mast base with the corresponding mast base from Selden. This is a bolt-for-bolt replacement, and the holes may not be moved or enlarged. See Line 49 of the Building Specification.

In the event that a mast or boom is damaged beyond repair during an event, the event technical committee can authorize deviations from the J70CR F.2.3 procedures for purposes of that event only.

27. Are there differences between the masts from different manufacturers?

Yes. However, the Technical Committee has looked into this question, spoken with a number of knowledgeable people, and has not found clear evidence that the construction differences between the two masts create a meaningful performance difference.

28. 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.

29. 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 C.7.2(c).

30. May I recoat or repaint my spars?

Yes. See J70CR C.9.1(a).

FITTINGS & EQUIPMENT

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

Yes. See Line 35 of the Building Specification. However, the blocks must be attached directly to the padeyes with the included shackle or other short attachment mechanism, and not be allowed to move more than a minimal distance from the padeye.

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

Yes. See Line 13 of the Building Specification. *Note that boats adding these blocks must add two — one on each side of the cabin top.*

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 described in Line 13 of the Building Specification to lead the boom vang line around hatch are used. Note that any modification or replacement of hardware must comport with the provisions of Class Rule C.7.2(c): "the replacement part is of similar size, weight, power ratio and performs the same function."

34. Can the winches be removed?

Yes. The Class Rule C.5.2 was modified to make the winches optional equipment. If removed from standard deck location, winches must be carried aboard until the MD is updated.

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

Yes. This is considered anti-chafing gear allowed by J70CR C.7.2(b)(2).

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

Yes.

37. 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, this is included within the allowance for a "spinnaker bag of optional design" under J70CR C.7.2(b)(7).

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

No. The pole line cleat is "builder located".

39. 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".

40. 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".

41. 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.

42. Can I use a "kelp stick" or other tool to assist in clearing material from the appendages while sailing?

Yes. A kelp stick is a tool, and under J70CR C.5.2(b)(5), tools may be carried aboard and used.

43. How much fuel (or batteries) must be carried aboard?

Class Rule C.5.3(a)(1) specifies that "One functioning outboard engine with a minimum weight of 12kg empty of any liquid or gaseous fuel, but including any battery used for propulsion" must be

carried aboard. Although a specific quantity of fuel or battery power is not specified, "functioning" means that the engine *must be functional for its intended purpose* — for emergency use, and to allow the boat to return to the dock unassisted after racing. *This means that boats must carry enough fuel or battery power to ensure the engine can be used for these purposes*. The exact amount needed will vary depending on the sailing venue, the wind and weather conditions, and other factors. Except in unusual circumstances, boats running out of fuel or batteries prior to returning to the dock at the end of the day are likely to be subject to protest.

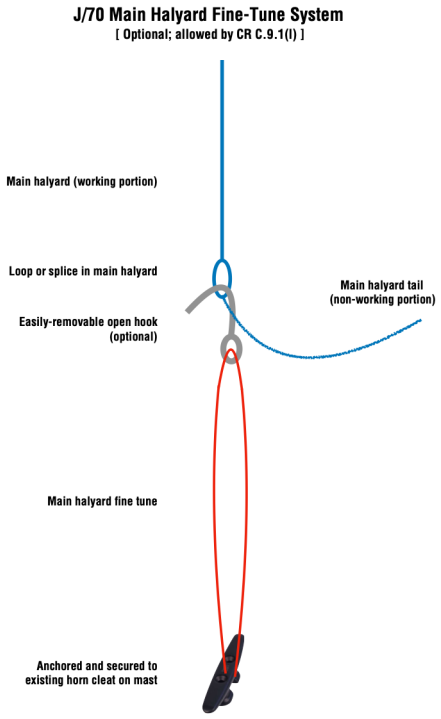
44. Anchors: Must I carry an anchor chain? How much chain? How much must the anchor weigh?

Class Rule C.5.2(a)(1) specifies that "One anchor and chain combined not less than 5kg in weight with at least 40m of rode with minimum diameter of 8mm" must be carried aboard. This means that <u>both</u> an anchor and anchor chain (as well as rode) is required, and that the anchor and the chain (together) must weigh at least 5kg. In addition, both the anchor and chain must be *functional for their intended purpose*; in most cases at least 75cm of chain should be attached to the anchor. Relatedly, the anchor <u>and</u> chain <u>and</u> rode must all be connected — thus making the system functional.

RIGGING

45. Can a fine-tune system be added to the main halyard?

Yes: Class Rule C.9.1(l) allows an optional 2:1 main halyard fine tune system to be added, anchored to the main halyard horn cleat. The fine-tune control line shall run either through a loop/splice in the working portion of the halyard or through the eye of an easily removable open hook that connects to a loop/splice in the working portion of the halyard. The control line shall be secured using the main halyard horn cleat. The non-working portion (tail) of the main halyard shall be permanently attached to the working portion. See the diagram below for illustration.



46. Is it permissible to change the mainsheet system to a double-ended arrangement or create a 3:1 or 8:1 purchase?

No. The mainsheet purchase system is specified in the table in Class Rule F.4.2. The purchase must be from 4:1 to 6:1.

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

Yes. Class Rule F.4.1 allows that the headsail sheet may be less than the minimum diameter within 150mm of the attachment point.

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

No. It is permissible under Class Rule C.9.1(m) to replace the standard coarse adjustment system 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.

49. May the main halyard be moved from the port side of the 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.

50. May the factory-suppled shackles that connect the jib halyard and the jib head to the hoistable halyard swivel be replaced with a soft shackle or splice or some other attachment method?

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

51. Can the factory shackles on the gennaker and main halyards be removed or substituted with soft shackles or dogbones or other attachment methods?

Yes.

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

Yes.

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

Yes. It is permissible to taper 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 J70CR F.4.1 for the entire length of the line, with only the limited exceptions contained in that rule.

54. May the top swivel of the furling system be replaced?

Yes. The Harken 207HP swivel is approved in the J/70 Building Specification and may be substituted for the original top swivel supplied with the boat.

55. May turnbuckles or other fittings be modified or replaced with load cells or equipment that measures loads or tension?

No. The J/70 Class Rules are closed class rules, and these items are not specifically allowed.

SAILS

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

No: see J70CR G.4.2(g).

57. How is the inside length of the batten pockets measured?

Class Rules (J70CR G.3.4 and J70CR G.4.3) refer to the definition of "Batten Pocket Length, Inside" in the Equipment Rules of Sailing (ERS) as per J70CR A.1.3. The relevant provision of the ERS is set forth below:

> *G.8.1 Batten Pocket Length (a) INSIDE: The greatest distance between the sail edge and the internal extreme end of the batten pocket, measured parallel to the pocket centreline. The effect of any elastic or other retaining device and any local widening for batten insertion shall be ignored.*

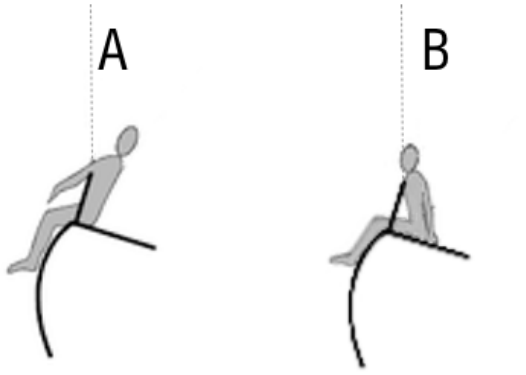
The Technical Committee has determined that except in Continental or World events, unmodified jibs manufactured prior to July 15, 2019 may have an inside batten pocket length of up to 950mm, wherein the "inside batten pocket length" is measured parallel to the pocket centerline from the sail edge to the internal extreme end of the batten pocket.

CREW POSITIONING

58. May members of the crew "droop hike" or lean out over the safety lines (lifelines)?

No. Class Rule C.3.3(b) specifies that "When hiking, **crew** shall maintain the base of their spine on the horizontal surface of the deck, and no part of their torsos shall be outboard of a line extending upward from the lifeline perpendicular to the horizon or downward from the lifeline to the stanchion bases." See the diagram below for illustration:

TWO PERMISSIBLE HIKING OPTIONS



Hips slid out to edge of the deck, base of spine remains on deck. Torso inside safety lines.

Hips slid back from edge of deck, allowing forward lean without torso over safety lines.

Note that the difefrences between options A and B are exaggerated for clarity in the drawings above. In reality the difference in hips/buttocks placement is fairly minimal.