



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

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 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.
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 mentioned in the Builder’s Specs as optional equipment for any J/70. The one caveat to that is that the builder spec requires all spar parts to be used as supplied and located by the Builder. In other words 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. Note that replacement or removal of any equipment on the boat may void the boat’s Weight Form. Please advise the Class office of any changes.
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 IJCA's World Council is the international authority of the IJ70CA and is responsible for administration of the Class. The IJCA's Executive Committee operates under the general oversight of the World Council and is responsible for the ongoing management of the IJCA 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, Builder's Specs and the measurement process are quite helpful.

RULES

8. Is there a difference between the Builder's Specs and Class Rules?
The J/70 Building Specification (Builders Specs) is part of the Class Rules. However, if there was a difference, or a problem of interpretation, the Class Rules would be relied upon. The Rules can only be changed by the process described in the Class Constitution. The Builders Specs can be changed by J/Boats Inc. from time to time as equipment is changed or upgraded.
9. What are Closed Class Rules?
Unless the Rules specifically say you can (May) make a change, then you cannot (Shall Not) make the change. This includes the addition of equipment or the location of equipment. All components, and their use, are defined by their description.
10. May damage be repaired?
Yes. The intent is to allow repair to minor localized surface imperfections of the hull and appendages, without altering the standard shapes and dimensions as controlled by the master production molds. Minor surface imperfections can be a result of trailering, ramp launching, docking, etc. Minimal damaged areas should require a corresponding minimum amount of labor and material to repair. The types of modifications, maintenance and repair that meet this "minimal" standard are listed in Class Rule C.7.1 and C.8.1. Anything beyond "minimal" 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. The Technical Chair of the IJCA, whose contact information is on the IJCA website, can initially coordinate the approval process. The technical chair of each country's national J/70 class can also assist in this process. The Builders Specs document also references some allowed repairs.
11. Is fairing of bottoms or blades allowed?
No. As described above, repairs (typically for road wear) are permitted. Fairing or changing the hull shape is not. Tools to check on alterations beyond as-built tolerances have been

developed by J/Boats. 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.

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

Yes. The J/70 Builders Specs do 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 off no more than 45 degrees.

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

Yes. Line 35 of the J/70 Builders Specs 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.

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

Yes. Item 13 of the Builder Specs 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.

15. 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.

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

No. These are required by item 16 in the Builders Specs. 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.

17. 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 Builders Specs.

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

Yes. A cleat has the same functionality as the cleating line provided as standard equipment on the J/70.

19. Can I apply anti fouling bottom paint to the hull?

Yes, but only subject to certain specific conditions. Painting the bottom 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. Class Rule C.7.1 says that the hull can be painted below the waterline for boats that are

“primarily wet-sailed in their home waters”. The gelcoat may be “lightly abraded to allow for the application of anti-foul paint”, provided that the abrasion “shall be the minimum needed to ensure the adhesion of the paint and shall not involve fairing of any sort”.

20. Can I remove the keel cutter?

Yes. Item 42 of the Builders Specs says that the keel cutter is an option. Note that replacement or removal of any equipment on the boat may void the boat’s Weight Form. Please advise the Class office of any changes.

21. 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”. Item 43 of the Builders Specs says no modification of keel wedges is permitted.

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

Yes. See item 46 of the Builders Specs. New boats are supplied with two pins in the US and one pin in France.

23. 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)

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

Yes.

25. 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 intended to be “builder supplied and located”. Item 25 of the Builders Specs is being updated to make this clarification.

26. Can I replace the main, jib and gennaker halyard sheaves at the top of the mast with sheaves that operate with ball bearings? Yes, a determination has been made that this can be done, 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).

27. 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).

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