

INTERNATIONAL J/70 CLASS ASSOCIATION
CLASS RULE PROPOSAL for 2016

(CRC-6) Hull Repairs

Proposed Rule Change

C.7 HULL

C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Below the waterline, the gelcoat may be lightly abraded to allow for the application of anti-foul paint. ~~for boats that are to be primarily wet-sailed in their home waters.~~ The abrasion of gelcoat shall be the minimum needed to ensure the adhesion of the paint. ~~and shall not involve fairing of any sort.~~ If an epoxy barrier coat is applied, then anti-foul paint shall also be applied.
- (b) Routine maintenance of the **hull** such as polishing is permitted. ~~provided the intent and effect is to polish only.~~
- (c) The **hull** topside gelcoat surface shall not be removed except for light sanding prior to topside painting.
- (d) Holes may be made and local reinforcement in the **hull** for the fitting of electronic navigation systems.
- (e) Gelcoat scratches, minimally damaged areas and **minor molding imperfections such as print-through** may be **sanded and** repaired, **provided the as-molded shape is not altered.**

Current Rule

C.7 HULL

C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Below the waterline, the gelcoat may be lightly abraded to allow for the application of anti-foul paint, for boats that are to be primarily wet-sailed in their home waters. The abrasion of gelcoat shall be the minimum needed to ensure the adhesion of the paint and shall not involve fairing of any sort. If an epoxy barrier coat is applied, then anti-foul paint shall also be applied.
- (b) Routine maintenance of the **hull**, such as polishing is permitted, provided the intent and effect is to polish only.
- (c) The **hull** topside gelcoat surface shall not be removed except for light sanding prior to topside painting.
- (d) Holes may be made and local reinforcement in the **hull** for the fitting of electronic navigation systems.
- (e) Gelcoat scratches and minimal damaged areas may be repaired.

Reason for Change

All J/70 hulls are built from master molds derived from a milled/faired master tool. The molding process produces very consistent production parts though minor surface imperfections such as print through and shrinkage can occur during the curing process. This proposal would allow these imperfections to be

repaired, provided the designed shape (as controlled by the molds) is not altered. This also addresses the concern that a well-applied anti-fouling finish, by way of the normal application process, can already accomplish the same objective, but under current wording is only eligible for boats intended to be wet-sailed. While the wet-sail requirement may have been a reasonable starting point for the Class, it's onerous to administer as boats begin to change hands; and becomes moot with this proposal.