

## By Mark Foster

International Technical Chair

*A Rule change that was approved in 2023 and postponed until January 1, 2024 to give time to comply, J70CR C.3.2(a) requires that Group 3 Categorization (professional) sailors may only drive a J/70 if they own and pay for 100% of the boat and its expenses. This will be a change from the previous Rule, which specified a 50% ownership threshold. This change was strongly supported by the Class membership in our Summer 2022 survey. It should make administration and enforcement of the Group 3 restriction simpler and further solidify the J/70 Class as one which welcomes Group 3 sailors, while encouraging long-term commitment to the Class.*

At the North Americans and Worlds, we noticed deteriorating wedges due to age. I will point you to guidance on keel wedge maintenance from the IJ70CA Technical Committee posted here: <https://j70ica.org/wp-content/uploads/2023/10/J70-Technical-Bulletin-2023-10-15.pdf>. This document gives you the max depth for the keel and allows owners to check their keels and wedges before major Championships where inspection will take place.

We had several questions asked at the Worlds, and I wanted to share them with the membership.

### **Can I move the mast base location on the deck?**

No. The mast base must be in the builder location in the original four holes. If you are changing from one mast builder to another, there is a mast base that will fit in the builders' original holes. See #26 in the Class FAQ.

### **Can I move the mast compression post that is under the deck and attached to the mast stepping plate?**

No. The compression post attachment plate must be attached in the factory drilled holes. See #26 in the Class FAQ.

### **Can I have two different masts for different conditions?**

No. Except for the unusual exception of a damaged mast, there should only be one mast for the boat. The builder has stated that a mast replacement (or any other changes to the boat) should be listed on the Manufacturers Declaration.

Here is a link to the technical bulletin on mast replacement: <https://j70ica.org/wp-content/uploads/2019/04/J70-Technical-Bulletin-2019-04-18.pdf>



### **Can I have my professional crew drive the boat for starts or mark roundings?**

No. Please review CR C.3.2.

### **Can the keel wedge slots be fixed to prevent the keel from dropping too low?**

Maybe. In the unusual situation where new wedges alone will not prevent the keel from being too low, you may need to fix the keel

wedge slots. Please contact the technical committee to discuss solutions.

Now to plagiarize from Volume 10 Issue 4 because it was well written, and these items are important to repeat as we get new owners in the Class.

### **BECOME A J/70 CLASS MEASURER!**

As the Class grows, we need more official J/70 Measurers. We are developing training materials that should make it easier for Class members who are interested in serving that Class in this way to become qualified, even virtually. Contact me or Chris Howell if you're interested in this!

### **KNOW YOUR CLASS RULES: MEASUREMENT VERSUS INSPECTION**

One thing that is important to keep in mind when thinking about how the J/70 Class Rules are structured is the difference between measurement and inspection. Although we usually use those terms interchangeably in conversation and when referencing Class Rule enforcement, they are not really the same. With only a few exceptions, Class Rule enforcement in the J/70 Class is via inspection, not measurement: we are inspecting the boats for compliance with the Class Rules, not performing fundamental measurements as defined by the rules. The reason this is important to keep in mind is that the J/70 Class is a manufacturer's class, meaning that the boats are supplied only by the licensed manufacturers, and the copyright holder (J/Boats) and the licensed manufacturers alone determine virtually all the boats' fundamental measurements. The Class Association has over the years developed some inspection numbers related

to aspects of the boat (especially the foils), but in almost all cases these numbers are not part of the Class Rules.

Just because a boat is inspected to be within our numbers at one event does not mean that the boat will pass inspection at some future event.

Because we (mostly) enforce the Class Rules by inspections, not measurement, it is important to remember the fundamental rule of the J/70 Class Rules: do not modify the boat in any way that is not expressly authorized by a provision of the Class Rules. Put plainly, trying to optimize a boat through modifications is almost certainly going to result in the boat failing inspection at some point in the future.

### **LOOKING AHEAD**

Members of the Technical Committee will be present at the 2024 North Americans in Nuevo Vallarta, 2024 Europeans in Circolo Nautico e della Vela Argentario, 2024 Corinthian World Championship in Copenhagen and the 2024 World Championship in Palma.

I am enjoying the challenges that are being presented as the Technical Chair and am honored to work with the talented members of the IJ70CA Technical Committee to make our Class even better. It is in great shape with all the work the Technical Committee has already put in to get us to this point. Anyone with questions or comments should contact me ([mfoster1053@gmail.com](mailto:mfoster1053@gmail.com)) and/or the Class Executive Chris Howell ([howell@j70office.com](mailto:howell@j70office.com)). I look forward to seeing you at the next regatta.