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International J/70 Class Association

E-Newsletter



Happy New Year!

The J/70 Class Association wishes every member a happy and healthy new year! There are some important updates in this e-newsletter that will affect sailing in 2019. Please take time to review the information and links below.



Technical Update

The J/70 Class continues to focus on maintaining a strict one-design philosophy. The best racing takes place when everyone is competing with identical boats on a level playing field.

At the same time, questions will always arise as technology changes, competitors have new ideas and new techniques emerge. In order to respond to recent questions and developments, there have been some changes in our Class Rules, the J/70 Building Specification and the Class's FAQs:

1. Class Rules.

<http://j70ica.org/wp-content/uploads/2018/12/J70CR20181129-24552.pdf>

A Rule proposal was recently approved by World Sailing with an effective date of **1 January, 2019**. The new Rule reflects the reality that the excitement of J/70 racing involves whole teams, not just owners and drivers. The new Rule has two parts. The first requires crew members who are

professional sailors to become members of the J/70 Class. The second requires crew members to be listed in entry lists and results.

Because of this CR change, all crew will be required to hold a valid World Sailing sailor classification. This process is easy and free at this [link](#). Please forward this link to your crew and to ensure they hold a current classification.

The rationale for these CR changes is as follows:

Professional sailors as Class members: With the tremendous growth and popularity of the J/70 Class, there has been a significant influx of professional sailors into the Class. The involvement of professional sailors has been a significant contributor to the strength of the Class because of the expertise and knowledge they willingly and freely share with the Class and its members, and because of the exciting high level of racing that they provide. Consistent with their important involvement in the Class, it would be beneficial if they extended their involvement by becoming Class members. In those extremely rare cases where some discipline might be required, the Class would have the ability to impose limitations on their participation. (This provision would apply to all crew except those who are classified Group 1 under World Sailing's regulations. Many professional sailors choose not to be classified Group 3, and choose instead to simply remain unclassified, so they would be covered by this Rule.)

Naming all crew members in entry lists and results: It is important for the public to see the names of all crew members who are participating in an event, so that people are aware of the high level of racing in the Class. More importantly, every member of the crew is an important contributor to the results of the competing team, and should be given appropriate recognition for their efforts.

2. Building Specification.

<http://j70ica.org/wp-content/uploads/2018/12/J70-Building-Specification-12-1-18.pdf>

J/Boats and the J/70 Class have recently agreed upon the following changes in the Building Specification:

Line 16 of the J/70 Building Specification allows winches to be replaced with those supplied by any Licensed Manufacturer. Specifically, Harken SnubbAir winches can be installed in place of the original Harken B8 winches.

Important: Boats replacing their original Harken B8 winches must (a) add 1kg of weight to the "aft corrector weight location" specified in Class Rule H.2 and (b) contact the J/70 Class Office to have their Manufacturers Declaration updated.

From Harken: This product has so many potential applications, it defies classification as a winch. “The SnubbAir can replace winches. But in other applications, it could act more like a really large ratcheting foot or cheek block or even a ratcheting line diverter in the pit. The SnubbAir provides lots of line-holding power even without a winch handle. That muscle could become very popular. Even better, you can just flip the sheet off the drum and jibe. If you need even more holding power, wrap the sheet around the SnubbAir twice or use a winch handle with the optional adapter,” said Greg Hartlmeier, lead engineer on the project, “The Classic Harken plain-top B8A winch has proven to be a great product on boats all over. We started to think that changing out the B8A in that application could improve crew performance. Give credit to J/Boats. They wanted to keep the winches and maintain the ability for mixed and different sized crews to continue to sail the boat at a high level. They recognized that some form of load holding assistance was necessary. That leads us to SnubbAir,” said Jim Andersen, Harken’s U.S. Sales Manager.

SnubbAir comes with four integral threaded studs placed to match the bolt pattern of the B8A winch on the J/70 deck. Early experiments indicate that start-to-finish, swapping out the two winches for SnubbAirs takes less than 10 minutes. All washers and Nylok[®] nuts required for mounting are included. The SnubbAir can be ordered with an optional winch handle adapter that lets crews use any conventional winch handle. It weighs less than half of the B8A plain top winch and is 30% lower to the deck. It features two races of Delrin[®] ball bearings like a block, which assure it operates with very little friction. “We named it the SnubbAir because it’s a modern spin on an old-school snubbing winch,” Hartlmeier said. “And its low profile, wide drum diameter and large hole in the center make it look a little like our Grand Prix Air[®] winches.” The SnubbAir will be standard with the next series of J/70s produced by J/Boats.

Manufacturer's Declaration

Any Class members who do not currently have a Manufacturer’s Declaration can obtain one by simply going to the IJ70CA website under Documents / Compliance / Manufacturer’s Declaration.

<http://www.j70ica.org/manufacturer-declaration>. Please note that an official boat weight taken by a Class or Certified Measurer is needed to complete the Declaration.

For more information, contact:
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