



J/70 Building Specification – August 18, 2014

The 2014 J/70 North Americans was the first J/70 Class championship to include a thorough measurement of the entire fleet. It was an opportunity to evaluate a large range of boats from a wide geographic area. In the weeks following the event, the measurement team, the J/70 Class and J Boats conducted a debriefing in order to identify areas of potential improvement to both the measurement process, as well as the Building Specifications and the Class Rules. It was considered a high priority to identify any specific measurement interpretations that were made during the North Americans so that these were known by competitors prior to the 2014 Worlds. The J/70 Building Specification of August 18th reflects this collective effort for transparency.

-J/70 Building Specification – August 18 modifications:

#1 – *“FRP Composite deck – Builder supplied and located.”*

The molded deck is covered by the Class Rules, but its supply and installation are now included in the Building Specification for clarity.

#11 – *“Two jib clew blocks –Ferrules may be used in lieu of blocks.”*

The new generation ferrules present a reasonable alternative in some applications to roller bearing blocks, and at a similar cost. While more friction, there are no moving parts and they accept higher loads.

#41 – *“FRP Composite hull – Builder supplied. The center line seam of hull (forward and aft of the keel trunk), within 100mm of either side of centerline, may be smoothed by sanding and/or polishing provide the as-molded shape of the hull is not altered.”*

All J/70s are built from J Boats approved molds that are taken from master plugs. The molds control the hull shape. The J/70 hull has an inward turning flange at the gunwhale for maximum strength and for reliable installation of the deck. In order to “release” the hull during de-molding, the hull mold is split down the center into two halves. Upon de-molding, there’s a narrow, unfinished centerline seam that must be repaired. The repair is a hands-on process that involves sanding, re-spraying of gelcoat and buffing. The seam is less than 10mm but the repair can encompass up to 3-4 inches on either side of centerline. This is the one area of the hull that is hand finished by the builder and therefore can vary slightly from boat to boat and builder to builder. Inspecting 100+ boats from different builders over the past three months verified the range of as-built finished seams. In most cases any minor surface imperfections seen could be repaired to a smoother standard by polishing or wet-sanding. As this is a cosmetically repaired area during construction and there is an ongoing effort on the part of the builders to improve the finish in the area, owners should be permitted to smoothen to the same standard.

#42 – *“Keel –Trailing edge may be lightly blocked to “square” or bevel off no more than 45 degrees.”*

A common solution to mitigating keel hum at higher speeds is to block the trailing edge of the keel at a slight angle from “square.” There is no hydro-dynamic reason for adding an angle, which is why most boats (without keel hum) leave square.

#46 – *“Stainless rudder gudgeons and straps -Option to use single or double rudder pins.”*

New boats are supplied with two pins in the US and one pin in France. The two pin system is favored for more convenient removal and install during ramp launching. It also results in less point load wear on the gudgeons. The single pin can provide initially less play within the gudgeons/straps.