

# Technical Advisory for the 2014 J80 World and North American Championship Regattas

---

## Introduction

This advisory is to inform potential competitors for the 2014 J80 World and North American championship regattas of technical matters that will be enforced at these events. I want to give the competitors ample time to correct problems and to be aware of what to expect at either regatta. If you plan to sail in both events the measurement process at the Worlds will be less demanding and will require spot checks unless alterations occurred between events. Deck and equipment configuration, boat weight, sails and keels are the three main areas covered in this document. The builder's specification document is soon to be released online and has links to pictures to clarify what is expected. A PDF version of the document is available online. Carefully read this document because all competitors will be required to align with the spec. Simply put, if your boat does not look like it did the day it left the factory then most likely it is not legal. The measurement process prior to the first starting signal is a courtesy to help competitors comply with the class rules. This is to ensure we have a true one-design regatta. However it is ultimately the responsibility of the owner/skipper that the boat and crew comply with the rules. After the start of the first race, any equipment violations found may result in disqualification. There is a strong possibility that the overall winner of each regatta will be subject to additional inspection. The builders spec may call out equipment to a specific manufacturer but it is only given to establish size and power.

## Deck and Equipment

The item of most concern is the cleat and block arrangement for the spinnaker halyard. A single cam-cleat, similar to the Harken 150, that is mounted on the mast or the cabin top as described in the builders spec is the **ONLY** legal configuration. Reverse mounted cleats (Figure 1) on the mast, mast mounted lance cleats in addition to the 150 cam cleat on deck are all violations of the Builder's Spec. and may be cause for disqualification.

**Only two 40mm turning blocks** are allowed at the base of the mast. Many boats have three or more but only two are allowed. Only one block is allowed in front of the primary winches where several teams have two. One will have to be removed. Many boats have installed a cheek block on the port side of the cabin top, similar to the one on starboard, for the jib halyard. This is an illegal block and will need to be made inoperable by taping over. This configuration may be subject to further inspection

during either regatta to ensure it remains inoperable. We will be looking for maximum allowed purchase and for oversized blocks. Shroud turnbuckles that are not the same as the ones that are installed at the factory are illegal. The legal factory supplied style can be seen in the right photo of Figure 1. Between the class rules and the builder specification we now have a very complete description of the deck and equipment configuration.



Figure 1. Left photo shows the illegal after-market reverse cam cleat mounted on the mast. Right photo shows the allowed configuration with a single 150 cam-cleat mounted on the cabin top. The three shroud turnbuckles shown in the photo are the ones installed at the factory any deviation from this configuration is illegal.

## Boat Weight

All boats will be weighed prior to sailing in the Worlds or North Americans. All boats must have a valid 2014 measurement certificate to compete. We will try to have as many boats weighed before the North Americans in early September. In order to ease the process, the class will use “regattas of opportunity” to measure throughout the 2014 season to minimize congestion at the NA’s and Worlds venues. The first regatta boats can complete the measurement process is the Annapolis NOODs, 2-4 May. We will publish additional opportunities as we schedule them.

## Sails

Several years ago the USA class went to a button system to replace the sewn on patch based on the ease of removing the royalty patch for use on another sail. This practice is in violation of class rules. Sails with buttons will not be accepted. You will need to make arrangements with your sail-maker to replace buttons with a sewn on royalty patches for any sail you wish to use at a class sanctioned event. Ensure that the spinnaker abides by rule G2.2(c) since many sail-makers are ignoring this aspect of the rules. We will be checking proper placement of the insignia and numbers on the mainsail.

## Keels

In the past we have only measured a single point on the keel. We now have a more complete measurement tool developed in Europe. It is our intent to begin to adopt this tool and will start in 2014 with subset of boats in each regatta. This tool measures the chord lengths at key points along the keel.

Sincerely,

Steven R Wilkinson

J80 USA Class Chief Measurer