



J/70 UK Class

UK Grand Slam Race Management Guidelines

<u>Rev</u>	<u>Date</u>	<u>Author</u>	<u>Review</u>	<u>Approved</u>	<u>Comment</u>
0.0	17/11/2025	PT	Committee	Committee	For issue



J/70 UK Class

UK Grand Slam Race Management Guidelines

Failure to follow these guidelines shall not be grounds for redress. This changes RRS 61.4

1. Purpose

The UK J/70 Grand Slam is a very important series as it is used to determine qualification and GBR nominations for limited entry championships (e.g. World Championships). With the ongoing growth of the class, we are seeing increasing fleet sizes both domestically and at international events. The objective of this document is to provide class specific guidelines, based on recent experience at UK and other events, that help race management teams deliver the quality racing that enthuses competitors and encourages further growth. They are not intended to replace or undermine the judgement of Race Officers or good RM practice. They also align with guidelines used for class International and Continental Championships.

2. Scope

These guidelines apply to UK Grand Slam events from January 2026 onwards.. They may also be used for other events at the Class and/or OA discretion.

These are guidelines - not rules!

3. NoR, Eligibility and Entries

- a. NoR should be clear that the Grand Slam Notice of Race requirements apply.
- b. NoR should not unduly constrain last possible start times. The fleet includes those who travel significant distances to compete and are prepared to sail late in the day if that is when raceable conditions exist.
- c. To assist competitors in pre event administration and Rule compliance, the Notice of Race should include the following wording:
 - i. *"All crew must have valid and current Group 1 or Group 3 World Sailing Categorisations and these must be declared using the J70 class Crew Declaration Form before the event. (<Link provided by J/70 Sailing Secretary>).*



- ii. *In addition: all J/70 Owners must have Full membership of the J/70 Class Association; any non-owner Group 1 category helms also need Associate Membership unless they are using a club 70 chartered from RYS, RTYC, RSrnYC or Ryde School for which Cat 1 helm membership is already covered; all Group 3 category sailors must also have Associate Membership of the Class Association and they may not helm unless they both own 100% and pay 100% of all boat costs. "*
 - d. If this is a Grand Slam event the Notice of Race should make clear that the Vakaros RaceSense system will be used. Proposed wording is
 - i. *"Each boat shall be equipped with a working Vakaros Atlas 2 at check-in for configuration with RaceSense. A set of instructions about the use and location of the electronic device will be posted on the Official Notice Board."*

4. Conditions for Racing

- a. Windspeed and direction will be measured based on that experienced by the competitors (i.e. from drifting race committee vessels not from an anchored committee boat)
- b. Races shall not be started when there is less than an average of five (5) knots of wind over the entire course area. This lower limit should be higher if there is a significant wind with current in the racing area.
- c. Consideration should be given to holding the fleet ashore when there is insufficient wind for racing and there is forecast of increasing wind later. This is preferable to launching the fleet with the hope of improving conditions.
- d. Races shall not be started when the winds exceed an average of 25 knots or are gusting to 28 knots or above. The RC will also consider sea conditions, as well as current and impending weather changes in any decision to race.
- e. Races shall not be started if reduced visibility is less than 50% of the first beat length.

5. Courses

- a. A dedicated race course area is strongly preferred for Grand Slam events. If sharing/potential conflict is unavoidable then it should be carefully discussed with the UK Class Committee rep.
- b. A Windward/Leeward course will be used – i.e. course LA. Preference for LA2 if suitable field of play length available (course diagram below).
- c. Target time of 50-55 mins if 3 races are planned for the day, 45-50 mins for 4 races.



- d. Time limits
 - i. The Overall Race Time Limit should be 90 minutes
 - ii. If no boat has passed Mark 1 within 30 minutes from her starting signal the race will be abandoned.
 - iii. Boats failing to finish within 20 minutes after the first boat sails the course and finishes within the race time limit will be scored Time Limit Expired (TLE) without a hearing, unless they subsequently retire, are penalized, or are given redress. The score for TLE is the number of finishers plus two points, but no worse than the score for DNF.
- e. ROs should note that the Beat Length App includes J/70 speed charts (before accounting for current impact).
- f. Windward mark will have a spreader. Spreader length 120-200 m depending on wind strength.
- g. Gate
 - i. The Gate should be laid c 0.1-0.3 NM upwind of the starting line, unless other considerations (e.g. tidal effect, field of play constraints) make that impracticable.
 - ii. The Gate should be c.60-80m wide and set square to the mean sailing wind, or with an appropriate degree of bias to encourage use of both marks in the event of a one sided race course.
 - iii. SIs should be clear that the Gate is not a Mark of the course on the final downwind leg to the Finish.
- h. Finish will be downwind (not a hook across the windward side of the committee boat – i.e not LAR).
- i. Finish line should be c.100 – 120m, set square to mean sailing wind.
- j. Consideration should be given to walking the course down tide in strong tidal conditions.

6. Starting

- a. Start line should be set square to mean sailing wind or with modest bias to take account of a one sided course
- b. Start line length should be c. 10.5 m per no of starters.
- c. Vakaros RaceSense system should be used. SIs should include provision for failure of the system and the fallback procedure in that event.
- d. Preparatory flag should be P if using RaceSense. If not then initial preparatory signal should be U, escalated to Black if necessary.



- e. The RC will postpone a race during the starting procedure in response to adverse outside effects depriving boats of an equal chance of a good start. A postponement will be considered if a significant wind shift occurs before the starting signal.
- f. When adjusting the line under RaceSense, when the countdown is re-started, it should give boats enough time to transition to the other end of the line prior to the start
- g. Note that using RaceSense allows the RO to allow a start to proceed even if the majority of the fleet are OCS. This contrasts with situations where previously they might have had to General Recall, and rewards those boats who started correctly.

7. Shortening and Abandoning

- a. The RC shall consider abandoning a race in the event of a persistent wind shift of more than 25 degrees during the first half of the first leg. After that, the race committee will let the race continue if it is able to adjust the course to the changed conditions.
- b. The RC shall consider abandoning a race if it determines that a reduction in visibility affects its ability to safely manage racing.
- c. The RC shall consider shortening course or reducing leg lengths to complete the race within the time limit, but should not shorten to less than 75% of full number of specified legs.
- d. The RC shall consider abandoning a race when it is unlikely that the leading boat will complete the course within the overall time limit, even if a new wind were to arrive.
- e. The RC shall consider abandoning a race when a new wind causes the fleet to invert or experience a similarly substantial change in positions.
- f. The RC shall consider abandoning a race if frequent and/or violent wind shifts render it unable to adjust the course sufficiently or quickly enough to maintain a race of the required standard.

8. Penalties

- a. Two Turn penalty should be replaced with a One Turn penalty, except for infringements within the Zone, aside from Rule 31



- b.** Penalty turns for infringements in the Zone of Mark 1, Mark 1a or on the spreader leg must be deferred until on the downwind leg and clear of the zone of Mark 1a

9. Communication with competitors

- a.** The RC are encouraged to keep competitors informed as to their intention and thoughts, particularly when postponements, course changes etc. are being considered. Given that competitors attend from both the Isle of Wight and the Mainland, early notice is encouraged.
- b.** Competitors are encouraged to inform RC if they retire and/or leave the race area.



Course layout for Grand Slam events

LA	COURSE: WINDWARD / LEEWARD with spreader mark
Signal	Mark Rounding Order
LA2	Start - 1 - 1a - 2s/2p - 1 - 1a - Finish
LA3	Start - 1 - 1a - 2s/2p - 1 - 1a - 2s/2p - 1 - 1a - Finish
LA4	Start - 1 - 1a - 2s/2p - 1 - 1a - 2s/2p - 1 - 1a - 2s/2p - 1 - 1a - Finish

The diagram illustrates the course layout. It starts with a leeward mark (1a) at the top, followed by a windward mark (1). A curved line then leads to a spreader mark (2s/2p). Another curved line leads to another windward mark (1). A final curved line leads to another spreader mark (2s/2p). The course then ends with a leeward mark (1a) before the finish line, which is marked by two black triangles at the bottom.