

J/70 Class Rules are CLOSED CLASS RULES WHERE IF IT DOES NOT SPECIFICALLY SAY THAT YOU “MAY” THEN YOU “SHALL NOT.” As a sample of this, the use of a second ferrule (ring) installed on the end of the backstay leg [CR C.9.1.(m)] or even more, the use of load cells is not allowed. Before you modify your equipment, be sure you can do it. Read carefully the Class Rules, the Building Specification and the FAQ, available on the J/70 International Class website.

An infringement of the Class Rules will be grounds for protest.

Preparing your boat for a championship event, please find attached a (not exhaustive) list of items which may be checked.

- A Vakaros Atlas 2 RaceSense: it is required equipment for the event (mandatory)
- J/70 Class sticker 2025 = red on the starboard transom [CR B.2.1]
- Personal Flotation Device (PFD) for each crew member. [CR C.4.1(a)]; Allowed types: ISO 12402-5 (Level 50), USCG Type III, or an equivalent.
- Anchor with chain and rode. [CR C.5.2(a)(1)]; Anchor + chain together must weigh 5kg minimum. The chain must be at least 750mm to 1m long. The anchor rode must be at least 8mm diameter and 40m in length). The anchor, chain and rode must be connected together and in readily-deployable condition.
- Bucket [CR C.5.2(a)(2)], 9 liter minimum.
- Manual Bilge Pump [CR C.5.2(a)(3)]; Pump must be either permanently installed by manufacturer (Europe-built boats) or have a discharge hose that is long enough to reach into cockpit from the bilge (US-built boats) and shall be in working order.
- Marine First Aid Kit [CR C.5.2(a)(4)] - not expired, Marine = waterproof,
- Main Companionway Hatch [CR C.5.2(a)(5)]; The one that came with the boat - fiberglass.
- Main Companionway Dropboard [CR C.5.2(a)(6)]; The one that came with the boat - smoked plexiglass.
- Operational VHF Radio [CR C.5.2(a)(7)]
- Throwable Flotation Device [CR C.5.2(a)(8)]
- Fire Extinguisher; suitable type for the outboard engine carried aboard [CR C.5.2(a)(9)]
- Engine [CR C.5.3(a)(1)] Engine must function and must weigh at least 12kg without fuel; and shall be functional: meaning you shall have enough fuel to go and come from the regatta area to the harbour.
- Manufacturers Declaration available on board [CR C.5.2(a)(10)]; Boat must show copy of MD (digital copy on a phone or tablet is okay).
- Sprit Pole Length [CR C.9.4]; Maximum length: 1495mm from stem of hull to outer end of pole, extended as far as possible with sprit control line.
- Lifelines secured with turnbuckles or lashed with 3mm min diameter polyester or Polytech covered Dyneema (or equivalent) which pass around the principal portion of the pushpit and/or the forward attachment point at least three times. Lashings are taped to secure knots. [CR C.7.2(a)(2)] . Dyneema must be covered because it slips!

How pass around the pulpit:

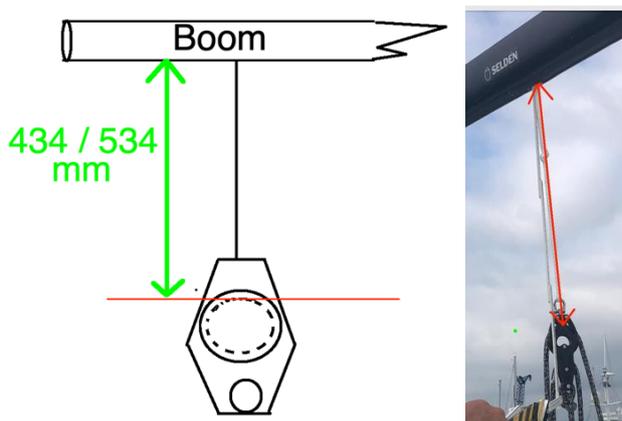


This is a sample of Polytec covered Dyneema:



Lifelines are made of wire and meet the tension requirement. [CR C.7.2(a)(1)]

- Safety lines must not deflect more than 25mm with a force of 2kg. | Quick tip: pulling lashings as tight as possible and/or tightening to a LoosGauge reading of at least '8' is approximately correct.
- Mainsheet strop length compliant. [J/70 Building Specification, Line 21a.] 434mm (minimum) to 504mm (maximum) | Measured dimension is from the bottom of the boom to the edge of the sheave of the top mainsheet block.



- No removal of or adding blocks or other fittings other than those specifically allowed in CR C.7.2, CR C.9.1 and/or the J/70 Builder Specification. A maximum of five ratchet blocks are allowed: two jib blocks, two spinnaker blocks, and one for the mainsheet.
- Running rigging diameters compliant [CR F.4.1]
- Purchase systems compliant [CR F.4.2]
- Corrector weights – if recorded on MD - present and located correctly [CR H.2]
- Sails shall be certified by an Official Measurer or by a manufacturer licensed under World Sailing In-House Certification.
- Be careful to put the bow number onto the correct position as indicated in the Notice of

Championship – Inspection Preparation Guide



Race. The position refers to the number, NOT to the sticker edge!!!

- About the keel wedge, see the “**Technical Bulletin 2023-10-15**”

Technical Bulletin 2023-10-15, Published October 15, 2023

Guidance on keel wedge maintenance from the IJ70CA Technical Committee

The IJ70CA Technical Committee has recognized an increase in keel wedge fatigue with age. Wedges have shown damage from sun exposure, trailering, and falling during deployment.

Signs that your keel wedges may need to be replaced are:

- Cracking or brittle surface
- Damage or cracking to bottom of wedge
- Keel depth of more than 1251mm maximum from hull

If your wedges show any of these signs, you should replace them at your earliest opportunity. Wedges can be purchased from your J/Boats builder, dealer, or parts supplier. Replacement is relatively simple with guidance from a J/Boats representative or IJ70CA Technical Committee representative. You may also find guidance in Class Rule E.2.2 (c)

How to measure the keel depth

The keel depth is measured from intersection of the keel trailing edge and the bottom of the hull to bottom of keel, along and parallel to the trailing edge of the keel.

If the wedges are shimmed as described in CR E.2.2 (c), the Class Office should be notified, and a note added to the boats Manufacturers Declaration



above Wedges are not ok !

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