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Status: Approved

J
70

Class Rules

International J/70 Class Association



The J/70 was designed in 2012 by R. Alan Johnstone and was adopted as a World Sailing class in 2014.

sport / nature / technology


World Sailing
Class Association

INTRODUCTION

*This Introduction provides an informal background;
the International J/70 Class Rules begin on the next page.*

The J/70 Class has been created as a strict one-design class wherein the true test while racing is between **crews** and not **boats** and equipment. The fundamental objective of these Class Rules is to ensure that this concept is maintained.

J/70 **hulls**, hull appendages and rigs shall be manufacturer-controlled and shall only be produced by a manufacturer licensed by J/Boats, Inc. Equipment is built in accordance with the J/70 Building Specification. These parts may only be altered to the extent permitted in Section C of these Class Rules or the Building Specification itself.

J/70 **sails** are measurement-controlled to control all the primary dimensions but may be made by any manufacturer. In order to confirm compliance with these Class Rules **sails** are required to be **certified** by an **official measurer** or by a manufacturer licensed under World Sailing In-House Certification. These parts may only be altered to the extent permitted in Section C of the Class Rules after **certification control** has been performed.

Rules regulating the use of equipment during a race are contained in Section C of these class rules, in the Equipment Rules of Sailing, and in the Racing Rules of Sailing.

THESE RULES ARE CLOSED CLASS RULES WHERE IF IT DOES NOT SPECIFICALLY SAY THAT YOU “MAY” THEN YOU “SHALL NOT.”

COMPONENTS, AND THEIR USE, ARE DEFINED BY THEIR DESCRIPTION.

PART I – ADMINISTRATION

Section A – General

The J/70 Class Association has been created as a strict one-design class where the true test when *racing* is between **crews** and not **boats**. The fundamental objective of the **class rules** is to ensure that this concept is maintained, while preserving the J/70's ease of handling, low cost of ownership, safety and comfort.

A.1 LANGUAGE

- A.1.1 The official language of the class is English and in case of dispute over translation the English text shall prevail.
- A.1.2 The word “shall” is mandatory and the word “may” is permissive.
- A.1.3 Except where used in headings, when a term is printed in “**bold**” the definition in the ERS applies and when a term is printed in “*italics*” the definition in the RRS applies.

A.2 ABBREVIATIONS

- A.2.1 MNA Member National Authority
- ICA International J/70 Class Association
- NCA J/70 National Class Association
- ERS Equipment Rules of Sailing
- RRS Racing Rules of Sailing
- OSR Offshore Special Regulations (www.sailing.org/specialregs)
- LM Licensed Manufacturer by J/Boats, Inc.

A.3 AUTHORITIES

- A.3.1 The international authority of the class is World Sailing, which shall co-operate with the ICA and **certification authority** in all matters concerning these **class rules**.
- A.3.2 Notwithstanding anything contained herein, the ICA's Technical Committee, with the concurrence of the LM and J/Boats, has the authority to withdraw the Manufacturer's Declaration and therefore the right to compete and shall do so on the request of World Sailing.
- A.3.2 Notwithstanding anything contained herein, the **certification authority** has the authority to withdraw a **certification** of the **sails** and shall do so on the request of World Sailing.
- A.3.3 Neither the **certification authority** nor an **official measurer**, an **international measurer** or an **equipment inspector** is under any legal responsibility in respect of these **class rules** or the accuracy of measurement. No claim arising from them shall be entertained.

A.4 ADMINISTRATION OF THE CLASS

- A.4.1 World Sailing has delegated its administrative functions of the class excluding **sails** to the ICA.
- A.4.2 Except as specified in Class Rule G.2.2, World Sailing has delegated its administrative functions of the class in regard to **sails** to MNAs. The MNA may delegate part or all of its functions, as stated in these **class rules**, to an NCA.
- A.4.3 In countries where there is no MNA, or the MNA does not wish to administrate the class, its administrative functions as stated in these **class rules** shall be carried out by the ICA which may delegate the administration to an NCA.

A.5 CLASS RULES CHANGES

- A.5.1 Amendments to these **class rules** shall be proposed inline with the constitution and are subject to the approval of World Sailing in accordance with World Sailing Regulations.
- A.5.2 Amendments to the configuration manual shall be proposed inline with the constitution and are subject to the approval of J/Boats and World Sailing in accordance with World Sailing Regulations.
- A.5.3 Amendments to the construction manual are subject to the approval of J/Boats and the World Sailing Secretariat Technical Department.

A.6 RULES CHANGES AT EVENTS

- A.6.1 At all events World Sailing Regulation 10.5(f) applies.

A.7 RULES INTERPRETATION

- A.7.1 Interpretation of ERS shall be made in accordance with World Sailing Regulations.
- A.7.2 Interpretation of **class rules** shall be made in accordance with World Sailing Regulations.
- A.7.3. Interpretation of the configuration manual shall be made by the Class Executive Committee and J/Boats in consultation with World Sailing.
- A.7.4. Interpretation of the construction manual shall be made by J/Boats in consultation with World Sailing.

A.8 INTERNATIONAL CLASS FEE AND WORLD SAILING BUILDING PLAQUE

- A.8.1 World Sailing shall, after having received the International Class Fee for the **hull**, send the World Sailing Building Plaque to the licensed **hull** builder.

A.9 SAIL NUMBERS

- A.9.1 **Sail** numbers shall correspond to the hull number molded into the transom of each **boat except that** charter **boats** may have sail numbers different from their hull numbers, provided that approval has been obtained from the event Technical Committee or in its absence the Race Committee.

A.10 BOAT (EX SAILS) MANUFACTURER'S DECLARATION

A.10.1 A Manufacturer's Declaration shall record the following information:

- (a) Class
- (b) **Hull** identification number
- (c) Owner
- (d) **Sail** Number
- (e) Builder/Manufacturer details
- (f) Date of issue of initial Manufacturer's Declaration
- (g) Section D, E and F - Modification, Maintenance and Repair details
- (h) Boat weight as specified in C.6.1.

A.11 VALIDITY OF MANUFACTURER'S DECLARATION

A.11.1 A Manufacturer's Declaration becomes invalid upon:

- (a) the change to any items recorded on the Manufacturer's Declaration as required
- (b) withdrawal by World Sailing, or by the ICA with the concurrence of the LM.
- (c) the issue of a new Manufacturer's Declaration.

A.12 RE-ISSUE OF MANUFACTURER'S DECLARATION

A.12.1 The ICA, with the concurrence of the LM, may re-issue a Manufacturer's Declaration to a boat, if the boat conforms to the **class rules**:

- (a) when it is invalidated under A.11.1(a) or (b);
- (b) when it is invalidated under A.10.1(g) at its discretion and any remedial work shall be recorded on the re-issued Manufacturer's Declaration;
- (c) in case of loss; or
- (d) at the request of World Sailing.

A.13 RETENTION OF DOCUMENTATION

A.13.1 The ICA shall retain the currently issued Manufacturer's Declaration.

A.13.2 A copy of the Manufacturer's Declaration shall be retained by the LM.

Section B – Boat Eligibility and Equipment Inspection

For a **boat** to be eligible for *racing*, it shall comply with the rules in this section.

B.1 CLASS RULES AND CERTIFICATION

B.1.1 The **boat** shall:

- (a) be in compliance with the **class rules**;
- (b) have a valid Manufacturer's Declaration on file with the ICA; and
- (c) have valid **certification marks** on all **sails** used for class *racing*.

B.2 CLASS ASSOCIATION MARKINGS

B.2.1 A valid Class Association Membership Sticker shall be affixed to the starboard side of the transom.

B.2.2 **Sails** shall carry a Class Association Sail Royalty Label (see G.2.4).

B.3 EQUIPMENT INSPECTION

B.3.1 In the case of a dispute at an event alleging non-compliance with **class rules** and building specification and construction manual where specific measurements are not stated, the event **equipment inspector** or event Technical Committee shall adopt the following procedure:

- (a) A sample measurement of the disputed item shall be obtained by taking the identical measurement from a randomly selected group of **boats** or items of equipment (control group).
- (b) The measurement of the disputed **boat** or items of its equipment, taken using the same technique as above, shall be compared to the sample.
- (c) If any of the measurements obtained from the disputed **boat** or item of equipment lie outside the corresponding range of measurements found in the control group, the matter together with the details of the measurement methods and any other relevant information shall be referred to the event Technical Committee or in its absence the Race Committee.

B.4 EVENT LIMITATION MARKS

B.4.1 If an event uses **event limitation marks** these marks shall not be removed during the event. If the **event limitation mark** becomes damaged or lost this shall be reported to the event Technical Committee or in its absence the Race Committee as soon as possible.

PART II – REQUIREMENTS AND LIMITATIONS

The **crew** and the **boat** shall comply with the rules in Part II when *racing*. In case of conflict Section C shall prevail.

The rules in Part II are **closed class rules**.

Section C – Conditions for Racing

C.1 GENERAL

C.1.1 RULES

- (a) The ERS Part I – Use of Equipment shall apply.
- (b) For the purpose of RRS 49 only, the cockpit safety line shall constitute a **lifeline**.

C.2 ADVERTISING

C.2.1 LIMITATIONS

Advertising shall only be displayed in accordance with the World Sailing Advertising Code. (See World Sailing Regulation 20.)

C.3 CREW

C.3.1 LIMITATIONS ON THE CREW

- (a) The **crew** shall consist of 3 or more persons. The number of **crew** shall not be changed during an event.
- (b) All members of the **crew** shall be current class members in good standing, except that a **crew** member other than the helmsperson is not required to be a class member if he or she holds a valid Group 1 Categorization in accordance with World Sailing Regulation 22.
- (c) No **crew** member shall be substituted during a world championship and any event of 6 or less consecutive days, without the approval of the event Technical Committee or in its absence the Race Committee.
- (d) For events of two or more consecutive days, all **crew** shall be registered and shall be identified in any entry list, scratch sheet and results listing where the helmsperson, skipper or owner is identified.

C.3.2 LIMITATIONS ON THE HELMSPERSON

The helmsperson shall be a current class member in good standing and meet the following criteria except in the event of an emergency involving the safety of the **boat** or **crew** where the **boat** may be steered by any **crew** member. Any such incident shall be reported to the event Technical Committee or in its absence the Race Committee, which may protest the **boat**. The penalty may be less than disqualification.

- (a) Permitted helmsperson: The helmsperson shall hold a valid Group 1 Categorization in accordance with World Sailing Regulation 22 except that a Group 3 **crew** who owns and pays for 100% of a J/70 may helm.
- (b) For events of six or less consecutive days, not more than two helmspersons can be designated. If two helmspersons are designated, both shall be group 1 and at least one must be an owner. From five minutes before the start until the finish, the **boat** shall be helmed by the designated helmsperson(s) except for momentary absences for personal or shipboard needs not to exceed five (5) minutes when a Group 1 **crew** member may helm.
- (c) The class executive committee shall be the sole interpreter of who qualifies as an owner.

C.3.3 CREW POSITIONING

- (a) Except for momentary **sail** handling and/or repair needs, **crew** shall remain aft of the **mast** while on deck.
- (b) **Crew** shall not stand or lean out over the cockpit safety lines or stern rails to promote roll tacking, roll gybing or to increase hiking leverage, or for any other reason, other than for temporary needs to make repairs or correct problems. When hiking, **crew** shall maintain the base of their spine on the horizontal surface of the deck, and no part of their torsos shall be outboard of a line extending upward from the lifeline perpendicular to the horizon or downward from the lifeline to the stanchion bases.
- (c) Not more than two **crew** may have their legs outboard of the sheerline.
- (d) When tacking or gybing, **crew** shall not hang, push or pull on the **shrouds, mast, cockpit safety lines, stanchions, companionway** or any other item to promote the maneuver.
- (e) Except for a medical emergency or momentary **sail** handling and/or repair needs, **crew** heads and shoulders shall remain above deck.

C.4 PERSONAL EQUIPMENT

C.4.1 MANDATORY

- (a) The **boat** shall be equipped with a **personal flotation device** for each **crew member** to the minimum standard ISO 12402-5 (Level 50), USCG Type III, or an equivalent.

C.4.2 OPTIONAL

- (a) Personal effects carried or worn, and items worn on board to keep warm and/or dry, and/or to protect the body. See Equipment Rules of Sailing C.5.2.
- (b) Consumables.

C.5 PORTABLE EQUIPMENT

C.5.1 GENERAL

- (a) Mandatory equipment shall be functional for its intended use.

C.5.2 FOR USE

(a) MANDATORY

- (1) One anchor and chain combined not less than 5kg in weight with at least 40m of rode with minimum diameter of 8mm.
- (2) One bucket of not less than 9 liter capacity.
- (3) One manual bilge pump.
- (4) One marine first aid kit.
- (5) One main companionway hatch.
- (6) One main companionway dropboard.
- (7) One operational VHF radio.
- (8) One throwable flotation device.
- (9) One fire extinguisher compliant with local regulations and/or the Notice of Race or Sailing Instructions. A fire extinguisher shall be carried aboard even if local regulations do not require it and be of a type suitable for the outboard engine carried aboard.
- (10) A copy of the boat's current and valid Manufacturer's Declaration (in paper form or electronic).

(b) OPTIONAL

- (1) Electronic or mechanical timing devices.
- (2) Navigation lights.
- (3) Tactical and navigational charts and instruments, excluding masthead electronic wind instruments.
- (4) Power source for optional electronics.
- (5) Mooring lines, fenders, spare lines, spare equipment and tools.

- (6) V-berth cushions.
- (7) Soft cover over companionway to prevent ingress of water, attached by velcro or similar material.
- (8) Small clips or keepers to retain **running rigging** in place when it is not being used.
- (9) Camera equipment, race tracking equipment (e.g., GPS) and their attachments which are not otherwise prohibited by the Notice of Race or Sailing Instructions. This equipment may be personal or supplied by the Organizing Authority.

C.5.3 NOT FOR USE

(a) MANDATORY

- (1) One functioning outboard engine with a minimum weight of 12kg empty of any liquid or gaseous fuel, but including any battery used for propulsion.

C.6 BOAT

C.6.1 WEIGHT

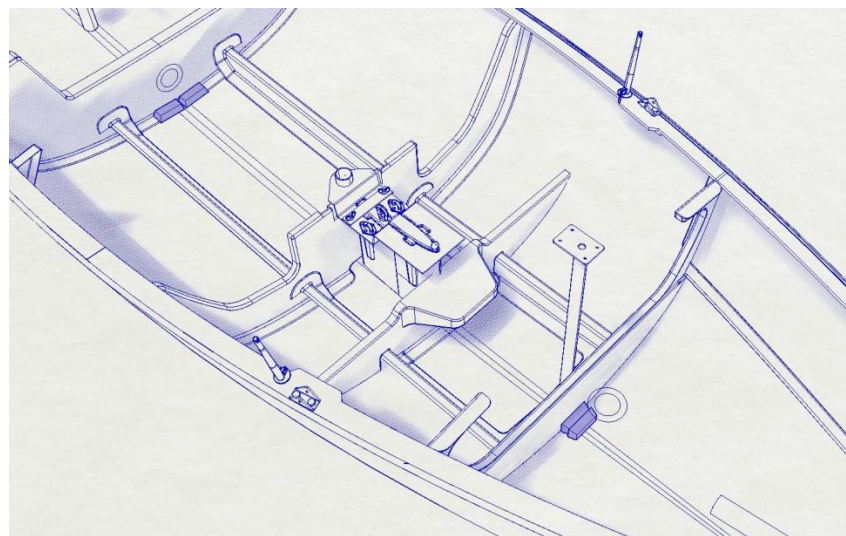
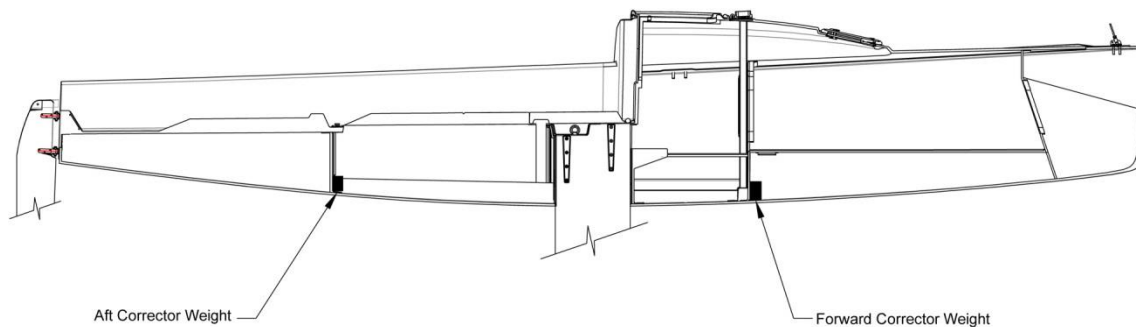
	minimum
The weight of the boat in dry condition	812 kg

The weight shall be measured excluding **sails, personal equipment**, and all **portable equipment** as listed in C.5 except that (i) the companionway hatch [C.5.2(a)(5)], the dropboard [C.5.2(a)(6)], and the outboard engine [C.5.3] shall be included, and (ii) any items of optional **portable equipment** [C.5.2(b)] or engine brackets [C.7.2(b)(8)] that are permanently installed shall be included if they are functional and proportional for their intended purpose.

- C.6.2 When the **boat** weight is less than the minimum requirement, **corrector weights** of metal with minimum density of 7.0 g/cm³ (*i.e.*, iron, lead, or an equivalent) shall be permanently fastened in the locations shown with not more than 50% of the weight at the forward bulkhead location, and the remainder of the weight at the aft bulkhead location. No portion of the aft corrector weight shall be more than 75mm forward of

the bulkhead. No portion of the forward corrector weight shall be more than 170mm forward of the bulkhead.

J/70 Class Corrector Weight Locations



C.7 HULL

C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without the approval of the ICA's Technical Committee under D.2.5:

- (a) Below the waterline, the gelcoat may be lightly abraded to allow for the application of anti-foul paint. The abrasion of gelcoat shall be the minimum needed to ensure the adhesion of the paint. If an epoxy barrier coat is applied, then anti-foul paint shall also be applied.
- (b) Routine maintenance of the **hull**, such as polishing is permitted.
- (c) The **hull** topside gelcoat surface shall not be removed except for light sanding prior to topside painting.
- (d) Holes may be made, and local reinforcement may be added in the **hull** for the fitting of electronic navigation systems and/or navigation lights.

- (e) Gelcoat scratches, minimally damaged areas and minor molding imperfections such as print-through may be sanded and repaired, provided the as-molded shape is not altered.

C.7.2 FITTINGS

(a) Safety lines:

- (1) The cockpit safety lines shall not deflect more than 25mm when a force of 2kg is applied at the point of maximum deflection. Safety lines may be attached using lashings, turnbuckles, or an attachment method that will not slip or creep under normal circumstances. Pads or covers may be added to safety lines.
- (2) Lashings used to attach safety lines shall be made of at least 3mm diameter polyester or Polytec covered Dyneema (or equivalent) and shall pass around the principal portion of the pushpit and/or the forward attachment point at least three times. Lashings shall be taped to secure knots.
- (3) The rear gate line across the transom shall be closed while *racing*, and not deflect more than 75mm when a force of 2 kg is applied at the point of maximum deflection.

(b) The following is permitted without the approval of the ICA's Technical Committee under D.2.5:

- (1) Placement of line bags and winch handle holders in the cockpit.
- (2) Lashing, tape and other anti-chafe gear on **hull, rig or sails**.
- (3) Height and angle of mainsheet cleat riser and wedge may be modified.
- (4) Substitution of a 6" mooring cleat for the bow "U" bolt.
- (5) Addition of one cam cleat (size Harken 150 or equivalent) within 50mm of each side-deck mounted jib sheet cleat for the purpose of cleating the jib sheet to windward.
- (6) Nonslip material on deck to promote safe movement.
- (7) Installation of a belowdecks spinnaker bag of optional design through the main companionway.
- (8) Permanent installation of brackets or other methods for securing the engine below deck.
- (9) A gasket, elastic cord, rope, or tape may be used around the foredeck hatch to prevent sheets from catching.
- (10) Intermediate fairleads for the sprit control line and/or a sprit retraction system may be installed.

(c) Replacement of the following items is permitted without the approval of the ICA's Technical Committee under D.2.5, provided that the replacement part is of similar size, weight, power ratio and performs the same function:

- (1) Blocks, cleats, mainsheet swivel base.
- (2) Shackles, pins, open body turnbuckles.

- (3) Inspection hatches.
- (d) Five ratcheting type blocks are permitted – two for the headsail turning blocks, two for gennaker blocks, and one for the mainsheet base block.
- (e) Sailors with significant physical disabilities may apply to the technical committee for a written dispensation to allow specific adaptations to be fitted to the **boat**.

C.8 HULL APPENDAGES

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without the approval of the ICA's Technical Committee under E.2.2:

- (a) The **hull appendages** may be lightly sanded for the purpose of applying epoxy and/or anti-foul paint. If an epoxy coat is applied alone, it must be white in colour.
- (b) Routine maintenance of the **hull appendages**, such as polishing, is permitted provided the intent and effect is to polish only.
- (c) Gelcoat scratches and minimal damaged areas and minor molding imperfections such as print-through may be sanded and repaired, provided the as-molded shape is not altered
- (d) Modification of the keel wedges and their position is prohibited except as described in E.2.2 (c).
- (e) The tiller extension may be replaced with a similar functioning item provided the length does not exceed 1120mm.
- (f) The trailing edges of the **hull appendages** may be lightly block-sanded as follows:
 - (1) The trailing edge of the **rudder** may be squared off, provided that a width of at least 2mm is maintained along the entire trailing edge;
 - (2) The trailing edge of the **keel** may be squared off and/or beveled to no more than 45 degrees; in either case a projected width of at least 5mm must be maintained along the entire trailing edge and any bevel may not be rounded.
- (g) The tiller length may be modified provided that the length does not exceed 1460mm and is no less than 1270mm. Measurements are taken from the forward end of the tiller to the bolt attaching the tiller to the rudder head.
- (h) The center line seam of the hull (forward and aft of the keel trunk), within 100mm of either side of the centerline, may be smoothed by sanding provided the as-molded shape of the hull is not altered.

C.8.2 KEEL

- (a) USE
 - (1) The **keel** shall be fixed in the down position using the standard stainless strap.

C.9 RIG

C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without the approval of the ICA's Technical Committee under F.2.3. Unless stated otherwise, items mentioned in this section may be obtained from any manufacturer or supplier.

- (a) Routine maintenance such as cleaning, polishing, repainting (black), **recoating** (clear or black) and/or and repair of minor abrasions.
- (b) A protective pad surrounding the **mast** under the gooseneck.
- (c) Telltales, Windex and other non-electronic wind indicators.
- (d) **Running rigging** may be replaced by line of any type but shall meet the minimum dimensions stated in #F.4.1.
- (e) Use of elastic cord to take up slack on the backstay bridle and outhaul control line.
- (f) An anti-chafe protective sleeve over the boomvang system.
- (g) A batten not to exceed 150mm added to the end of the **bowsprit** as a preventer for the gennaker sheet.
- (h) Tape or other materials added around the **bowsprit** to minimize water intrusion.
- (i) A **boom** topping lift rigged to either the mast crane or the upper backstay leg.
- (j) A fiberglass backstay flicker may be mounted on the **mast**.
- (k) A fixed spanner may be attached between the upper and lower shroud pins above the turnbuckles to facilitate tuning the rig.
- (l) A **main halyard** fine-tune system with no more than 2:1 purchase anchored to the **main halyard** horn cleat. The fine-tune control line shall run either through a loop/splice in the working portion of the **halyard** or through the eye of an easily removable open hook that connects to a loop/splice in the working portion of the **halyard**. The control line shall be secured using the **main halyard** horn cleat. The non-working portion (tail) of the **main halyard** shall be permanently attached to the working portion.
- (m) A lashing system may be installed on one of the backstay legs, provided the system does not include blocks or ferrules (rings) other than a ferrule (ring) installed on the end of the backstay leg.
- (n) The gennaker halyard adjustment system may contain one or two cam cleats.

C.9.2 MAST

(a) DIMENSIONS

(b) USE

- (1) The **mast** as supplied and assembled shall be stepped in accordance with the rigging instructions.

C.9.3 BOOM

(a) DIMENSIONS

	minimum	maximum
Limit mark width	20mm	
Outer point distance		2876mm

(b) USE

- (1) The intersection of the aft edge of the mast **spar** and the top of the boom **spar**, each extended as necessary, shall not be below the upper edge of the **mast lower limit mark** when the boom **spar** is at 90° to the mast **spar**.

C.9.4 BOWSPRIT

(a) DIMENSIONS

	minimum	maximum
Hull to bowsprit outer point		1495mm

(b) USE

- (1) The **bowsprit** shall be fully retracted at all times except when the gennaker is being set, is set, or is being retrieved, and shall be retracted at the first reasonable opportunity after the retrieval.
- (2) An extended **bowsprit** shall not be considered part of the **boat** for the purposes of 1) establishing an overlap, or 2) establishing right of way, unless the gennaker is set.

C.9.5 STANDING RIGGING

(a) USE

- (1) The **forestay**, **shrouds** and backstay legs shall not be adjusted whilst *racing* (adjustment of the backstay control line is permitted).
- (2) The **forestay** shall not be adjusted from the time the **boat** leaves its dock or mooring each day until the **boat** has finished *racing* for the day.

C.9.6 RUNNING RIGGING

(a) USE

- (1) No lines shall lead below deck except for the furler line and the bowsprit line.

(2) The gennaker sheets shall be led through the standard block locations.

C.10 SAILS

C.10.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Routine maintenance, minor repairs and the addition of draft stripes and telltales is permitted.
- (b) **Sails** may not be **recertified** during an event without the permission of the event Technical Committee or in its absence the Race Committee.
- (c) If a **sail** has been lost or damaged it may be repaired or replaced only with the approval of the event Technical Committee or in its absence the Race Committee.
- (d) Battens may be used in **batten pockets**, in which case they shall be of fiberglass.

C.10.2 LIMITATIONS

- (a) Not more than 1 **mainsail**, 1 **headsail** and 1 gennaker shall be used during an event of 6 or less consecutive days except when a **sail** has been lost or damaged beyond repair and replaced pursuant to C.10.1(c).
- (b) One additional gennaker may be declared and/or presented for event measurement and carried on board as a spare, but shall not be used during an event except when the primary gennaker has been lost or damaged to the point where it cannot be effectively repaired while afloat. Such use shall not require advance approval of the event Technical Committee or in its absence the Race Committee under C.10.1(c), but the use must be reported to the Race Committee or event Technical Committee upon return to shore.
- (c) All sails declared and/or presented for event measurement must be carried aboard unless a sail has been lost or damaged and replaced pursuant to C.10.1(c). If no declaration or measurement is required at an event, then each competitor may choose on each day of the event whether to carry one or two gennakers on board.
- (d) Not more than 1 **mainsail**, 1 **headsail** and 2 gennakers shall be carried aboard.
- (e) Not more than 1 **mainsail**, 1 **headsail** and 2 gennakers shall be declared and/or presented for event measurement

C.10.3 MAINSAIL

(a) IDENTIFICATION

The national letters and sail numbers shall comply with the RRS except where prescribed otherwise in these **class rules**.

(b) USE

- (1) The **sail** shall be hoisted on a **halyard**.
- (2) The **Luff** shall be in the **spar** groove or attached to a mainsail luff slide system.
- (3) The **tack** of the **mainsail** may float.
- (4) The **clew** shall be attached to the **outhaul** and down to the **boom**.

C.10.4 HEADSAIL

(a) USE

- (1) The **headsail** shall be attached to the roller furling system and be capable of being furled.
- (2) The **headsail** shall remain hoisted while *racing*, except when in the process of being repaired.

C.10.5 GENNAKER

(a) IDENTIFICATION

Sail identification is not required on the gennaker.

Section D – Hull

D.1. PARTS

- (a) Hull shell
- (b) Deck
- (c) Internal mouldings and bulkheads
- (d) Fixed seats (2) below deck
- (e) Mast compression post
- (f) Cockpit keel cover and companionway hatch

D.2 GENERAL

D.2.1 RULES

- (a) The **hull** shall comply with the **class rules** in force at the time of manufacture.

D.2.2 DEFINITIONS

(a) HULL DATUM POINT

The **hull datum point** is the intersection, on the centerplane of the **hull**, between the underside of the shell and the transom, each plane extended as necessary.

D.2.3 IDENTIFICATION

- (a) Moulded-in hull identification number assigned by J/Boats, Inc.
- (b) Hull number shall be as per the World Sailing Plaque at the aft end of the cockpit starting with hull number #501.

D.2.4 BUILDERS

- (a) The **hull** shall be built by a builder licensed by J/Boats, Inc.
- (b) All moulds shall be approved by J/Boats, Inc. and World Sailing.

D.2.5 MODIFICATIONS, MAINTENANCE AND REPAIR

The following alterations may be made by the LM of the **boat**, or by anybody else only after written approval is received by the owner from the ICA's Technical Committee. The Technical Committee will decide whether to grant or deny approval

in concurrence with the LM. Upon completion, the Manufacturer's Declaration will be re-issued by the ICA, stating the work done in either case.

- (a) If any **hull** is damaged and is required to be repaired in any other way than described in section C.

Section E – Hull Appendages

E.1 PARTS

E.1.1 MANDATORY

- (a) **Keel**
- (b) **Rudder**

E.1.2 OPTIONAL

- (a) Builder supplied or approved **keel** weed cutter

E.2 GENERAL

E.2.1 RULES

- (a) **Hull appendages** shall comply with the **class rules** in force at the time of manufacture except those rules in Section C where the current rules take precedence.

E.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

The following alterations may be made by the LM of the **boat**, or by anybody else only after written approval is received by the owner from the ICA's Technical Committee. The Technical Committee will decide whether to grant or deny approval in concurrence with the LM. Upon completion, the Manufacturer's Declaration will be re-issued by the ICA, stating the work done in either case.

- (a) If any **hull appendage** is damaged and is required to be repaired in any other way than described in section C.
- (b) The optional weed cutter slot in the **keel** shall not be filled or covered unless the blade assembly is removed.
- (c) Upon written approval of the ICA's Technical Committee or the LM of the **boat**, the **keel** wedges may be shimmed or their longitudinal outside surfaces (parallel to the centerplane) sanded. The orientation and location of the wedges may not be modified, and their transverse surfaces may not be shimmed, sanded or otherwise modified.

E.2.3 MANUFACTURERS

- (a) The **hull appendages** and molded tiller shall be made by manufacturers licensed by J/Boats Inc.

Section F – Rig

F.1 PARTS

F.1.1 MANDATORY

- (a) **Mast**
- (b) **Boom**
- (c) **Standing rigging**
- (d) **Running rigging**
- (e) **Bowsprit**

F.2 GENERAL

F.2.1 MANUFACTURER

- (a) **Spars** shall only be supplied by a licenced manufacturer and built in accordance with the manufacturing specification.
- (b) The manufacturer of the standing and running **rigging** is optional.

F.2.2 RULES

- (a) The **spars** and their fittings shall comply with the **class rules** in force at the time of manufacture of the **spar** except those rules in Section C where the current rules take precedence.
- (b) The standing and running **rigging** shall comply with the **class rules**.

F.2.3 MAINTENANCE, REPAIR AND REPLACEMENT.

- (a) If any **spar** is damaged and is required to be modified or repaired in any other way than described in C.9.1, the repair may be made by the licensed manufacturer of the item involved, or by anybody else only after written approval is received by the owner from the ICA's Technical Committee. The Technical Committee will decide whether to grant or deny approval in concurrence with the licensed manufacturer. In either case, upon completion of the repair, the Manufacturer's Declaration will be re-issued by the ICA.
- (b) **Masts** and **booms** must be made by the same licensed manufacturer except with the approval of the ICA's technical committee. Upon such approval, the Manufacturer's Declaration shall be re-issued by the ICA.
- (c) Only one set of **spars** may be used within a twelve-month period, unless a **spar** is damaged beyond reasonable repair. Any replacement of **spars** shall be immediately reported to the ICA, which shall re-issue the Manufacturer's Declaration, noting the replacement.

F.3 STANDING RIGGING

F.3.1 MATERIALS

- (a) The **forestay**, upper **shrouds** and lower **shrouds** shall be 5mm 1x19 stainless wire with an open body turnbuckle at the bottom end.

- (b) The upper and lower **backstay** shall be at least 5mm diameter of low-stretch composite rope (such as Dyneema).
- (c) The lower end of the upper **backstay** shall incorporate a ferrule or thimble with a minimum outside diameter of 23mm.

F.4 RUNNING RIGGING

F.4.1 DIMENSIONS (Minimum diameter applies to entire length unless otherwise specified.)

	min diameter
Main Halyard (working portion)	6mm
Main Halyard Tail (non-working portion)	4mm
Main Halyard Fine-Tune	6mm
Main Sheet	8mm
Main Sheet Strop	5mm
Traveler Control	6mm
Outhaul and Outhaul Control	5mm
Vang Control	6mm
Vang and Vang Strop	5mm
Headsail Halyard	4mm
Headsail Halyard Fine-Tune	6mm
Headsail Sheet (excluding 150mm at the attachment to the jib car)	8mm
Gennaker Halyard	6mm
Gennaker Sheet (excluding connector strop to gennaker clew)	6mm
Sprit Control	6mm
Tackline	7mm
Backstay Control	6mm

F.4.2 PURCHASE SYSTEMS

System	Min purchase	Max purchase
Main Halyard Fine Tune	1:1	2:1
Main Sheet	4:1	6:1
Boom Vang	8:1	8:1
Headsail Sheet	2:1	2:1
Headsail Halyard Fine Tune	4:1	8:1
Gennaker Sheets	1:1	1:1
Tack Line	1:1	1:1
Cunningham	1:1	8:1
Outhaul	4:1	8:1
Traveler	2:1	3:1
Backstay Control	2:1	4:1
Sprit Control	1:1	1:1
Backstay Gross Tune	No limit	No limit

Section G – Sails

G.1 PARTS

G.1.1 MANDATORY

- (a) **Mainsail**
- (b) **Headsail**
- (c) Gennaker

G.2 GENERAL

G.2.1 RULES

- (a) **Sails** shall comply with the **class rules** in force at the time of **certification**.

G.2.2 CERTIFICATION

- (a) The **official measurer** or **In-House Official Measurer** shall **certify mainsails** and **headsails** in the **tack** and spinnakers in the **head** and shall sign and date the **certification mark**.
- (b) World Sailing or an MNA may appoint one or more **In-House Official Measurers** to measure and **certify sails** produced by that manufacturer.

G.2.3 SAILMAKER

- (a) No license is required.

- (b) For spinnakers the weight in g/m^2 and the material name of the **body of the sail** shall be indelibly marked near the **head point** by the sailmaker together with the date and his signature or stamp.

G.2.4 J/70 CLASS SAIL ROYALTY LABEL

Each **sail** shall have permanently fixed (with stitching) in its starboard side tack, a numbered class royalty label. Labels are available from the J/70 Class Association. The label shall not be transferred from one **sail** to another.

G.2.5 MODIFICATIONS, MAINTENANCE AND REPAIR

If any **sail** is damaged and requires repair in any other way than described in section C, the **sail** will require re-**certification** which may require **fundamental measurement**.

G.3 MAINSAIL

G.3.1 IDENTIFICATION

- (a) The class insignia available from J/Boats shall conform with the following specifications:

The J/70 Class insignia shall be in dark blue with overall dimensions of 610 x 320mm and shall be affixed on both sides of the J/70 Class **mainsail** with the bars nearly perpendicular to a line between the head and center of the **boom** and between the upper two batten pockets. A J/70 world champion may elect to display the J/70 Class insignia in gold. A J/70 continental champion may elect to display the J/70 Class insignia in silver. A J/70 NCA champion may elect to display the J/70 Class insignia in bronze.



G.3.2 MATERIALS

- (a) The **ply** fibres shall consist of **woven ply** of polyethylene terephthalate (PET).
(b) **Primary** and **Secondary reinforcement** shall consist of polyethylene terephthalate (PET).
(c) Battens of fiberglass.

G.3.3 CONSTRUCTION

- (a) The construction shall be: **soft sail; single ply sail**.
(b) The **body of the sail** shall be constructed of **woven ply** throughout.
(c) The **mainsail** shall have five **batten pockets** in the **leech**. The top three **batten pockets** shall be full length extending from luff to leech.
(d) The following are permitted: Stitching, glues, tapes, bolt ropes, corner eyes, straps, headboard with fixings, Cunningham eye or pulley, **batten pocket patches**, **chafing patches**, **flutter patches**, **batten pocket elastic**, **batten pocket end caps**, mast slides, adjustable foot and leech lines, **windows**, tell tales, sail

shape indicator stripes and items as permitted or prescribed by other applicable *rules*.

- (e) Reef points are optional.
- (f) **Windows** are permitted below the **half width**.
- (g) The **leech** shall not extend aft of straight lines between:
 - (1) the **aft head point** and the intersection of the **leech** and the upper edge of the nearest **batten pocket**,
 - (2) the intersection of the **leech** and the lower edge of a **batten pocket** and the intersection of the **leech** and the upper edge of an adjacent **batten pocket** below,
 - (3) the **clew point** and the intersection of the **leech** and the lower edge of the nearest **batten pocket**.

G.3.4 DIMENSIONS

Mainsail	Minimum	Maximum
Sail cloth weight - woven ply (PET-Dacron)	235g/m2	
Leech length		8335mm
Luff length		7974mm
Foot length		2876mm
Top width		364mm
Upper width (where the upper leech point is defined as the point on the leech equidistant from the head point and the three-quarter leech point .)		880mm
Three-quarter width		1425mm
Half width		2134mm
Quarter width		2570mm
Window area (combined area of all windows)		1.0 m2
Gaff batten (#1) located inside radius from head point		390mm
Center of #2 batten pocket at leech from head point	1255mm	1305mm
Center of #3 batten pocket at leech from head point	2475mm	2525mm
Batten Pocket Length, Inside - battens #4 and #5		1280mm

G.4 HEADSAIL

G.4.1 MATERIALS

- (a) The **ply** fibres shall consist of **woven ply** of polyethylene terephthalate (PET).
- (b) **Sail reinforcement** shall consist of polyethylene terephthalate (PET).
- (c) Battens of fiberglass.
- (d) **Windows** may only be located below the **half width**.

G.4.2 CONSTRUCTION

- (a) The construction shall be: **soft sail; single ply sail.**
- (b) The **headsail** shall have no more than 3 **batten pockets** in the **leech**. When fitted, the battens shall not prevent the **headsail** from furling completely.
- (c) The following are permitted: Stitching, glues, tapes, corner eyes, straps (except as an **attachment** at the **clew**), batten pocket elastic, **batten pocket patches**, **chafing patches**, **flutter patches**, **batten pocket** end caps, adjustable leech and foot lines, **windows**, tell tales, sail shape indicator stripes, UV protective may be applied to the leech and foot to cover the **sail** when furled; and items as permitted or prescribed by other applicable *rules*.
- (d) The **headsail** may be fitted with non-adjusting hanks of uniform length and spacing, or a single zip luff that encloses the **forestay**.
- (e) The **headsail** clew may be fitted with up to two **headsail** sheet blocks having a sheave diameter not larger than 40mm.
- (f) The fitting at the **headsail clew** adjustment point shall be a single cringle (grommet), made of metal or similarly strong material, surrounded by cloth and located fully within in the area of the **sail**. The bearing surface of the cringle shall be no more than 30mm from the **clew point**.
- (g) The **primary and secondary reinforcement** of the **headsail** in the **clew** area shall not prevent the **headsail** from furling completely. **Stiffening**, including battens and corner boards, are not permitted in the **clew** area of the **headsail**.

G.4.3 DIMENSIONS

Headsail	Minimum	Maximum
Sail cloth weight - woven ply (PET-Dacron)	235g/m ²	
Reinforcements - (PET-Dacron)		
Luff Length		8000mm
Luff Perpendicular		2450mm
Top width		64mm
Three-quarter width		650mm
Half width		1250mm
Quarter width		1860mm
Window area (combined area of all windows)		.75 m ²
Batten pockets: 3 maximum (intersection of pocket centerline must divide leech equally +/- 30mm)		
Batten Pocket Length, Inside		950mm
Foot irregularity		30mm

G.5 GENNAKER

G.5.1 MATERIALS

(a) The **ply** of the **body of the sail** shall be manufactured from woven nylon.

G.5.2 CONSTRUCTION

(a) The construction shall be: **soft sail, single ply sail**.

(b) The **body of the sail** shall consist of the same **woven ply** throughout.

(c) The following shall be fitted: Adjustable leech and luff and foot lines.

(d) The following are permitted: Stitching, glues, tapes, corner eyes, straps, tell tales and items as permitted or prescribed by other applicable *rules*.

G.5.3 DIMENSIONS

Spinnaker	Minimum	Maximum
Material - nylon	40g/m ²	
Luff length		10800mm
Leech length		8800mm
Foot length		5700mm
Half width		5560mm

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PART III – EVENT RULES

These rules must be invoked individually by the notice of race or sailing instructions. The default is these rules do not apply.

Section I

I.1 N/A

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I.2 LEGS-IN CREW POSITIONING (option for team-racing, match-racing, frostbiting, and provided-boat events).

Class rule C.3.3(iv) is replaced with the following: **crew** shall have their legs inboard of the **sheerline**.

I.3 OUTSIDE ASSISTANCE

A **boat** shall receive no outside assistance from the time the **boat** leaves its dock or mooring until the **boat** has returned to the dock or mooring each day, including being towed by a competitor or any other vessel. Exceptions to this rule are:

- (a) as provided for in RRS 41; or
- (b) the transfer of late arriving **crew**, food or drink prior to the preparatory signal of the first race of the day and the transfer of **crew**, food or drink after the **boat** has *finished* or retired from its last race of the day; or
- (c) assistance reasonably necessary for the safety of the **crew** or **boat** in the event of an emergency after the **boat** has *finished* or retired from its last race of the day, including emergencies due to weather, equipment failure or other causes.

I.4 CORINTHIAN DIVISION

Regatta organizers will present awards for a Corinthian division. To be considered as a Corinthian team, Class Rule C.3 is modified so the entire **crew**, including the owner/helmsperson, shall provide proof of a valid World Sailing Group 1 categorization at the time of registration. The Corinthian division shall be scored as a sub-division of the whole fleet using the competitor's actual scores.

I.5 ONE-PRO DIVISION

Regatta organizers will present awards for a One-Pro division. To be considered as a One-Pro team, Class Rule C.3 is modified so that all but one member of the **crew** shall provide proof of a valid World Sailing Group 1 categorization at the time of registration. The One-Pro division shall be scored as a sub-division of the whole fleet using the competitor's actual scores.

I.6 CORINTHIAN EVENT

Class Rule C.3 is modified so that all competitors, including the owner/helmsperson, shall provide proof of a valid World Sailing Group 1 categorization at the time of registration.

I.7 GROUP 3 LIMITS TO CREW

Class Rule C.3 is modified so that the entire **crew** is limited to no more than one member who is categorized as World Sailing Group 3. (This Rule shall not be used to modify C.3 for Continental or World Championships.)

I.8 VHF RADIO PROHIBITED

If local laws or regulations prohibit the use of VHF radios, Class Rule C.5.2(a)(7) does not apply.

I.9 PETROL ENGINE PROHIBITED

When a petrol engine is prohibited by local laws or regulations, Class Rule C.5.3(a)(1) is modified to read as follows:

Weight in the amount of the engine weight as listed on the Manufacturer's Declaration shall be carried on the cabin floor, secured firmly to the mast compression post. This weight shall be in the form of lead, water, or similarly dense material and shall be marked and signed by an inspector.

I.10 MIXED-PLUS DIVISION

Regatta organizers will present awards for a Mixed-Plus division. To be considered as a Mixed-Plus team, Class Rule C.3 is modified so the **crew** shall consist of 4 or more persons and contain no more than two (2) males over 18 years of age. The Mixed Plus division shall be scored as a sub-division of the whole fleet using the competitor's actual scores.

I.11 MIXED-PLUS EVENT

Class Rule C.3 is modified so the **crew** shall consist of 4 or more persons and contain no more than two (2) males over 18 years of age.

I.12 YOUNG CREW DIVISION

Regatta organizers will present awards for a Young Crew division. To be considered as a Young Crew team, Class Rule C.3 is modified so the entire crew, including the owner/helmsperson, shall provide proof that no crew member is over 25 years of age. The Young Crew division shall be scored as a sub-division of the whole fleet using the competitor's actual scores.

I.13 YOUNG CREW EVENT

Class Rule C.3 is modified so the entire **crew**, including the owner/helmsperson, shall provide proof that no crew member is over 25 years of age.

I.14 RACESENSE EVENT

Class Rule C.5.2 is modified to add Vakaros Atlas 2 (or subsequent Atlas versions) as required equipment for the purpose of starting and finishing with the Racesense system. Each boat shall either provide a working Atlas 2 at check-in for configuration with

RaceSense, or an Atlas 2 will be provided by the Organizing Authority (OA) for a fee. Detailed requirements for the mounting and use of the device will be posted on the Official Notice Board and are incorporated by reference to this section.