

Class Rule Changes

International J/70 Class Association

Effective date: 2027-01-01

Status: Draft



IJ70CA CR Amendment One

C.7.2 FITTINGS

Old:

C.7.2 (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 2kg is applied at the point of maximum deflection.

Amend to read:

C.7.2 (a) Safety lines:

- (1) The cockpit safety lines shall not deflect more than 40mm when a force of 2kg is applied at the point of maximum deflection. Pads or covers may be added to the safety lines.
- (2) Safety lines shall be attached at the forward end using lashings, a swage toggle fork and clevis pin or a hard shackle.
- (3) Safety lines shall be attached at the aft end using lashings.
- (4) 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.
- (5) The rear gate line across the transom shall be closed while racing.

Reasons:

The CR safety line change is to allow more leniency in the tightness of the safety line and to ensure the attachment to the pushpit is by lashing and not mechanical to the welded part of the pushpit.