INTERNATIONAL J/70 CLASS
The following amendments to the Class Rules have been approved to be effective 1st February 2016

1.- Current Rule
PART III – EVENT RULES
I.1 SPARE GENNAKER
One spare class gennaker (that meets the requirements of C.10, G.2 and G.5) may be presented for measurement and registration for an event, and carried aboard, 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.

Amended Rule:
Delete and move to C.10.2 (c)

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.
(b) 1 additional gennaker may be 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.
(c) Not more than 1 mainsail, 1 headsail and 2 gennakers shall be carried aboard.
(d) Not more than 1 mainsail, 1 headsail and 2 gennakers shall be presented for event measurement

2.- Current Rule:
C.1.1 RULES
(a) The ERS Part I – Use of Equipment shall apply.
(b) RRS 42.3(c) is modified to allow the gennaker sheet to be played without restriction.
(c) For only the purpose of RRS 49, the cockpit safety line shall constitute a lifeline.
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Amended Rule:

C.1.1 RULES
(a) The ERS Part I – Use of Equipment shall apply.
(b) RRS 42.3(c) is modified to read “Except on a beat to windward, when surfing (rapidly accelerating down the front of a wave) or planing is possible, the boat’s crew may pull in any sail in order to initiate surfing or planing. The main and jib may be pulled in only once for each wave or gust of wind, but the gennaker sheet may be played without restriction.”
(c) For only the purpose of RRS 49, the cockpit safety line shall constitute a lifeline.

3.- Current Rule:
None

Amended Rule
New Rule:

PART III EVENT RULES
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/driver, shall provide proof of a valid ISAF Group 1 classification 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.

4.- Current Rule
None

Amended Rule:
New Rule:

PART III EVENT RULES
I.5 Corinthian Event
Class Rule C.3 is modified so that all competitors, including the owner/driver, shall provide proof of a valid ISAF Group 1 classification at the time of registration. (This Rule shall not be used to modify C.3 for National, Continental or World Championships.)
PART III EVENT RULES

I.6 ISAF 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 classified as ISAF Group 3. (This Rule shall not be used to modify C.3 for National, Continental or World Championships.)

C.7 HULL

C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) Below the waterline, the gelcoat may be lightly abraded to allow for the application of anti-foul paint, for boats that are to be primarily wet-sailed in their home waters. The abrasion of gelcoat shall be the minimum needed to ensure the adhesion of the paint and shall not involve fairing of any sort. If an epoxy barrier coat is applied, then anti-foul paint shall also be applied.
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(b) Routine maintenance of the hull, such as polishing is permitted, provided the intent and effect is to polish only.

(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 in the hull for the fitting of electronic navigation systems.

(e) Gelcoat scratches and minimal damaged areas may be repaired.

Amended Rule

C.7 HULL

C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) Below the waterline, the gelcoat may be lightly abraded to allow for the application of anti-foul paint. For boats that are to be primarily wet-sailed in their home waters, the abrasion of gelcoat shall be the minimum needed to ensure the adhesion of the paint and shall not involve fairing of any sort. 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, provided the intent and effect is to polish only.

(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 in the hull for the fitting of electronic navigation systems.

(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.

Current Rule:

C.8 HULL APPENDAGES

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without the approval of the LM.
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(a) The **hull appendages** may be lightly sanded for the purpose of applying anti-foul paint. If an epoxy barrier coat is applied, then anti-foul shall also be applied.

(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 may be repaired.

(d) Modification of the keel wedges is prohibited.

(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 to “square” off.

**Amended Rule:**

C.8 HULL APPENDAGES

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without the approval of the LM.

(a) The **hull appendages** may be lightly sanded for the purpose of applying anti-foul paint. If an epoxy barrier coat is applied, then anti-foul shall also be applied.

(b) Routine maintenance of the **hull appendages**, such as polishing, is permitted, provided the intent and effect is to polish only.

(c) 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.

(d) Modification of the keel wedges is prohibited.

(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 to “square” off.
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