INTERNATIONAL

J/70

CLASS RULES

Effective Date: January 1, 2019
INTRODUCTION

This introduction only provides an informal background and the International J/70 Class Rules proper begin on the next page.

The J/70 Class has been created as a strict one-design Class where the true test when 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 and Configuration Manual. These parts having left the manufacturer may only be altered to the extent permitted in Section C of the class rules.

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 the 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 ERS Part I 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 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 Race Committee or event Technical 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) Hull weight.
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 hull, if the hull 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 hull in a conspicuous position.

B.2.2 Sails shall carry a Class Association Sail Royalty Label.

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 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 Race Committee or event Technical 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) 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 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 driver is not required to be a class member if he or she holds a valid Group 1 Classification in accordance with World Sailing Regulation 22.

(c) No crew member shall be substituted during the world championship and any event of 6 or less consecutive days, without the approval of the Race Committee or event Technical Committee.

(d) As part of registration for any event, 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 DRIVER

The driver 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 Race Committee, which may protest the boat. The penalty may be less than disqualification.

(a) Permitted drivers: The driver shall hold a valid Group 1 Classification in accordance with World Sailing Regulation 22 (see
www.sailing.org/classification) except that a Group 3 crew who owns and pays for at least 50% of a J/70 may drive.

(b) For events of six or less consecutive days, not more than two drivers can be designated. If two drivers are designated, at least one must be an owner. From five minutes before the start until the finish, the boat shall be helmed by the designated driver(s) except for momentary absences for personal or shipboard needs not to exceed five (5) minutes when a Group 1 crew member may drive.

(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.

(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 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 floatation device for each crew member to the minimum standard EN 393, ISO 124020-5 (Level 50), or USCG Type III.

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

(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, tool kit, and other personal items that provide no sailing performance advantage.
(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.

C.5.3 NOT FOR USE
(a) MANDATORY
(1) One functioning outboard engine with a minimum weight of 12kg (empty of fuel). If a petrol engine, the boat shall carry a fire extinguisher that meets local regulations.

C.6 BOAT
C.6.1 WEIGHT

<table>
<thead>
<tr>
<th></th>
<th>minimum</th>
</tr>
</thead>
<tbody>
<tr>
<td>The weight of the boat in dry condition</td>
<td>812 kg</td>
</tr>
</tbody>
</table>

The weight shall be taken excluding sails and all portable equipment as listed in #C.5 except that the companionway hatch, the dropboard and the outboard engine (#C.5.3) shall be included.

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) shall be permanently fastened in accordance with Appendix H-2.

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 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.

C.7.2 FITTINGS
(a) Safety lines:
   (1) The cockpit safety lines shall not deflect more than 25mm from a straight line between two points of support when a force of 2 kg is applied at the point of maximum deflection. Pads may be added to the safety lines.
   (2) 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.

(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 cheek 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 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 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.

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, 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.

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

<table>
<thead>
<tr>
<th>Limit mark width</th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Outer point distance</td>
<td>20mm</td>
<td>2876mm</td>
</tr>
</tbody>
</table>

(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

<table>
<thead>
<tr>
<th>Hull to bowsprit outer point</th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>1495mm</td>
</tr>
</tbody>
</table>

(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 Race Committee or event Technical Committee.

(c) If a sail has been lost or damaged it may be repaired or replaced only with the approval of the Race Committee or event Technical 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.

(b) One 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. Such use shall not require advance approval of the Race Committee or event Technical 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) 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

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 highest visible point of the sail, projected at 90° to the mast spar, shall not be set above the lower edge of the mast upper limit mark. The intersection of the leech and the top of the boom spar, each extended as necessary, shall not be behind the fore side of the boom outer limit mark.
   (3) The Luff shall be in the spar groove or attached to a mainsail luff slide system.
   (4) The tack of the mainsail may float.
   (5) 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.
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 MODIFICATIONS, MAINTENANCE AND REPAIR

The following alterations may be made by the LM 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 LM. Upon completion, the Manufacturer’s Declaration will be re-issued by the ICA, stating the work done in either case.

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

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).

F.4 RUNNING RIGGING

F.4.1 DIMENSIONS (Minimum line diameter for entire length of line)

<table>
<thead>
<tr>
<th></th>
<th>Minimum Diameter (mm)</th>
<th>Recommended Length (m)</th>
</tr>
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<tbody>
<tr>
<td>Main Halyard</td>
<td>6mm</td>
<td></td>
</tr>
<tr>
<td>Mainsheet</td>
<td>8mm</td>
<td></td>
</tr>
</tbody>
</table>
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/m² 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 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 dimensions in Appendix H-1.

G.3.2 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.

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, 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

<table>
<thead>
<tr>
<th>Mainsail</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sail cloth weight - woven ply (PET-Dacron)</td>
<td>235g/m2</td>
<td>8335mm</td>
</tr>
<tr>
<td>Leech length</td>
<td></td>
<td>7974mm</td>
</tr>
<tr>
<td>Luff length</td>
<td></td>
<td>2876mm</td>
</tr>
<tr>
<td>Foot length</td>
<td></td>
<td>364mm</td>
</tr>
<tr>
<td>Top width</td>
<td></td>
<td>880mm</td>
</tr>
<tr>
<td>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.)</td>
<td>880mm</td>
<td>2134mm</td>
</tr>
<tr>
<td>Three-quarter width</td>
<td>1425mm</td>
<td></td>
</tr>
<tr>
<td>Half width</td>
<td>2134mm</td>
<td>2570mm</td>
</tr>
<tr>
<td>Quarter width</td>
<td>2570mm</td>
<td></td>
</tr>
<tr>
<td>Window area (combined area of all windows)</td>
<td>1.0 m2</td>
<td></td>
</tr>
<tr>
<td>Gaff batten (#1) located inside radius from head point</td>
<td>390mm</td>
<td></td>
</tr>
<tr>
<td>Center of #2 batten pocket at leech from head point</td>
<td>1255mm</td>
<td>1305mm</td>
</tr>
<tr>
<td>Center of #3 batten pocket at leech from head point</td>
<td>2475mm</td>
<td>2525mm</td>
</tr>
</tbody>
</table>
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, 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 ring (cringle), made of metal or similarly strong material, fitted in the body of the sail. The bearing surface of the ring 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

<table>
<thead>
<tr>
<th>Headsail</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sail cloth weight - woven ply (PET-Dacron)</td>
<td>235g/m2</td>
<td></td>
</tr>
<tr>
<td>Reinforcements - (PET-Dacron)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Luff Length</td>
<td>8000mm</td>
<td></td>
</tr>
<tr>
<td>Luff Perpendicular</td>
<td>2450mm</td>
<td></td>
</tr>
<tr>
<td>Top width</td>
<td>64mm</td>
<td></td>
</tr>
<tr>
<td>Three-quarter width</td>
<td>650mm</td>
<td></td>
</tr>
<tr>
<td>Half width</td>
<td>1250mm</td>
<td></td>
</tr>
<tr>
<td>Quarter width</td>
<td>1860mm</td>
<td></td>
</tr>
<tr>
<td>Window area (combined area of all windows)</td>
<td>.75 m2</td>
<td></td>
</tr>
<tr>
<td>Batten pockets - 3 max –intersection of pocket centerline must divide leech equally +/- 30mm</td>
<td>950mm</td>
<td></td>
</tr>
<tr>
<td>Inside batten pocket length</td>
<td>950mm</td>
<td></td>
</tr>
<tr>
<td>Primary Reinforcement at clew</td>
<td>210mm</td>
<td></td>
</tr>
<tr>
<td>Foot irregularity</td>
<td>30mm</td>
<td></td>
</tr>
</tbody>
</table>
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

<table>
<thead>
<tr>
<th>Spinnaker</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Material</td>
<td>40g/m²</td>
<td>10800mm</td>
</tr>
<tr>
<td>Luff length</td>
<td></td>
<td>8800mm</td>
</tr>
<tr>
<td>Leech length</td>
<td></td>
<td>5700mm</td>
</tr>
<tr>
<td>Foot length</td>
<td></td>
<td>5560mm</td>
</tr>
<tr>
<td>Half width</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Section H - Appendices

H.1 SAIL INSIGNIA
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.

H.2 CORRECTOR WEIGHT LOCATION
Corrector weight shall be fixed 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.
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

Intentionally left blank

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, except:

(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/driver, shall provide proof of a valid World Sailing 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.

I.5 CORINTHIAN EVENT

Class Rule C.3 is modified so that all competitors, including the owner/driver, shall provide proof of a valid World Sailing Group 1 classification at the time of registration. (This Rule shall not be used to modify C.3 for Continental or World Championships.)

I.6 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 World Sailing Group 3. (This Rule shall not be used to modify C.3 for Continental or World Championships.)