

PRE-REGATTA CHECKLIST

It is strongly recommended this form is reviewed prior to bringing your boat to an event venue.

Important — before final registration for an event:

1. Confirm that **all crew members are current financial members of the J/70 Australia Class Association.**
 Membership can be renewed here: <https://www.j70australia.org/registration/>
 Crews will need to record their World Sailing ID and World Sailing categorization (Group 1 or Group 3). If you or your crew need World Sailing categorization, visit <https://members.sailing.org/>

2. Confirm that **your boat is registered for the current financial year with the J/70 Class Association.**
<https://www.j70australia.org/boat-registration/j70-australia-yacht-register/>.

3. Secure the boat's event **bow number** (assigned and provided by the J/70 Australia Class Association);

4. Have a copy (a digital copy is okay) of the boat's current **Manufacturer's Declaration (MD)**; References to "CR" throughout this form are to the current J/70 Class Rules, which are available at <https://j70ica.org/class-office-rules/>

Questions or comments about this form should be directed to the Australian J70 Class Association executive info@j70australia.org

Event name:

Boat name:

Sail number:

Skipper	
Crew	
Crew	
Crew	
Crew	

Declaration of sails to be used for the event (list Class Association Royalty Label numbers)

Mainsail #	
Jib #	
Spinnaker #	

SECTION A - CREW INFORMATION

The following crew list items require your confirmation (and updating as needed) using the online entry system.

- All crew member names are listed in the online entry system.**
See CR C.3.

- All crew members are current J/70 Class Association members in good standing.**
See CR C.3.1(b). | Contact your J/70 National Class Association if you have any questions.

- All crew members have their World Sailing Sailor ID numbers listed in the class association membership system and show their current Group categorization.**
See CR C.3.1(b) | If you or your crew need World Sailing categorization, visit <https://members.sailing.org/>

Will you be sailing in the Corinthian Division?

- No.**

- Yes — All crew members are categorized Group 1 (Amateur), and all crew member World Sailing ID numbers are listed in the class association membership system and show a current Group 1 categorization.**
See CR I.4 | If you or your crew need World Sailing categorization, visit <https://members.sailing.org/>

Will you be sailing in the Open Division?

- No.**

- Yes — All crew members World Sailing ID numbers and Group category are listed in the class association membership system.**
See CR I.5 | If you or your crew need World Sailing categorization, visit <https://members.sailing.org/>

SECTION B - MANDATORY EQUIPMENT CHECKLIST

All required equipment must work for its intended purpose and must be carried on board while racing. See J/70 Class Rules C.4 and C.5.

This section should be completed while you are physically aboard the boat, with direct visual inspection and confirmation of each item. The Event Technical Committee will conduct spot checks of these items throughout the event and protest boats without the required equipment.

- Current J/70 Class membership (the 2023 decal colour is green) sticker is affixed on the starboard transom.**
See CR B.2.1 | Contact your J/70 National Class Association if you need assistance with your membership or boat registration
- Personal Flotation Device (PFD) for each crew member — compliant and on board boat.**
See CR C.4.1(a) | Allowed types: ISO 12402-5 (level50) or USCG Type III, or an equivalent.
- Anchor with chain and rode — compliant and on board boat.**
See CR C.5.2(a)(1) | Anchor + chain together must be 5kg minimum. The chain must be long enough to be suitable for purpose (e.g., at least 2-3ft or so). The anchor rode must be 8mm diameter x 40m length (minimum). The anchor, chain and rode must be connected together and in readily-deployable condition.
- Bucket — compliant and on board boat.**
See CR C.5.2(a)(2) | 9 liter minimum.
- Manual Bilge Pump — compliant and on board boat.**
See CR C.5.1, C.5.2(a)(3) | Pump must be either permanently installed by manufacturer (French-built boats) or have a discharge hose that is long enough to reach into cockpit from the bilge (US-built boats).
- Marine First Aid Kit — compliant and on board boat.**
See CR C.5.2(a)(4)
- Main Companionway Hatch — compliant and on board boat**
See CR C.5.2(a)(5) | The one that came with the boat - fiberglass.
- Main Companionway Dropboard — compliant and on board boat.**
See CR C.5.2(a)(6) | The one that came with the boat - smoked plexiglass.
- Operational VHF Radio — compliant and on board boat.**
See CR C.5.2(a)(7) | VHF radio must operate.
- Throwable Flotation Device — compliant and on board boat.**
See CR C.5.2(a)(8)
- Fire Extinguisher — compliant and on board boat.**
See CR C.5.2(a)(9) | Fire extinguisher must meet local regulations and be charged / not expired. ALL BOATS MUST CARRY A FIRE EXTINGUISHER.

Engine Make and Model:

See CR C.5.3(a)(1) | Engine must function and must weigh at least 12kg without fuel.

SECTION C - CLASS RULES COMPLIANCE

This section should be completed while you are physically aboard the boat, with direct visual inspection and confirmation of each item. The Event Technical Committee will conduct spot checks of these items throughout the event and protest noncompliant boats.



The boat's hull shape is compliant with the Class Rules.

See CR C.7.1 | The only modifications allowed are those specifically permitted by CR C.7.1. No changes to the as-moulded hull shape are allowed.



The keel and rudder shapes — including the trailing edges — are compliant with the Class Rules.

See CR C.8 | The only modifications allowed are those specifically permitted by CR C.8.1. The trailing edges must meet the specifications of CR C.8.1(f). See also J/70 FAQ #15.



The keel wedges are in good repair and remain in the original builder-installed location and their dimensions have not been altered.

See CR C.8.1(d).



The sprit pole length is compliant with the Class Rules.

See CR C.9.4. | Maximum 1495mm from hull to outer end of sprit when fully deployed.



The safety lines (lifelines) are made of wire and meet the tension requirement of the Class Rules.

See CR C.7.2(a) | Safety lines must not deflect more than 25mm with a force of 2kg. (Quick tip pulling lashings as tight as possible and/or tightening to a LoosGauge reading of at least '8' is approximately correct).



The safety lines (lifelines) are either secured with turnbuckles or lashed with 3mm min diameter polyester or Polytec covered Dyneema (or equivalent) which pass around the principal portion of the pushpit and/or the forward attachment point at least three times. Lashings are taped to secure knots.

See CR C.7.2(a)(2).



The mainsheet strop is connected to bottom of boom and length is between 434mm (minimum) and 504mm (maximum).

See J/70 Building Specification, Line 21a. | Measured dimension is from the bottom of the boom to the edge of the sheave of the upper mainsheet block.



Deck layout and fittings are compliant with the Class Rules.

See CR C.7.2, CR C.9.1 & the J/70 Building Specification | No removal of or adding blocks or other fittings other than those specifically allowed in CR C.7.2, CR C.9.1 and/or the J/70 Builder Specification. A maximum of five ratchet blocks are allowed: two jib blocks, two spinnaker blocks, and one for the mainsheet.



The running rigging complies with the minimum dimensions listed in CR F.4.1.

SECTION D - MANUFACTURER'S DECLARATION

In order to race, each J/70 must have a valid and current J/70 Class Manufacturer's Declaration (MD), which certifies that the boat's weight and major equipment complies with the Class Rules. See CR A.10.

A copy of the MD must be kept with the boat (a digital copy on a phone or tablet is okay). See CR C.5.2(10).

Manufacturer's Declarations are issued and maintained by the J/70 International Class Office. See <http://j70ica.org/manufacturer-declaration/> for more information.

To search the database of current Manufacturer's Declarations, see <http://j70ica.org/master-j70-md-and-weights/>

If your boat has not yet been issued a Manufacturer's Declaration, or you have made changes to your boat (for example replaced the engine or added or removed permanently-installed equipment), contact the J/70 International Class Office.

Date of issue of the boat's current Manufacturer's Declaration:

- -
Month - Day - Year

Amount of corrector weights (kg) installed from current Manufacturer's Declaration:

ex: 23

Input whole numbers only. If none, enter 0.

Total boat weight (including engine and corrector weights) (kg) listed on current Manufacturer's Declaration:

ex: 814

Input whole numbers only. Must be 812 or higher.

Any corrector weights are located and fixed as required in CR H.2.

No corrector weights have been removed since the boat was last weighed by a class measurer.

No changes to change the weight of the boat have been made since the above-listed Manufacturer's Declaration was issued.