



## PRE-INSPECTION CHECKLIST

{ Version of July 15, 2021 | Created for the 2021 J/70 World Championship }

**This form is optional – but strongly recommended to be completed prior to your inspection appointment.**

### **Important – before your inspection appointment:**

1. Confirm that **all crew members are listed in YachtScoring** with their World Sailing ID. If you or your crew need World Sailing categorization, visit <https://members.sailing.org/>
2. Confirm that **the boat's skipper and all Group 3 crew are current members of the J/70 Class Association**. [You can renew your membership or join the class online.](#)
3. Determine the boat's event **bow number** (assigned by the Organizing Authority - see the Yacht Scoring scratch sheet);
4. Have access to the information from the boat's current **Manufacturer's Declaration (MD)**;
5. Have direct physical access to **the boat** and its equipment.

References to "CR" are to the current J/70 Class Rules, which are available at <http://j70ica.org/class-office-rules/>

Questions or comments about this form should be directed to the IJ70CA Technical Chair, Polk Wagner ([polk@polkwagner.com](mailto:polk@polkwagner.com)) and/or the IJ70CA Class Executive, Chris Howell ([howell@j70office.com](mailto:howell@j70office.com)).

Email address

Entering an email will allow you to find and review your form later.

## SECTION A - CREW INFORMATION

**The following crew list items require your confirmation (and updating as needed) using the "Owner's Corner" section of the Yacht Scoring event page.**

All crew member names are listed in Yacht Scoring.

See CR C.3.



- All drivers and World Sailing Group 3 crew members are current J/70 Class Association members in good standing.

See CR C.3.1(b). | [You can join and renew your class membership online.](#) | Contact the J/70 Class Office (howell@j70office.com) if you have any questions.

- All World Sailing Group 1 (Amateur) crew members have their World Sailing Sailor ID numbers listed in Yacht Scoring and show a current Group 1 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 Yacht Scoring 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 One-Pro Division?**

- No.
- Yes – All but one crew members are categorized Group 1 (Amateur), and all crew member World Sailing ID numbers are listed in Yacht Scoring and all but one show a current Group 1 categorization.

See CR I.5 | If you or your crew need World Sailing categorization, visit <https://members.sailing.org/>

## SECTION B - MANDATORY EQUIPMENT CHECKLIST

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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 2021 decal color is red) sticker is affixed on the starboard transom.

See CR B.2.1 | [You can join and renew your class membership online.](#) | Contact the J/70 Class Office ([howell@j70office.com](mailto:howell@j70office.com)) if you have any questions.

**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 (e.g., USCG and/or State) 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

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**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-molded 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

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**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.**

Manufacturer's Declarations are issued and maintained by the J/70 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 Class Office.**

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

<input type="text"/>	<input type="text"/>	<input type="text"/>	
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 affixed 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.

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