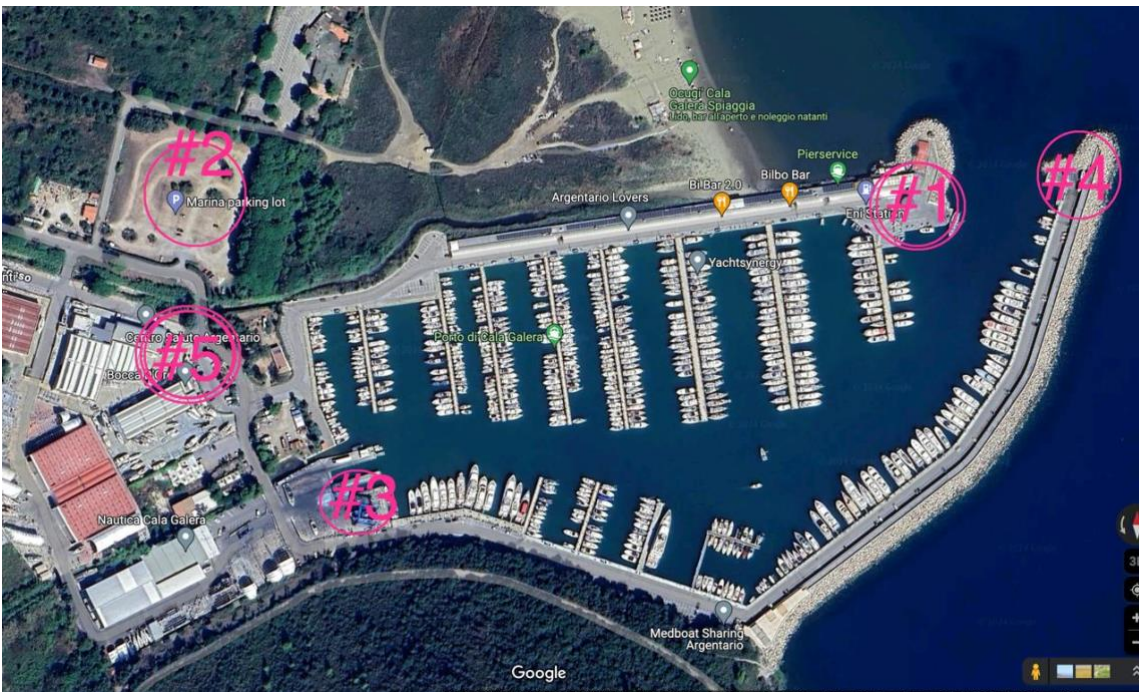


Dear J/70 EC participant,

easy instructions to how prepare your boat for the Equipment inspection.

- During the check-in at Organization desk (#1) You will receive 3 Forms (samples below) and the stickers. Keep the forms and return them to the registration office; don't lose them you are in charge of them.
  
- The equipment inspection regarding Portable Equipment and Deck Layout will be made in the Parking Area (#2) BEFORE you move to the Crane Area; prepare the boat as follow:
  - 1) Boat dry
  - 2) Mast up
  - 3) Boom rigged
  - 4) NOTHING inside the boat
  - 5) ON the boat only sheets, blocks , rudder & tiller, engine, the 2 main companionway
  - 6) OUTSIDE of the boat the mandatory portable equipment (anchor, rode, bucket, bilge pump, vhf , throwable device, fire extinguisher, a copy of the Manufacturer Declaration (paper or digital) and the PFDs
  
- After the parking inspection, DON'T load the portable equipment on the boat.
- The inspection in the parking area is ok IF you get the signature on the forms
- Boats can move to the Crane Areas (either #3 or #4) only if the inspection is ok AND the bow numbers are properly positioned; remember that if you need to replace your stickers because of a wrong position, you will need to refund their cost (NOR Annex1)
  
- To be lifted for the weighing, the boat shall be prepared as above detailed (items 1 to 5).
- Once at the weighing-launching station, boats on low trailers will not need the keelcrane, as the keel will be allowed to slide down while the boat gets lifted up. Certified lifting slings will be supplied by the organization.
- Boats not ready to be inspected at the scheduled time, will be postponed to another slot available.
- Boats will move to the crane Area (A or B as indicated time by time by Organization) using they own car. For this a minimum number of 3 (three) crew member shall attend the launch
  
- Sail label numbers must be recorded on the digital Equipment Form available inside the registration area in HUBSAIL ([www.j70.it/app](http://www.j70.it/app)), BEFORE to go to the sail inspection area (#5) at your scheduled time. Remember that sails must be already Certified.



**BOW NUMBER:** \_\_\_\_\_



**BOW NUMBER:** \_\_\_\_\_



**REQUIRED EQUIPMENT CHECKLIST**

- J70 Class sticker (2024 = YELLOW) on the starboard transom [ CR B.2.1 ]
- Personal Flotation Device (PFD) for each crew member. [ CR C.4.1(a) ]  
Allowed types: ISO 12402-5 (Level 50), USCG Type II, or an equivalent.
- Anchor with chain and rode. [ CR C.5.2(a)(1) ]  
Anchor + chain together must weigh 5kg minimum. The chain must be at least 750mm to 1m long. The anchor rode must be at least 8mm diameter and 40m in length). The anchor, chain and rode must be connected together and in usable/deployable condition.
- Bucket [ CR C.5.2(a)(2) ]  
9 liter minimum.
- Manual Bilge Pump [ CR C.5.2(a)(3) ]  
Pump must be either permanently installed by manufacturer (Europe-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 [ CR C.5.2(a)(4) ]
- Main Companionway Hatch [ CR C.5.2(a)(5) ]  
The one that came with the boat - fiberglass.
- Main Companionway Dropboard [ CR C.5.2(a)(6) ]  
The one that came with the boat - synox fiberglass.
- Operational VHF Radio [ CR C.5.2(a)(7) ]
- Throwable Flotation Device [ CR C.5.2(a)(8) ]
- Fire Extinguisher [ CR C.5.2(a)(9) ]
- Engine [ CR C.5.3(a)(1) ]  
Engine must function and must weigh at least 12kg without fuel.
- Sprit Pole Length [ CR C.9.4 ]  
Maximum length: 1495mm from stem of hull to outer end of pole, extended as far as possible with sprit control line.

INSPECTOR'S INITIALS: \_\_\_\_\_ DATE/TIME: \_\_\_\_\_

**CLASS RULES COMPLIANCE CHECKLIST**

- Lifelines 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. [ CR C.7.2(a)(2) ]
- Lifelines are made of wire and meet the tension requirement. [ CR C.7.2(a)(1) ]  
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 Loss Gauge reading of at least '8' is approximately correct.
- Mainsheet strop length compliant. [ J70 Building Specification, Line 21a. ]  
434mm (minimum) to 504mm (maximum) | Measured dimension is from the bottom of the boom to the edge of the sheave of the top mainsheet block.
- Deck layout / fittings compliant. [ CR C.7.2, CR C.9.1 ]  
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 J70 Builder Specification. A maximum of five ratchet blocks are allowed: two jib blocks, two spinnaker blocks, and one for the mainsheet.
- Running rigging diameters compliant [ CR F.4.1 ]
- Purchase systems compliant [ CR F.4.2 ]
- Keel wedges / trunk — good repair, original location, unaltered. [ CR C.8.1(d) ]  
Boats on high trailers will need to lift keel for access. | Use wedge template if available. | Inspect for extraneous material inserted into trunk area.
- Manufacturers Declaration copy provided [ CR C.5.2(a)(10) ]  
Boat must show copy of MD (digital copy on a phone or tablet is okay).
- Corrector weights on MD ( \_\_\_\_\_ kg ) present and located correctly. [ CR H.2 ]  
At least 50% of corrector weight must be located in aft location.
- Interior of boat is dry, empty, and prepared for weighing. [ CR C.6.1 ]  
Boat weight shall be measured excluding sails, personal equipment, and all portable equipment except that (i) the companionway hatch [C.5.2(a)(5)], the dropboard [C.5.2(a)(6)], and the outboard engine [C.5.3] shall be included, and (ii) any items of optional portable equipment [C.5.2(b)] or engine brackets [C.7.2(b)(8)] that are permanently installed shall be included if they are functional and proportional for their intended purpose. One set of running rigging (dry) and blocks may be included.

INSPECTOR'S INITIALS: \_\_\_\_\_ DATE/TIME: \_\_\_\_\_



**BOW NUMBER:** \_\_\_\_\_



**HULL AND APPENDAGE CHECKLIST**

- Hull shape compliant with the Class Rules [ CR C.7.1 ]  
The only modifications are those specifically allowed in CR C.7.1. No changes to the as-molded hull shape are allowed.
- Keel shape / trailing edge — compliant with the Class Rules [ CR C.8.1 ]  
The only modifications are those specifically allowed in CR C.8.1. The trailing edge must meet the provisions of CR C.8.1(f)(2). No changes to the as-molded keel shape are allowed.
- Rudder shape / trailing edge — compliant with the Class Rules [ CR C.8.1 ]  
The only modifications are those specifically allowed in CR C.8.1. The trailing edge must meet the provisions of CR C.8.1(f)(1). No changes to the as-molded keel rudder are allowed.
- Rudder location compliant.  
Confirm rudder is mounted in standard location.

INSPECTOR'S INITIALS: \_\_\_\_\_ DATE/TIME: \_\_\_\_\_  
 COMPLETION RECORDED ELECTRONICALLY

**BOAT WEIGHT CHECKLIST**

- Manufacturers Declaration copy provided [ CR C.5.2(a)(10) ]  
Boat must show copy of MD (digital copy on a phone or tablet is okay).
- Measured boat weight (with engine / corrector weights): \_\_\_\_\_ kg [ CR C.6.1 ]  
Minimum 812kg.

INSPECTOR'S INITIALS: \_\_\_\_\_ DATE/TIME: \_\_\_\_\_