



INTERNATIONAL J/70 CLASS ASSOCIATION

Crew Positioning

There have been concerns and questions about improper hiking on a J/70. This document is meant to serve as a guide to competitors and race officials. Crew positioning is governed by both the Racing Rules of Sailing and the J/70 Class Rules.



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1. RACING RULES OF SAILING

RRS 49 CREW POSITION; LIFELINES

- 49.1** Competitors shall use no device designed to position their bodies outboard, other than hiking straps and stiffeners worn under the thighs.
- 49.2** When lifelines are required by the class rules or any other *rule*, competitors shall not position any part of their torsos outside them, except briefly to perform a necessary task. On boats equipped with upper and lower lifelines, a competitor sitting on the deck facing outboard with his waist inside the lower lifeline may have the upper part of his body outside the upper lifeline. Unless a class rule or any other *rule* specifies a maximum deflection, lifelines shall be taut. If the class rules do not specify the material or minimum diameter of lifelines, they shall comply with the corresponding specifications in the *World Sailing Offshore Special Regulations*. *Note: Those regulations are available at the World Sailing website.*

2. CLASS RULES

- C.1.1(c)** For the purpose of RRS 49 only, the cockpit safety line shall constitute a lifeline.
- C.3.3(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.7.2(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.

3. TAUTNESS OF SAFETY LINES

The J/70's cockpit safety lines should be checked on a regular basis to be sure they are maintained with sufficient tension to meet the requirements of Class Rule C.7.2(a). This is an important part of ensuring that crew maintain proper position while racing.

4. THE DIFFERENCE BETWEEN PROPER AND IMPROPER CREW POSITIONING

Two key factors distinguish between proper and improper crew position:

1. Every part of your torso must be inside the J/70's cockpit safety lines. As stated in the RRS, "Competitors shall not position any part of their torsos outside" the lifelines. Under J/70 Class Rules, the cockpit safety lines are treated as lifelines for this purpose.

2. You must not lean out over the safety lines. As stated in the Class Rules, "Crew shall not stand or lean out over the cockpit safety lines." It is permissible for crew members to be touching the safety lines, but crew who are pressuring the safety lines with their body weight may be leaning out over them.

As a result of these two factors, no part of the crew's torso can be outside a line extending upwards from the lifeline in a direction perpendicular to the horizon. Also, no portion of a crew's torso can be outside a line extending downwards from the lifeline to the stanchion bases.

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5. ILLUSTRATIONS IN WORLD SAILING CASE 36

World Sailing Case 36

(<https://www.racingrulesofsailing.org/cases/1247>)

contains interpretations and illustrations dealing with proper crew position under RRS 49.2.

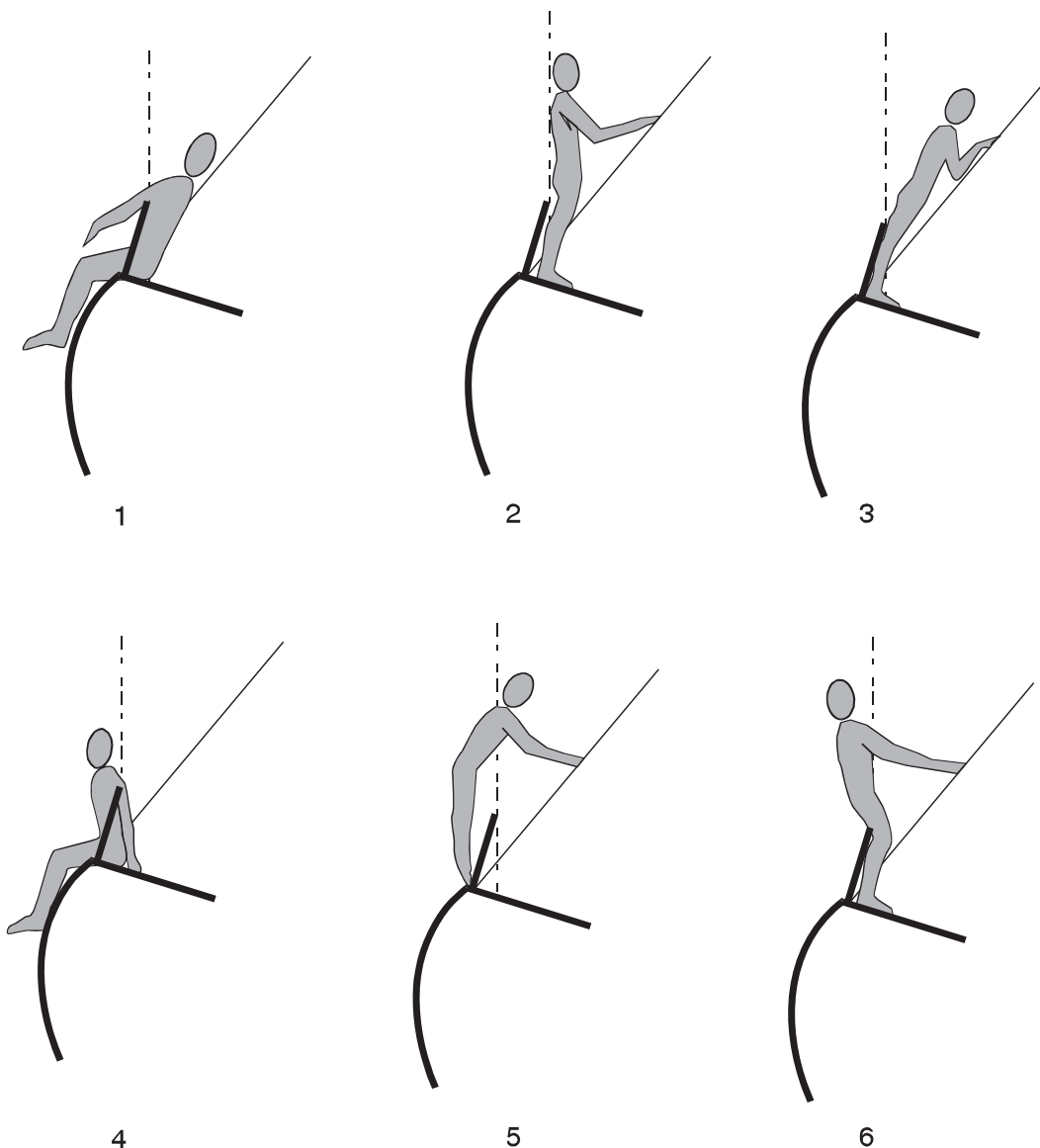
The illustrations are as follows:

Under Case 36, positions 1, 2 and 3 do not break RRS 49. They are permissible positions on a J/70.

Under Case 36, positions 5 and 6 break RRS 49.2.

They are not permissible positions on a J/70.

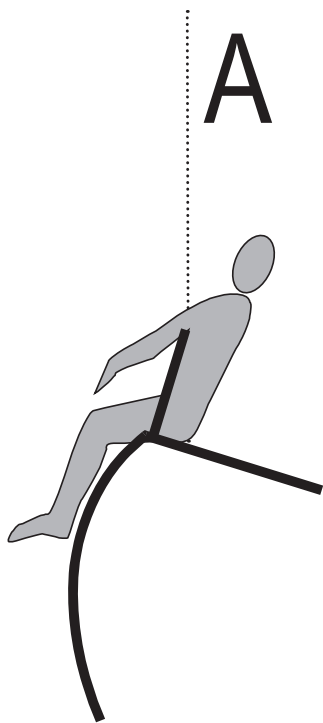
According to Case 36, position 4 breaks RRS 49.2 on a boat with a single lifeline. If the person is under (outboard of) the J/70's single lifeline, this position is clearly not permissible on a J/70. If the single lifeline in diagram 4 were lower, closer to a person's waist as on a J/70, and the person's torso were inboard of the lifeline, then J/70 Class Rule C.3.3(b) also applies. In this case, under the Class Rule: (1) if any part of the person's torso is leaning out past the dashed line that extends from the safety line perpendicular to the horizon, this position is not permissible, and (2) if no part of the person's torso is leaning out past that dashed line, this position is permissible.



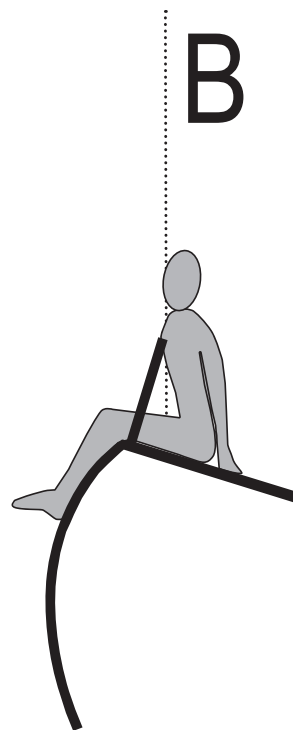
6. ADDITIONAL ILLUSTRATIONS

The following are additional illustrations which have been adapted from the World Sailing illustrations in Case 36. These illustrations show proper and improper crew position in the context of a J/70.

TWO PERMISSIBLE HIKING OPTIONS



Hips slid out to edge of the deck,
base of spine remains on deck.
Torso inside safety lines.



Hips slid back from edge of deck,
allowing forward lean without
torso over safety lines.

*Note that the differences between option A and B are exaggerated for clarity in the drawings above.
In reality the difference in hips/buttocks placement is fairly minimal.*

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7. EXAMPLES OF PROPER AND IMPROPER CREW POSITION

PROPER CREW POSITION



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EXAMPLES OF IMPROPER CREW POSITION



Crew with white sleeves forward is Legal
Crew in blue in the middle is Legal
Crew with white sleeves aft breaks the rule



Bow 123 – Crew forward breaks the Rule
Bow 129 – 2 Crew forward are Legal
Bow 129 – Crew aft breaks the Rule



Bow 41 – Crew forward breaks the rule
Boats in background
Far left – at least 2 crews break the Rule
Bow 35 – one crew breaks the Rule
Far Right – 2 crews break the Rule



Bow 14 – both crews break the Rule

For more information, you can reference the J/70 Class Rules posted at www.j70ica.org.

Send any questions to:

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