

**Boat Weighing Process**

Before weighing the measurer shall confirm that the boat interior, exterior and all running rigging is dry. The boat total weight shall include all spars, standing and running rigging as defined in CR Sections D.1, E.1.1 and F. All sails and portable equipment shall be removed from the boat before weighing.

**Quick reference to items included in boat weight:**

- All running rigging as defined in CR F.4
- Furler and furler line
- Rudder
- Tiller (and extension if permanently installed)
- Companionway hatch CR C.6.1
- Drop board CR C.6.1
- Outboard engine CR C.6.1. Engine shall be weighed empty of petrol. Subtract any petrol in engine at 2.85kg (6.3lb ) per gallon or .71kg (1.5lb) per litre. (When possible, the engine shall be weighed separately and then added back to the total weight of the boat.)

**ALL SAILS AND PORTABLE EQUIPMENT SHALL BE REMOVED FROM THE BOAT FOR WEIGHING.**

In calm wind conditions, hoist the prepared boat clear of its trailer or cradle. Boats that have been in the water should be hung until dry and should show no surface moisture before recording an official weight. Assure that those helping to steady the hull are not influencing the weight reading. The lifting strap and keel crane (if installed) should be weighed separately and deducted from overall weight. When possible, the engine shall be weighed separately and then added back to the total weight of the boat.

Record the indicated weight on the measurement form. Advise the owner/representative if the boat requires corrector weight, and specify the amount of corrector weight needed to comply with CR C.6.1. If a boat needs correctors, note the added weight on the measurement form. It will be incumbent upon the owner to properly install corrector weight as described below.

Itemize equipment permanently installed that is included in the weight (such as electronics, compasses, etc.) also indicate whether the boat has a kelp cutter installed.

## Class Rules (CR) that apply to J/70 boat weight

### C.6 BOAT

#### C.6.1 WEIGHT

|                                                |         |
|------------------------------------------------|---------|
|                                                | minimum |
| The weight of the <b>boat</b> in dry condition | 812 kg  |

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/cm<sup>3</sup> (i.e. iron, lead) shall be permanently fastened in accordance with Appendix H.2.

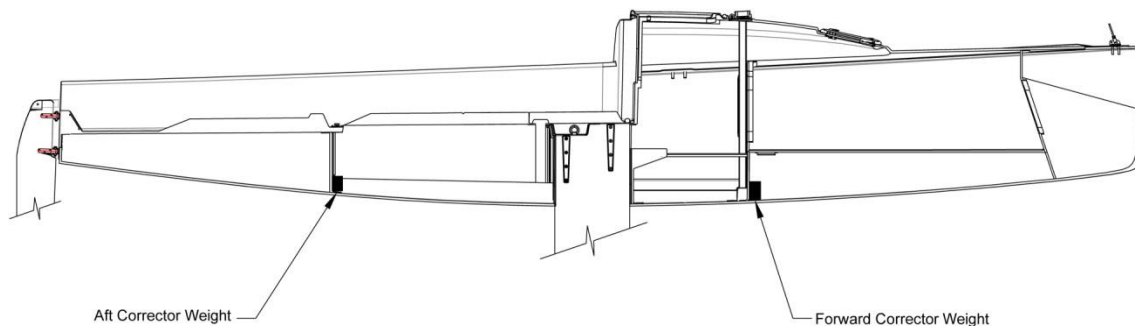
#### C.5.3 (a) MANDATORY

(1) One functioning outboard engine with a minimum weight of 12kg (empty of fuel). If a petrol engine, then **boat** shall carry a fire extinguisher that meets local regulations.

### H.2 CORRECTOR WEIGHT LOCATION

Corrector weight shall be permanently 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.

J/70 Class Corrector Weight Locations



**Corrector Weight Installation**

The corrector weight shall be made of iron or lead. The corrector weight shall be permanently affixed in place using either adhesive, screws, through bolts or some combination of these materials.

