

SAILING INSTRUCTIONS – Amended 02/19/2019.

2019 J/70 Class Midwinter Championship.

Thursday 21st – Sunday 24th February 2019.

Hosted by the Coral Reef Yacht Club, 2484 South Bayshore Drive, Miami, Florida, 33133, USA.

The Organizing Authority is the Coral Reef Yacht Club (CRYC) and the US J/70 Class Association.

The notation ‘[DP]’ in a rule in the Sailing Instructions means that the penalty for a breach of that rule may, at the discretion of the Protest Committee, be less than disqualification.

1 RULES

- 1.1 The Event will be governed by the rules as defined in “The Racing Rules of Sailing” (RRS) 2017 – 2020.
- 1.2 J/70 Class Rules (CR). [DP]
- 1.3 J/70 CR I.3 (Support Boats) shall apply. [DP]
- 1.4 J/70 CR I.4 (Corinthian Division) shall apply.
- 1.5 The US Sailing prescriptions that will apply are: rules **40, 60.3, 61.4, 67, 70.5(a), 76.1, 82** and Appendix R. These prescriptions will be posted on the official notice board. No other prescriptions are applicable.
- 1.6 All required bow numbers and sponsor or event identification stickers, decals and flags shall be displayed from the close of check-in through the end of the regatta. It is the responsibility of the competitor to ensure that the bow numbers and stickers remain on the boat and obtain replacements as necessary. Bow numbers will be supplied and applied by the OA in accordance with the OA’s instructions. Sponsor stickers, decals and flags will be placed on the bow or boom, in the cockpit or on a shroud or stay as directed by the OA. [DP]

2 NOTICES TO COMPETITORS AND COMMUNICATIONS

- 2.1 Notices to competitors will be posted on the Official Notice Board (ONB) located at <https://yachtscoring.com/emenu.cfm?eID=6070>
- 2.2 The VHF call sign for the Race Committee (RC) will be “Coral Reef Yacht Club Race Committee”. VHF channel **71** will be used to communicate with Competitors.
- 2.3 Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communications that are not available to all boats. [DP]
- 2.4 In addition, during the event a WhatsApp group will also be used to contact registered mobile numbers for each boat providing notifications and RC communications. Further details will be provided at registration. Failure to receive WhatsApp messages shall not be grounds for redress and changes RRS 62.1(a).

3 SAFETY

- 3.1 Boats shall check in with the RC each day before the warning signal of their first race, by passing close on the starboard side of the Committee Vessel on port tack. [DP]
- 3.2 A boat not leaving the harbour for any of the day’s racing shall inform the RC as soon as possible. [DP]
- 3.3 A boat that retires from a race or leaves the racing area shall notify the RC by VHF as soon as possible. [DP]

4 CHANGES TO SAILING INSTRUCTIONS

- 4.1 Any change to the sailing instructions will be posted on the ONB not later than 08:30hrs on the day it will take effect.
- 4.2 Any change to the schedule of races will be posted not later than 19:00hrs on the day before it will take effect.

5 SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed from the CRYC flag staff. When flag AP is displayed ashore, ‘1 minute’ is replaced with ‘not less than 60 minutes’ in the race signal AP. This changes RRS Race Signals.

6 SCHEDULE OF RACES AND CLASS FLAGS

Thursday 21 st February	09:00 – 1730hrs Boat inspections / check in. 18:00hrs Competitors briefing at CRYC
Friday 22 nd February	1130hrs intended first warning
Saturday 23 rd February	1130hrs intended first warning

Sunday 24 th February	1030hrs intended first warning
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- 6.1 9 races are scheduled. It is intended that there will be no more than three races a day, however, additional races may be sailed on any day to complete the programme if weather or other reasons dictate.
- 6.2 Subsequent races will start as soon as possible after the end of the previous race. The RC will advise competitors of the timings via VHF.
- 6.3 No warning signal will be made after 14:00hrs on Sunday 4th February.
- 6.4 The class flag will be a white flag with the J/70 class insignia.
- 7 RACING AREA**
- 7.1 Races will be on Biscayne Bay in an area from 1 to 3 nm south of Dinner Key Channel Marker "1" (FLG 4sec 16ft 5M).
- 8 COURSES**
- 8.1 Course details are in Appendix A.
- 8.2 The course signal, compass bearing and distance to mark 1 for each race will be announced by VHF before the orange flag attention signal and displayed on the RC Signal Vessel.
- 8.3 Course signals:
- COURSE #2 – Windward, Leeward (finish).
 - COURSE #3 - Windward, Leeward, Windward (finish).
 - COURSE #4 - Windward, Leeward, Windward, Leeward (finish).
 - COURSE #5 - Windward, Leeward, Windward, Leeward, Windward (finish).
- 9 MARKS**
- 9.1 Windward mark **1** will be a 5 ft. orange inflatable. Windward mark **1a** will be a 5 ft. yellow inflatable. Windward mark **0** will be a small orange inflatable.
- 9.2 Yellow mark **1a** will be positioned approximately 4 boat lengths upwind from orange mark **1**. Orange mark **0** will be positioned approximately four boat lengths from, and at 90 degrees to port, from mark **1a**. Marks **1**, **1a**, and **0** will be left to port in that order before proceeding to the next mark.
- 9.3 Leeward gate marks **2s** and **2p** will be 5 ft. orange inflatables. When a leeward gate is employed, boats shall sail between the gate marks from the direction of the previous mark and round either gate mark.
- 9.4 If only a single windward or leeward mark is present, boats shall leave that mark to port before proceeding to the next mark.
- 9.5 The starting marks will be two or three RC vessels.
- 9.6 The finishing marks will be two RC vessels.
- 10 THE START**
- 10.1 To alert boats that a start sequence will begin soon, the orange starting line flags will be displayed (with one sound) as an attention signal at least five minutes before the warning signal.
- 10.2 The starting line will be either:
- 10.2.1 Two Segment start line with three race committee vessels: port end line vessel, mid-line signal vessel, and starboard end line vessel. The starting line will be two-line segments: one between a staff displaying an orange flag on the mid-line signal vessel and a staff displaying an orange flag on the port end line vessel, the other between a staff displaying an orange flag on the mid-line signal vessel and a staff displaying an orange flag on the starboard end line vessel; or
 - 10.2.2 One Segment start line with two RC vessels. The one segment starting line will be between staffs displaying orange flags on the two RC vessels.
- 10.3 A boat that does not start within 5 minutes after her starting signal will be scored DNS without a hearing. This changes RRS A4 and A5.
- 10.4 In addition to RRS 29.1, individual recalls may be broadcast on VHF. Delay or failure to broadcast or receive a recalled bow or sail number shall not be grounds for redress. This changes RRS 62.1(a).
- 11 CHANGE OF THE NEXT LEG OF THE COURSE**
- 11.1 To change the next windward leg of the course, the RC will move the original marks as soon as practicable or move the finishing line.
- 11.2 In addition to rule 33, the RC may use VHF radio to assist in communicating the change of the next leg of the course. Delay or failure to broadcast or receive broadcast shall not be grounds for redress. This changes RRS 62.1(a).

12 THE FINISH

12.1 The finishing line will be between the staffs displaying an orange flag on the finish marks.

13 TIME LIMIT

13.1 The time limit for the first boat to sail the course and finish will be 90 minutes.

13.2 Boats failing to finish within 25 minutes after the first boat sails the course and finishes will be scored time limit expired (TLE) without a hearing. The score for TLE will be the number of finishers plus two points, but not worse than DNF. This changes RRS 35, A4 and A5.

14 PENALTIES AND ON-THE-WATER JUDGING

14.1 The first two sentences of RRS 44.1 are changed to: "A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2 or RRS 31 in an incident while racing. However, when she may have broken one or more rules of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty."

14.2 Unless the course is shortened to finish at the windward mark, penalties while in the zone of the windward mark or on the offset leg(s) shall be delayed and taken at the first reasonable opportunity on the downwind leg. This changes RRS 44.2.

14.3 A boat that has taken a penalty under RRS 31 or 44.1 shall complete an acknowledgment form at the protest desk or complete the online form within the protest time limit.

14.4 On-the-Water Judging will be in accordance with Appendix B of these Sailing Instructions.

14.5 RRS Appendix T (Arbitration) will apply.

15 PROTEST AND REQUEST FOR REDRESS

15.1 Boats intending to protest or request redress should radio their intention to the RC immediately on completion or retirement from the race concerned by VHF and await an acknowledgement.

15.2 Protest forms will be available at the protest desk in the lobby of the CRYC. Protests shall be delivered to the protest desk within the protest time limit of one (1) hour after the race committee signal boat docks.

15.3 Notices will be posted on the ONB within 15 minutes of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. The location and intended time of hearings will be provided.

15.4 Notices of protests by the RC, Event Technical Committee or Protest Committee will be posted on the ONB to inform boats under RRS 61.1(b).

15.5 On the last scheduled day of racing a request for redress from the protest committees' decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.

15.6 Penalties for breaking Rules other than those of RRS Part 2 or RRS 31, may be less than DSQ, at the discretion of the Protest Committee.

16 SCORING

The Low Point System of Appendix A will apply with the following changes:

16.1 Three (3) races shall be completed to constitute a series.

16.2 Nine (9) races are scheduled.

16.3 When five (5) or more races have been completed, a boat's series score will be the total of her race score excluding her worst.

16.4 To request correction of a scoring error, a boat may complete a scoring inquiry form available at the protest desk.

17 REPLACEMENT CREW

17.1 Substitution of competitors will not be allowed without prior written approval of the RC. [DP]

18 REPLACEMENT EQUIPMENT

18.1 Substitution of damaged or lost equipment will not be allowed unless authorised by the Event Technical Committee. Requests for substitution of damaged or lost equipment shall be made to the Event Technical Committee at the first reasonable opportunity. [DP]

19 EQUIPMENT INSPECTIONS

19.1 A boat, sails or equipment may be inspected at any time for compliance with J/70 Class Rule and any other Safety Requirements. On the water a boat may be instructed by the Event Technical Committee to proceed immediately to a designated area for inspection. [DP]

20 OFFICIAL BOATS

20.1 Official boats will be marked as follows:

20.1.1 Race Committee – blue flag with RC letters

20.1.2 Judges – US Sailing Judges flag

20.1.3 Event Technical Committee – blue flag with RC letters

21 COACH AND SUPPORT BOATS

21.1 All registered coach and support boats shall carry on board and operate while on the water a VHF radio capable of transmitting and receiving and agree to assist the Race Committee if directed to do so. [DP]

21.2 Coach and support boats shall display identifying flags, issued by the OA, and adhere to the J/70 Class Rule I.3. [DP]

21.3 Except when participating in rescue operations all coach and support boats shall stay at least 100m away from any boat racing and outside the race area. During the start sequence boats shall be to leeward of the starting area. [DP]

21.4 For the purposes of identifying the race area, this shall be determined as any part of the course bound by racing marks, start and finish lines and relevant lay lines between race marks extending to 100m from all these points. [DP]

22 BERTHING, HAUL-OUT RESTRICTIONS AND DIVING EQUIPMENT

22.1 Boats shall not be hauled out of the water from 1800hrs on Thursday 21st February until the completion of the final race, except with and according to the terms of prior written permission of the Event Technical Committee or RC or by request of the Event Technical Committee for inspection purposes. [DP]

23 PRIZES

23.1 See NOR 18.

24 DISCLAIMER, WAIVERS AND RISK STATEMENT

24.1 See NOR 19.

25 INSURANCE

25.1 Each participating boat shall be insured with a valid third-party liability insurance with a minimum coverage of US \$300,000 per event or the equivalent.

APPENDIX B – On-the-Water Judging

B1 - Members of the Protest Committee (Judges) may be afloat in boats which will be identified by a US Sailing Judges flag. Judges will observe racing, and may give evidence in a protest, impose penalties and protest boats as described below.

A boat shall not be given redress for an action by a judge under a rule of this Appendix unless the action was improper due to a failure to take into account a race committee signal or a J/70 Class Rule. This changes RRS 62.1(a).

The absence of a signal by a judge does not imply that no rule has been broken, it is the responsibility of competitors to protest if they believe another boat has infringed a rule.

B2 - When a Judge sees a boat breaking one of the following:

J/70 Class Rule C.3.3 Crew Positioning.

J/70 Class Rule C.9.4 (b) (1) (2) Bowsprit.

RRS 42 – (Propulsion), as modified by J/70 Class Rule C.1.1 (b).

He / she may penalize her by, as soon as reasonably possible, making a sound signal, pointing a red flag at her and hailing her sail or bow number, even if she is no longer *racing*. This changes RRS 63.

A boat so penalized shall not be penalized a second time under the rules specified above for the same incident.

Her penalty shall be a One-Turn Penalty in compliance with RRS 44.2. If she fails to take it, she shall be disqualified without a hearing. This changes RRS 63.1 and A5.

B3 - A judge may protest a boat under RRS 60.3(a) if he/she believes that she broke rule 2, including:

If she broke RRS 31 and did not take a penalty.

If she deliberately broke a rule of Part 2 and gained an advantage.

If she deliberately hindered another boat, as described in WS case 78, circumstance (d).

Appendix A - COURSES

EXAMPLE: COURSE BOARD DISPLAYED ON R/C SIGNAL VESSEL



Course #4 - Windward, Leeward, Windward, Leeward (finish)



1 + 1A (vertical) + **0** (90° offset) at the weather mark, and leeward **Gate**.

Weather mark(s) approx. **120°** magnetic at 1.2 nm from the start.

4
120°
1.2 nm

COURSE # 3

Finish  -----  R/C

'0'  '1a'
'1' 




Wind
↓

Leg 1 – Windward (1 + 1a + 0 to port)
Leg 2 – Leeward (gate)
Leg 3 – Windward (Finish)

'2s'  '2p' 

Start  -----  R/C

COURSE # 4

'0'  '1a' 
'1' 


Wind
↓




Leg 1 – Windward (1 + 1a + 0 to port)
Leg 2 – Leeward (gate)
Leg 1 – Windward (1 + 1a + 0 to port)
Leg 4 – Leeward (Finish)

'2s'  '2p' 

Start/  -----  R/C
Finish

COURSE # 5

Finish  -----  R/C

'0'  '1a' 
'1' 




Wind
↓

Leg 1 – Windward (1 + 1a + 0 to port)
Leg 2 – Leeward (gate)
Leg 1 – Windward (1 + 1a + 0 to port)
Leg 4 – Leeward (gate)
Leg 5 – Windward (Finish)

'2s'  '2p' 

Start  -----  R/C

COURSE # 2

'0'  '1a' 
'1' 

Wind
↓

Leg 1 – Windward (1 + 1a + 0 to port)
Leg 2 – Leeward (Finish)

Start/  -----  R/C
Finish

APPENDIX T - ARBITRATION

T1

POST-RACE PENALTIES

1. Provided that rule 44.1(b) does not apply, a boat that may have broken one or more rules of Part 2 or rule 31 in an incident may take a Post-Race Penalty at any time after the race until the beginning of a protest hearing involving the incident.
2. A Post-Race Penalty is a 30% Scoring Penalty calculated as stated in rule 44.3(c). However, rule 44.1(a) applies.
3. A boat takes a Post-Race Penalty by delivering to the arbitrator or a member of the protest committee a written statement that she accepts the penalty and that identifies the race number and where and when the incident occurred.

T2

ARBITRATION MEETING

An arbitration meeting will be held prior to a protest hearing for each incident resulting in a *protest* by a boat involving one or more rules of Part 2 or rule 31, but only if each party is represented by a person who was on board at the time of the incident. No witnesses will be permitted. However, if the arbitrator decides that rule 44.1(b) may apply or that arbitration is not appropriate, the meeting will not be held, and if a meeting is in progress, it will be closed.

T3

ARBITRATOR'S OPINION

Based on the evidence given by the representatives, the arbitrator will offer an opinion as to what the protest committee is likely to decide:

1. the *protest* is invalid,
2. no boat will be penalized for breaking a rule, or
3. one or more boats will be penalized for breaking a rule, identifying the boats and the penalties.

T4

ARBITRATION MEETING OUTCOMES

After the arbitrator offers an opinion,

1. a boat may take a Post-Race Penalty, and
2. a boat may ask to withdraw her *protest*. The arbitrator may then act on behalf of the protest committee in accordance with rule 63.1 to allow the withdrawal.

Unless all *protests* involving the incident are withdrawn, a protest hearing will be held.