



2022 J/24 Midwinter Championship
February 24-27, 2022

Davis Island Yacht Club – Tampa, FL

The Organizing Authority (OA) is the Davis Island Yacht Club and the J/24 Class Association

Sailing Instructions

The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule.
This is added to RRS 60.1(a).

1 RULES

The Regatta will be governed by the IJCA Class rules and the *rules* as defined in *The Racing Rules of Sailing* (RRS), except the following Prescriptions of US Sailing are the only prescriptions that will apply: RRS 32, 60.3, 67, 70.5(a), 76.1, 88.2 and Appendix R.

2 CHANGES IN SAILING INSTRUCTIONS

Any changes will be posted before 0800 hours on the day it will take effect, except that any change in the schedule of races will be posted before 2000 hours the day before the change is to take effect.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted only online on the event site:
<https://yachtscoring.com/emenu.cfm?eID=14856>
- 3.2 The race office is located in the Regatta Room.
- 3.3 The race committee will use VHF channel **72** to communicate with competitors on the water.
- 3.4 [NP] While racing, except in an emergency, a boat shall not make or receive voice or data transmissions that is not available to all boats.

4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed from the flagpole at the West end of the property.
- 4.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 45 minutes' in Race Signals AP.

5 SCHEDULE OF RACES

- 5.1 All boats shall be in the water by 1800 on Thursday-Feb 24 and shall remain in the water until the end of the event, unless approved in writing by the OA, RC or Protest Committee.
- 5.2 The scheduled time of the warning signal for the first race each day is 1030 hrs.
- 5.3 On the last scheduled day of racing no warning signal will be made after 1400.
- 5.4 Ten (10) races are scheduled.

6 CLASS FLAG

The Class flag is a white flag with the J/24 insignia.

7 RACING AREA

The racing area will be on Hillsborough Bay approximately 1-2 miles south of the DIYC Clubhouse, as shown in SI Attachment #1.

8 COURSES

- 8.1 The diagrams and descriptions in SI Attachment #2 show the courses, including the approximate angles between legs and the order in which marks are to be passed.
- 8.2 If a leeward gate (mark 2S or 2P) is missing or out of place, boats shall round the remaining mark to port.
- 8.3 The course identifier, approximate magnetic bearing and distance in nautical miles to the first mark will be displayed from the race committee signal vessel prior to the warning signal for each race.

An example is shown below:

4	Four legs, finishing downwind
235	Approx magnetic bearing to windward mark
1.0	1.0nm to windward mark

9 MARKS

- 9.1 The original weather mark (mark 1) and the leeward gates (mark 2S and 2P) will be orange tetrahedrons.
- 9.2 Mark 1 will have an associated offset mark (mark 1a) which will be an orange ball.
- 9.3 A new weather mark (mark 1c) will be a green tetrahedron and will have an associated offset mark (mark 1ac) which will be an orange ball.
- 9.4 The starting marks will be RC vessels.
- 9.5 The finishing marks will be a RC vessel and a yellow tetrahedron.

10 OBSTRUCTIONS

- 10.1 Obstruction areas are noted in SI Attachment #1 and are labeled "Danger Zones" and all RRS apply.
- 10.2 A shoal in the northwest quadrant of the Approximate Racing Area in SI Attachment #1 may be marked by a yellow West Marine buoy and boats are advised to stay at least 3 boat lengths away.

11 THE START

The starting line will be between a staff displaying an orange flag on the RC signal vessel at the starboard end and a staff displaying an orange flag on a RC vessel at the port end.

12 CHANGE OF THE NEXT LEG OF THE COURSE

- 12.1 The race committee may, without signals, make minor adjustments to the gate marks or the finish line provided no boat is on that leg. This is added to RRS 33.
- 12.2 To change the next leg of the course in accordance with RRS 33, the race committee will lay a new weather mark and the original mark will be removed as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark. The original marks will be moved to change the leg to the gates or the finishing line.

13 RECALLS

- 13.1 Individual and General Recall flags may also be displayed by the port end starting line vessel. **These are not official flags under RRS 29. The timing of these flags or lack of these flags shall not be considered an improper action or omission of the race committee, changing RRS 62.1.**
- 13.2 After a start the race committee may hail boats to be scored OCS, UFD or BFD via VHF using bow or sail numbers.
- 13.3 The timing and order of such hails or the failure of a boat to hear the hail shall not be considered grounds for redress, changing RRS 62.1.

14 THE FINISH

- 14.1 The finishing line will be between a staff displaying a blue flag on a RC vessel and the course side of the finishing mark.
- 14.2 Flag A displayed with no sound while boats are finishing means "No more racing today."

15 PENALTY SYSTEM

- 15.1 RRS Appendix V (Alternative Penalties) and RRS Appendix T (Arbitration) shall apply.

16 TIME LIMITS

- 16.1 The time limit for the first boat to sail the course and finish is 90 minutes.
- 16.2 Boats still racing more than 30 minutes after the first boat sails the course and finishes will be scored TLE (Time Limit Expired) without a hearing. The score will be 2 points more than the last boat to finish. This is added to RRS 35, A4, A5 and A10.

17 HEARING REQUESTS

- 17.1 Protest forms are available in the Regatta Room. Protests shall be delivered there within the protest time limit which is **45** minutes after the race committee signal vessel docks.
- 17.2 The race committee will post a list of penalties being assigned by the race committee prior to the end of protest time limit. The deadline for requesting redress based on these scores will be either 30 minutes after posting of the penalty notice or the protest time limit, whichever is later, changing RRS 62.2.

17.3 Notices will be posted promptly after the receipt of a protest or a request for redress to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the Regatta Room in approximately the order of receipt beginning as soon as possible after their receipt.

18 SCORING

- 18.1 Three races are required to be completed to constitute a championship.
- 18.2 When five or fewer races are completed, a boats score will be the total of her race scores. When six or more races are completed, a boats score will be the total of her scores excluding her worst score.

19 [NP] SAFETY REGULATIONS

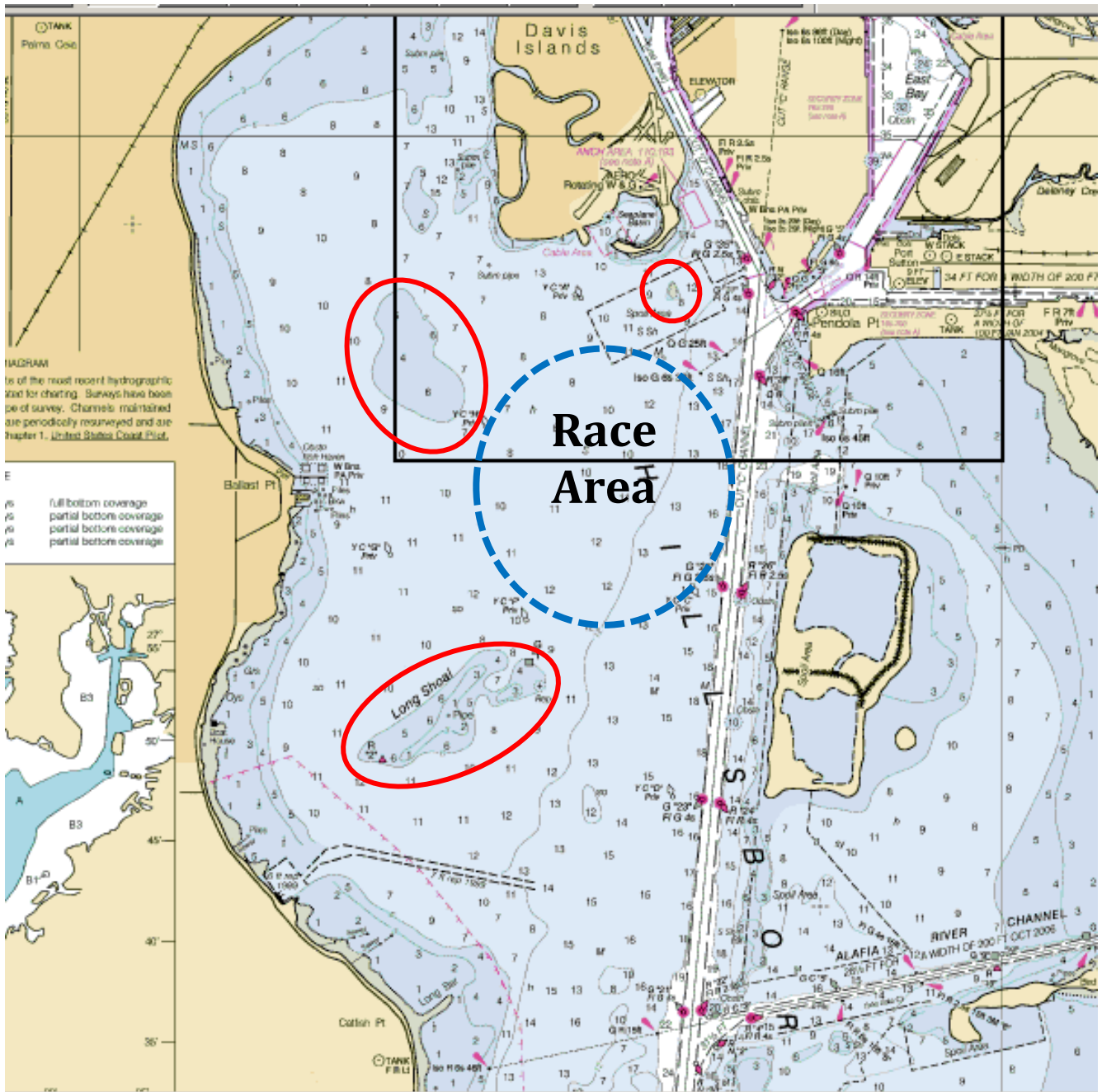
- 19.1 Prior to the warning signal for the first race of each day in which it intends to compete, each boat is requested to check in by VHF or sail by the race committee signal boat and hail its sail number.
- 19.2 A boat retiring from a race or leaving the racing area early shall promptly notify the race committee via VHF.

20 RISK STATEMENT

RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

SI Attachment #1 – Race Area & Danger Zones

The Approximate Racing Area is outlined in **dashed BLUE**.
DIYC Danger Zones are outlined in **solid RED**.



SI Attachment #2 – Sample Course Diagrams

Note: shapes and colors of marks are for illustrative purposes only

Course 4		Course 5
	Change Marks 	
Start, 1 (port), 1a (port), between 2S and 2P, 1 (port), 1a (port), Finish (F)		Start, 1 (port), 1a (port), between 2S and 2P, 1 (port), 1a (port), between 2S and 2P, Finish (F)

Other possible courses:

Course 3: Start – 1 – 1a – 2S/2P – Finish (F) (Upwind)

Course 6: Start – 1 – 1a – 2S/2P – 1 – 1a – 2S/2P – 1 – 1a – Finish (F) (Downwind)

Course 7: Start – 1 – 1a – 2S/2P – 1 – 1a – 2S/2P – 1 – 1a – 2S/2P – Finish (F) (Upwind)