

2022-2023 J/70 Winter Series at Davis Island YC

Event #1 – December 2-4, 2022

The Organizing Authority (OA) is the Davis Island Yacht Club and the J/70 Class Association



SAILING INSTRUCTIONS

The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. The notation '[DP]' in a rule means the Protest Jury may award a penalty other than disqualification. This is added to RRS 60.1(a).

1 RULES

The Regattas will be governed by 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, RRS 60.3, RRS 67, Appendix R and Appendix V1.

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=15455>

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 0800 on the first race day of the event and shall remain in the water until the end of the event, unless approved in writing by the Regatta Chair, PRO, or Chief Judge.

5.2 The scheduled time of the warning signal for the first race each day is 1000 hrs.

5.3 On the last scheduled day of racing no warning signal will be made after 1400.

5.4 A maximum of six (6) races are scheduled.

6 CLASS FLAG

The Class flag is a white flag with a J/70 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
125	Approx magnetic bearing to windward mark
1.2	1.2nm to windward mark

9 MARKS

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

10 OBSTRUCTIONS

- 10.1 Obstruction areas are noted in SI Attachment #1 and are labeled "Danger Zones".
- 10.2 A shoal in the northwest quadrant of the Approximate Racing Area in SI Attachment #1 may be marked by a red inflatable buoy or boat during significant low tide conditions and boats are advised to stay at least three (3) boat lengths away. If so marked, these areas are defined as "Obstructions" and all RRS apply.

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 original marks to change the direction of a leg 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 mark, move the finishing line or move the gates and remove the original marks as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

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 V2 shall not apply.
- 15.2 Penalty turns incurred at the weather mark, offset leg or the offset mark may be delayed and taken as soon as possible on the downwind leg after the offset mark and after getting well clear of other boats. This is added to RRS 44.2.
- 15.3 Arbitration will be offered per RRS Appendix T. The acceptance of an Arbitration Penalty cannot be grounds for redress or be appealed.
- 15.4 A lesser penalty than DSQ (which may include no penalty) may be given at the discretion of the protest committee for an infringement of rules other than the rules of Part 2 or RRS 31, changing RRS 64.2.

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 One (1) race is required to be completed to constitute a series.
- 18.2 When four (4) or fewer races are completed, a boats score will be the total of her race scores. When five (5) 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 or Scorer Judy Hanlon at (813) 713-1470.

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.**

21 QR CODES



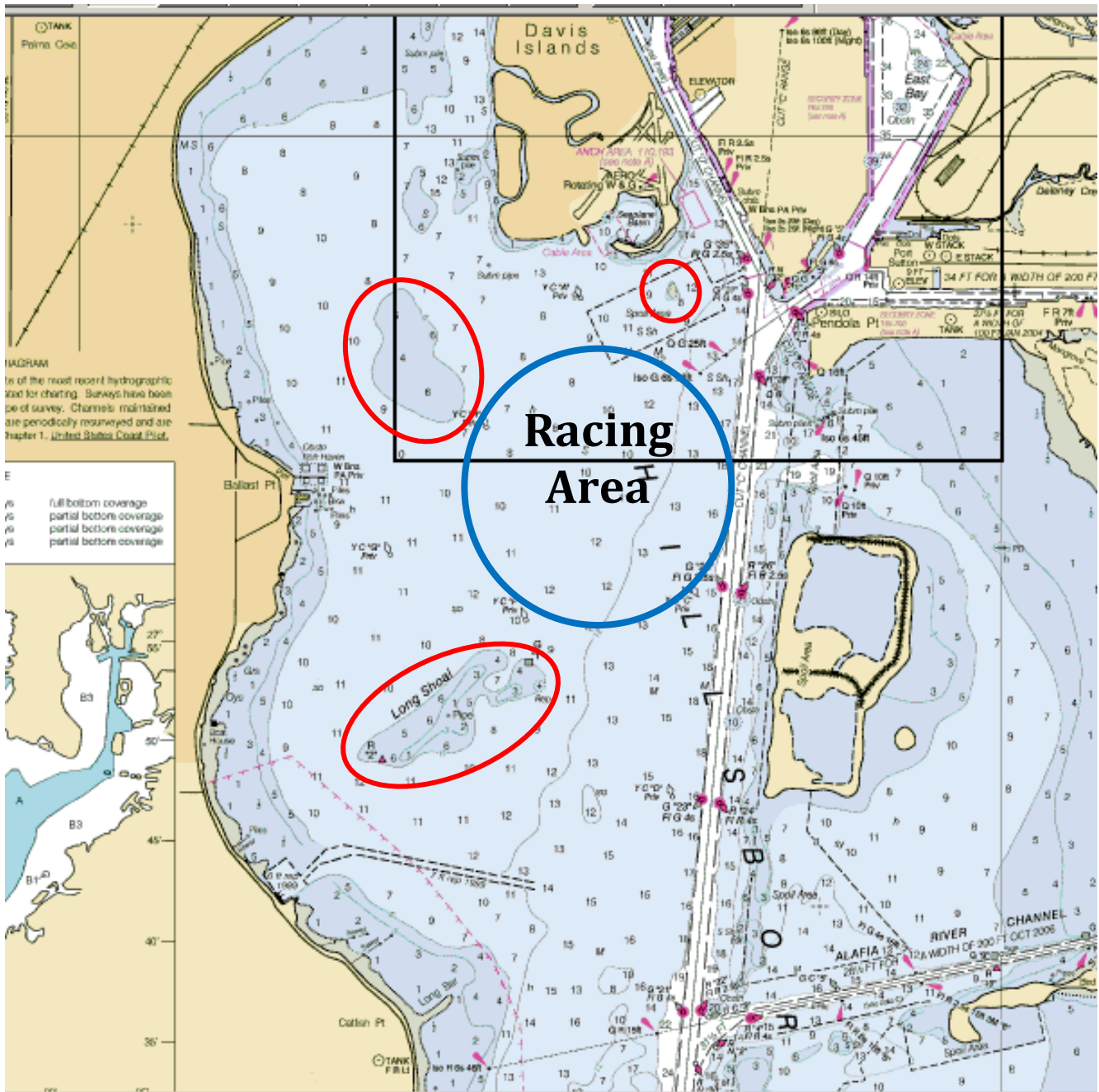
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SI Attachment #1 – Racing Area & Danger Zones

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



SI Attachment #2 – Sample Course Diagrams

Note: mark shapes and colors are for illustrative purposes only

Course 4	Course 5
<p>Start, 1 (port), 1a (port), between 2S and 2P, 1 (port), 1a (port), Finish (F)</p>	<p>Start, 1 (port), 1a (port), between 2S and 2P, 1 (port), 1a (port), between 2S and 2P, Finish (F)</p>

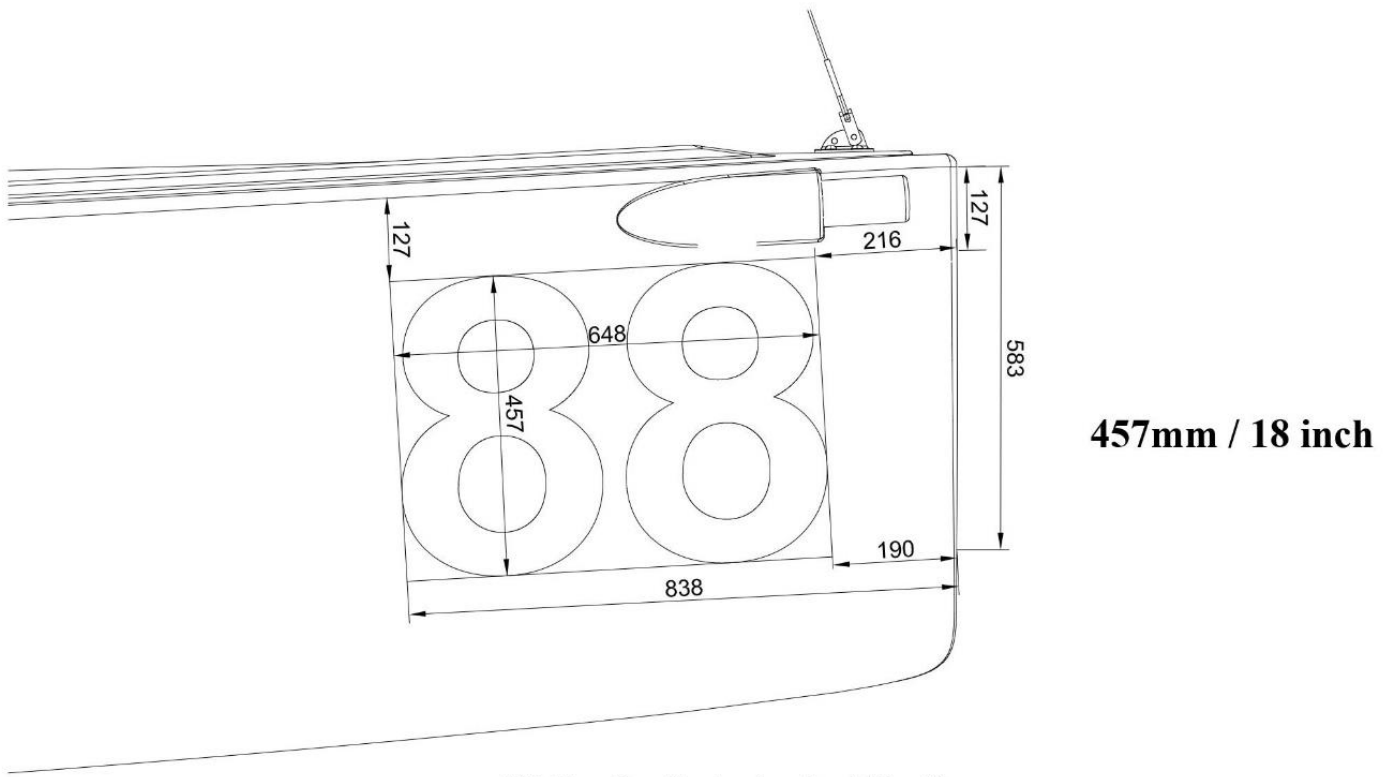
Other possible courses:

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)

SI Attachment #3 – Bow Number Positioning



J/70 Class Bow Number Location & Size #2

Large number - height = 457mm (18")
Dimensions in mm
6-11-2018