

2024 J/24 North American Championship

**St Petersburg Yacht Club, the International J/24 Class Association,
the US J/24 Class Association**

April 10-14, 2024

St Petersburg, Fl, USA

www.spyc.org

Notice of Race

Amended 4/2/24

Preamble: The notation [NP] in a rule means that a boat may not protest another boat for a breach of this rule. This changes RRS 60.1(a).

1. Rules

- 1.1 The event will be governed by the rules as defined in the Racing Rules of Sailing (RRS).
- 1.2 The Regatta Regulations of the IJCA (IJCA RR), available at <http://www.j24class.org/rules-regulations/regatta-regulations>, shall apply.
- 1.3 Only US Sailing Prescriptions to RRS 60.3(b), 61.4, 67 and Appendix V1 and V2 will apply and are stated in full in Attachment A.
- 1.4 RRS 41 shall apply from the time a boat leaves her mooring for the first race of each day and until she returns to her mooring after her last race of the day, except in an emergency. This changes the preamble to Part 4 rules.
- 1.5 [NP][DP] Bow numbers will be assigned to each boat and may be used as identification for the boat during the event. Bow numbers shall be applied in accordance with the instructions supplied and shall remain affixed until after a boat hauls out at the end of the event.
- 1.6 If there is a conflict between languages, the English text will take precedence.
- 1.7 RRS 61.1(a) will be changed so that the red flag displayed by a protesting boat shall have a hoist of not less than 150mm and a fly of not less than 200mm.
- 1.8 RRS Appendix T may apply to this event and further modified in the Sailing Instructions.
- 1.9 The International Jury may impose penalties less than disqualification (DPI), for violations of the class rules and racing rules other than those of Part 1 and Part 2. A DPI penalty shall be a minimum of 5% as calculated in RRS 44.3(c).
- 1.10 Class rules changes as permitted by the IJCA Class Rules (CR), Section H:
 - (a) Class rule c.2.1.(b) is changed to Class rule H.4.2 regarding crew. A crew nominated or listed for this event shall remain the same throughout the event. Emergency changes may be made only with written permission of the technical committee.
 - (b) CR C.10.2 is changed to CR H.2(b-e) to allow a boat to carry a spare class spinnaker.

2. SAILING INSTRUCTIONS:

The sailing instructions will be available on April 9, 2024 at the online event site at www.yachtscoring.com . .

3. COMMUNICATION:

3.1 The official notice board is online and located at the event website: www.yachtscoring.com

3.2 [DP] All boats shall carry a VHF radio capable of communicating on international VHF channels.

3.3 On the water, the race committee may choose to make VHF radio communications to competitors on VHF radio. The channel will be announced in the sailing instructions.

3.4 [DP] From the time a boat leaves her mooring for the first race of the day until the end of the last race of the day, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communications that are not available to all boats.

3.5 [NP][DP] A representative of each boat shall have a mobile telephone capable of transmitting and receiving telephone calls and text messages while at the venue. In addition, the OA, race committee, protest committee and technical committee may use email or text messages to communicate with competitors before the event and while boats are in the harbor.

4. ELIGIBILITY AND ENTRY

4.1 The J/24 North American Championship is open to J/24 Class boats as defined by the IJCA class rules, and whose entries are accepted by the organizing authority.

4.2 Championship drivers must be either nationals or residents and members of the National J/24 Class Association of the country that they represent.

4.3 Eligible boats may enter the event by registering online at www.yachtscoring.com and submitting the requested information at www.yachtscoring.com and paying the required fee by 2000 hours on March, 22nd 2024.

4.4 Entry is not complete until all requirements of Eligibility, Fees, Registration and Inspection have been satisfactorily completed

4.5 Late entries will be accepted under the following conditions: Entries received after March 22nd, 2024 will be accepted with a \$100) additional late fee, making the total entry fee \$700 providing the restrictions in NoR 4.6 have not been reached.

4.6 A total of forty (40) boats will be allowed to enter. There will be a wait list of up to ten (10) additional boats. The order of acceptance of wait listed boats will be based on the order of online entry.”

4.7 A Corinthian Division will be offered. To be considered an entry in the Corinthian Division, each member of the crew shall provide a current, valid World Sailing Sailor ID with a boat’s online registration indicating World Sailing Group 1 status.

5. FEES:

5.1 The required entry fee is \$600 USD which must be paid online by March 22nd, 2024. Boats entering after March 22nd will be required to pay the late fee described in NoR 4.5.

5.2 The entry fee includes inspection, launching, hauling, storage/mooring while at the event, racing, scheduled social functions for all crew, and prizes.

5.3 Additional individual social function tickets may be purchased at registration for an additional fee.

5.4 All fees shall be paid online via www.yachtscoring.com

5.5 *Refund may be requested via email to todd@spyc.org. Refunds less a \$50 processing fee will be granted prior to*

March 22nd, 2024.

6. ADVERTISING

6.1 Boats may be required to display advertising chosen and supplied by the organizing authority.

6.2 Boat advertising shall comply with WS Regulation 20.

7. SCHEDULE:

Day	Date	Time	Event/Activity
Thursday	4 April	2359	Deadline to electronically submit documents specified in NoR 8.1.
Wednesday	10 April	0900 – 1800	Registration/Equipment Inspection/Crew Weigh-in
Thursday	11 April	0900 -1700 1400 1800 1800	Registration/Equipment Inspection/Crew Weigh-in Practice Race Opening Ceremony/Competitors Meeting SPSC All Boats afloat
Friday	12 April	0800 – 0830 1000 1800	Crew Weigh-in* Warning for the First Race of the day Regatta Social at SPYC
Saturday	13 April	0800 – 0830 1000 1830	Crew Weigh-in* Warning for the First Race of the day Regatta Social at SPYC
Sunday	14 April	0800 – 0830 1000 TBD	Crew Weigh-in* Warning for the First Race of the day Prizegiving at SPSC

*These scheduled crew weigh-ins are only for technical committee approved replacements or crews specified per NoR 1.10(a).

7.1 Eight (8) races are scheduled over three (3) consecutive days.

7.2 No more than four races per day will be sailed.

8. REGISTRATION AND INSPECTION:

8.1 Each boat shall submit the following documents via online registration by the deadline stated in NoR 7 - Schedule:

(a) A valid, IJCA issued Measurement Certificate, Including Part C: Inventory of Required and Optional Equipment.

(b) Proof of current marine liability insurance coverage, see NoR 21.

(c) Proof of J/24 Class Association membership in the country they represent for the boat owner and the driver.

8.2 With written permission of the technical chair, changes to documents or forms required by NoR 8.1 may be accepted at check-in.

8.3 Only Equipment Inspection will be done at the event. Measurement for certification must be successfully completed prior to the event. RRS 78.2 shall not apply.

8.5 Inspection will be carried out on all boats in accordance with the class rules.

8.6 Boats will be subject to inspection at any time for any class rules during the event.

9 CREW

9.1 All competitors will be weighed during registration. Competitors must have a passport or other government photo identification at weigh-in.

9.2 All competitors will be required to sign a Competitor Liability Waiver form to be provided in the registration package.

10 VENUE:

10.1 Boats will be berthed at the St Petersburg Sailing Center located at 250 2nd Ave SE.

10.2 The racing area will East/Southeast of downtown St Petersburg approximately 2-4 miles.

11 THE COURSES:

11.1 The courses to be sailed will be windward/leeward with 4 or 5 legs as shown in Appendix S LA2 or WA3.

11.2 The target time for each race is approximately 60-80 minutes.

12 PENALTY SYSTEM:

12.1 Decisions of the international jury will be final as provided in RRS 70.5.

12.2 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 rule 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."

12.3 Except if the course is shortened to finish at the windward mark, penalties while in the zone of the windward mark or on the offset leg may be delayed and taken as soon as possible on the downwind leg. This changes RRS 44.2

12.4 RRS 60.4(a) is changed to read: "...but not rules 41, 42, 44, 46, and 49.2 sentences 1 and 2."

12.5 The International Jury may impose penalties less than disqualification (DPI), for violations of the class rules and racing rules other than those of Part 1 and Part 2. A DPI penalty shall be a minimum of 5% as calculated in RRS 44.3

12.6 RRS Appendix P applies, as further detailed in the Sailing Instructions.

13 SCORING:

13.1 Four races are required to be completed to constitute a championship.

13.2 When fewer than five races have been completed, a boat's series score will be the total of her race scores.

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

13.4 The Corinthian Division shall be scored as a subdivision of the whole fleet using the competitor's actual scores, and in accordance with Regatta Regulations 28 and 33.

14 SUPPORT VESSELS:

14.1 Support vessels shall register during scheduled registration, declaring to which boat or boats they are attached. They may be required to display an identification flag supplied by the organizing authority, provide proof of third party marine liability insurance in the amount equal to that stated in NoR 21, and follow the instructions of the OA. Accredited support vessels and operators will be subject to the technical and disciplinary directives of the RC

and of the Jury that, in case of infringement, may act according to RRS 64.5.

- 14.2 Registered support vessels will be provided an assigned mooring at the venue. A mooring fee of \$100 will be charged per vessel. Vessel operators will be required to purchase a social function pass as stated in NoR 5.3

15 CHARTERED OR LOANED BOATS

In accordance with RRS G3, a boat chartered or loaned for this event may carry national letters or a sail number in contravention of the class rules.

16 BERTHING:

[DP][NP] Boats shall be kept in their assigned slips, as directed by the organizing authority.

17 HAUL-OUT RESTRICTIONS:

[DP][NP]Boats shall be afloat by 1800 hours on April 11th, 2024 and shall not be hauled out during the event except in accordance with the prior written permission and terms of the Technical Committee Chair. This restriction also applies to rudders.

18 DIVING EQUIPMENT, PLASTIC POOLS AND OTHER PROHIBITED ACTIONS:

- 18.1 [DP] Underwater breathing apparatus and plastic pools or their equivalent shall not be used between the time the boat is afloat and the end of the event. The hull may be cleaned at any time by swimming or keelhauling using ropes, cloth or other equipment designed for that use.

- 18.2 [DP] Careening by any means for the purpose of cleaning or inspecting the hull is prohibited during the event.

- 18.3 [DP] The use of dehumidifiers or electric fans are prohibited at all times while boats are afloat.

19 PRIZES:

- 19.1 Prizes will be awarded to at least the top 10% of boats entered.

- 19.2 Perpetual trophy will be awarded to the Championship title winning team.

- 19.3 A Corinthian Division Perpetual Trophy will be awarded to the top Corinthian entry.

- 19.4 The Corinthian Division shall be awarded prizes for the top five (5) boats or top 10% of division entries, whichever is greater.

20 RISK STATEMENT:

- 20.1 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

- 20.1 Competitors participate in the event entirely at their own risk. See RRS 3 Decision to race. By participating in this event each competitor agrees to release the race organizers (organizing authority, host yacht club, race committee, protest committee, sponsors or any others acting in an official capacity for this event) from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law.

21 INSURANCE:

Proof of valid, third-party marine liability insurance with a minimum coverage of \$300,000 per incident or the equivalent. A copy of insurance documents establishing such coverage through the end of the event shall be supplied as part of completing check in.

22 MEDIA RIGHTS:

Competitors give absolute right and permission to the IJCA, the USA J/24 Class Association, the St Petersburg Yacht Club and the event sponsors to use, publish, broadcast or otherwise distribute for promotional, advertising or any other purpose, any images and sound recorded during the event of persons and boats free of any charge.

23 Further Information, contact the following:

Event Chair: Bill McCarthy

SPYC Race Director: Todd Fedyszyn

Email: mccarthywe@gmail.com

todd@spyc.org

Event Website: www.spyc.org

ADDENDUM A – US Sailing Prescriptions

The following US Sailing Prescriptions will apply to the event:

RRS 60.3(b) request redress for a boat or call a hearing to consider redress.

RRS 61.4 US Sailing prescribes that no fees shall be charged for protests or requests for redress.

RRS 67 (a) A boat that retires from a race or accepts a penalty does not, by that action alone, admit liability for damages.

(b) A protest committee shall find facts and make decisions only in compliance with the rules. No protest committee or US Sailing appeal authority shall adjudicate any claim for damages. Such a claim is subject to the jurisdiction of the courts.

(c) A basic purpose of the rules is to prevent contact between boats. By participating in an event governed by the rules, a boat agrees that responsibility for damages arising from any breach of the rules shall be based on fault as determined by the application of the rules, and that she shall not be governed by the legal doctrine of 'assumption of risk' for monetary damages resulting from contact with other boats.

RRS Appendix V

V1 Penalty At The Time Of The Incident

The first two sentences of rule 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 rule 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.

V2 Post Race Penalties

- (a) Provided that rule 44.1(b) does not apply, a boat that may have broken one 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.
- (b) A Post Race Penalty is a 30% Scoring Penalty calculated as stated in rule 44.3(c). however, rule 44.1(a) applies.
- (c) A boat takes a Post-Race Penalty by delivering to the race office a written statement that she accepts the penalty and that identifies the race number, and where and when the incident occurred.

