



J24 National Championship 2016

SAILING INSTRUCTIONS

**Royal St. George Yacht Club
Dun Laoghaire
Co. Dublin**

2nd, 3rd & 4th September 2016

1. RULES

- 1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS).
- 1.2 The prescriptions of the Irish Sailing Association will apply.
- 1.3 The rules of the International J/24 Class will apply. In particular, Class Rule C.1.1, changing rule 42 (prohibiting hanging off mast or shrouds to promote a roll tack or gybe, and allowing all parts of a main-sheet to be pulled simultaneously), and Class Rule C.2.2, changing rule 49 (regulating crew position outside the upper lifeline) will apply. See also SI 20.3 regarding the use of spare spinnakers.

2. NOTICES TO COMPETITORS

- 2.1 Notices to Competitors will be posted on the event notice board located outside the Race Office of the Royal St. George Yacht Club (RStGYC).
- 2.2 The Race Committee may draw attention to Race Signals given on the Committee Boat, and communicate other information on VHF at any time. The Race Committee will transmit on Channel 77 or other such channel as may be displayed on the Committee Boat. Failure to transmit or to receive such communication will not be grounds for redress by a boat. This changes rule 62.1(a).

3. SPONSORS' ADVERTISING AND BOW NUMBERS

- 3.1 ISAF Regulation 20 will apply.

4. CHANGES TO SAILING INSTRUCTIONS

- 4.1 Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.

5. SIGNALS MADE ASHORE

5.1 Signals made ashore will be displayed on the flagstaff in front of the clubhouse.

5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in the race signal AP.

6. SCHEDULE

6.1 Competitors' Briefing will take place at 1000 on Friday 2nd September in the Junior Room of the RStGYC.

6.2 Schedule of Races:

Date	Time of first Warning Signal	Number of Races Scheduled	High Water Dun Laoghaire	Low Water Dun Laoghaire
Friday 2nd September	1155	Up to 4	1308 4.0 m.	1835 0.7 m.
Saturday 3rd September	1055	Up to 4	1342 4.0 m.	1910 0.8 m.
Sunday 4th September	1055	Remaining races to complete the series.	1415 3.8 m.	1945 0.9 m.

6.3 The warning signal for each succeeding race will be made as soon as practicable.

6.4 On Sunday 4th September, the first warning signal of a race will not be made after 1500.

7. CLASS FLAG

7.1 The class flag will be code flag J.

8. RACING AREA

8.1 Races will be sailed in the waters of Dublin Bay. Competitors are advised to keep a close watch for lobster pot lines.

9. THE COURSE

9.1 The course will be of the Windward/Leeward type. The diagram in Appendix A shows the course, the order in which marks are to be passed. All marks shall be left to port.

9.2 No later than the warning signal, the Race Committee will signal the number of rounds to be sailed. Numeral Pennant 2 signifies 2 rounds and Numeral Pennant 3 signifies 3 rounds.

9.3 No later than the warning signal, the Race Committee may display the approximate compass bearing to Mark 1.

10. MARKS

10.1 Marks 1 and 3 will be large black inflatable buoys. Mark 2 will be a small spherical buoy.

10.2 The Start Mark and Finish Mark will be a candy-striped inflatable buoy.

10.3 Inner Distance Mark, if laid, will be a small spherical buoy.

11. THE START

11.1 Races will be started in accordance with rule 26.

11.2 The starting line will be between a red and white pole on the Race Committee boat displaying an orange flag at the starboard end and the Start Mark at the port end.

11.3 When an inner distance mark is laid, it is a starting limit mark that shall be left on the same side as the nearby committee boat. Boats shall not pass between the inner distance mark and the nearby committee boat. A boat passing between the inner distance mark and the nearby committee boat may take a One Turn Penalty under rule 44.1 and 44.2. The boat shall then sail completely to the pre-start side of the starting line before starting. This changes rule 44.1. and 44.2.

11.4 The race committee will attempt to broadcast Individual Recall OCS sail numbers no earlier than one minute after the starting signal, on the designated VHF channel.

11.5 If Flag U has been displayed as the Preparatory Signal, no part of a boat's hull, crew, or equipment shall be in the triangle formed by the ends of the starting line and the first mark during the last minute before her starting signal. If a boat breaks this rule and is identified she shall be disqualified without a hearing but not if the race is restarted or re-sailed or it is postponed or abandoned before the starting signal. This changes rule 26, 63.1, A4 and A5. The scoring abbreviation UFD shall be used for a "U Flag" penalty. This changes rule A11.

11.6 When rule 30.3 (Black Flag Rule) applies, and following a general recall, the Race Committee may, in addition to the requirements of rule 30.3, broadcast sail numbers on the designated VHF channel.

11.7 When the Race Committee determines that a boat has not complied with rule 29.1, 30.2 or 30.3, or with sailing instruction 11.5 the Race Committee may broadcast the boat's sail number on the designated VHF channel, no earlier than one minute after the starting signal. Failure to broadcast, or errors in the broadcast, will not be grounds for a request for redress by a boat. This changes rule 62.1(a).

11.8 A boat starting later than 5 minutes after her starting signal will be scored Did Not Start without a hearing. This changes rule 63.1, A4 and A5.

12. CHANGE OF COURSE

12.1 The change will be signaled in accordance with rule 33. Minor adjustments of mark positions will not be signaled by the Race Committee.

12.2 Except at a gate, boats shall pass between the Race Committee vessel signaling the change of the next leg and the nearby mark, leaving the mark to port and the committee vessel to starboard.

13. THE FINISH

13.1 The finish line will be between a red and white pole on the finishing vessel and the Finish Mark. The finishing vessel shall be identified by the display of a Blue flag.

13.2 When the Blue Flag is displayed no boat shall pass through the finishing line, in either direction, except to finish. Any boat in breach of this SI shall be scored as DNF without a hearing. This changes rules 63.1, A4.1 and A5.

14. SHORTENING COURSE

14.1 The Race Committee may shorten the course under rule 32.

14.2 When a Race Committee vessel displaying code flag F, making repeated sound signals, is positioned adjacent to a mark of the course, boats, having rounded that mark, shall proceed directly to the Finish line to finish. SI 12.2 will apply.

15. PENALTY SYSTEM

15.1 A boat that has taken a penalty or retired under rule 31 or 44.1 shall complete an acknowledgement form at the race office within the protest time limit.

15.2 A boat will take a One Turn Penalty when she has broken a rule of Part 2. This changes rule 44.1.

16. TIME LIMIT

16.1 The time limit for the first boat to sail the course as required by rule 28 and finish is 75 minutes.

16.2 Boats failing to finish within 15 minutes after the first boat sails the course and finishes will be scored Did Not Finish without a hearing. This changes rules 35, 63.1, A4 and A5.

17. PROTESTS, REQUESTS FOR REDRESS, ARBITRATION

17.1 Protest forms are available at the race office. Protests and request for redress shall be delivered there within the protest time limit.

17.2 The protest time limit is 90 minutes after the last boat has finished the last race of the day.

17.3 Notices will be posted on the official notice board within 15 minutes of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest room, the location of which will be posted on the official notice board.

17.4 Notices of protests by the Race Committee or Protest Committee will be posted to inform boats under rule 61.1(b)

17.5 On the last day of the regatta a request for reopening a hearing shall be delivered: -

(a) Within the protest time limit if the party requesting reopening was informed of the decision on the previous day;

(b) no later than 30 minutes after the party requesting reopening was informed of the decision on that day. This changes rule 66.

17.6 Arbitration will be available in accordance with Appendix B.

18. SCORING

18.1 The Low Points Series of rule Appendix A, will be used.

18.2 Four (4) races are required to be completed to constitute a series.

18.3 One discard will be allowed if five (5) or more races are completed.

19. SAFETY REGULATIONS

19.1 All competitors will wear adequate personal flotation devices at all times when afloat, except briefly while changing or adjusting clothing or personal equipment. Dry suits and wet suits are not adequate personal flotation devices. This changes rule 40.

19.2 A boat that retires from a race shall notify the Race Committee as soon as possible.

19.3 Boats shall keep clear of commercial shipping at all times.

20. REPLACEMENT OF CREW OR EQUIPMENT

20.1 Substitution of crew or damaged or lost equipment will not be allowed unless approved by the race committee. Requests for substitution shall be made to the committee at the first reasonable opportunity.

20.2 Boats shall sail with their correct sail numbers. Provision to sail under any other number shall be sought in writing from the race committee before going afloat and will be granted only in exceptional circumstances. Breaches of this sailing instruction may result in disqualification.

20.3 A spare spinnaker may be carried subject to declaration of its colour(s) on the entry form. In the event that the main spinnaker is damaged beyond repair afloat, the spare may be used in subsequent races. Use of the spare spinnaker must be declared by hailing the committee boat. This changes Class rule C.10.2.

21. EQUIPMENT AND MEASUREMENT CHECKS

21.1 A boat, crew, equipment and safety equipment may be inspected at any time for compliance with the class rules and sailing instructions.

21.2 Competitors may be asked to conduct safety/measurement checks on a random boat assigned at registration.

22. COACH/SPECTATOR BOATS

22.1 Coach boats shall register with the race office and display such marking as may be required by the Race Committee.

23. HAUL OUT RESTRICTIONS

23.1 Boats shall not be removed from the water between the preparatory signal of the first race and the end of the regatta. In an emergency, and only following a written request, the protest committee may waive this SI.

23.2 In the event of foul weather, the organising committee may direct that all boats moored be moved to another berth.

24. DIVING EQUIPMENT AND PLASTIC POOLS

24.1 Underwater breathing apparatus and plastic pools or their equivalent shall not be used between the preparatory signal of the first race and the end of the regatta.

25. RADIO COMMUNICATION

25.1 A boat while racing shall neither make radio transmissions nor receive communications not available to all boats. This restriction also applies to mobile telephones, which shall be switched off while racing.

26. INSURANCE

26.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of €3,000,000 per event or the equivalent.

27. PRIZES

27.1 Prize giving will take place as soon as possible following the conclusion of racing.

27.2 Prizes will be awarded to the winners of the event as designated by organising authority. The Gold and Silver Fleet Perpetual Trophies remain the property of the International J24 Class Association of Ireland.

27.3 Keepsake Prizes will be awarded to the following:

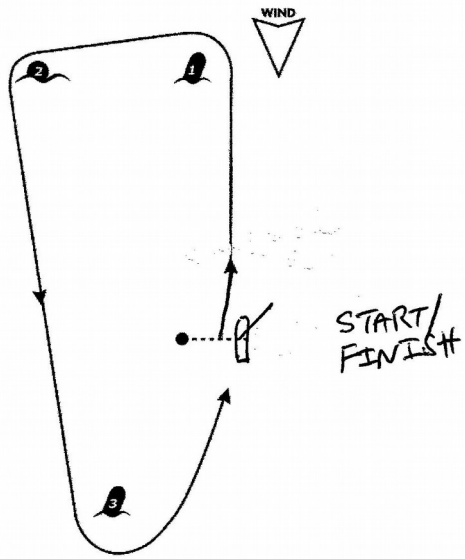
Gold Fleet.	1st, 2nd & 3rd. places overall
Silver Fleet:	1 st place overall

28. LIABILITY

Competitors participate in the event entirely at their own risk – see rule 4 – Decision to Race. The Organising Authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the event. Royal St. George Yacht Club, including its officers, employees and agents, the race management team, the support boats and anyone helping to run the event shall not be liable for any loss, damage, death or personal injury however caused to the owner/competitor or crew as a result of their taking part in the event.

Rule 4, Decision to Race. The safety of a boat and her crew is the sole and inescapable responsibility of the owner, who must do his best to ensure that the boat is fully found, thoroughly seaworthy and manned by an experienced crew, each of whom are physically fit and properly clothed to face bad weather. He/she must be satisfied as to the soundness of the hull, steering equipment, rigging and sails and all gear. He/she must ensure that all safety equipment is properly maintained and stowed, and that the crew knows where it is kept and how it is used. Neither the establishment of these special regulations, their use by the sponsoring organisations, nor the inspection of a boat under these regulations, in anyway limits or reduces the complete and unlimited responsibility of the owner. It is the sole and exclusive responsibility of each boat to decide whether or not to start or to continue to race.

APPENDIX A – COURSE DIAGRAM (not to scale)



APPENDIX B – ARBITRATION

B.1 When a protest is lodged, all protests involving a breach of a rule of Part 2 or rule 31 will go through the Arbitration System.

B.2 If the parties and the designated Arbitrator agree that Arbitration is suitable, the Arbitrator will call a hearing conforming to Section B of Part 5 of the Racing Rules of Sailing, except that the first sentence of rule 64.1 will not apply. The arbitration shall be binding.

B.3 When the Arbitrator decides that a boat that is a party to the arbitration hearing has broken a rule for which a penalty may be taken at the time of the incident (rule 44.1), the boat will be offered the opportunity to accept a penalty of 20% calculated according to rule 44.3(c). No penalty shall result in a score which would exceed that of a disqualification. The protestor will then be invited to withdraw the protest. This changes rule 63.1.

B.4 When a boat has accepted a penalty under B.3 rule 64.1b will apply at any subsequent hearing regarding this protest.

B.5 When the arbitrator decides that a boat that is a party to the arbitration hearing has broken a rule and that the boat caused injury or serious damage, or gained a significant advantage in the race or series by her breach, that boat will be requested to retire. If the boat does not retire the arbitrator will call a normal protest hearing .

B.6 When there is not an agreement to use Arbitration, or when during or after an Arbitration hearing, the Arbitrator decides that the facts do not allow Arbitration there will be a normal protest hearing, at which the Arbitrator may be a member of the protest committee. Rule 66, Reopening a hearing, will not apply to the arbitration decision.