

Sailing Instructions

2014 J24 Class Thursday Evening Series

Organizing Authority:

Piscataqua Sailing Association, Fleet 139 and the Kittery Point Yacht Club

1. **Rules.** Racing will be governed by The Racing Rules of Sailing 2013-2016 (RRS), the prescriptions of US SAILING, the rules of the International J24 Class Association (IJCA) effective April 1, 2013, and these Sailing Instructions.
 - **IJCA 2.5.3** is altered to allow boats to sail without a valid measurement certificate during their first year racing with Fleet 139. A valid certificate is required to be awarded any prizes.
 - **IJCA 2.5.6** is altered not to require the measurement certificate to be aboard boats during their first year racing with Fleet 139.
 - Restating **IJCA 2.5.7** membership to the class association is required.
 - **RRS 42.3 (b) and (c), Propulsion**, are altered by IJCA 8.2, the alteration by the class rules governs
 - **RRS 44.1, Taking a Penalty**, is altered from a two-turn penalty to a **one-turn penalty** for an infraction of part 2.
 - **RRS 44.3, Scoring Penalty**, is in full effect, allowing boats to elect a therein described Scoring Penalty.
 - **RRS 63.7, Conflict between Notice of Race and the Sailing Instructions**, is replaced with "If there is a conflict between a rule in the Notice of Race (NOR) and a rule in the Sailing Instructions (SI), the rule in the SI shall take precedence.
 - **RRS 64.1, Penalties and Exoneration**, are modified by attachment 1 "Alternative Penalties for Breaking Some Class Rules" to allow the Protest Committee to use discretionary penalties for breaking certain IJCA rules.
2. **Schedule, Series and Prizes.**

The series will run Thursday evening from May 22th through September 4th 2014. The series will be split into the **Spring Series** from May 22th to July 10th and the **Summer Series** from July 17th to September 4th. Prizes will be awarded for first, second and third place finishes for the **Overall** series. Special recognition will be awarded for first, second and third place finishes for the **Spring** and **Summer** series.
3. **Official Notices to Competitors, Changes to the Notice of Race and these Sailing Instructions.** Official Notices and any change to the Notice of Race and these Sailing Instructions will be posted on the www.sailpsa.org web site and through hails made by on VHF Channel 68 prior to the first Warning the evening of the race.
4. **Class Flags.**

The class flag will the IJCA J24 class flag.
5. **Check in Before Start.**

The start will be about a mile south-south east of "2KR" Fl R 2.5s WHIS Kitts Rocks buoy at the entrance of Portsmouth, NH harbor unless otherwise announced on by the Race Committee on VHF 68.

Once the Race Committee Boat is on station at the starting line, boats are required to check in by leaving the stern of the Race Committee Boat to starboard and verbally stating the boat's sail number prior to the warning signal for the **first race that the boat participates in the season**. Check in for subsequent races is not required provided no changes in sail number or hull appearance are made.

A boat that withdraws from a race or decide not to start, **SHALL** advise Race Committee as soon as reasonably possible on VHF Channel 68.

Sail numbers shall determine a boat's identification.
6. **Number of Races**

Multiple races may be held each evening. Remain in the vicinity of the starting area upon finishing until the race committee announces the end of racing.

7. The Start.

Races will be started using RRS 26. First warning will be at 18:00 from May 22th 2014 to August 14th 2014 and 17:30 from August 21th 2013 to September 4th 2013.

The race shall be started by using the following signal; Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded.

- Attention signal, a series of short sounds and a VHF 68 announcement approximately **6 minutes** prior to the start.
- Warning: Class flag displayed and 1 sound **5 minutes** prior to the start.
- Preparatory; P flag displayed, 1 sound **4 minutes** prior to the start.
- P flag removed, one long sound, **1 minute** prior to the start.
- Class flag removed, 1 sound, the race has started

The starting line will be between the orange post amidships on the Race Committee Boat on the starboard end of the line and the nearest mark on the port end of the line.

The Race Committee may deploy a small orange inflatable buoy at a distance of eight to ten feet from the transom of the committee boat, the purpose of which will be to keep starting boats well clear of the Committee Boat. Such a buoy and its painter, if deployed, are an extension of the Race Committee Boat.

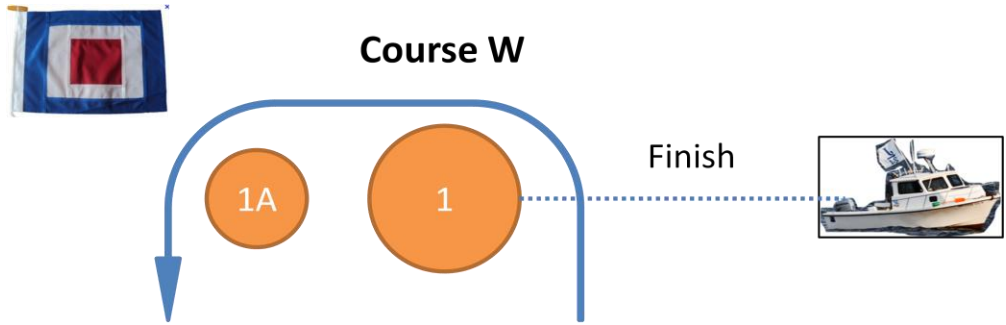
8. The Course.

- Courses will be windward/leeward utilizing inflatable marks are shown in the following illustrations. The race committee will designate the course by flying code flag **‘W’, ‘D’, ‘1’ or ‘2’**.
- An offset mark may be used in conjunction with the weather Mark 1. The offset mark will be placed approximately a right angle to the weather leg and about 60 m (200ft) to port of Mark 1, looking upwind.
- The windward Mark 1 and the offset Mark 1A if present shall be rounded to port.
- The leeward Mark 2 may be a gate consisting of two marks set approximately 75m (240ft) apart. Boats must pass through the gate and then round Mark 2P to port or Mark 2S to starboard. If only one mark is present, it shall be rounded to port.
- Course W shall consist of five legs with an upwind finish, **Start, 1-1A, 2P/2S, 1-1A, 2P/2S, Finish.**
- Course D shall consist of four legs with a downwind finish, **Start, 1-1A, 2P/2S, 1-1A, Finish.**
- Course 1 shall consist of two legs with a downwind finish, a simple up and back, **Start, 1-1A, Finish.**
- Course 2 shall consist of two legs with a mid-leg start and upwind finish, **Start, 1-1A, 2P/2S, Finish.** Course 2 may be expanded by the number of times around, for example twice around course two would be, **Start, 1-1A, 2P/2S, 1-1A, 2P/2S, Finish.** The number of times around will be announced via VHF.

Courses using inflatable marks and government aids to navigation may be used if exceptional conditions or circumstances warrant. These courses will be displayed on the Race Committee signal boat with letters identifying marks to be passed in the order of their passing. Either a red or green signal will be displayed after the letters indicating a port or starboard rounding, RRS 28.1 shall apply.

Government aids to navigation shall be identified as follows:

- “K” R "2KR" Fl R 2.5s WHIS Kitts Rocks
- “L” R Nun "2" Little Harbor
- “G” G "1" Fl G 4s Gunboat Shoal
- “W” R “2” Fl R 4s (North/North West of Whaleback Light)
- “1” Windward Inflatable
- “2” Leeward Inflatable
- “Y” Wing (Reach) Mark Inflatable
- Other marks the race committee may designate and announce on VHF 68



Five Legs

Start

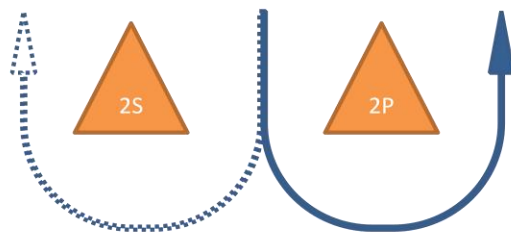
1, 1A

2S/2P

1, 1A

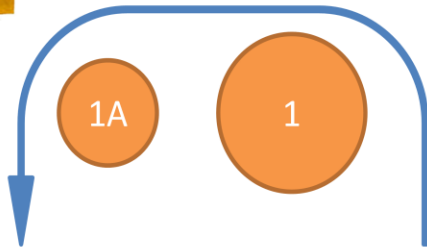
2S/2P

Finish





Course D



Four Legs

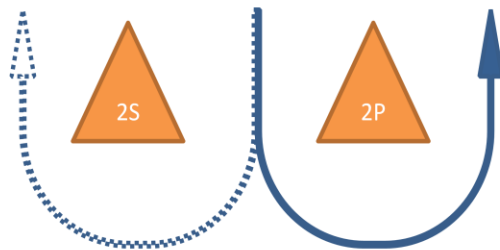
Start

1,1A

2S/2P

1, 1A

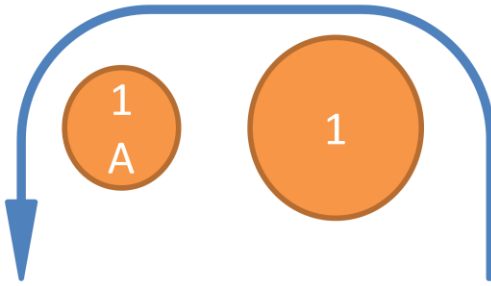
Finish



Start/Finish



Course 2



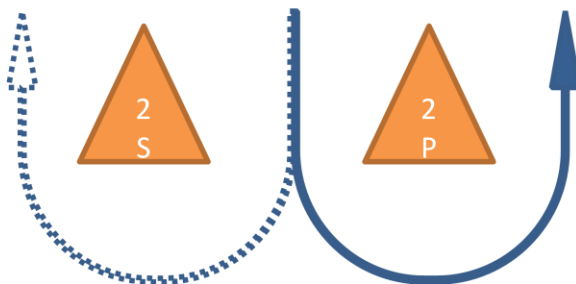
Two Legs

Start

1,1A

2S/2P

Finish



9. **Recalls.** Individual and General Recalls will be handled in accordance with RRS 29.2. Individual premature starters may be hailed by sail number on VHF 68. Failure to hear the hail or any issues arising from order of the hails will not be grounds for redress.
10. **Change of Course after the Start.** A change of course after the start will be signaled before the leading boat has begun the leg, although the new mark **may** not be in position. Any mark to be rounded may be relocated to maintain the original course configuration, after all the boats on that leg have completed it.
11. **Abandonment or Shorten Course.** Race Committee may abandon the race or shorten course for any reason. Abandonment or lack of abandonment shall not be grounds for redress.
12. **The Finish.** The finish line will be between the orange post amidships on the Race Committee signal boat and the nearby mark.
13. **Time Limit.** If any boat has finished by 20:30 hours, it is a race for that entire class. If no boat in a class has finished by the prescribed time, the race is to be considered abandoned, RRS 35, with no plan to re-sail. Boats failing to finish by 21:00 will be scored DNF. The race committee reserves the right to finish boats in place should conditions warrant.
14. **Protests.** Protests will be in accordance with RRS 61 except as follows:

Boats intending to protest will, after finishing or retiring, notify Race Committee at the finishing line of the sail number of the protested boat. A boat that has retired may notify Race Committee ashore if unable to do so on the water.

Boats intending to protest shall conspicuously display the "**B**" flag or similar red flag from the **backstay** at the first reasonable opportunity after the incident.

Protests must be in writing and delivered to the Fleet Captain, Fleet Secretary or their authorized representative, by 22:00 the evening of the race. Electronic mail is an acceptable means of delivery. The Fleet Captain, Fleet Secretary or their authorized representative will from hence forth in this sailing instruction be referred to as the Fleet Captain.

Upon receipt of a written protest, the Fleet Captain may contact the parties to schedule an arbitration meeting. The meeting will be held the as soon as practical the evening of the race at the KPYC. The Fleet Captain will appoint an arbitrator for the meeting. The arbitrator may be a member of the fleet but not directly involved in the incident in question.

The arbitrator, in a **private** meeting between one authorized representative from each boat, preferably the Skippers, shall listen to a recounting of the incident by each party. No witnesses or other third parties will be allowed in this meeting. The arbitrator will verbally render one of the three types of opinions.

- A. There was no breach of a rule. If the protestor agrees the protest is withdrawn. If the protestor doesn't agree the protest is referred to the Protest Committee without prejudice.
- B. There was a breach of a rule by one or both boats involved. The representative of the offending boats(s) have the option of accepting a **40%** alternative scoring penalty calculated as prescribed in RRS 44.3c or referring the protest to the Protest Committee. Referrals to the Protest Committee shall be without prejudice. If the penalty is accepted, the protest cannot be reopened, made the subject of a redress request or appealed by the penalized boat.
- C. The protest should be referred to the Protest Committee.

Only protest involving part 2 and rule 31 of the RRS are eligible for arbitration. Protest involving the other rules shall be referred to the Protest Committee.

As guidance for arbitrators, the arbitration meeting should generally should not be longer than 10 to 15 minutes. Incidents that are complex, that involve more than two boats, have significantly different versions of the incident or involve injury, serious damage or if there is a question of the seriousness of damage should be referred to the Protest Committee.

The arbitrator shall not discuss the meeting or the protest with anyone if the protest was referred to the Protest Committee and shall not be part of the jury hearing the protest in question.

The **40%** scoring penalty described herein shall not be available as a penalty for protests referred to the Protest Committee.

Protest referred to Protest Committee will generally be heard the subsequent week at the KPYC. The chairman of the Protest Committee will contact the parties and set the specific time and place of the hearing.

15. Radio Communication and Emergency Conditions.

- Except in an emergency, a boat shall not make or receive radio communications not available to all boats while racing. This restriction also applies to mobile telephones.
- The Race Committee will utilize Ch 68 VHF for communications with competing boats for race information, change of course, etc. Failure to do so shall not be grounds for redress.
- Boats shall monitor VHF Channel 68.
- Emergency conditions will be reported directly to Race Committee on VHF 68. Boats in need of assistance will further contact necessary authorities on channel 16.

16. Safety.

- All commercial traffic in the channel should be considered “Restricted in Ability to Maneuver,” as defined in Rule 18 of The International Regulations for Avoiding Collisions at Sea (COLREGS), and as such, have the right-of-way in all circumstances.
- Boats will conform to all government regulations. Class rules regarding safety requirements will apply as prescribed in section 1 of these sailing instructions.
- All boats are required to have a working VHF radio on board.
- All boats are encouraged to carry a GPS. GPS use during races is not allowed.

17. Scoring. The Low Point Scoring System with 70% of races counting RRS A2 & A4 will apply, except as modified herein.

18. Results. Results will be announced at the KPYC the evening of the race and will be posted on the KPYC bulletin board and on www.sailpsa.org

ATTACHMENT 1 - Alternative Penalties for Breaking Some Class Rules.

Alternative scoring penalties shall apply for breaking certain class rules. All of these scoring penalties shall be calculated as described in rule 44.3(c) and shall be applied to all races for which the boat was in non-compliance.

CLASS RULE	INFRINGEMENT	SCORING PENALTY
2.5.6	A copy of the Measurement Certificate and the Inventory of Required and Optional Equipment (Rule 3.7.3) are to be kept aboard the yacht one or both items are not on board.	20%
2.6	Advertising does not conform to the restrictions	20%
3.6.10 o)	The luff and/or foot of the mainsail set outside the distinguishing bands as defined in Rules 3.5.2(d) and 3.5.5(c).	20%
4.1.7	A bailing bucket of minimum capacity 9 liters fitted with a lanyard is not on board.	40%
4.1.10	2 liters or more of motor fuel is not on board when the boat crossed the finish line for the last race of the day	20%
4.1.1	The compass is installed but inoperable.	20%
4.1.4	The throwable lifesaving device and attached sea anchor not on deck and ready for use.	40%
4.1.6	The required first aid kit and manual are not on board	20%
4.3	Any of anchor(s), outboard motor, battery and fuel container are not secured against movement.	20%
7.1.19	The use of elastic (shock) cord to adjust the standing or running rigging with the following specific exceptions: a) to hold down sails. b) to return the backstay adjuster toward the untensioned position c) a single length stretched around the mast and/or across the cabin top behind the mast for the purpose of retaining rope tails.	20%
8.1.2	The stowage of required or optional equipment other than unbagged sails on the cabin sole over the keel.	20%
8.1.3	Use of other than normal sailing gear in normal, designed and proper storage areas to attain sailing weight.	20%
8.1.4	The adjustment of standing rigging including all turnbuckles and the position of the mast heel while racing.	20%

If a boat receives one of the above penalties, the protest decision shall include whether the same penalty can or will be applied to subsequent infringements. The protest decision may also specify that the boat cannot be protested again under the same class rule for a time period specified by the jury.