



# 2022 J/24 Midwinter Championship

February 24-27, 2022

Organizing Authority (OA): Davis Island Yacht Club (DIYC) and the U.S. J/24 Class Association (USJCA)

## NOTICE OF RACE

*(version 11-09-2021)*

**Amended 11-17-2021 with changes in BOLD and RED**

### 1. Rules

- 1.1. The regatta will be governed by the rules as defined in the Racing Rules of Sailing (RRS).
- 1.2. The Regatta Regulations of the International J/24 Class Association (IJCA) shall apply.
- 1.3. Support Persons - 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 racing. If RC displays Race Signal AP or N over H, RRS 41 restrictions are suspended until she leaves her mooring again. This is added to the preamble to Part 4 rules.
- 1.4. Bow numbers may be assigned to each boat and used as identification for the boat during the regatta. 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 regatta.
- 1.5. 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.
- 1.6. Added to RRS 61.1(a) is 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.
- 1.7. Class rule C.2.1(b) will be replaced in the Sailing Instructions with class rule J.4.3 that allows limited crew substitution.
- ~~1.8. RRS 60.4 (a)(1) is changed to read: "...but not rules 41, 42, 44, 46, and 49.2 sentences 1 and 2, or..."~~

### 2. Sailing Instructions:

- 2.1. The Sailing Instructions will be available only online two days before registration opens at the Yacht Scoring event site: <https://yachtscoring.com/emenue.cfm?eid=14856>

### 3. Communication:

- 3.1. The online official notice board will be located on the Yacht Scoring event site listed above.
- 3.2. [DP] All boats shall carry a VHF radio capable of communication on standard channels.
- 3.3. Except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats. This shall apply from the time she leaves her mooring for the first race of the day until racing for the day is complete.
- 3.4. The race committee may choose to make VHF radio communications to the fleet on a channel to be announced in the sailing instructions.

### 4. Eligibility and Entry:

- 4.1. The Midwinter Championship is open to J/24 Class boats as defined by the IJCA class rules, and that qualify as prescribed in the IJCA Regatta Regulations, 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 and they must have qualified as defined by their National J/24 Class Association to represent their country.
- 4.3. Eligible boats may enter by completing the online registration at Yacht Scoring event site listed above and paying the required fees.
- 4.4. Late entries will be accepted under the following conditions: A \$50.00 USD late fee applies, providing there is still space available.
- 4.5. The following restrictions on the number of entries shall apply: Entry into the championship is limited to the first 35 boats that complete registration and pay the required fees.
- 4.6. A Competitor is not entered and will not receive a score until all fees are paid, proof of insurance and a measurement certificate are provided.

### 5. Fees:

- 5.1. The required entry fee is \$375.00 USD.
- 5.2. Fee includes equipment inspection, launching, hauling, trailer storage, dockage, breakfast on race days, racing, scheduled social functions for all crew including five tickets for the J/24 Midwinters Awards dinner and prizes.
- 5.3. Additional individual social function tickets or passes may be purchased at registration for an additional fee.
- 5.4. All fees **must be paid online** by credit card or PayPal at the Yacht Scoring event site listed above.

### 6. Crew Limitations:

- 6.1. Crews will be weighed in to comply with the 882 max crew weight.

### 7. Advertising:

- 7.1. Competitor advertising shall comply with ~~RRS 80 and~~ World Sailing Regulation 20.
- 7.2. Boats may be required to display advertising chosen and supplied by the organizing authority.

## 8. Schedule:

### 8.1.

Day	Date	Time	Event/Activity
Thursday	February 24	1200 – 1800 1800 1830	Check in/Equipment Inspection/Crew Weigh-in All boats must be afloat Competitor's Meeting & Opening Ceremonies
Friday	February 25	0830 – 0900 1030	Crew Weigh-in* First Warning Signal with additional races to follow Post-Race Social Activities (TBD)
Saturday	February 26	0830 – 0900 1030	Crew Weigh-in* First Warning Signal with additional races to follow Post-Race Social Activities (TBD)
Sunday	February 27	0830 – 0900 1030 1400	Crew Weigh-in* First Warning Signal with additional races to follow No warning signal made after this time Social Activities and Awards (TBD)

8.2. \*These scheduled crew weigh-ins are only for race official approved replacements or crews.

8.3. Ten races are scheduled.

## 9. Equipment Inspection:

9.1. Each boat shall **provide** or verify the existence of a valid measurement certificate.

9.2. All equipment and boats are subject to inspection at any time for compliance with class rules.

## 10. Venue:

10.1. Attachment #1 shows the location of the host location (DIYC) and the racing area.

## 11. Courses:

11.1. The courses to be sailed will be windward/leeward with 4 or 5 legs

11.2. An offset mark at the weather mark will be used. Exceptions will be described in the Sailing Instructions

11.3. A gate at the leeward mark will be used. Exceptions will be described in the Sailing Instructions.

## 12. Penalty System:

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

12.2. Penalties from protest hearings for breaches of rules other than those of Part 2 or RRS 31, may be less than disqualification, at the discretion of the protest committee.

## 13. Scoring:

13.1. Three 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.

#### **14. Support Person Vessels:**

14.1. Support boats 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.

#### **15. Chartered or Loaned Boats:**

15.1. A chartered or loaned boat may carry national letters or a sail number in contravention of her class rules, provided that the race committee has approved her sail identification before the first race. See RRS G3.

#### **16. Berthing:**

16.1. Boats shall be kept in their assigned places as directed by the OA.

#### **17. Haul-out Restrictions:**

17.1. Boats shall not be hauled out during the regatta except with permission from a event official. This restriction applies to rudders as well.

#### **18. Diving Equipment and Plastic Pools:**

18.1. 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 regatta. The hull may be cleaned at any time by swimming or keelhauling using ropes, cloth or other equipment designed for that use.

18.2. Careening by any means for the purpose of cleaning or inspecting the hull is prohibited during the regatta.

#### **19. Risk Statement:**

19.1. 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.**

#### **20. Insurance:**

20.1. Each participating boat shall be insured with a valid third-party insurance with a minimum coverage of \$300,000 USD per incident of the equivalent.

#### **21. Prizes:**

21.1. Prizes will be awarded to the top three (3) boats entered.

21.2. Prizes will be awarded to the top three (3) Corinthian boats entered.

21.3. A prize will be awarded to the boat that finishes mid-fleet, score rounded if necessary.

21.4. A prize will be awarded for the top women's entry in which the entire crew is comprised of women.

## 22. Disclaimer of Liability:

- 22.1. Competitors participate in the regatta entirely at their own risk. See RRS 3, Decision to Race. The organizing 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 regatta.
- 22.2. All competitors will be required to sign a Competitor Liability Waiver form to be provided in the registration package.
- 22.3. All Federal, State, Local, and venue COVID rules will be in effect and enforced for the Event. It is likely these rules will change between this NOR and the event, in which case some elements of this NOR will change, especially the various meetings, both official and social. Any changes will be posted on the online Official Notice Board.
- 22.4. By taking part in any of the events covered by this notice of race, each competitor agrees and acknowledges that they are responsible for complying with any rules and/or regulations in force from time to time in respect of COVID-19 and for complying with the [venue/OA/sailing club] COVID-19 procedures. Competitors and other participants (eg support persons) shall comply with any reasonable request from an event official. Failure to comply may be misconduct. Reasonable actions by event officials to implement COVID-19 guidance, protocols or legislation, even if they later prove to have been unnecessary, are not improper actions or omissions.

## 23. Media Rights:

Competitors give absolute right and permission to the IJCA, the U.S. J/24 Class Association 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.

## 21. Qualification for a Subsequent Event:

The highest placing U.S. driver not previously qualified will be awarded a berth for the 2023 J/24 World Championship in Corpus Christi, Texas.

## 22. Further Information

Kat Malone – Organizing Authority	813-842-0928	<a href="mailto:krobinson75@gmail.com">krobinson75@gmail.com</a>
Chris Howell – Director US J/24 Class	440-796-3100	<a href="mailto:director@j24class.org">director@j24class.org</a>
TBD – Chief Judge	cell	email
Chip Till – Principal Race Officer	843-556-6554	<a href="mailto:chiptill5351@gmail.com">chiptill5351@gmail.com</a>

# SI Attachment #1 – Venue & Danger Areas

The Approximate Racing Area is outlined in **BLUE**.

DIYC Danger Zones are outlined in **RED**.

