



2023 J/24 North American Championship

August 8-13, 2023

Organizing Authority (OA): Sandusky Sailing Club, U.S. J/24 Class Association,
and the International J/24 Class Association (IJCA)
Sandusky, OH, USA



NOTICE OF RACE (NoR)

The notation '[DP]' in this notice of race (NoR) means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification. The notation '[NP]' in a rule of the NoR means that a boat may not protest another boat or request redress for breaking that rule. This changes RRS 60.1(a) and (b).

All times are US Eastern Daylight Time.

1 RULES

- 1.1 The event is 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 The prescriptions of US Sailing that apply are stated in NoR Addendum A.
- 1.4 Class rules changes (as permitted by the IJCA Class Rules (CR), Section J):
 - (a) CR C.2.1(b) is replaced with CR J.4.3 that allows limited crew substitution.
 - (b) CR C.10.2 is changed to CR J.2 to allow a boat to carry a spare class spinnaker.
- 1.5 [NP][DP] Bow numbers supplied by the OA will be assigned to each boat and may be used as an additional means of 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 RRS 61.1(a) is 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.
- 1.7 [DP] RRS 41 shall apply from the time a boat leaves her mooring for the first race of each day until she has finished her last race of the day. This changes the preamble to Part 4 rules.
- 1.8 If there is a conflict between languages the English text takes precedence.
- 1.9 Additional health and safety rules may be necessary and required by the local and state governments, and Sandusky Sailing Club (SSC) due to Covid-19 and its variants. This NoR will be amended if such rules are necessary and all registered boats notified by email.

2 SAILING INSTRUCTIONS

The sailing instructions (SIs) will be available by 1800 on August 7, 2023, on the Yachtscoring notice board.

3 COMMUNICATION

- 3.1 The official notice board is online and located at <https://yachtscoring.com/emenu.cfm?eid=15584>
- 3.2 [DP] All boats shall carry a VHF radio capable of communicating on public US VHF channels.
- 3.3 On the water, the race committee intends to make courtesy broadcasts to competitors on VHF radio. The channel will be stated in the SIs.
- 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 [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 event is open to J/24 Class boats as defined by the IJCA class rules, and that qualify as prescribed in the IJCA RR, and whose entries are accepted by the OA.

- 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 <https://yachtscoring.com/emenu.cfm?eid=15584>
- 4.4 To be considered an entry in the event, a boat shall complete registration (online) and check-in (on-site) requirements and pay all entry fees in accordance with NOR 5.1. After that time, late entries may be accepted by the review of the OA.
- 4.5 To be considered an entry in the Corinthian Division, each member of the crew shall provide their World Sailing Sailor ID as proof of a valid World Sailing Group 1 status through registration on Yachtscoring, by the end of check-in.

5 FEES

- 5.1 The entry fee shall be paid online. If paid prior to 1800 on July 8, 2023 the entry fee is \$750 USD. After that time, the entry fee is \$850 USD.
- 5.2 Entry fee includes Inspection, launching and hauling at SSC, storage/mooring while at the regatta, 4 days of racing, scheduled social functions for 5 crew, and prizes.
- 5.3 Additional individual social function tickets or passes may be purchased at registration for an additional fee.
- 5.4 Refunds may be requested via email at J24NorthAmericans@gmail.com Refunds less a \$50 USD processing fee will be granted for requests received by June 27, 2023.

6 ADVERTISING

- 6.1 Boats may be required to display advertising chosen and supplied by the OA.
- 6.2 Competitor advertising shall comply with World Sailing (WS) Regulation 20.

7 SCHEDULE

- 7.1 The schedule is as follows:

Day	Date	Time	Event/Activity
Tuesday	August 1	2359	Deadline to electronically submit documents specified in NoR 8.1.
Tuesday	August 8	1000 – 1800	Check-in/Inspection/Crew Weigh-in
Wednesday	August 9	1000 – 1800 1400 1800	Check-in/Inspection/Crew Weigh-in Practice Race Competitors Meeting, All Boats must be afloat
Thursday	August 10	0800 – 0830 1030 1700-1900	Crew Weigh-in* Warning for the first race of the day Dinner out on the town
Friday	August 11	0800 – 0830 1030 1700-1900	Crew Weigh-in* Warning for the first race of the day Post-Race Social – Social Event Calendar TBD
Saturday	August 12	0800 – 0830 1030	Crew Weigh-in* Warning for the first race of the day Post-Race Social – Social Event Calendar TBD
Sunday	August 13	0800 – 0830 1030 1400 1630	Crew Weigh-in* Warning for the first race of the day No warning signal after this time Awards ceremony and refreshments

*These scheduled crew weigh-ins are only for technical committee approved replacement of crews specified per NOR 1.4(a).

- 7.2 Ten races are scheduled over four consecutive days.
- 7.3 No more than 4 races will be sailed per day.

8 EQUIPMENT INSPECTION

- 8.1 Each boat shall submit the following documents via online registration by 2359 August 1, 2023:
- (a) A valid, IJCA issued Measurement Certificate, Including Part C: Inventory of Required and Optional Equipment.
 - (b) Certificate of Insurance 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 During inspection hours, equipment will be inspected in accordance with the class rules.

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

9 CREW

9.1 All competitors shall be weighed during on-site check-in hours. Each competitor must have a valid passport or other photo identification, that includes birthdate, at weigh-in.

9.2 All competitors shall sign a Competitor Liability Waiver form via the online registration system before the end of check-in.

10 VENUE

10.1 The venue and race headquarters will be Sandusky Sailing Club, 814 E. Water St., Sandusky, OH 44870.

10.2 Racing will take place on the waters of Lake Erie or on Sandusky Bay north and west of SSC.

11 COURSES

11.1 The courses to be sailed will be windward/leeward with 4 or 5 legs, weather mark, offset and leeward gate. Details will be included in the SIs.

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

12 PENALTY SYSTEM

12.1 RRS 44 is modified as follows:

(a) The first two sentences of RRS 44.1 are replaced with: "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."

(b) When a boat intends to take a penalty for an incident that occurred in the zone of the windward mark that is not a finishing mark, or that occurred between the windward mark and the offset mark, she may delay taking the penalty until after passing the offset mark. This changes RRS 44.2.

12.2 RRS Appendix T, Arbitration, may apply as modified by the SIs.

12.3 The technical committee may not protest a boat under RRS 41, 42, 44, 46, and 49.2 sentences 1 and 2. This changes RRS 60.4.

12.4 The intention is to appoint an international jury in accordance with RRS Appendix N. When so appointed, the right of appeal from a protest committee decision is denied as provided in RRS 70.5.

12.5 The protest committee may impose penalties less than disqualification (DPI), for violation of the class rules and racing rules other than those of Part 1 and Part 2.

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. 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.

13.3 The Corinthian Division shall be scored as a subdivision of the whole fleet using the boat's actual scores, and in accordance with Regatta Regulation 56.

14 SUPPORT VESSELS

14.1 Support vessels shall register by the end of check-in, declaring to which boat or boats they are attached. They may be required to display an identification flag supplied by the OA and follow instructions of the OA.

14.2 Each support vessel shall be insured with valid third-party marine liability insurance with a minimum cover of \$300,000 USD per incident or the equivalent. Certificate of insurance will be required during registration.

14.3 Visiting support vessels will not have access to SSC launching, docking, or mooring facilities. Support vessels must make their own arrangements with other marinas in the area.

15 CHARTERED OR LOANED BOATS

In accordance with RRS G3, 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.

16 BERTHING

[DP] While in the harbor, boats shall be kept at SSC.

17 HAUL-OUT AND RESTRICTIONS

- 17.1 [NP][DP] Boats shall be afloat by 1800 on August 9, 2023 and shall not be hauled out during the regatta except in accordance with the prior written permission and terms of the technical committee. This restriction includes rudders which must be in normal sailing position on the transom.
- 17.2 It is the responsibility of each boat to ensure that its lifting equipment is suitable for the task of safely lifting and launching the boat.

18 DIVING EQUIPMENT, PLASTIC POOLS, AND OTHER IN-WATER RESTRICTIONS

- 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 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 [DP] Careening by any means for the purpose of cleaning or inspecting the hull is prohibited during the regatta.
- 18.3 [DP] Use of dehumidifiers or electric fans are always prohibited while boats are afloat.

19 MEDIA RIGHTS

Competitors give absolute right and permission to the IJCA, the US J/24 Class Association, J/24 Fleet 75, SSC, 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.

20 RISK STATEMENT

- 20.1 Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. The organizing authority, SSC and / or personnel supporting this regatta 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.
- 20.2 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 INSURANCE

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

22 PRIZES

- 22.1 The top entry from a country in North America will be the 2023 J/24 North American Champion.
- 22.2 Prizes will be awarded to the top 5 entries.
- 22.3 Prizes will be awarded to the top 5 placing Corinthian entries.
- 22.4 A prize will be awarded to the top youth entry comprised of a crew under the age of 30.
- 22.5 A prize will be awarded to the top women's entry comprised of all women crew.
- 22.6 Additional prizes may be given at the discretion of the class and the OA.

23 WORLD CHAMPIONSHIP QUALIFYING BERTHS

- 23.1 The top entry will be awarded a Worlds qualifying berth.
- 23.2 The top two entries from the United States will be awarded a Worlds qualifying berth from the USJCA, subject to USJCA pass down guidelines.

24 FURTHER INFORMATION

For further information please contact:

- (a) Regatta Chair: Brett Langolf; j24northamericans@gmail.com; 303-725-5374
- (b) Charter Boats: Marcus Rogers; windmonkey2720@gmail.com; 401-255-6324
- (c) Technical Committee Chair: Curt Barnes; curtbarnes@gmail.com; 585-764-1969

NoR ADDENDUM A

Applicable US Sailing Prescriptions

After rule 60.3 add:

US Sailing prescribes that rule 60.3(b) is changed to:

(b) request redress for a boat or call a hearing to consider redress; or

After rule 61.4 add:

Fees for Protests and Requests for Redress

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

After rule 67 add

US Sailing prescribes that:

(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 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.

After rule 76.1 add

US Sailing prescribes that an organizing authority or Race Committee shall not reject or cancel the entry of a boat or exclude a competitor eligible under the notice of race and sailing instructions for an arbitrary or capricious reason or for reason of race, color, religion, national origin, gender, sexual orientation, or age.