

J/70 Pre-Worlds Tuning Regatta

October 12th – October 15th, 2023 St Petersburg, Florida

NOTICE OF RACE

The Organizing Authority (OA) is the St Petersburg Yacht Club and Sail22, LLC
Event Chair: Ed Furry | See NoR 26 for full contact information

1.1 This event will be governed by the rules as defined in The Racing Rules of Sailing for 2021– 2024 (RRS).

1.2 World Sailing's Equipment Rules of Sailing 2021 – 2024 (ERS) will apply. [DP]

1.3 The current IJ70CA Class Rules (J70CR)

1.4 The current IJ70CA Regatta Regulations (J70RR) will apply. [NP]

1.5 The current IJ70CA Equipment Regulations (J70ER) will apply. [DP]

1.6 Only US Sailing Prescriptions to RRS 60.3(b), 61.4, 67, 76.1 and Appendix V1 and V2 will apply and are stated in full in Attachment A.

1.7 The Sailing Instructions (SI) may contain changes to other rules.

1.8 If there is a conflict between languages, the English text will take precedence.

2. ADVERTISING

2.1 Advertising shall only be displayed in accordance with World Sailing Regulation 20.

2.2 Boats may be required to display advertising chosen and supplied by the OA from the close of check-in through the end of the event.

3. ELIGIBILITY AND ENTRY

3.1 This event is open to boats of the J/70 Class that have qualified under the relevant J70 World Championship Qualification System.

4. CATEGORIZATION

4.1 In accordance with RRS 79 Categorization, the World Sailing Sailor Categorization Code will apply (see J70CR C.3.1(b) and J70CR C.3.2).

4.2 To be considered as a Corinthian team or a One-Pro team, proof of valid and current World Sailing Group 1 Categorizations per J70CR I.4 (Corinthian Division) and J70CR I.5 (One-Pro Division) shall be provided at the time of registration.

4.3 To be considered as a Mixed team, no more than two members of the crew (including the driver) shall be males.

4.4 To be considered as a Young team, no members of the crew (including the driver) shall be older than 23 years old as of October 30, 2023.

4.5 A representative of the World Sailing Categorization Authority may be present during check-in and may perform spot checks.

5. FEES

5.1 The Entry fee is 150USD.

5.2 LOGISTICS

- Launch and haul out - Please contact SPYC - <https://www.spyc.org/worlds>
- On-site or off-site trailer storage from a boat's scheduled inspection date through November 6th
- Two organized practice day and two race days;
- Daily morning briefings for the days plans.
- Daily post-race debriefs

6. EVENT FORMAT

6.1 The OA will organize and run the event in accordance with the J70RR. Failure to observe these Regulations shall not be grounds for protest or redress. This change is added to RRS 62.1(a).

6.2 All boats will sail as one fleet.

6.3 The Race Committee (RC) may, at its discretion, use a two-vessel or three-vessel starting line as further described in the SI and the J70RR.

6.4 Races will be run to simulate the Worlds Racing schedule. Extra Starts will be added.

7. SCHEDULE

Thursday - 1000 - Morning Briefing and then hit the water.

1100-1200 - straight line sailing for video and photos for debrief

1200 - warning for first of 3 practice starts. 3rd start is a race, 1 Lap. Immediate races to follow with 2 practice starts for race 2 and 1 lap. 3rd race will be 2 practice starts and then a 2 lap race.

We will debrief immediately off the water at the Sailing Center.

Friday - 0900 - Morning briefing.

1000-1100 - straight line sailing for video and photos for debrief

1100 - warning for first of 3 practice starts. 3rd start is a race, 1 Lap. Immediate races to follow with 2 practice starts for race 2 and 1 lap. 3rd race will be 2 practice starts and then a 2 lap race.

We will debrief immediately off the water at the Sailing Center.

Saturday - 0815 - Morning Briefing

1000 - First warning. We will plan on practice starts for each race. We will plan on 2 races but will have the option for a 3rd based on time.

We will debrief immediately off the water at the Sailing Center.

Sunday - 0815 - Morning Briefing

1000 - First warning. We will plan on practice starts for each race. We will plan on 2 races but will have the option for a 3rd based on time.

1400 - No racing after this time.

We will debrief immediately off the water at the Sailing Center.

8. SAILING INSTRUCTIONS

The SI will be posted on the event website by Friday October 27th and will be available on request at check-in.

9. Blank

10. VENUE

The racing area will be on Tampa Bay.

11. THE COURSES

Courses will be set pursuant to the J70RR.

12. Blank

13. Blank

14. PENALTY SYSTEM

14.1 An International Jury (IJ) will be appointed in accordance with RRS Appendix N. Decisions of the IJ will be final as provided in RRS 70.5.

14.2 RRS Appendix P (Special Procedures for Rule 42) may apply, as amended by the SI.

14.3 RRS Appendix T (Arbitration) may apply.

14.4 RRS Appendix UF (Umpired Fleet Racing) may apply, as amended by the SI.

14.5 The IJ may impose suitable penalties, other than disqualification, for violations of RRS non-Part 2 rules. This does not apply to breaches of RRS 2, 28 or 31.

14.6 The IJ may impose suitable penalties, other than disqualification, for violations of Class Rules, including the J70CR and J70ER. However, in no case shall the penalty for such a violation be less than a ten percent (10%) scoring penalty calculated pursuant to RRS 44.3(c). This changes RRS 64.6.

15. SCORING

15.1 All Races will be included for final scoring.

16. SUPPORT BOATS [DP]

16.1 Support boats are responsible for making their own berthing arrangements with the SPYC Waterfront Director.

16.2 Support boats and operators must register and be willing to help when needed.

16.3 Support boat operators shall provide evidence of valid third-party liability insurance with a minimum coverage of \$300,000USD per event or the equivalent. A copy of insurance company documents establishing such coverage, current through the end of the event, shall be supplied at support boat registration.

16.4 All support boats shall carry and monitor a working VHF radio capable of receiving normal domestic and international channels.

- BERTHING

- 17.1 Competing boats shall be kept in their assigned places as directed by the OA when either afloat or ashore.

- 17.2 The use of dehumidifiers or electric fans of any type is prohibited.

- HAUL-OUT RESTRICTIONS

- 18.1 All competing boats shall be afloat by the close of check-in (see NoR 7).

- 18.2 Competing boats shall not be hauled out without permission from the SPYC Staff.

- DIVING - Marlene will be diving. Marlene@AADiveServices.com - (443) 949-4476

RADIO COMMUNICATION

20.1 All competing boats shall carry a working VHF radio capable of transmitting and receiving normal domestic and international channels.

20.2 While on the water, the RC may communicate with competing boats via VHF radio, including starting penalties. Such transmissions are a courtesy only.

20.3 Competitors are reminded that J70CR I.3 (Outside Assistance) is in effect during the racing. Coaching is allowed between races as long as they don't interfere with the Race Committee or other boats.

- **DISCLAIMER OF LIABILITY**

Competitors in this event are participating 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, and 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.

22. INSURANCE

Each competing boat shall be insured with valid third-party liability insurance with a minimum coverage of 300,000USD per event or the equivalent. A copy of insurance company documents establishing such coverage through the end of the event shall be supplied as part of completing check-in.

23. MEDIA RIGHTS

By participating in this event, competitors automatically grant to the IJ70CA, the OA, and the event sponsors the right, in perpetuity, to make, use, and show, at their discretion, any photography, audio and video recordings, and other reproductions of them made at the venue or on the water from the time of their arrival at the venue, until their final departure, without compensation.

CONDUCT

25.1 All competitors and support persons shall comport themselves in a manner consistent with RRS, World Sailing Regulations, and principles of sportsmanship. Owners and owner representatives are responsible for ensuring that all members of their crew, support personnel and their guests conduct themselves accordingly, follow the rules of the host club, and obey any reasonable request of an event or host club official.

25.2 Each race entrant and skipper are responsible for ensuring that all members of their crew, support personnel and their guests abide by the laws, public health orders, and guidance from government authorities and/or the OA applicable to sailing and/or shore side activities.

25.3 Failure to comply with NoR 25.1 and 25.2 may be misconduct under the RRS.

25.4 Reasonable actions by host club or event officials to implement COVID-19 or other public health guidance, protocols or regulations, even if they later prove to have been unnecessary, are not improper actions or omissions.

26. CONTACT INFORMATION

Ed Furry, Sail22, LLC - ed@sail22.com - 616-304-8312

Boat and Trailer Storage:

Todd Fedyszyn, 11 Central Ave, St Petersburg, FL, USA todd@spyc.org, | www.spyc.org

Christopher Howell, CAE (USA)

howell@j70classoffice.com | +1 (440) 796-3100 (mobile/WhatsApp)

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.

ATTACHMENT A APPLICABLE US SAILING PRESCRIPTIONS

APPENDIX V1 — PENALTY AT THE TIME OF AN 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.'

APPENDIX V2 — POST-RACE PENALTIES

(a) Provided that rule 44.1(b) does not apply, a boat that may have broken one or 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.