



**BACARDI CUP**  
**STAR CLASS SAILING INSTRUCTIONS**  
**MARCH 5-10, 2018**

**1 Rules:**

- 1.1** The regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS).
- 1.2** RRS Appendix P will apply. RRS Appendix P is changed to permit the hail to a protested boat to be either sail number or bow number.
- 1.3** The prescriptions of the national authority, US Sailing, do not apply, except as noted in SI 22 below.
- 1.4** STCR 31.2.6 will be amended per SI 23 herein.
- 1.5** RRS 29.1, 30.1, 32.2, 35, 63.1, 63.3, 66, A4.1 and A5 and others will be changed as noted herein.

**2 Notices to Competitors:**

- 2.1** Notices to competitors will be posted on the official notice board (Notice Board) located in the breezeway adjacent to the Snack Bar at Coral Reef Yacht Club (CRYC).

**3 Crew Weight:**

- 3.1** ISCYRA rule 31.1.3, Crew Weight, will not be in effect.

**4 Changes in the Sailing Instructions:**

- 4.1** Changes in the Sailing Instructions (SI) will be approved by the International Jury (Jury) and the Organizing Authority (OA) and will be posted before 0900 hours of the day they will take effect, except that any change in the schedule of races will be posted by 2000 hours on the day before it will take effect.

**5 Signals Ashore:**

- 5.1** Signals made ashore will be displayed on the flagpole located at Coral Reef Yacht Club.
- 5.2** Code flag "AP" when displayed ashore means that the start has been postponed. The Warning Signal will be made not less than 90 minutes after removal. This changes RRS Race Signals.

## **6 Schedule:**

### **6.1 Schedule of racing:**

Date	Day	Warning Signal	Races
3/5	Monday	1155	one race scheduled
3/6	Tuesday	1155	one race scheduled
3/7	Wednesday	1155	one race scheduled
3/8	Thursday	1155	one race scheduled
3/9	Friday	1155	one race scheduled
3/10	Saturday	1055	one race scheduled
no warning signal made after 1400 hours.			

**6.2** The schedule above is subject to change due to weather conditions. Changes will be posted in accordance with SI 4.

## **7 Class Flag:**

**7.1** The class flag will be the Star Class insignia on a white background.

## **8 Racing Area:**

**8.1** The racing area is approximately 2 NM to 4 NM south of Dinner Key Channel. See Notice Board for location on chart.

## **9 Courses:**

**9.1** Course "0", Course "1", Course "3", or Course "4", STCR 34.3, Format A, STCR 34.3.7 may be used. Course numbers marked with "V" will employ the Vertical Offset windward mark configuration (see Attachment 1), otherwise in accordance with STCR 34.3. See also Attachment 2 for an additional Courses "6" and "7".

**9.2** The Race Committee signal boat will display the course number with the distance and approximate magnetic bearing to Mark 1 prior to or with the Warning Signal.

**9.3** The courses will not be shortened. This changes RRS 32.2.

**9.4** Lengths of legs of the course will not be changed after the Preparatory Signal; this changes RRS 33(b).

## **10 Marks:**

**10.1** Inflatable marks will be used for the course. A description of these marks will be posted on the Notice Board before racing begins.

**10.2** A gate may be employed at Mark 3. Boats shall sail between the gate marks and round either mark.

**10.3** For courses "0" and "1" an offset mark "O" may be set at Mark 1/1A for all legs. See SI 9.1.

## 11 Check In:

**11.1** Prior to the first Warning Signal of each race, boats shall sail past the stern of the Race Committee (RC) signal boat **on Starboard Tack** to be recorded until acknowledged by the RC. RRS A4.1 is changed to provide that boats not complying with this instruction will receive a score as a boat not starting without a hearing. This changes RRS 63.1 and A5.

## 12 The Start:

**12.1** The starting line will consist of three race committee boats: port end line boat, mid-line signal boat, and starboard end line boat. The starting line will be two line segments: one between a staff displaying an orange flag on the mid-line signal boat port side and a staff displaying an orange flag on the port end line boat, the other between a staff displaying an orange flag on the mid-line signal boat starboard side and a staff displaying an orange flag on the starboard end line boat.

**12.2** A boat not starting within 10 minutes after the Starting Signal will be scored Did Not Start without a hearing. This changes RRS A4.

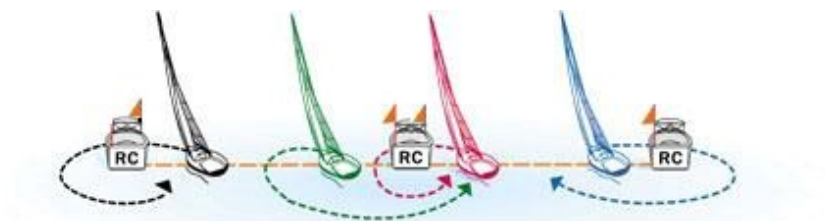
**12.3** The recall number for a boat will be her bow number.

**12.4** A RC boat displaying flag “G” may pass to windward of the fleet which means: “The Race Committee has signaled an abandonment, postponement or general recall. Boats are to return to the starting area immediately.”

**12.5** Flag X will be displayed for 10 minutes as well as at the weather mark (see SI 12.6). This changes RRS 29.1.

**12.6** A Race Committee boat displaying an “X” flag, “I” flag, “U” flag, or a black flag positioned near Mark 1/1A/”O” will attempt to notify boats that have been OCS or disqualified in accordance with RRS 30.1, 30.3, or RRS 30.4 and will display their bow number(s). Any boat whose hull number is displayed as disqualified shall leave the race course immediately. Failure to comply will be scored DNE without a hearing.

**12.7** RRS 30.1, the I flag rule, is modified so that boats subject to RRS 30.1 shall thereafter sail from the course side, across an extension of either end, or around the mid line boat leaving it to port as if it were the port end of the starting line and to the pre-course side before starting. (See diagram below.)



## 13 Changing the Next Leg of the Course:

**13.1** To change the next leg of the course, the RC will move the original mark(s) (or the finish line) to a new position. The compass bearing to the changed mark(s) will be signaled at the beginning of the leg.

## 14 The Finish:

**14.1** The finishing line will be between the staff displaying an orange flag on a RC boat at the starboard end and a nearby inflatable mark or a staff displaying an orange flag on a RC boat at the port end.

## **15 Time Limits:**

**15.1** The time limits will be as described in STCR 34.3.7 Format A, except as changed in SI 15.2.

**15.2** RRS 35, A4 and A5, 63.1 and STCR 34.3.7 are changed to provide that boats finishing more than 30 minutes after the first boat to finish will be scored "Did Not Finish" without a hearing.

## **16 Protests:**

**16.1** Protest forms are available at the Jury desk inside the main lobby at Coral Reef Yacht Club.

**16.2** Protests must be delivered to the Jury secretary within one hour of the RC signal boat docking time. The protest time will be posted on the Notice Board. The same protest time limit applies to all protests by the RC and Jury about incidents they observe in the racing area and to request redress. This changes RRS 61.3 and 62.2.

**16.3** Notices will be posted within the Notice Board 30 minutes after the protest time limit to inform competitors of any hearing in which they are parties or named as witnesses. Hearings will be held at Coral Reef Yacht Club in order received.

**16.4** Boats scored as having not started or not finished will be posted on the Notice Board within 30 minutes before the end of protest time. Any boat may request a scoring inquiry, which must be in writing and delivered to the RC within the protest time limit.

**16.5** On the last day of racing a request for reopening a hearing shall be delivered: Within the protest time limit if the requesting party was informed of the decision on the previous day; or, no later than 30 minutes after the requesting party was informed. This changes RRS 66.

**16.6** On the last day of racing a request for redress based on a Jury decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.

## **17 Scoring:**

**17.1** The Low Point System will be used except, when more than four (4) races have been completed, a boat's series score will be the total of her race scores excluding her worst score. This changes RRS A2.1.

**17.2** Six races are scheduled. Three completed races are required to constitute a series.

**17.3** Penalties for violations of the Notice of Race, Sailing Instructions and the Racing Rules of Sailing, which are not a Part 2 or Part 3 infringement, are at the discretion of the Jury and may include disqualification.

**17.5** Provisional scores will be posted on the Notice Board at CRYC.

## **18 Safety Regulations, Retiring:**

**18.1** Each owner/skipper shall familiarize and share with their crew the safety protocol and first-aid notice found in the skipper bag.

**18.2** Boats in need of assistance from the RC will wave an extended arm in the direction of any RC boat or call on VHF 71 (see SI 23.1).

**18.3** Boats retiring from racing will notify a RC boat or, if not practical, inform the front desk at Coral Reef Yacht Club.

## **19 Replacement of Crew or Equipment:**

**19.1** A change of helmsman is not permitted.

**19.2** Substitution of crew will not be allowed without prior written approval of the Jury. Once a crewmember has changed, the original crew may not return. There shall be no crew change on the final day of racing.

## **20 Team and Private Support Boats:**

**20.1** Coach boats and private spectator boats are expected to monitor VHF 71 and render assistance to a boat in danger when requested by the boat, or at the request of the RC or Jury.

**20.2** Team leaders, coaches and other Support Persons shall stay 100 meters outside areas where boats are racing from the time of the Warning Signal until all boats have finished racing.

**20.3** A yacht shall receive no outside assistance from Support Persons or otherwise once she has left the dock for the day until the finish of the last race of the day, except in the case of emergency and/or towing supplied by the organizer and available to all participants

**20.4** The penalty for breaking SI 20.1, 20.2 or 20.3 will be at the discretion of the Jury up to and including disqualification of all boats associated with the team or private Support Persons.

## **21 Haul Out – Berthing:**

**21.1** There are no haul out or berthing restrictions.

## **22 US Sailing Prescriptions That Apply:**

### **RRS 61.4: Fees for Protests and Requests for Redress**

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

### **RRS 67: DAMAGES**

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 these 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.

## **RRS 76.1: EXCLUSIONS OF BOATS OR COMPETITORS**

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.

## **23 Radio Communications:**

**23.1** ISCYRA 31.2.6, Electronic Equipment, is amended to allow VHF radios to be carried on all boats for the sole purpose to listen to the actions of the RC and to transmit in the event of an emergency or retirement.

**23.2** In the event of an individual recall, bow numbers or sail numbers of a yacht or yachts which are identified as OCS may be announced on VHF 71. Failure of a yacht to hear a recall notification, the timing and order of such hails or the length of time it takes to make a notification on the VHF radio will not be grounds for redress. This changes RRS 60.1(b) and 62.

## **24 Prizes:**

**24.1** A prize for the first place boat in the series for the Masters Division (skippers age 50 through 59 before the start of the first race);

**24.2** A prize for the first place boat in the series for the Grand Masters Division (skippers age 60 and above before the start of the first race);

**24.3** A prize for the first place boat in the series for the Exalted Grand Master (skippers age 70 and above before the start of the first race)

**24.4** Competitors in the Master's, Grand Masters, and Exalted Grand Masters Divisions will also compete for series prizes;

**24.5** Prizes for the first, second, third, fourth and fifth place boats in the series; and,

**24.6** The perpetual Bacardi Cup Trophy for the first place skipper and the Tito Bacardi Cup for the first place crew in the series.

**24.7** The Tammy Rubin-Rice Trophy awarded to the highest placing team in Bacardi Cup who did not win an award.

## **25 Trash Disposal, Clothing and Extra Sails:**

**25.1** Boats shall not put trash in the water. Trash may be placed aboard support and RC boats.

**25.2** The race committee will not accept items of clothing or sails.

## **26 Mooring Field**

**26.1** It's prohibited to cross the Dinner Key mooring field on your way to and from the racecourse as per the hereunder City Ordinance. Be aware that Marine Patrol will be on the lookout and could impose citations! See following page for the ordinance.

**Sec. 50-408. Non-licensee vessels prohibited from entering mooring field.**

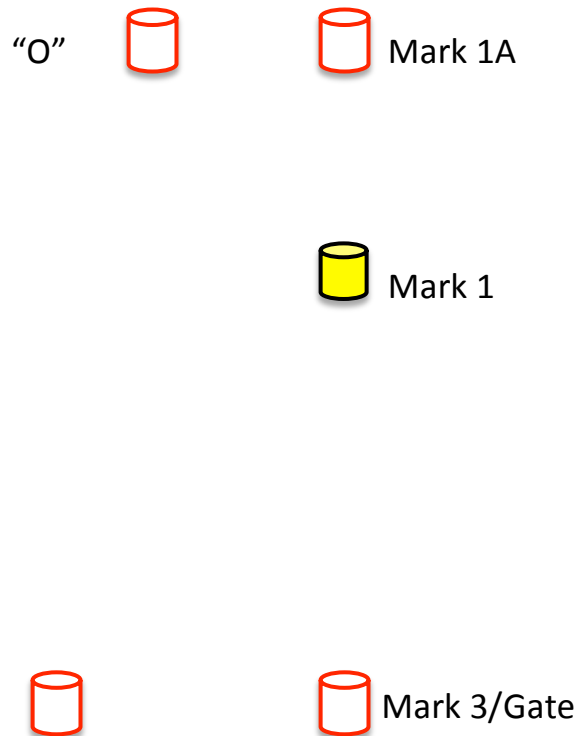
Entry into mooring field areas is prohibited, except by those vessels and their dinghies assigned by the harbormaster to a mooring, dinghies visiting those vessels assigned to moorings, facility staff or other authorized work vessels, and enforcement vessels. (*Ord. No. 12992, § 2, 5-8-08*)

**27 Disclaimer of Liability:**

**27.1** Sailing is an activity that carries with it an inherent risk of damage and injury. Competitors participate in this regatta entirely at their own risk and are reminded to pay special attention to RRS 4, Decision to Race. The race organizers, including the OA, CRYC, Race Committee, Protest Committee, sponsors, volunteers, or any other affiliated organization or official, will not be responsible for damage to any boat or other property or the injury to any competitor, including death, sustained as a result of practice for or participation in this event on the water or ashore. By participating in this event, each competitor agrees to release the race organizers from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law. RRS 82, a US Sailing Prescription, will not apply to the event.

## Attachment #1 to Sailing Instructions

### Vertical Offset



This language is inserted in the course description:

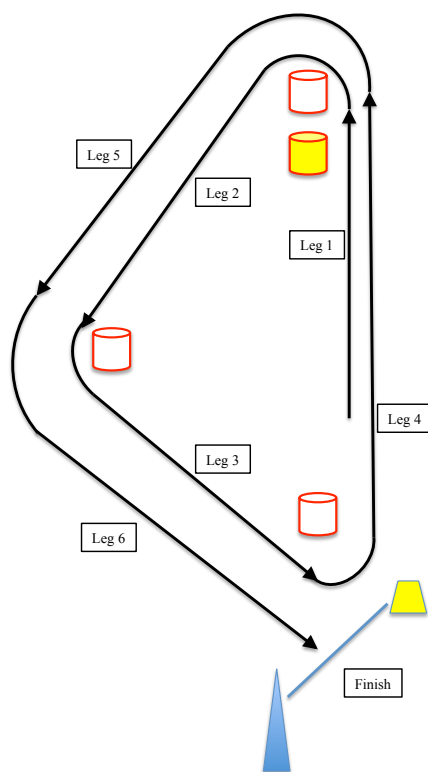
The R/C will lay Mark 1A between 50 - 100 meters to windward of Mark 1, and Offset Mark "O" at a 90° angle to the wind from Mark 1A at approximately the same distance. Boats shall pass in order Marks 1, 1A, "O", and then 1 all to port before proceeding to the next Mark, per STCR 34.2. In the event of a change of course, all Marks can be moved to maintain the configuration of the course; Mark 1, Mark 1A, and/or "O" can be pulled entirely; or replaced by a mark boat. This changes STCR 34.3, Courses.

*The practical effects are that 1) it clears the boats approaching the windward Marks from boats rounding the mark(s) and heading downwind much as the current "horizontal" offset to the side does, and 2) has the added advantage of moving the windward rounding pile-up off to the right and downwind of the top-end mark 1A, optimally to or past the starboard layline outside the limits of the respective zones. It increases the likelihood that the port tack boats approaching do so outside of the zones where RRS10 applies and there's plenty of water to maneuver as needed.*



## Attachment 2 to Sailing Instructions

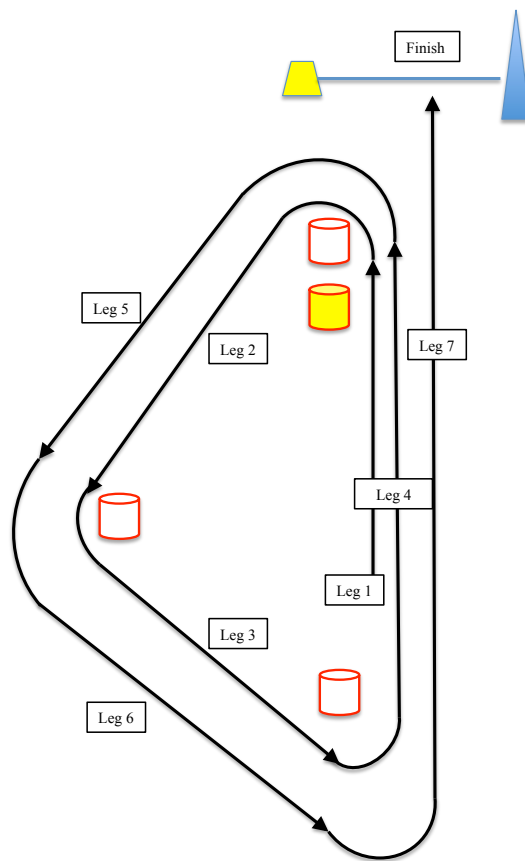
### Courses 6 and 7



Course 6

*Note: Mark "O" not used*

## Attachment 2 to Sailing Instructions *(continued)*



Course 7  
Note: Mark "O" not used



# **BACARDI CUP**

## **INVITATIONAL REGATTA**



**Miami, Florida, U.S.A.**

**March 7-10, 2018**

### **J70 CLASS SAILING INSTRUCTIONS**

#### **1. RULES**

- 1.1** The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2** The US Sailing prescriptions will not apply, except for the prescriptions to RRS 60.3, 61.4, 67. 70.5(a), 76, and Appendix R.
- 1.3** The rules of the J70 class, Parts I, II, and Part III Section I, I.4 will apply.
- 1.4** There will be an international jury constituted in compliance with Appendix N.

#### **2. NOTICE TO COMPETITORS**

- 2.1** Notices to competitors will be posted on the official notice board located on the first floor lobby of Biscayne Bay Yacht Club (BBYC).
- 2.2** Where there is a conflict between the notice of race and sailing instructions or subsequent amendments, the latter shall prevail. This changes rule 63.7.

#### **3. CHANGES IN THE SAILING INSTRUCTIONS**

- 3.1** Any change in the sailing instruction will be posted before 0800 on the day it will take effect, except that any change to the schedule of races will be posted before 2000 on the day before the change is to take effect.

#### **4. SIGNALS MADE ASHORE**

- 4.1** Signals made ashore will be displayed from the BBYC flagpole.
- 4.2** When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in the race signal AP.

#### **5. REGISTRATION CHECK IN AND IDENTIFICATION**

- 5.1** Skippers and crew must check in at the regatta committee registration desk located on the first floor lobby of BBYC. Skipper and crew shall sign a release form, and may request Corinthian status in accordance with J70 Class Rules Part III Section I.4. See Bacardi Cup J70 notice of race.
- 5.2** The race committee will issue bow numbers to boats that do not already have them applied at check-in. These numbers will be placed on the port and starboard hull in accordance with the International J70 Class Regatta Regulations ATTACHMENT C - J70 Bow Number Placement.

#### **6. SCHEDULE OF RACES**

- 6.1** The scheduled time of the warning signal for the first race of each day is 1055, with subsequent races to follow. On the last scheduled day of racing no warning signal will be made after 1400.
- 6.2** Up to eight races are scheduled.

#### **7. CLASS FLAG**

- 7.1** The class flag will be a blue J70 class insignia on a white background.

#### **8. RACING AREA**

- 8.1** The race area will be approximately 1-2 nm southeast of BBYC. See attachment 'RACE AREA'.

#### **9. THE COURSES**

- 9.1** The course number, magnetic bearing, and distance in nautical miles to first mark (1) will be displayed by the signal boat prior to the warning signal for each race.
- 9.2** The diagrams and descriptions in attachment 'COURSE ILLUSTRATIONS' show the courses, and the order and side in which marks are to be left.
- 9.3** Mark 1a will be set approximately 3-4 boat lengths to weather of mark 1. Boats shall pass in order marks '1', '1a', and '1' to port before proceeding downwind to the gate or finish.

**9.4** When a leeward gate is employed, boats shall sail between the gate marks from the direction of the previous mark and round either gate mark. If either the port or starboard leeward gate mark is missing, the remaining single leeward mark shall be left to port.

## **10. MARKS**

**10.1** Marks of the course will be inflatable buoys. Mark **1** will be a yellow cylinder. Mark **1a** will be a white cylinder. Mark(s) **2** (2s & 2p) will be white cylinder(s).

## **11. DAILY CHECK IN**

**11.1** Prior to the warning signal for the first race of the day in which the boat intends to compete, boats will check in by sailing past the stern of the signal boat until acknowledged by the race committee.

Boats failing to check in will be scored DNS without a hearing. This changes RRS A4.1.

**11.2** A boat leaving the race course or retiring shall notify the race committee as soon as practicable.

## **12. THE START**

**12.1** The starting line will be between a staff bearing an orange flag on the signal boat at the starboard end and a staff displaying an orange flag on the pin boat at the port end.

**12.2** If any part of a boat's hull, crew, or equipment is identified on the course side of the starting line at the starting signal, the race committee will attempt to broadcast the boat's bow number ("Bow #") or sail number ("Sail #") on the fleet's designated VHF channel. Failure of the race committee to make a broadcast or to time it accurately will not be grounds for redress. This changes RRS 62.1(a).

**12.3** Rule 29.1 is changed with the word 'four' replaced by 'five'. A boat starting later than five minutes after her starting signal will be scored DNS without a hearing. This changes RRS 4.1.

## **13. CHANGE OF THE NEXT LEG OF THE COURSE**

**13.1** To change the next leg of the course, the race committee will move the original mark(s), or the finish line, to a new position.

## **14. THE FINISH**

**14.1** The finishing line will be between a staff displaying an orange flag on the signal boat and a staff displaying an orange flag on a pin boat, OR a race committee boat displaying a staff with an orange flag and an adjacent mark.

**14.2** Flag **R** displayed without a sound at the finish line means 'another race to follow'. Flag **H** displayed without a sound at the finish line means 'no more races today, proceed to the berthing area'.

## **15. TIME LIMITS**

**15.1** If no boat has passed mark **1a** within 45 minutes, the race shall be abandoned.

**15.2** The time limit for the first boat to sail the course and finish is 90 minutes.

**15.3** Boats not finishing within 15 minutes after the first boat finishes will be scored DNF without a hearing. This changes RRS 35 and A4.1.

## **16. PROTESTS, REQUESTS FOR REDRESS, AND ARBITRATION**

**16.1** Boats intending to protest or request redress for an incident in the racing area should radio their intention to the race committee immediately after finishing or retiring from the race concerned, naming any other boat(s) involved, and await an acknowledgement. (This adds to Rule 61.1(a)).

**16.2** Protest forms will be available at the jury desk at Coral Reef Yacht Club (CRYC), and protests will be delivered there within the protest time limit of 60 minutes after the race committee signal boat docks following the last race of the day.

**16.3** Properly completed and accepted protests, hearing schedule, and protest results will be posted on the official Protest board at the Biscayne Bay Yacht Club. As a courtesy, protests may also be posted online on the appropriate yachtscore.com regatta web page.

**16.4** For protests involving an alleged breach of a rule of Part 2, a short arbitration hearing will be offered prior to a protest hearing. After a written protest is delivered to the protest desk, one representative from each boat will meet with the arbitrator. Protests not resolved by arbitration will be forwarded to a protest committee in accordance with Rule 63.

**16.5** The arbitrator will not be a member of the protest committee, but will be permitted to observe the testimony from the protestor and protestee and offer testimony if called upon by the protest committee. (This changes Rule 63.3(a)).

## 17. SCORING

**17.1** Eight races are scheduled, with three races completed to constitute a regatta.

**17.2** When fewer than six (6) races have been scored in a regatta, the boats score will be the total of her race scores. A boats worst score may be dropped after the completion of 6 races. (This changes Rule A2.)

## 18. RADIO COMMUNICATIONS

**18.1** Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

**18.2** The race committee will use VHF 72 to communicate with the fleet. Channel 72 should be monitored by boats that are competing as well as *Support Boats*.

## 19. PRIZES

**19.1** Prizes will be given to boats placing first through third Overall.

**19.2** Additional prizes will be given to boats placing first through third in the Corinthian category.

**19.3** There is no restriction for a boat to receive both Overall and Corinthian prizes.

## 20. DISCLAIMER OF LIABILITY

**20.1** Sailing is an activity that carries with it an inherent risk of damage and injury. Competitors participate in this regatta entirely at their own risk and are reminded to pay special attention to RRS 4, Decision to Race. The race organizers, including the Organizing Authority, Coral Reef Yacht Club, Biscayne Bay Yacht Club, Race Committee, Protest Committee, sponsors, volunteers, or any other affiliated organization or official, will not be responsible for damage to any boat or other property or the injury to any competitor, including death, sustained as a result of practice for or participation in this event on the water or ashore. By participating in this event, each competitor agrees to release the race organizers from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law. Rule 82 will not apply to the event in accordance with US Sailing regulations.

## 21. INSURANCE

**21.1** Each participating boat shall be insured with valid third party liability insurance with a minimum coverage of \$300,000 US per incident or equivalent.

## 22. INFORMATION

**22.1** Event website: [www.bacardiinvitational.com](http://www.bacardiinvitational.com)  
Yachtscoring link: <https://yachtscoring.com/emenu.cfm?elD=4517>

**22.2** Contacts:

Sara Zanobini, Twelve USA Inc. OA	Phone 305-510-7024	<a href="mailto:sara@bacardiinvitational.com">sara@bacardiinvitational.com</a>
Chris Howell, Director J/70 Class	Phone 440-796-3100	<a href="mailto:howell@j70office.com">howell@j70office.com</a>
Mark Pincus, Regatta Chair / Fleet Captain	Phone 305-915-1438	<a href="mailto:mwpincus@aol.com">mwpincus@aol.com</a>

## Attachments:

1. COURSE ILLUSTRATIONS

# COURSE ILLUSTRATIONS

## EXAMPLE: COURSE BOARD DISPLAYED ON R/C SIGNAL BOAT

**Sail Course #4** - Windward, Leeward, Windward, Leeward (finish)

With '1' + '1a' at the weather mark, and a **Gate** at the leeward mark.

The Weather mark(s) approx. **1.2 nm** from start at **120°** magnetic.

**4**  
**120°**  
**1.2 nm**

## COURSE # 3

Finish  -----  R/C


Wind  
↓

Leg 1 – Windward (1 + 1a + 1 to port)  
Leg 2 – Leeward (2s or 2p gate)  
Leg 3 – Windward (Finish)

Start  -----  R/C

## COURSE # 5

Finish  -----  R/C


Wind  
↓

Leg 1 – Windward (1 + 1a + 1 to port)  
Leg 2 – Leeward (2s or 2p gate)  
Leg 3 – Windward (1 + 1a + 1 to port)  
Leg 4 – Leeward (2s or 2p gate)  
Leg 5 – Windward (Finish)

Start  -----  R/C

## COURSE # 4


Wind  
↓

Leg 1 – Windward (1 + 1a + 1 to port)  
Leg 2 – Leeward (2s or 2p gate)  
Leg 3 – Windward (1 + 1a + 1 to port)  
Leg 4 – Leeward (Finish)

Start/  -----  R/C  
Finish

## COURSE # 2


Wind  
↓

Leg 1 – Windward (1 + 1a + 1 to port)  
Leg 2 – Leeward (Finish)

Start/  -----  R/C  
Finish

## **J70 CLASS**

### **Rules**

1.3 The US prescriptions will not apply, except for the prescriptions to RRS 60.3, 61.4, 67, 70.5(a), 76, and Appendix R.

### **US SAILING PRESCRIPTIONS APPLIED FOR THE SERIES**

#### **Rule 60.3**

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*

#### **Rule 61.4**

Fees for Protests and Requests for Redress.

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

#### **Rule 67**

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.*

#### **Rule 70.5(a)**

After rule 70.5(a) add; *US Sailing prescribes that its approval is required. Go to [ussailing.org/racingrules/documents](http://ussailing.org/racingrules/documents) and click the 'No Appeal' link for more information or to obtain approval.*

#### **Rule 76**

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.*

### **APPENDIX R – Procedures for Appeals and Requests**

*This appendix is a US Sailing prescription.*

See rules 70 and 71. *This appendix replaces Appendix R as adopted by World Sailing for the purpose of creating a two-level appeals system. The US Sailing Appeals Committee acts as the national authority under rule 71. An association appeals committee may act as permitted by rule 71.2 and shall act as required by rule 71.3, subject to further appeal as provided in rule R7.1(a).*