

# International J70 Class Association

## Regatta Regulations

*Please note that for purposes of World and Continental Championships, this document has the status of By-laws of the IJ70CA and will be updated by the IJ70CA as circumstances require. The Organizing Authority and the Race Management Team shall consider the provisions of this document to be requirements, which shall not be changed without the permission of the IJ70CA Executive Committee.*

*For other J/70 events which are not World or Continental Championships, these Regulations are intended to be guidance to the Organizing Authority and the Race Management Team, but are not requirements. The basic principles of this document should be considered when planning a National or Regional Championship or a Worlds qualifying event.*

*Any failure to observe these Regulations shall not be grounds for redress.*

### 1. Organizer Obligations

#### 1.1. General

1.1.1. The Organizing Authority will abide by the current J/70 Class rules and all of the guidelines of this document

#### 1.2. Race officials

1.2.1. The Primary Race Officer shall be an IRO or Senior PRO and approved by the Class Office.

1.2.2. An International Jury shall be secured for the event. On-the-water judging is expected for World Championships and Continental Championships. For World Championships the Chief Judge shall not be a citizen of the host country.

#### 1.3. Budget

1.3.1. The organizer shall budget the travel and accommodation expenses of the PRO, Jury members, International Measurers, Chair of the IJ70CA's Technical Committee ("ITC") or Class measurers designated by the ITC Chair.

1.3.2. The organizer shall provide trophies for the top 5 "open" and top 5 "Corinthian" competitors at a minimum.

1.3.3. The organizer shall plan at least two social events that include all participants for no extra charge beyond the registration fee.

### 2. Regatta Management

#### 2.1. Notice of Race and Sailing Instructions

2.1.1. The NOR and SI will be based on ISAF RRS Appendices J, K, and L.

2.1.2. The class will appoint a class representative who will provide guidance on class policies for the championship.

- 2.1.3. The class office in coordination with the ITC, PRO, and the Chief Judge will approve the NOR and SI prior to initial publication.
- 2.1.4. Amendments to the NOR and/or SI should have the advance approval of the class office, ITC, PRO, and the Chief Judge.
- 2.1.5. The OA should develop NOR and SI that are consistent with the IJ70CA templates and the requirements set out in this document.

## **2.2. Decision to Race**

- 2.2.1. Races should not be started when there is less than an average of 5 knots of wind over the entire course area. This lower limit may be higher if there is a strong current in the racing area.
- 2.2.2. Races should not be started when the winds exceed an average of 25 knots or gusting to 28 knots or above. The RC should factor sea conditions, current and rapid changes in velocity in final decision to race.
- 2.2.3. Races shall not be started if reduced visibility prevents the race management team from sighting the starting line and identifying premature starters. The fact that the first mark cannot be seen from the starting area is not, in and of itself, a reason to postpone racing.

## **2.3. Courses**

- 2.3.1. Target time for races should be 55-65 minutes. See Attachment A for predicted course lengths for different wind speeds.
- 2.3.2. The course length should be set to give the first boat of each fleet the best chance of achieving the target time. The race management team should rely primarily on 4-leg windward/leeward courses. The 5-leg windward/leeward course should only be used to enable the fleet to finish closer to the harbor at the end of a day.
- 2.3.3. The weather mark should have an offset mark set approximately 10-12 boat-lengths on a course approximately 90 degrees from the direction to the weather mark. (see Attachment A)
- 2.3.4. The leeward mark should be a gate of two marks approximately 10 hull lengths apart, set square to the sailing wind. Variations in width and angle of the offset or gate may be necessary in order to adjust for size of the fleet, current, or other prevailing conditions.

## **2.4. Qualifying Series for Large Fleets**

- 2.4.1. A Qualifying Series may be instituted if the entry level is at or above 80 boats and if the event includes at least four days of scheduled racing. The qualifying series will be a round robin whereby entrants are divided into four nearly equal groups and each group races against each other group at least once. A minimum 3 races are needed to establish Gold and Silver fleets.
- 2.4.2. Scores for the Qualifying series will be used to determine the Gold and Silver fleets.
- 2.4.3. Scores from the Qualifying series will be dropped and all competitors will start the Championship events with zero points.

## **2.5. Schedule**

2.5.1. The overall schedule shall be based on 3 races per day. A maximum of 4 races may be sailed in one day.

2.5.2. The schedule shall be based on 4 days of racing. If the organizer anticipates a split fleet, 5 days of racing should be planned.

## **2.6. Scoring**

2.6.1. RRS A2 will apply in regard to scoring.

## **2.7. Corinthian Division**

2.7.1. Regatta organizers shall offer and present awards for a Corinthian division.

2.7.2. To be considered as a Corinthian Team, the entire crew, including the owner/driver, shall provide proof of a valid ISAF Group 1 classification at the time of registration.

2.7.3. The Corinthian division shall be scored as a sub-division of the whole fleet using the competitor's actual scores.

## **3. Race Management**

### **3.1. Starting Line**

3.1.1. Starting lines should generally be set square to the median sailing wind. Current, favored side of the course, expected wind shifts and other variables may justify variation from this guideline.

3.1.2. Starting lines should be set approximately 0.1 to 0.4 nm below the anticipated position of leeward marks. Longer distances should be used for larger fleets.

3.1.3. The race management team should set the length of the line to the number of starting boats times a factor of 1.3 to 1.7. A larger multiplier may be used in strong winds or heavy seas.

3.1.4. For starting fleets of 60 boats or more, the race committee shall implement a mid-line boat (a two-segment line using three race committee boats).

### **3.2. Postponing a Race During the Starting Procedure**

3.2.1. The race management team will postpone a race during the starting procedure in response to adverse outside effects depriving boats of an equal chance of a good start.

3.2.2. If a wind shift occurs before the starting signal that causes boats to bunch at one end of the start line, or that significantly increases the risk of a general recall - a postponement should be considered - even in the last minute before the start.

### **3.3. Calling OCS**

3.3.1. The race management team will not permit a race to continue if it is satisfied that unidentified boats were over early.

3.3.2. The race management team will attempt to advise boats that are OCS or BFD via VHF hail. This will be done as soon as is practical after the starting signal.

3.3.3. After a Black Flag general recall, in addition to the requirements of Rule 30.3, the boats to be scored BFD will be announced via VHF.

#### **3.4. General Recall**

3.4.1. When the race management team is not satisfied that all boats that are over early (or that have broken Rules 30.1 or 30.3) have been identified, a General Recall will be signaled.

#### **3.5. Starting Penalties (Flags P,U and Black Flag)**

3.5.1. If the race management team is satisfied that a General Recall was not the result of the starting line setup, it will use rule 30.3 (U Flag), or 30.4 (Black Flag) as described in the RRS, on subsequent attempts (including re-starts if the race is abandoned).

3.5.2. An important principle followed by the race management team is that the U or Black Flag should only be used when general recalls are caused by the boats themselves, or rapid oscillations of the wind, and not by actions of the race committee.

#### **3.6. Shortening the Course**

3.6.1. Courses will not be shortened using flag S.

3.6.2. Reducing the length of a leg, even the final leg, may be done by using a minus sign as specified in Rule 33.

3.6.3. Change in leg lengths will not be made to reduce a leg to less than 50% or increase a leg to more than 150% of original leg length.

#### **3.7. Abandonment**

3.7.1. On the first half of the first leg, the race management team shall abandon in the event of a major, persistent, wind shift (more than 25 degrees). After that, the race management team should let the race continue if it is able to adjust to the changed conditions.

3.7.2. Visibility: The race management team shall abandon a race if it is satisfied that a reduction in visibility affects its ability to safely manage racing. The fact that boats cannot see the next mark from the prior mark is not, in and of itself, reason to abandon the race.

3.7.3. Collapse of wind: The race management team may abandon the race when it is unlikely that the leading boat will complete the course within the overall time limit, even if a new wind were to arrive.

3.7.4. New wind: The race management team may abandon the race when a new wind causes the fleet to invert or experience a similarly substantial change in positions.

3.7.5. Frequent and violent wind shifts: Under these circumstances the race management team may not be able to adjust the course sufficiently or quickly enough to maintain a race of the required standard. In that case, the race may be abandoned.

#### **3.8. Finishing Line /Finishing Procedures**

3.8.1. The finishing line shall be set before the first boat begins the final leg. The race management team shall use two finish boats.

3.8.2. The finishing line will be approximately 75 meters in length, set square to the sailing wind.

## ATTACHMENT A - J70 Predicted Course Lengths (assuming slack current)

### 4 LEG COURSE - Distance from LM to WM

Wind (kts)	Small	Medium	Small	Medium	Large	Small	Medium	Large	Medium	Large	Start Fleet Offset Target Time
	0.2	0.3	0.2	0.3	0.4	0.2	0.3	0.4	0.3	0.4	
	<b>1:00:00</b>	<b>1:00:00</b>	<b>1:10:00</b>	<b>1:10:00</b>	<b>1:10:00</b>	<b>1:20:00</b>	<b>1:20:00</b>	<b>1:20:00</b>	<b>1:30:00</b>	<b>1:30:00</b>	
6	0.70	0.65	0.83	0.78	0.73	0.96	0.91	0.86	1.05	1.00	nm
8	0.87	0.82	1.03	0.98	0.93	1.19	1.14	1.09	1.30	1.25	
10	1.04	0.99	1.23	1.18	1.13	1.42	1.37	1.32	1.56	1.51	
12	1.15	1.10	1.36	1.31	1.26	1.56	1.51	1.46	1.72	1.67	
14	1.20	1.15	1.42	1.37	1.32	1.64	1.59	1.54	1.81	1.76	
16	1.28	1.23	1.51	1.46	1.41	1.74	1.69	1.64	1.92	1.87	
20	1.43	1.38	1.69	1.64	1.59	1.95	1.90	1.85	2.15	2.10	

### 4 LEG COURSE - Est. time of first beat

6	17:56	18:56	20:36	21:36	22:36	23:15	24:15	25:15	26:54	27:54	mm:ss
8	17:49	18:39	20:31	21:21	22:11	23:12	24:02	24:52	26:44	27:34	
10	17:44	18:27	20:27	21:10	21:53	23:10	23:53	24:36	26:36	27:19	
12	17:58	18:38	20:44	21:24	22:04	23:31	24:11	24:51	26:57	27:37	
14	18:43	19:23	21:37	22:17	22:57	24:31	25:11	25:51	28:04	28:44	
16	18:54	19:33	21:51	22:29	23:07	24:47	25:25	26:04	28:22	29:00	
20	20:25	21:03	23:37	24:15	24:52	26:49	27:26	28:04	30:38	31:16	

Note: These do NOT account for planing and surfing in higher winds. A course length Excel spreadsheet is available from Chris Howell

**5 LEG COURSE - Distance from LM to WM**

	Small 0.2 <b>1:00:00</b>	Medium 0.3 <b>1:00:00</b>	Small 0.2 <b>1:10:00</b>	Medium 0.3 <b>1:10:00</b>	Large 0.4 <b>1:10:00</b>	Small 0.2 <b>1:20:00</b>	Medium 0.3 <b>1:20:00</b>	Large 0.4 <b>1:20:00</b>	Medium 0.3 <b>1:30:00</b>	Large 0.4 <b>1:30:00</b>	Start Fleet Offset Target Time
6	0.59	0.57	0.69	0.67	0.65	0.80	0.78	0.76	0.88	0.86	nm
8	0.72	0.70	0.85	0.83	0.81	0.98	0.95	0.93	1.08	1.06	
10	0.85	0.83	1.00	0.98	0.96	1.15	1.13	1.11	1.28	1.26	
12	0.93	0.91	1.10	1.07	1.05	1.26	1.24	1.22	1.40	1.38	
14	0.97	0.94	1.13	1.11	1.09	1.30	1.28	1.26	1.45	1.43	
16	1.02	1.00	1.20	1.18	1.15	1.38	1.36	1.33	1.53	1.51	
20	1.11	1.09	1.31	1.28	1.26	1.50	1.48	1.45	1.67	1.65	

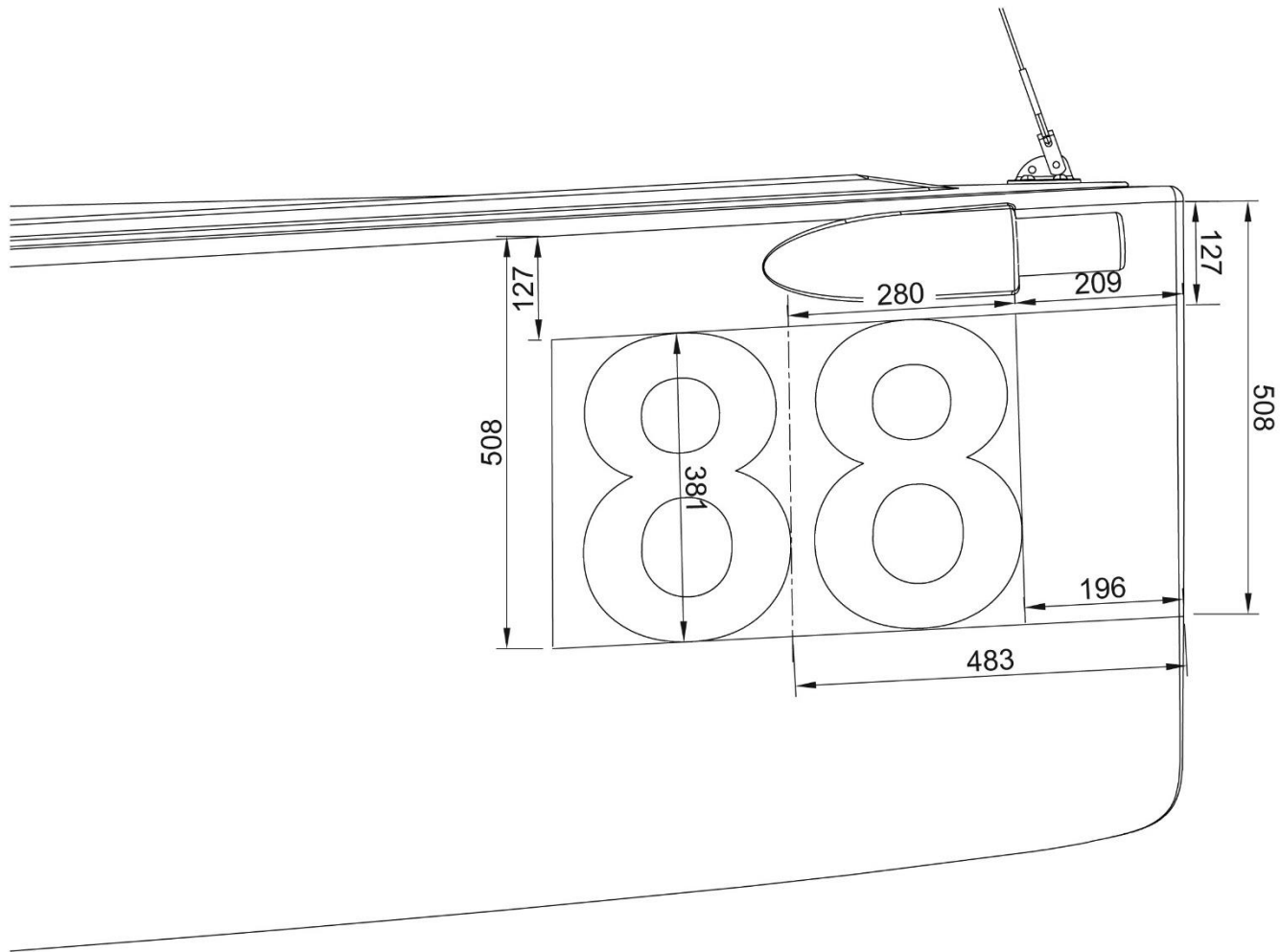
**5 LEG COURSE - Est. time of first beat**

6	15:45	17:20	17:51	19:26	21:01	19:57	21:32	23:07	23:38	25:13	mm:ss
8	15:21	16:40	17:28	18:47	20:06	19:36	20:55	22:13	23:02	24:21	
10	15:04	16:11	17:12	18:20	19:27	19:20	20:28	21:35	22:36	23:43	
12	15:07	16:09	17:17	18:20	19:22	19:27	20:30	21:32	22:40	23:43	
14	15:33	16:35	17:48	18:50	19:52	20:02	21:04	22:06	23:19	24:21	
16	15:36	16:35	17:52	18:51	19:51	20:09	21:08	22:07	23:24	24:23	
20	16:25	17:22	18:51	19:48	20:44	21:16	22:13	23:10	24:38	25:35	

## ATTACHMENT B - STARTING LINE LENGTHS (nautical miles)

		Number of starters												
# Boat lengths		40	45	50	55	60	65	70	75	80	85	90	95	100
Shorter	1.3	0.20	0.22	0.25	0.27	0.29	0.32	0.34	0.37	0.39	0.42	0.44	0.47	0.49
Medium	1.5	0.23	0.26	0.28	0.31	0.34	0.37	0.40	0.43	0.45	0.48	0.51	0.54	0.57
Longer	1.7	0.26	0.29	0.32	0.35	0.39	0.42	0.45	0.48	0.51	0.55	0.58	0.61	0.64

## ATTACHMENT C - J70 Bow Number Placement



### J/70 Class Bow Number Location

Standard number size - height = 381mm (15")  
Dimensions in mm  
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