International J/70 Class Association

J/70 REGATTA REGULATIONS (J70RR)

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Feedback on this document is appreciated.
Contact the IJ70CA Technical Committee Chair or the J/70 Class Office with questions, comments, or suggestions.

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1. STATUS OF THESE REGULATIONS

1.1. These J/70 Regatta Regulations (J70RR) are binding on the Race Committee (RC) at J/70 World and Continental Championships. Unless separately invoked by the Notice of Race (NoR) and/or the Sailing Instructions (SIs), they are non-binding guidelines for other J/70 Class events.

1.2. These J70RR may be amended by approval of the International J/70 Class Association (IJ70CA) Executive Committee. The current version at the beginning of an event's first scheduled day of racing is the binding version for that event.

1.3. Provisions of these J70RR may be altered for an event with approval of the IJ70CA Executive Committee; any such changes should be specified in the NoR and/or the SIs.

1.4. Any failure to follow these J70RR shall not be grounds for a request for redress by any boat. This changes RRS 61.1(a).

2. SCHEDULE OF RACES

2.1. The RC will intend to sail up to two (2) to three (3) races per day, subject to wind and weather conditions. A maximum of three (3) or four (4) races may be sailed per day to maintain the overall regatta schedule, at the discretion of the RC.

2.2. As an exception to J70RR 2.1, during a Qualifying Series (see J70RR 4), a maximum of four (4) to five (5) races may be sailed per day.

2.3. A maximum of ten (10) races for a championship series shall be sailed. The RC shall have the discretion to run fewer races.

3. SCORING

3.1. Three (3) races are required to be completed to constitute a series.

3.2. Scoring shall be according to the Low Point Scoring System of RRS A2 and A4 as follows:

3.2.1. When fewer than five (5) races have been completed, a boat's series score shall be the total of her race scores.

3.2.2. When five (5) or more races have been completed, a boat's series score shall be the total of her race scores excluding her worst score.

4. QUALIFYING SERIES

4.1. If specified in the NoR and/or the SIs, a Qualifying Series shall precede the Championship Series.

4.2. A Qualifying Series shall be a round robin format whereby boats are divided into four (4) nearly equal groups and each group races against each other group at least once. The assignment of boats into groups shall be determined by the IJ70CA and the OA.

4.3. Scoring for the Qualifying Series shall be according to the Low Point Scoring System of RRS A2 and A4 as follows:

4.3.1. When fewer than five (5) races have been completed, a boat's Qualifying Series score shall be the total of her race scores.

4.3.2. When five (5) or more races have been completed, a boat's Qualifying Series score shall be the total of her race scores excluding her worst score.

4.4. A minimum of three (3) Qualifying Series races are needed to establish the Gold and Silver fleets. Only the results of races completed by all groups shall be considered.

4.5. At the conclusion of the Qualifying Series, the top one-half of the fleet by score will race in the Gold fleet for the Championship Series, and the bottom one-half of the fleet by score will race in the Silver fleet. Ties shall be broken using RRS A.8. If the fleet contains an uneven number of boats, the Gold fleet will be larger by one boat.

4.6. After the conclusion of the Qualifying Series, the Qualifying Series scores shall be dropped and all boats in both fleets will start the Championship Series with zero points. However, if fewer than the minimum number of races required to constitute a Championship Series are completed, a boat's position in the Qualifying Series shall count as one race score for the Championship Series.

5. COURSES, COURSE LENGTH & TIME LIMITS

5.1. In an event with a single fleet, the course shall be windward-leeward with four legs, finishing downwind. Appendix A shows this course, designated "Course W".

5.2. For an event with a Qualifying Series and less than approximately 120 entrants the courses shall be Course W.

5.3. For an event with a Qualifying Series and more than approximately 120 entrants:

5.3.1. The courses for the Qualifying Series shall be either outside or inside trapezoids, finishing downwind. Appendix A shows these courses, designated "Course O" and "Course I".

5.3.2. The courses for the Championship Series shall be Course O for the Silver fleet (which shall start first), and Course W for the Gold fleet (which shall start second).

5.4. The weather mark (including after a change in course) will have an offset mark, except in the case of Course O.

5.5. The leeward mark will be a gate of two marks set approximately 90m to 120m apart square to the wind direction. Higher wind conditions will require greater distances between gate marks. The leeward gate marks may be set after the start.

5.6. For fleets of 70 boats or less, the target time for races shall be 60 to 70 minutes. For fleets greater than 70 boats, the target time for races shall be 75 to 90 minutes. The course length will be set to give the first boat the best chance of achieving the target time. Failure to meet the target time will not be grounds for a request for redress. This changes RRS 61.1(a).

5.7. The race time limit shall be 1.5 times the upper limit of the range of the target time for races in J70RR 5.6.

5.8. Boats failing to finish within 20 minutes after the first boat sails the course and finishes shall be scored time limit expired (TLE) without a hearing. The score for TLE shall be the number of finishers plus two points, but not worse than the score for DNF. This changes RRS 35, A4 and A5.

6. DECISION TO START A RACE

6.1. Races shall not be started when there is less than an average of five (5) knots of wind over the entire course area. This lower limit should be higher if there is a strong current in the racing area.

6.2. Races shall not be started when the winds exceed an average of 25 knots or are gusting to 28 knots or above. The RC will also consider sea conditions, as well as current and impending weather changes in any decision to race.

6.3. Races shall not be started if reduced visibility prevents the RC from sighting the starting line to identify premature starters.

7. STARTING LINE

7.1. The starting line will generally be set square to the median sailing wind.

7.2. The starting line will be set from approximately 0.1nm (in heavy wind) to approximately 0.3nm (in light wind) downwind of the anticipated position of the leeward gate marks.

7.3. The RC shall set the length of the line using the following formula: the number of competitors times seven meters times a factor of 1.3 to 1.7. A larger multiplier may be used in strong winds or heavy seas.

7.4. For starting fleets of 60 boats or more, the RC may use a mid-line boat (a two-segment line using three race committee boats).

8. THE START

8.1. The RC will postpone a race during the starting procedure in response to adverse outside effects depriving boats of an equal chance of a good start. A postponement will be considered if a wind shift occurs before the starting signal that causes boats to bunch at one end of the starting line or significantly increases the risk of a General Recall.

8.2. A General Recall shall be signaled when the RC is not satisfied that all boats that are over early have been identified.

8.3. The RC shall use RRS 30.3 (*U Flag Rule*) or RRS 30.4 (*Black Flag Rule*) starting penalties on any start, at its discretion.

8.4. General Recall flags will be displayed on the RC signal boat in accordance with RRS 29 and may be displayed by other starting line boats as a courtesy. This changes RRS 29.1 and RRS 29.2.

8.5. Boats breaking RRS 30.3 (*U Flag Rule*) or 30.4 (*Black Flag Rule*) will be broadcast on the VHF Channel using bow numbers as a courtesy.

8.6. In the event of a General Recall or abandonment after the start during a RRS 30.4 (*Black Flag Rule*) start, the RC shall broadcast via VHF and display the bow number of any boat violating RRS 30.4 before the next warning signal. This changes RRS 30.4.

8.7. The RC will attempt to make the VHF broadcasts described in J70RR 8.5 and 8.6. However, the timing of such a broadcast, the sequence of the broadcasts or the failure to make or hear the broadcasts shall not be grounds for granting redress. This changes RRS 61.1(a).

9. CHANGING THE COURSE

9.1. Courses will not be shortened using flag "S". This changes RRS 32. However, legs of the course may be shortened (or lengthened) pursuant to RRS 33.

9.2. A change in leg lengths shall not reduce a leg to less than 50% or increase a leg to more than 150% of the original leg length.

10. ABANDONING A RACE

10.1. The RC shall abandon a race in the event of a persistent wind shift of more than 25 degrees during the first half of the first leg.

10.2. The RC shall abandon a race if it determines that a reduction in visibility affects its ability to safely manage racing.

10.3. The RC shall abandon a 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.

10.4. The RC shall abandon a race when a new wind causes the fleet to invert or experience a similarly substantial change in positions.

10.5. The RC shall abandon a race if frequent and/or violent wind shifts render it unable to adjust the course sufficiently or quickly enough to maintain a race of the required standard.

11. FINISH LINE AND FINISHING PROCEDURES

11.1. The finish line shall be set before the first boat begins the final leg.

11.2. The finish line will be approximately 90 to 120 meters in length, generally set square to the median sailing wind. Larger fleets will require longer finish lines.

11.3. For continental and world championships, the RC shall use two finish boats, one at each end of the line. For other events, the use of two finish boats is optional.

12. SCORING CORRECTIONS AND REDRESS

12.1. If the RC believes it may have made an error affecting the outcome of the race for which redress may be available, it may request redress on behalf of the potentially affected boat(s).

12.2. The RC will consider requesting redress on behalf of a boat if it determines the boat's score has been made substantially worse by the actions of an official boat.

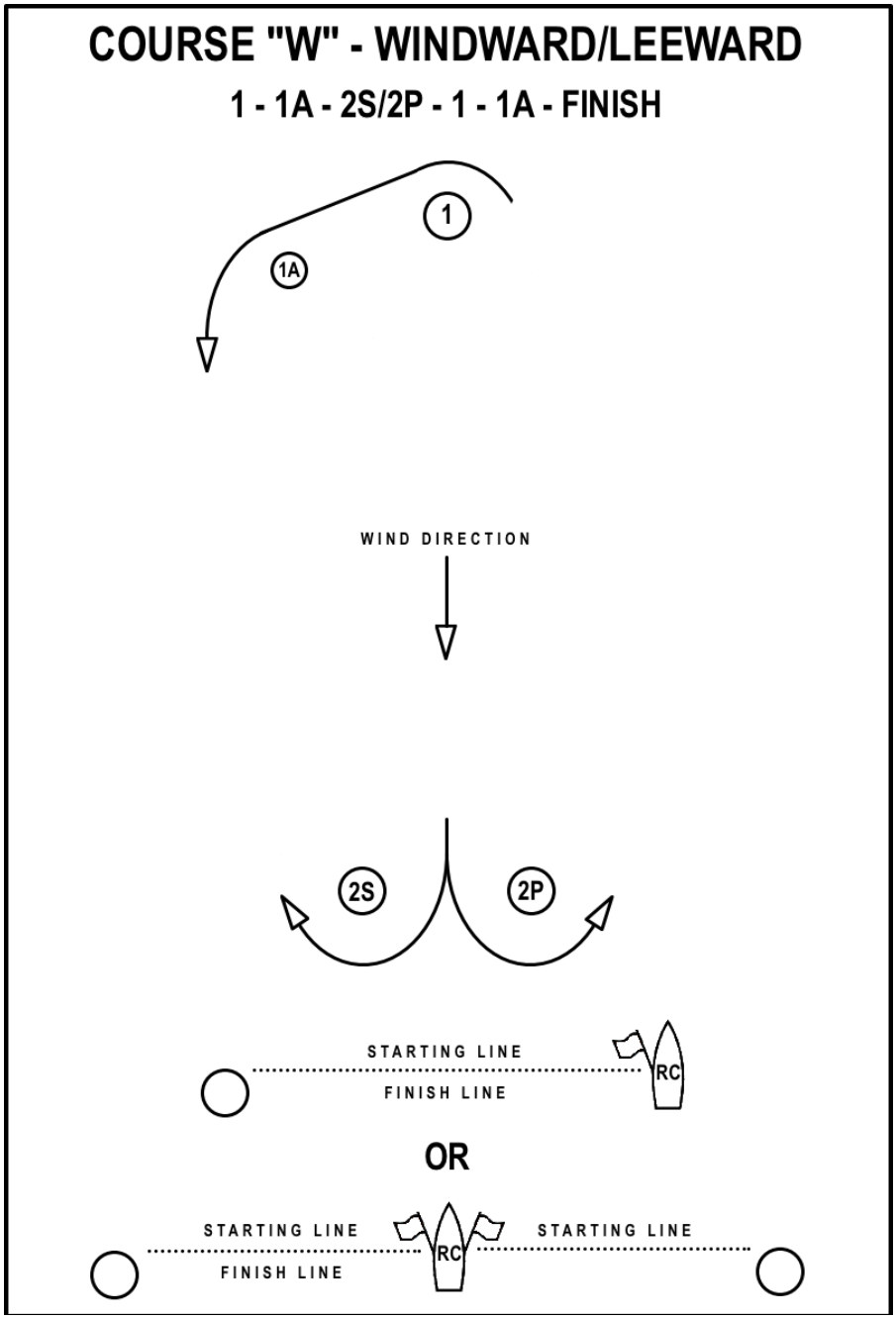
13. GENERAL PRINCIPLES AND SAFETY

13.1. RRS 40.1 applies. ~~at all times while racing. All competitors are required to wear a life jacket or other adequate personal flotation device (PFD) while racing.~~

13.2. The operator of an official vessel, including support person vessels, will promptly advise the RC if he/she believes his/her vessel has substantially affected one or more boats racing.

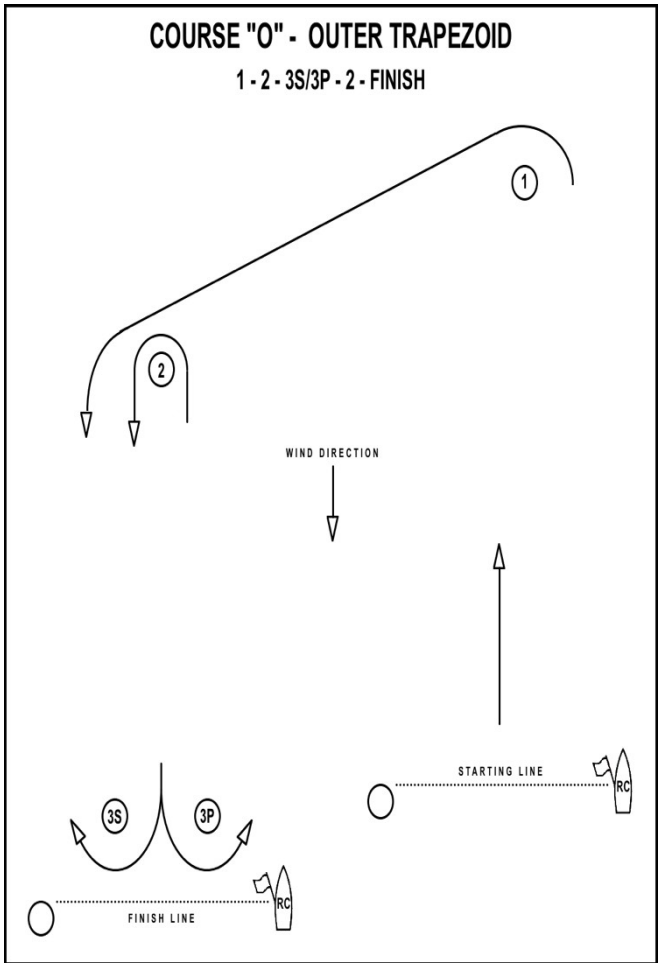
13.3. All support vessels shall use engine kill cords.

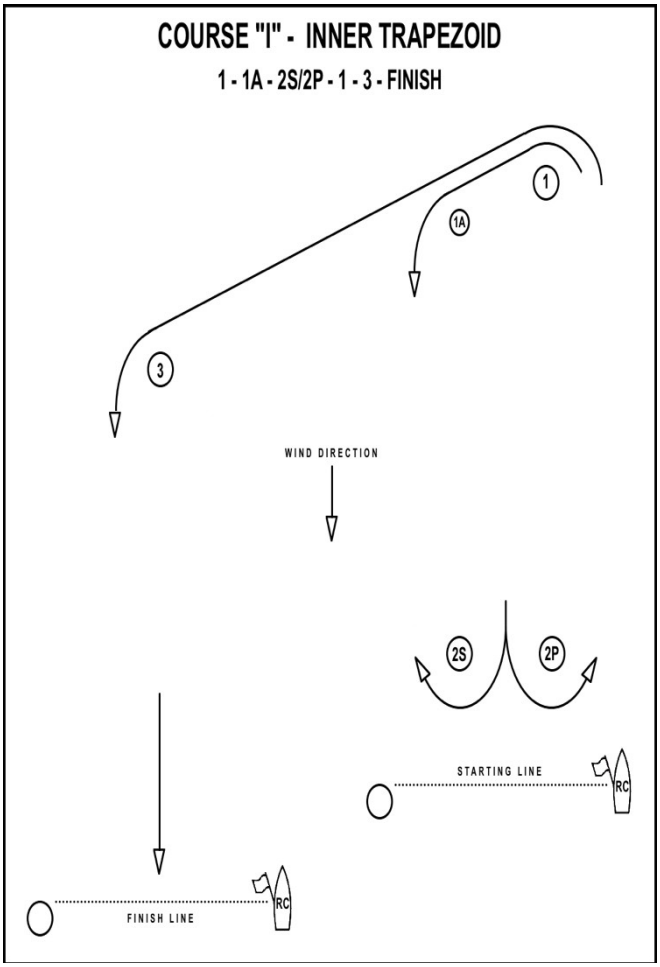
J70RR APPENDIX A
COURSES



Course W is to be used for racing with one fleet. Fleets of 60 or more boats may use a mid-boat line as shown in the diagram. Starting marks may be marks or boats.

J70RR APPENDIX A
COURSES





Courses O and I are suitable for racing with two fleets in the same course area; the first fleet to start sails Course O, and the second fleet to start sails Course I.

Fleets of 60 or more boats may use a mid-boat line as shown on the Course W diagram.
Starting marks may be marks or boats.