



BCS J/24 National Championships

Foynes Yacht Club

Friday 8th to Sunday 10th June, 2018

Sailing Instructions

1. ORGANISING AUTHORITY

1.1 The Organising Authority (OA) is Foynes Yacht Club (FYC).

2. RULES

2.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS).

2.2 The prescriptions of Irish Sailing will apply.

2.3 The rules of the International J/24 Class will apply. In particular competitors should note,

- a. Class Rule C.1.1, changing rule 42 (prohibiting hanging off mast or shrouds to promote a roll tack or gybe, and allowing all parts of a main-sheet to be pulled simultaneously)
- b. Class Rule C 2.1 Crew Limitations (See also SI 20.1)
- c. Class Rule C.2.2, changing rule 49 (regulating crew position outside the upper lifeline) will apply.

See also SI 21.3 regarding the use of spare spinnakers.

2.4 **Commercial Shipping:** Strict warning is given by Shannon Foynes Port Company that boats and support vessels must at all times keep well clear of Tugs and commercial shipping in the area.

3. NOTICES TO COMPETITORS

3.1 Notices to Competitors will be posted on the event notice board located outside the Race Office of the Foynes Yacht Club.

3.2 The Race Committee may draw attention to Race Signals given on the Committee Boat, and communicate other information on VHF at any time. The Race Committee will transmit on Channel 72 or other such channel as may be displayed on the Committee Boat. Failure to transmit or to receive such communication will not be grounds for redress by a boat. This changes rule 62.1(a).

4. ADVERTISING

4.1 World Sailing Regulation 20 will apply.

5. CHANGES TO SAILING INSTRUCTIONS

5.1 Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.

6. SIGNALS MADE ASHORE

6.1 Signals made ashore will be displayed on the flagstaff in front of the clubhouse.

6.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in the race signal AP.



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7. SCHEDULE

- 7.1 A Competitor's Briefing will take place at 1030 on Friday 8th June in Foynes Yacht Club.
 7.2 Schedule of Races: 9 Races are scheduled as follows.

Date	Time of first Warning Signal	Number of Races Scheduled	Low Water	High Water
Friday 8 th June	1230	Up to 4	0738 1.5m	1438 4.3m
Saturday 9 th June	1130	Up to 4	0846 1.3m	1537 4.6m
Sunday 10 th June	1130	Remaining races to complete the series.	0945 1.0m	1629 4.9m

- 7.3 The warning signal for each succeeding race will be made as soon as practicable.
 7.4 On Sunday 10th June, the first warning signal of a race will not be made after 1400.

8. CLASS FLAG

- 8.1 The class flag will be code flag J.

9. RACING AREA:

The racing area will be East of Foynes Island or at Mount Trenchard.

Local Variations: See Admiralty Chart of Foynes Island & Harbour Area in the Clubhouse.

10. THE COURSE

- 10.1 The course will be of the Windward/Leeward type. The diagram in Appendix A shows the course, the order in which marks are to be passed. All marks shall be left to port, except at Marks 3s and 3p, where boats shall sail between the gate marks from the direction of the previous mark and round either mark.
 If one of gate marks 3s or 3p is not in place, boats shall leave the remaining mark to port.
 10.2 No later than the warning signal, the Race Committee will signal the number of rounds to be sailed. Numeral Pennant 2 signifies 2 rounds and Numeral Pennant 3 signifies 3 rounds.
 10.3 No later than the warning signal, the Race Committee may display the approximate compass bearing to Mark 1.

11. MARKS:

- 11.1 The Racing Marks, 1,2,3s and 3p will be orange cylindrical inflatable buoys.
 11.2 A race committee vessel signalling a change of course is a mark as provided in SI 13.2.

12. THE START

- 12.1 Races will be started in accordance with rule 26.
 12.2 The starting line will be between a red and white pole, or Main mast, on the Race Committee vessel displaying an orange flag at the starboard end and the Start Mark at the port end. The Start Mark will be an orange cylindrical buoy.
 12.3 The race committee may broadcast Individual Recall OCS sail numbers no earlier than one minute after the starting signal, on the designated VHF channel.
 12.4 When rule 30.4 (Black Flag Rule) applies, and following a general recall, the Race Committee may, in addition to the requirements of rule 30.4, broadcast sail numbers on the designated VHF channel.
 12.5 When the Race Committee determines that a boat has not complied with rule 29.1, 30.1, 30.3 or 30.4, or with sailing instruction 11.5 the Race Committee may broadcast the boat's sail number on the designated VHF channel, no earlier than one minute after the starting signal.
 12.6 Failure to broadcast, or errors in the broadcast, under SI 12.3, 12.4 or 12.5 will not be grounds for a request for redress by a boat. This changes rule 62.1(a).



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- 12.6 A boat starting later than 5 minutes after her starting signal will be scored Did Not Start without a hearing. This changes rule 63.1, A4 and A5.

13. CHANGE OF COURSE

- 13.1 The change will be signalled in accordance with rule 33. Minor adjustments of mark positions will not be signalled by the Race Committee.
- 13.2 Except at a gate, boats shall pass between the Race Committee vessel signalling the change of the next leg and the nearby mark, leaving the mark to port and the committee vessel to starboard.

13. THE FINISH

- 13.1 The finish line will be between a red and white pole, or Main mast, on the finishing vessel flying a Blue flag, and the Finish Mark. The Finish Mark will be a yellow spherical buoy.
- 13.2 When the Blue Flag is displayed no boat shall pass through the finishing line, in either direction, except to finish. Any boat in breach of this SI shall be scored as DNF without a hearing. This changes rules 63.1, A4.1 and A5.

15. SHORTENING COURSE

- 15.1 The Race Committee may shorten the course under rule 32.
- 15.2 In addition to rule 32, when a Race Committee vessel displaying code flag F, making repeated sound signals, is positioned adjacent to a mark of the course, boats, having rounded that mark, shall proceed directly to the Finish line to finish. SI 13.2 will apply. This changes rules 32.2 and 33.

16. PENALTY SYSTEM

- 16.1 A boat that has taken a penalty or retired under rule 31 or 44.1 shall complete an acknowledgement form at the race office within the protest time limit.
- 16.2 Rule 44.1 is changed so that the Two-Turns Penalty is replaced by the One Turn Penalty.
- 16.3 SI Appendix B, On the Water Judging, will apply.

17. TIME LIMIT

- 17.1 The time limit for the first boat to sail the course as required by rule 28 and finish is 75 minutes.
- 17.2 Boats failing to finish within 15 minutes after the first boat sails the course and finishes will be scored Did Not Finish without a hearing. This changes rules 35, 63.1, A4 and A5.

18. PROTESTS, REQUESTS FOR REDRESS, ARBITRATION

- 18.1 Protest forms are available at the race office. Protests and request for redress shall be delivered there within the protest time limit.
- 18.2 The protest time limit is 90 minutes after the last boat has finished the last race of the day.
- 18.3 Notices will be posted on the official notice board within 20 minutes of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest room, the location of which will be posted on the official notice board.
- 18.4 Notices of protests by the Race Committee or Protest committee will be posted to inform boats under rule 61.1(b)
- 18.5 On the last scheduled day of racing a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after decision was posted. This changes rule 62.2.
- 18.6 RRS Appendix T, Arbitration, will apply.
If a party is not present at an arbitration meeting, any party that was present may take a Post-Race Penalty at any time until the Protest committee has completed taking evidence. This changes RRS T1 (a).



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19. SCORING

- 19.1 Four (4) races are required to be completed to constitute a series.
- 19.2 When fewer than 5 races have been completed, a boat's series score will be the total of her race scores.

20. SAFETY REGULATIONS

- 20.1 All competitors shall wear adequate personal flotation devices at all times when afloat, except briefly while changing or adjusting clothing or personal equipment. Dry suits and wet suits are not adequate personal flotation devices. This changes rule 40.
- 20.2 A boat that retires from a race shall notify the Race Committee as soon as possible.
- 20.3 Boats shall keep clear of commercial shipping at all times.

21. REPLACEMENT OF CREW OR EQUIPMENT

- 21.1 Substitution of crew or damaged or lost equipment will not be allowed unless approved by the race committee. Requests for substitution shall be made to the committee at the first reasonable opportunity.
- 21.2 Boats shall sail with their correct sail numbers. Provision to sail under any other number shall be sought in writing from the race committee before going afloat and will be granted only in exceptional circumstances. Breaches of this sailing instruction may result in disqualification.
- 21.3 **A spare spinnaker may be carried subject to declaration of its colour(s) on the entry form. In the event that the main spinnaker is damaged beyond repair afloat, the spare may be used in subsequent races. Use of the spare spinnaker must be declared by hailing the committee boat. This changes Class rule C.10.2.**

22. EQUIPMENT AND MEASUREMENT CHECKS

- 22.1 A boat, crew, equipment and safety equipment may be inspected at any time for compliance with the class rules and sailing instructions.
- 22.2 Boats may be required to undergo safety/measurement checks on random boats assigned at registration.

23. SUPPORT VESSELS

- 23.1 Support vessels shall register with the race office and display such marking as may be required by the Race Committee.
- 23.2 Support vessels shall stay outside of areas where boats are racing, and remain more than 100 metres from a mark or a boat racing from time of the preparatory signal until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment.

24. HAUL OUT RESTRICTIONS

- 24.1 Boats shall not be removed from the water between the preparatory signal of the first race and the end of the regatta. In an emergency, and only following a written request, the protest committee may waive this SI.
- 24.2 In the event of foul weather, the organising committee may direct that all boats moored be moved to another berth.

25. DIVING EQUIPMENT AND PLASTIC POOLS

- 25.1 Underwater breathing apparatus and plastic pools or their equivalent shall not be used between the preparatory signal of the first race and the end of the regatta.



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26. RADIO COMMUNICATION

- 26.1 A boat while racing shall neither make radio transmissions nor receive communications not available to all boats. This restriction also applies to mobile telephones, which shall be switched off while racing.

27. INSURANCE

- 27.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of €3,000,000 per event or the equivalent.

28. PRIZES

- 28.1 Prize giving will take place as soon as possible following the conclusion of racing.
- 28.2 Prizes will be awarded to the winners of the event as designated by organising authority. The Gold and Silver Fleet Perpetual Trophies remain the property of the International J/24 Class Association of Ireland.
- 28.3 Keepsake Prizes may be awarded to the following:
- Gold Fleet: 1st, 2nd & 3rd. places overall
 - Silver Fleet: 1st, 2nd & 3rd places overall
 - Bronze Fleet: 1st place overall
 - U25 Fleet: 1st place overall. All competitors must be under 25 years on the first day of the event.

29 HONORARY MEMBERSHIP

- 29.1 **Honorary Membership:** All competitors sailing in the J/24 National Championships shall be honorary members of Foynes Yacht Club during the event, and will be bound by the rules of the club. Competitors are reminded that personal effects, gear, trailers and other equipment are their own responsibility and neither the J/24 Class Association of Ireland, the Race Committee, nor Foynes Yacht Club can be held liable for any claim, loss or damage.

30 RISK STATEMENT: Rule 4 of the Racing Rules of Sailing states: “The responsibility for a boat’s decision to participate in a race or to continue to race is hers alone”

Sailing by its nature is an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

- (a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;
- (b) They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
- (c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- (d) Their boat is in good order, equipped to sail in the event and they are fit to participate;
- (e) The provision of a race management team, patrol boats and other officials and volunteers by the event organiser does not relieve them of their own responsibilities.
- (f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions as can be practically provided in the circumstances.



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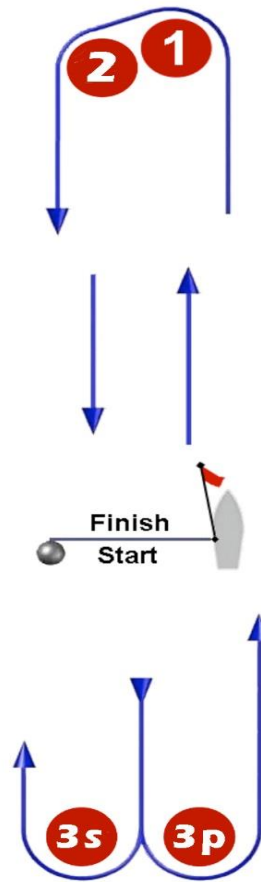
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APPENDIX A – COURSE DIAGRAM (not to scale)



All marks shall be left to port, except at Marks position 3s and 3p, where boats shall sail between the gate marks from the direction of the previous mark and round either mark.

If one of gate marks 3p or 3s is not in place, boats shall leave the remaining mark to port

Course Mark Rounding Order

2 Laps	Start – 1 – 2 – 3s/3p – 1 – 2 – 3s/3p - Finish
3 Laps	Start – 1 – 2 – 3s/3p – 1 – 2 – 3s/3p – 1 – 2 – 3s/3p - Finish



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On the Water Judging

This Sailing Instruction does not change the Basic Principle of Sportsmanship and the Rules that competitors in the sport of sailing are governed by a body of rules that they are expected to follow and enforce. The presence of member of the Jury on the water is intended to reinforce not replace self policing.

B.1 On the water judging

- a) **i)** When a member of the Protest committee sees an incident in which he believes that a rule of Part 2, RRS 2, 31 or 42 or Class Rules C1.1 and C2.2 has been broken he may inform the boats involved by making a sound signal (whistle), and displaying a red flag.
- ii)** If no boat takes a One Turn Penalty under rule 44.1 (modified by SI 15.1) a member of the Protest committee may then penalize one or more boats. The decision will be signalled by making a sound signal, pointing a red flag and clearly identifying the boat(s).
- iii)** When a member of the Protest committee penalises a boat under SI B.1 (a)ii), SI 15.2 will not apply and the penalty will be a Two Turns Penalty, according to RRS 44.2.
- iv)** When a boat fails to take a penalty signalled by a member of the Protest committee under SI B.1(a)ii), she will be disqualified without a hearing.

- b) There shall be no request for redress or to reopen a hearing or appeal from a decision signalled by a member of the Protest committee under SI B.1(a)ii) and iv). This changes rules 62, 66 and 70.

Action or non-action by the protest committee cannot be ground for redress (RRS 62.1(a), a request to reopen (RRS 66), or appeal (RRS70).

- c) There shall be no request for redress based on a claim that an action by a Protest committee boat was improper. However, the Protest committee may consider given redress when it finds that an official boat, including a Protest committee boat, may have seriously interfered with a competing boat.
- d) Except when a penalty is signalled under SI B.1(a)ii) the rules of Part 5 Protests, Redress, Hearings, Misconduct and Appeals apply. Boats, the Race Committee and Protest committee have the right to protest or request redress. The Protest committee may take action under rule 69.2(a) at any time.
- e) If after signalling a penalty under SI B1(a)ii) a member of the Protest committee learns that that the incident may have resulted injury committee or serious damage, SI B.1(a) does not apply and the Protest committee may protest a boat under rule 60.3(a)(1).
- f) If after signalling a penalty under SI B.1(a)ii) the Protest committee decides that a boat has gained a significant advantage in the race by her breach despite taking a penalty, the Protest committee may further penalise the boat. The penalty will be an additional One Turn Penalty signalled according to SI B.1(ii).



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Explanatory Notes

These notes are intended to provide guidance and are not rules.

1. When a boat takes a voluntary penalty at the time of the incident the penalty is One Turn, including a tack and a gybe.
2. Boats may protest as normal by hailing 'Protest' and displaying a red flag. Competitors are reminded that member of the Protest committee may not see all incidents on the water. An incident unseen by the member of the Protest committee can be resolved either by a boat taking a penalty at the time of the incident (which may be to retire), or by a protest hearing.
3. If a member of the Protest committee on the water see an incident in which they believe that a rule of Part 2, When Boats Meet, or rule 31, Touching a mark, Rule 42 Propulsion or Class Rules C1.1 and C2.2 they will inform all boats in the vicinity by displaying a red flag and making a sound signal (whistle).
4. A boat may then decide to take a voluntary One Turn Penalty.
5. If no boat takes a penalty the member of the Protest committee may signal that they are penalising a boat by pointing a red flag at the boat, making a sound signal and clearly identifying the boat (sail number or name).
6. A boat penalised by the member of the Protest committee must then take a Two Turn Penalty. If despite taking a penalty the penalised boat has gained a significant advantage the Protest committee may give an additional penalty.
7. Unless there is injury, serious damage or an allegation of a breach of rule 2, Fair Sailing, once a boat has taken a One or Two Turn penalty the incident is closed.
8. As in all forms of umpired racing there is no redress against a decision taken by the member of the Protest committee on the water. In exchange for getting incidents resolved immediately on the water competitors agree to be bound by the Protest committee's decisions. The Protest committee will only give a penalty when, on the basis of what they have seen, they are absolutely certain that a rule has been broken.
- 9 Member of the protest committee work on the basis of 'last point of certainty'. There are many occasions when the protest committee are required to judge (often from imperfect positions) the exact moment when the state of a boat, or her relationship with another boat, changes. Examples include passing head to wind or establishing an overlap. In such cases members of the protest committee will assume this state or relationship has not changed until they are certain that it has changed.



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