

International J/22 Class Association
2022 North American Championship Regatta
September 13 thru 17 — East Tawas, MI
Sanctioned by - IJ22 Class Association (IJ22CA)
Hosted by - Tawas Bay Yacht Club & J22 Fleet 44

SAILING INSTRUCTIONS

1. RULES

- 1.1. The regatta will be governed by the rules as defined in the *Racing Rules of Sailing* (RRS).
- 1.2. The rules of the International J22 Class and the IJ22CA Constitution and By-Laws apply and where there is a conflict with the RRS the International Class Rules takes precedence. This changes RRS 63.7.
- 1.3. Boats shall display bow numbers provided by the Organizing Authority in accordance with the instructions provided with the numbers.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1. Any change to the Sailing Instructions will be posted by 0800 hrs on the day it will take effect except that any change to the schedule of races will be posted by 1900 hrs on the day before it will take effect.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1. Notices to competitors will be posted on the official J22 Notice Board located inside the Tawas Bay Yacht Club (TBYC) entrance.
- 3.2. Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also includes mobile telephones. The race committee (RC) may attempt to provide information on VHF channel 72

4. CODE OF CONDUCT

- 4.1. Competitors and support persons shall comply with reasonable requests from race officials.
- 4.2. Competitors and support persons shall handle any advertising provided by the organizing authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality

5. SIGNALS MADE ASHORE

- 5.1. Signals made ashore will be displayed at the flag pole located at the harbor entrance.
- 5.2. When AP is displayed on shore, "1 minute" is replaced with "not less than 60 minutes." This changes RRS Race Signal AP.

6. SCHEDULE OF RACES

DAY/DATE	EVENT	TIME	LOCATION /COMMENT
Wednesday/14th	Practice Race	1400 hrs	
Thursday/15th	First Warning Signal	1130 hrs	
Friday/16th	First Warning Signal	1130 hrs	
Saturday/17th	First Warning Signal	1130 hrs	No warning past 1500

- 6.1. Three (3) races are scheduled each day with a fourth (4th) if necessary. If a fourth (4th) race is planned, the 2nd Substitute Flag will be displayed while boats are finishing the third (3rd) race of that day.

7. CLASS FLAG

- 7.1. The class flag will be a white flag with the J22 insignia.

8. RACING AREA

- 8.1. The racing area will be .5 to 1.5 nm WNW of TBYC as shown in Attachment A.

9. THE COURSES (see Attachments B & C)

- 9.1. Courses will be four (4) or five (5) leg Windward/Leeward.
- 9.2. All marks shall be left to port, except —

- a. boats shall sail between marks LG & RG from the direction of the previous mark and round either mark. If there is only one leeward mark (LG or RG), it shall be left to port.
- 9.3. Courses will not be shortened. This changes RRS 32.
- 9.4. One (1) minute prior to the warning signal, the RC will post the number of legs and the approximate compass bearing to the first mark.

10. MARKS

- 10.1. Primary marks W, LG and RG will be orange tetrahedrons.
- 10.2. Mark Os (offset) will be an orange ball.
- 10.3. The start mark will be an orange tetrahedron.
- 10.4. The finish mark will be a yellow tetrahedron
- 10.5. New marks, as provided in SI 12, will be yellow balls.

11. THE START

- 11.1. The starting line will be between a staff displaying an orange flag or shape on the RC signal boat at the starboard end and the course side of an orange tetrahedron at the port end.
- 11.2. If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the RC may attempt to broadcast her bow and/or sail number on VHF Channel 72. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for redress. This changes RRS 62.1(a).

12. CHANGE OF THE NEXT LEG OF THE COURSE

- 12.1. To change the next leg of the course, the RC will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

13. THE FINISH

- 13.1. The finishing line will be between a staff displaying a blue flag on the RC boat and the course side of the finishing mark. See Attachments B and C for locations

14. TIME LIMITS

- 14.1. If no boat has passed Mark W in 30 minutes the race will be abandoned.
- 14.2. The time limit for the first boat to sail the course and finish will be 90 minutes.
- 14.3. Boats failing to finish within 15 minutes after the first boat sails the course and finishes, and not subsequently retiring, penalized or given redress will be scored Time Limit Expired (TLE) without a hearing. The boat scored TLE shall be scored points for the finishing place one point more than the points scored by the last boat that finished within the 15 minute limit. This changes RRS 35, A5.1, A5.2 and A10

15. PROTESTS

- 15.1. The protest time limit is sixty (60) minutes after the RC Signal Boat docks after the last race of the day. This time will be posted on the Official Notice Board.
- 15.2. Protest forms will be available at the Race Office located in the TBYC. Protests and Requests for Redress or reopening shall be delivered there within the protest time limit.
- 15.3. Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the Judge Officials room located in the TBYC club house, beginning at the time posted on the official notice board.

16. SCORING

- 16.1. Nine races are scheduled and four (4) are required to be completed to constitute a series.
 - a. When fewer than six (6) races are completed, a boat's series score will be the total of her race scores. This changes RRS A.2
 - b. When six (6) or more races are completed, a boat's series score will be a total of her race scores excluding her worst score.

17. SAFETY REGULATIONS

17.1. A boat that retires from a race or leaves the racing area shall notify the RC as soon as possible.

18. REPLACEMENT OF CREW OR EQUIPMENT

18.1. Substitution of competitors will not be allowed without prior written approval of the RC. In case of an emergency, permission may be granted retroactively.

18.2. Competitors must use the same boat, measured equipment and only one suit of sails throughout the entire regatta unless the item is so severely damaged as to make it unusable. All requests to replace damaged equipment must be submitted to the RC in writing and all replacement items shall be required to pass measurement.

19. OFFICIAL VESSELS

19.1. Official vessels will be identified by a flag imprinted with "RC".

20. SUPPORT BOATS

20.1. Team leaders, coaches and other support personnel shall not be in the racing area from the time of the preparatory signal for the first start until all boats have finished or the race committee signals a postponement, general recall or abandonment. The penalty for failing to comply with this requirement will be the disqualification of all boats associated with the support personnel who do so.

20.2. Support person vessels shall be identified by a flag imprinted with "Coach"

21. TRASH DISPOSAL

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

22. HAUL-OUT RESTRICTIONS

22.1. Boats may not be hauled out during the regatta except with and according to the terms of prior written permission of the RC.

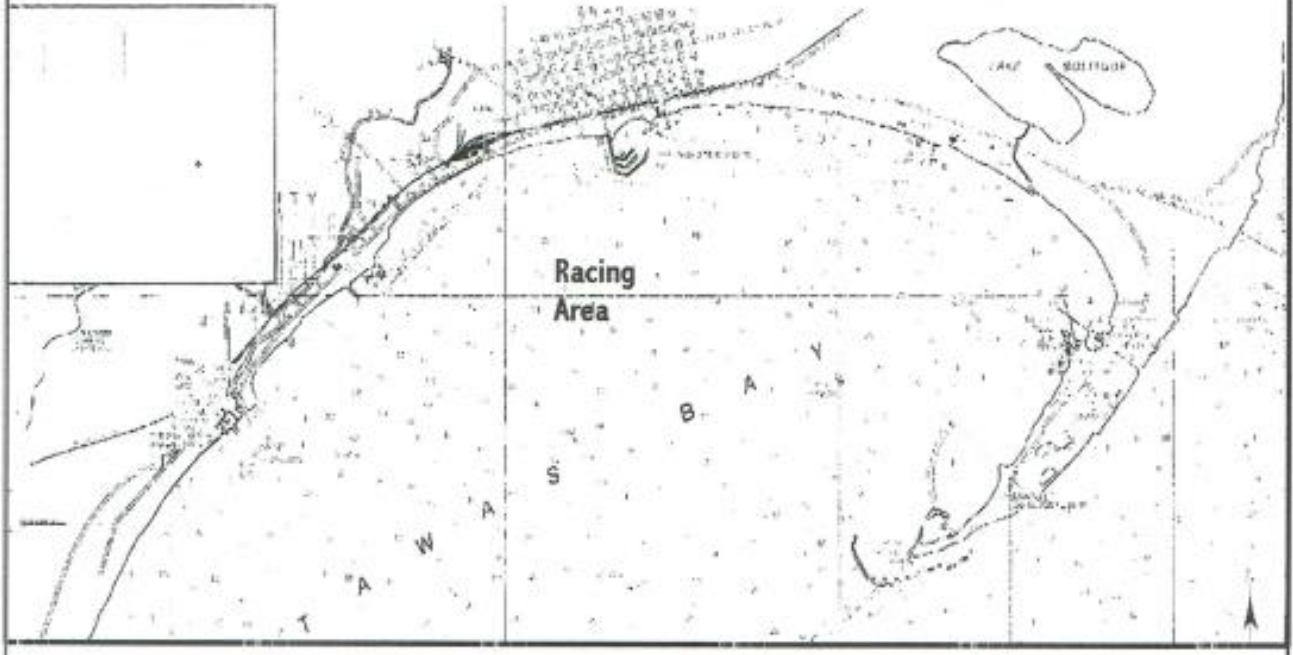
23. PRIZES

23.1. Prizes will be awarded to the top five skippers and crew.

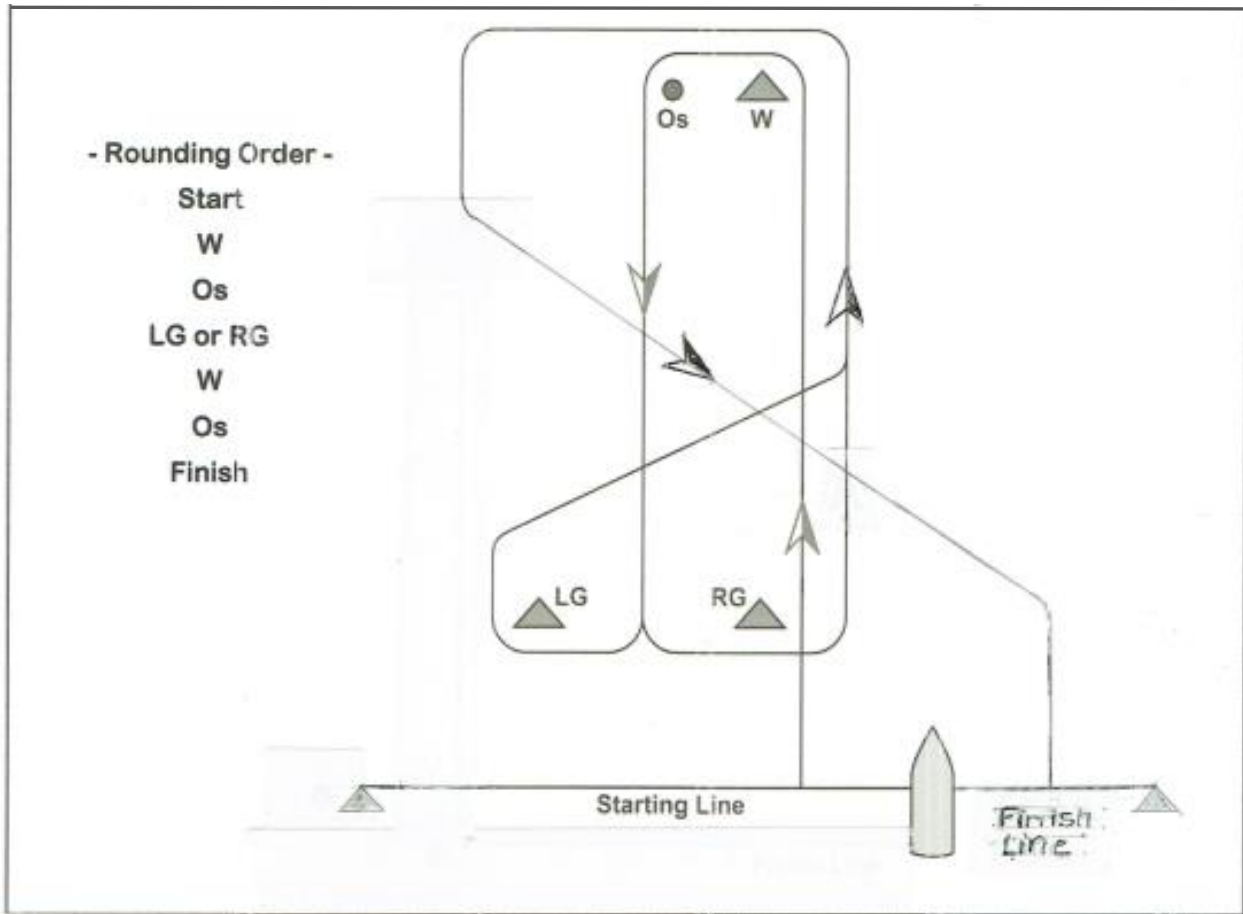
24. DISCLAIMER OF LIABILITY

24.1. RRS 3states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes**

Attachment A—Racing Area



Attachment B – Four Leg Windward/Leeward Course Diagram – Course “4”



Attachment C — Five Leg Windward/Leeward Course Diagram – Course “5”

