



2023 Texas Yacht Club Challenge Cup

December 9-10, 2023

FORT WORTH BOAT CLUB
10000 Boat Club Rd Fort Worth Texas 76179
(817) 236-8393 <http://www.fortworthboatclub.com>
Organizing Authority: Fort Worth Boat Club

SAILING INSTRUCTIONS

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The notation [DP] in a rule in the Notice of Race or Sailing Instructions means that the penalty for a breach of that rule may, at the discretion of the Protest Committee (PC), be less than disqualification. The notation [NP] in a rule in the NOR or SIs means that a boat may not protest another boat for breaking the rule. This changes RRS 60.1(a).

1. RULES

1.1. The regatta will be governed by the rules as defined in 2021-2024 The Racing Rules of Sailing (RRS)

1.2. The following J/22 Class Association rules apply.

C.2.2-CREW POSITIONING

C.5.2(a)-OPTIONAL FOR USE WHILE RACING as it applies to navigation, sail trim and minor repairs while racing. [Microsoft Word - J22 Class rules World Sailing IJ22CA Final 2020 12 02.docx](#)

1.3. Supplied charter J/22's, must adhere to the Fort Worth Boat Club Charter Agreement, and specific systems operation per J/22 Fleet Manager.

2. CHANGES TO SAILING INSTRUCTIONS

2.1. Any change to the sailing instructions will be posted immediately following the Competitors' Briefing, except that any changes to the schedule of races will be posted by 2000 on the day before it will take effect.

3. COMMUNICATIONS WITH COMPETITORS

3.1. Notices to competitors will be posted on the official notice board.

3.2. On the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 68. Boats are required to carry a VHF radio.

3.3. While racing, 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. [NP]

3.4. Breakdowns of chartered boats should be verbally reported by the competitor upon finishing or the earliest reasonable time which it can be safely done. Breakdowns may be reported using VHF.

4. CODE OF CONDUCT

4.1. Competitors and support persons shall comply with reasonable requests from race officials or FWBC J/22 fleet staff members. [NP]

5. SIGNALS MADE ASHORE

5.1. Signals made ashore will be displayed at FWBC Club house flagpole.

5.2. When flag AP is displayed ashore, “1 minute” is replaced with “not less than 30 minutes” before the warning signal

6. CLASS FLAGS

6.1. Class flag will be the J/22 flag.

7. THE COURSES

7.1. The diagram in Attachment 1 shows the race course.

7.2. The course will be provided on a white board or other written display on the starboard beam Signal Boat prior to the warning signal for each race.

8. MARKS

8.1. Course marks will be yellow tetrahedrons, and orange tetrahedron for change of course when signaled. The start/finish line and offset marks will be orange spheres.

8.2. One or the other gate mark may be moved without signal to support the course configuration.

9. THE START

9.1. Races will be started by using RRS 26.

9.2. The starting line will be between a staff displaying an orange flag on the race committee vessel and the course side of the starting mark (orange sphere).

9.3. 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 race committee will attempt to hail her sail number via VHF radio. 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 a redress request. This changes RRS 62.1(a).

9.4. A boat that does not start within 5 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

10. CHANGE OF THE NEXT LEG OF THE COURSE

10.1. The Race Committee may make minor adjustments by moving the original marks to new locations (up to 10 degrees and 0.1 NM in length) to the course during a race without signaling a course change. This changes RRS 33.

10.2. To change the next leg of the course, the RC will lay a new orange mark (or move the finishing line) and remove the original mark as soon as practicable. Either the RC boat or mark set boat will signal the course change with code flag Charlie and multiple sound signals. When in a subsequent change a new mark is replace, it will be replace by and original yellow mark.

11. THE FINISH

11.1. The finishing line will be between a staff displaying a blue flag on the race committee vessel and the course side of the finishing mark.

12. PENALTY SYSTEM

12.1. Appendix V1 shall will apply to RRS 44.1.

12.2. If a boat breaches RRS 44.1.b, as judged by the Protest Committee, and if the Protest Committee finds a breach of RRS 2 then FWBC may immediately revoke the charter without refund and the charterer will remain responsible for all damages.

12.3. If a boat found by the Protest Committee to have broken RRS 14 and not been subsequently exonerated under RRS 43 then FWBC may immediately revoke the charter without refund and the charterer will remain responsible for all damages. There will be zero tolerance on collisions!

12.4. FWBC may immediately revoke the charter without refund if any action by the charterer is deemed to be unsafe, unseaman like or endangers the boat or crew including the charterer failing to follow instructions provided by FWBC.

12.5. A boat intending to protest does not need to display a red flag, but shall hail “protest” immediately and inform the Race Committee immediately after finishing. This modifies RRS 61.1.

12.6. The Charterer shall be present at any protest hearing for an incident which resulted in damage to the boat.

13. TIME LIMITS AND TARGET TIMES

13.1. The time limit for the first boat to reach the first mark shall be 20 minutes. If no boat has reached the mark within that time then the race will be abandoned.

13.2. The Race Time Limit is 45 minutes for races, and a Target Time of 25 minutes for races.

13.3. The Finishing Window is the time for boats to finish after the first boat sails the course and finishes. The Finishing Window is 15 minutes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place one more than the points scored by the last boat that finished within the Finishing Window. This changes RRS 35, A5.1, A5.2 and A10.

13.4. Failure to meet the target time will not be grounds for redress. This changes RRS 62.1(a).

14. HEARING REQUESTS

- 14.1. A boat intending to protest does not need to display a red flag. This changes RRS 61.1.
- 14.2. Hearing forms are available at front desk of the club or from the Chief Judge in the club house. Protests and requests for redress or reopening shall be delivered within 60 minutes of the dock time of the RC boat. The RC boat will signal dock time by one prolonged blast of the horn, and time will be posted on the official notice board.
- 14.3. 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 an area to be designated by the RC, beginning no sooner than 90 minutes after the last boat has finished the last race of the day or the race committee signals no more racing today, whichever is later.
- 14.4. RRS Appendix T, Arbitration, will be used for all protests between competitors which do not involve damages, this modifies RRS 63.1 and 63.2.
- 14.5. Notices of protests by the race committee, technical committee or protest committee will be posted to inform boats under RRS 61.1(b).

15. REGATTA SCORING

- 15.1. The regatta shall be scored in accordance with Appendix A of the RRS.
- 15.2. One race is required to be completed to constitute a series.
- 15.3. A boat's series score is the total of her race scores, no races shall be excluded.

16. SAFETY REGULATIONS

- 16.1. A boat that retires from a race shall notify the race committee at the first reasonable opportunity. A boat which has retired and does not intend to race in any additional races shall return promptly to its designated berth. [NP]
- 16.2. All competitors shall wear US Coast Guard approved PFDs at all times from the time they leave the harbor till they return.
- 16.3. All boats shall carry on-board a VHF radio which shall be operating at all times.
- 16.4. Boats may be required to sail without spinnakers if wind exceeds a level which the Race Committee deems may increase risk of damage to boats or equipment. The requirement to sail without spinnakers shall be announced by the Race Committee prior to the start of a race via a VHF announcement as well as flying the Bravo flag with one long sound signal prior to the warning signal for a race. This requirement shall remain in place for the duration of the race. The requirement to sail without spinnakers shall remain in place for all subsequent races on the same day until the Bravo flag is dropped with one long sound signal prior to the subsequent race's warning signal and the Race Committee announces the requirement has been removed via VHF.

17. REPLACEMENT OF CREW OR EQUIPMENT

- 17.1. Substitution of competitors is not allowed without prior written approval of the Race Committee.
- 17.2. Competitors shall report all damaged equipment to the fleet support boat or Race Committee at the first opportunity for repair.

18. SUPPLIED BOATS

18.1. Boats will be supplied by the organizing authority. Competitors chartering boats shall comply with all provisions of the J/22 charter agreement and specific systems operation per J/22 Fleet Manager.

18.2. The penalty for not complying with any instructions of the charter agreement or specific instructions of the J/22 Fleet Manager is disqualification from all races sailed in which the instruction was broken. [NP]

19. OFFICIAL BOATS

19.1. Official boats will be marked by a blue Race Committee flags.

20. DISCLAIMER OF LIABILITY

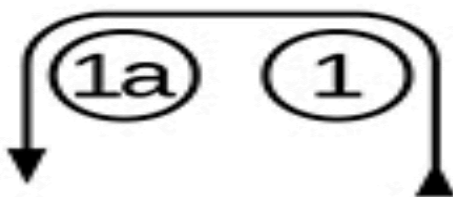
21.1. RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. There risks include strong winds and 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 injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.

Attachment 1



APPENDIX S-STANDARD SAILIN...

LA



| Course LA – Windward/Leeward with Offset Mark, Leeward Finish | |
|---|--|
| <i>Signal</i> | <i>Mark Rounding Order</i> |
| LA2 | Start – 1 – 1a – 2s/2p – 1 – 1a – Finish |
| LA3 | Start – 1 – 1a – 2s/2p – 1 – 1a – 2s/2p – 1 – 1a – Finish |
| LA4 | Start – 1 – 1a – 2s/2p – 1 – 1a – 2s/2p – 1 – 1a – 2s/2p – 1 – 1a – Finish |