

J/70 World Championship

October 14 – October 22, 2022
Yacht Club de Monaco, Monaco

SAILING INSTRUCTIONS

{Published 2022-10-12}

The Organizing Authority (OA) is the International J/70 Class Association (IJ70CA) and the Yacht Club de Monaco (YCM), in collaboration with the Fédération Monégasque de Voile (FMV).

Event website: <https://yacht-club-monaco.mc/en/events/world-championship-j-70/>

Yacht Club de Monaco is located at Quai Louis II, 98000 Monaco
Phone: +377 93 10 65 05
Event Chair: Fanny Brouchoud | See SI 26 for contact information.

The notation [DP] in a rule of these Sailing Instructions (SIs) means that the penalty for a breach of that rule may, at the discretion of the jury, be less than disqualification. See SI 12.7 and 12.8 for details. This changes RRS 64.2. The notation '[NP]' in a rule of these Sailing Instructions means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

1. CHANGES TO SAILING INSTRUCTIONS

Any change to the SIs will be posted before 1000 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.

2. COMMUNICATION

- 2.1 Notices to competitors will be posted on the Official Notice Board located on the J/70 World Championship webpage (<https://yacht-club-monaco.mc/en/events/world-championship-j-70/>). Notices may also be posted on the Sport Section windows on the Quay level of the YCM clubhouse, and on the official event WhatsApp group (to be joined using the QR code provided in **Attachment E**).
- 2.2 Any questions regarding these SIs shall be submitted in writing to the Race Committee (RC). The questions and any answers will be posted as in SI 2.1.
- 2.3 A competitors' briefing will be held each race day at 0900 at the YCM clubhouse.
- 2.4 On the water, the RC intends to monitor and communicate with competitors on VHF radio channel 72 ('the VHF Channel'). Failure of the RC to broadcast, mistaken broadcasts, or failure of a competitor to receive this information will not be grounds for a request for redress. This changes RRS 60.1(b).
- 2.5 [NP] [DP] Except as provided in SI 2.6, a boat shall not make voice or data transmissions while racing and shall not receive voice or data communication that is not available to all boats.
- 2.6 [NP] [DP] Boats shall use the VHF radio to report retirement from racing and may use the radio to request or provide assistance in an emergency.

3. SIGNALS MADE ASHORE

- 3.1 Signals made ashore will be displayed on the flagpole located on the Quay level, in front of the YCM main entrance
- 3.2 When flag AP is displayed ashore, “1 minute” is replaced with “not less than thirty (30) minutes” in RRS *Race Signal AP*.

4. SCHEDULE AND FORMAT OF RACES

- 4.1 Practice race(s) are scheduled for Monday, October 17
- 4.2 Ten (10) championship races are scheduled with two (2) races per day from Tuesday through Saturday, October 18-22. Up to three (3) races may be sailed in one day if needed to complete the scheduled number of races. The RC, at its discretion, may run fewer total races.
- 4.3 The scheduled time of the first warning signal each race day is 1100. Subsequent races will start as soon as practicable.
- 4.4 On Saturday, October 22, no warning signal will be made after 1500 local time. In the case of one or more general recall(s) when the initial warning signal was made prior to 1500, the RC may display subsequent warning signals after that time. This exception will not apply for a race that is postponed or abandoned.
- 4.5 All boats shall sail as one fleet.

5. CLASS FLAG

The class flag is a blue J/70 logo on a white background.

6. RACING AREA

The racing area is on Monaco Bay as shown on **Attachment A**.

7. MARKS

- 7.1 Marks 1 and 2s/2p are orange conical self-positioning marks.
- 7.2 Mark 1a (offset) is a yellow conical self-positioning mark.
- 7.3 New marks, as provided in SI 10, are white cylindrical marks and a yellow cylindrical mark for the new offset mark.

8. COURSES

- 8.1 The courses to be sailed will be a windward-leeward format. The diagrams in **Attachment B** show the courses, including the order in which marks are to be passed, and the side on which each mark is to be left.
- 8.2 No later than the warning signal for each race, the RC signal vessel will use numeral placards to display the approximate magnetic bearing and distance to the first weather mark.

9. THE START

- 9.1 The starting line consists of two line segments:
 - (a) One line segment is between an orange flag on the mid-line RC signal vessel and a green self-positioning mark at the starboard end of the line.
 - (b) One line segment is between an orange flag on the mid-line RC signal vessel and a green self-positioning mark at the port end of the line.
 - (c) Sound and visual signals will be made only by the mid-line RC signal vessel.

- 9.2 [DP] Line Observation Boats, identified by white flags, may be located at the extension of the starboard and/or port-end starting marks. Line Observation Boats rank as obstructions, and boats must not pass between Line Observation Boats and the starting marks.
- 9.3 General Recall flags will be displayed on the RC signal vessel in accordance with RRS 29.
- 9.4 Boats breaking RRS 30.3 (*U Flag Rule*) or RRS 30.4 (*Black Flag Rule*) will be broadcast on the VHF Channel using bow numbers as a courtesy.
- 9.5 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 on the VHF Channel and display the bow number of any boat violating RRS 30.4 before the next warning signal. This changes RRS 30.4.
- 9.6 The RC will attempt to make the broadcasts described in SI 9.4 and 9.5. 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 62.1(a).
- 9.7 A boat that does not start within five (5) minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This change is added to RRS A5.1.

10. CHANGING THE NEXT LEG OF THE COURSE

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 with the original mark.

11. THE FINISH

- 11.1 The finishing line is between staffs displaying blue flags on two RC vessels or between an RC vessel and a white conical self-positioning mark.
- 11.2 [DP] Line Observation Boats, identified by white flags, may be located at the extension of the finish line. Line Observation Boats rank as obstructions, and boats must not pass between Line Observation Boats and the finish mark.

12. PENALTY SYSTEM

- 12.1 The first sentence of RRS 44.1 is changed to “A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2 while racing, except that when she may have broken a rule of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty.”
- 12.2 Penalties incurred while in the zone of the windward mark or on the offset leg shall be delayed and taken at the first reasonable opportunity on the downwind leg. This change is added to RRS 44.2.
- 12.3 RRS Appendix P (Special Procedures for Rule 42) is in effect and replaced in its entirety as stated in **Attachment C**.
- 12.4 Jury vessels may be positioned anywhere on the course area. Their position at any time will not be grounds for a request for redress. This changes RRS 60.1(b).
- 12.5 A boat that has taken a penalty under RRS 31 or RRS 44.1 shall submit a completed penalty acceptance form at the jury desk within the protest time limit.
- 12.6 RRS Appendix T (Arbitration) applies.



- 12.7 The IJ may impose discretionary penalties other than disqualification for violations of RRS non-Part 2 rules. This section 12.7 does not apply to breaches of RRS 2, 28 or 31.
- 12.8 The IJ may impose discretionary penalties other than disqualification for violations of Class Rules, including the International J/70 Class Rules (J70CR) and the J/70 Equipment Regulations (J70ER). However, in no case shall the penalty for such a violation be less than a ten percent (10%) scoring penalty calculated pursuant to RRS 44.3(c). This changes RRS 64.6.

13. TIME LIMITS AND TARGET TIMES

- 13.1 The race time limit for each race is 120 minutes. The target time for each race is 80-90 minutes. Failure to meet the target time will not be grounds for a request for redress. This changes RRS 60.1(b).
- 13.2 Boats failing to finish within 20 minutes after the first boat sails the course and finishes within the race time limit will be scored Time Limit Expired (TLE) without a hearing, unless they subsequently retire, are penalized or are given redress. The score for TLE is the number of finishers plus two points, but no worse than the score for DNF. This changes RRS 35 and is added to RRS A4 and A5.
- 13.3 The RC will lower the finish line flag(s) with one sound to indicate that the time limit has expired.

14. HEARING REQUESTS

- 14.1 The jury desk is located in the Malizia room, in the Sport Section, Quay level of the YCM clubhouse. The protest room is located in the same room or next door in the Munegu room.
- 14.2 The protest time limit each day is sixty (60) minutes after the last boat has finished the last race of the day. This time will be posted on the Official Notice Board (see SI 2.1) and at the jury desk within fifteen (15) minutes after the RC signal vessel docks.
- 14.3 The second sentence of RRS 62.2 is replaced with: "If the request is based on an incident in the racing area, it shall be filed within the protest time limit for that day."
- 14.4 A notice of boats scored per RRS A5.1 and SI **Attachment C** each day will be posted on the Official Notice Board and at the jury desk no later than fifteen (15) minutes after the RC signal vessel docks on that day. The deadline for a request for redress based on these scores is the protest time limit for that day. This changes RRS 62.2.
- 14.5 The time limit for a request for redress based on the outcome of a scoring inquiry (see SI 15.4) is 30 minutes after that outcome has been posted. This changes RRS 62.2.
- 14.6 The Categorization Protest Time Limit (see World Sailing Regulation 22.5.1) is the protest time limit for the first racing day.
- 14.7 Hearing request forms are available at the jury desk or on the regatta website.
- 14.8 Penalty acceptance forms are available at the jury desk or on the regatta website.
- 14.9 Notices will be posted no later than fifteen (15) minutes after the protest time limit each day on the Official Notice Board and at the jury desk to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be heard as soon as possible.
- 14.10 On the last day of the event, a request for reopening a hearing shall be delivered within the protest time limit if the requesting party was informed of the decision on the previous day or no later than 30 minutes after the requesting party was informed of the decision on that day. This changes RRS 66.2.

14.11 On the last day of the event, a request for redress based on a jury decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.

15. SCORING

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

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

15.2 Three (3) races are required to constitute a championship.

15.3 Preliminary results will be posted on the event website as soon as possible after racing each day.

15.4 Competitors shall notify the RC of any scoring inquiry by filing a Scoring Inquiry Form available at the jury desk. The deadline to file a scoring inquiry is the protest time limit or thirty (30) minutes after the preliminary results have been posted for that day, whichever is later.

16. SAFETY REGULATIONS

16.1 Prior to the warning signal of her first race each day, each boat shall check-in with, and be recognized by, the RC vessel displaying code flags L over A located to leeward of the RC mid-line signal vessel in the starting area. Each boat shall pass close astern on starboard tack and hail her bow number. When a boat has been recognized, the RC will hail the boat's bow number.

16.2 A boat that retires from a race or leaves the racing area between races shall notify the RC as soon as possible as provided in SI 2.6.

16.3 A boat not leaving the harbor for any of the day's racing shall inform the RC as soon as possible.

16.4 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.

16.5 The penalty for breaking a rule in SI 16 shall be a twenty percent (20%) scoring penalty calculated pursuant to RRS 44.3(c), applied without a hearing to a boat's first valid race of the day, unless the jury decides differently. This change is added to RRS A5.1.

17. [DP] BOW NUMBERS

17.1 Bow numbers will be supplied and applied by the OA in accordance with the IJ/70CA Equipment Regulations (J70ER) 6 and J70ER Appendix A. (See also **Attachment D**.)

17.2 [NP] Bow numbers shall be displayed from the time they are applied by the OA through the end of the event. It is the responsibility of the competitor to ensure that the bow numbers remain on the boat and obtain replacements as necessary.

18. [DP] REPLACEMENT OF CREW OR EQUIPMENT

18.1 Substitution of competitors is not allowed without written approval of the event Technical Committee prior to racing on that day.



- 18.2 Repair, alteration, replacement, or substitution of damaged or lost equipment will not be allowed unless authorized before racing by the event Technical Committee pursuant to J70ER 10.
- 18.3 Boats requesting approvals under SI 18.1 or SI 18.2 shall contact the chair of the event Technical Committee by phone or text/WhatsApp message (if off the water) or by VHF radio (while on the water) for instructions. See SI 26 for contact information.

19. EQUIPMENT AND MEASUREMENT CHECKS

Pursuant to J70ER 4, a boat, sails or equipment may be inspected at any time for compliance with the Event Equipment Rules (see J70ER 2), IJ70CA Class Rules (J70CR), NOR and SIs. On the water, when instructed by a member of the RC or event Technical Committee, a boat shall proceed immediately to a designated area for inspection.

20. [NP] [DP] EVENT ADVERTISING

- 20.1 Boats shall display event advertising supplied by the OA, in accordance with World Sailing Regulation 20. If this rule is broken, World Sailing Regulation 20.9.2 applies.
- 20.2 Required sponsor or event identification stickers, decals and flags shall be placed on the boom as directed by the OA (see SI **Attachment D**). They shall be displayed from the close of check-in through the end of the event. If required to be placed on the bow, they shall be placed immediately aft of the bow numbers. It is the responsibility of the competitor to ensure that the stickers remain on the boat and obtain replacements as necessary.

21. OFFICIAL VESSELS

Official vessels are marked as follows:

Category	Flag
RC Vessels	YCM Flag
Jury Vessels	Yellow flag with U or Umpire letters
Technical Committee	White flag with "Jauge" letter
Press Vessels	Orange banner with "Presse" letters
Coach and Support Vessels	Orange or gray flag with Coach letters

22. [DP] SUPPORT TEAMS

- 22.1 Only registered Support Person Vessels (SPVs), including coach, press, private and spectator vessels that prominently display identification provided by the OA are allowed in the racing area (see SI 6). The person in charge of the competing boat(s) to which support vessels are attached shall acknowledge the presence of a support vessel on the check-in form and may pay the applicable fee on behalf of the support vessel.
- 22.2 All SPVs shall carry a working VHF radio and monitor the VHF Channel.
- 22.3 SPVs, team leaders, coaches and other support personnel shall stay more than 150 meters to leeward of the starting line and leeward marks and from any competing boats that are racing.
- 22.4 SPVs and their personnel may not use drones, as specified in SI 24.3.





- 22.5 SPV operators and all competitors are reminded that J70CR I.3 (Outside Assistance) is in effect throughout the event.
- 22.6 SPVs shall comply with any additional directions given by the OA, the RC or the Jury, including requests for assistance with rescues. Failure to comply may result in the accreditation being withdrawn and all access to the club facilities, grounds and docks being denied.
- 22.7 Support vessels shall be kept in the places, both afloat and ashore, specified during check-in.

23. [DP] TRASH DISPOSAL

Trash shall be placed in the appropriate containers when the boats return to shore.

24. MEDIA WAIVER, ACCREDITATION & DRONES

- 24.1 **Media Waiver.** By participating in the event, competitors grant to the Organizing Authority the unrestricted right and permission to use their name and location, any text, photograph or video footage of either themselves or the yacht and sailors during the event, to be published or broadcast in any media whatsoever (including but not limited to Press and TV advertisements, Internet or GPS Tracking systems), for either editorial or advertising purposes or to be used in press information. In addition, a competitor's name and biographical material may be used or reproduced in any way known.
- 24.2 **Media Accreditation.** Journalists, photographers & any other media representatives are required to apply to the Press Office for accreditation by email prior to the event: presse@ycm.mc
- 24.3 **[DP] Drones Prohibited.** The use of drones (other than drones operated by the OA) is prohibited in the racing area (see SI 6) each race day from 1030 until after the end of the last race of the day. Competitors are also notified that using drones anywhere in Monaco is subject to a strict authorization process by the Monaco Government. Such authorization must be requested by email well in advance to: presse@ycm.mc

25. RISK STATEMENT

Competitors participate in the event entirely at their own risk. See RRS 3 (Decision to Race). By participating in the event, each competitor agrees to release the race organizers (organizing authority, host yacht club, race committee, protest committee, sponsors, and any others acting in an official capacity for the event) from any and all liability associated with such competitor's participation in the event to the fullest extent permitted by law.

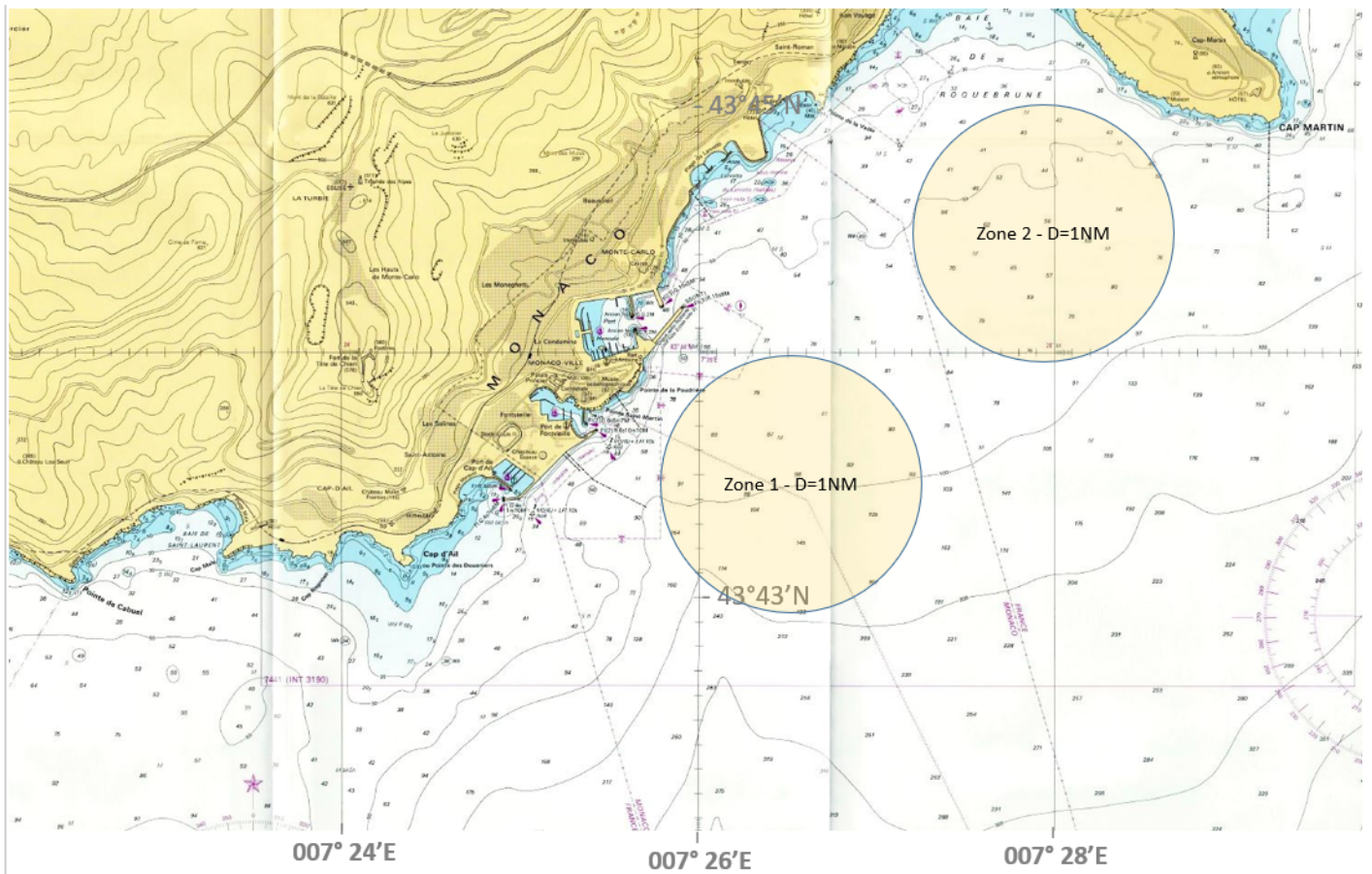
26. RACE OFFICIALS & CONTACTS

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|---|--|
| Event Chair & Club Contact: | Fanny Brouchoud at f.brouchoud@ycm.mc or +377 93 10 65 05 |
| IJ70CA Class Executive: | Christopher Howell, CAE at howell@j70office.com or +1 440 796 3100 |
| Principal Race Officer: | Mark Foster (IRO, USA) at mfoster1053@gmail.com or +1 361 816 9801 |
| International Jury Chair: | Philippe Gomez at philippe.gomez@wanadoo.fr |
| Event Technical Committee Chair: | Egidio Babbi (IM, Italy) at babbiegidio@gmail.com or +39 335 624 6715 |
| IJ70CA Technical Chair: | Polk Wagner (IM, USA) at polk@polkwagner.com or +1 215 917 6825 |



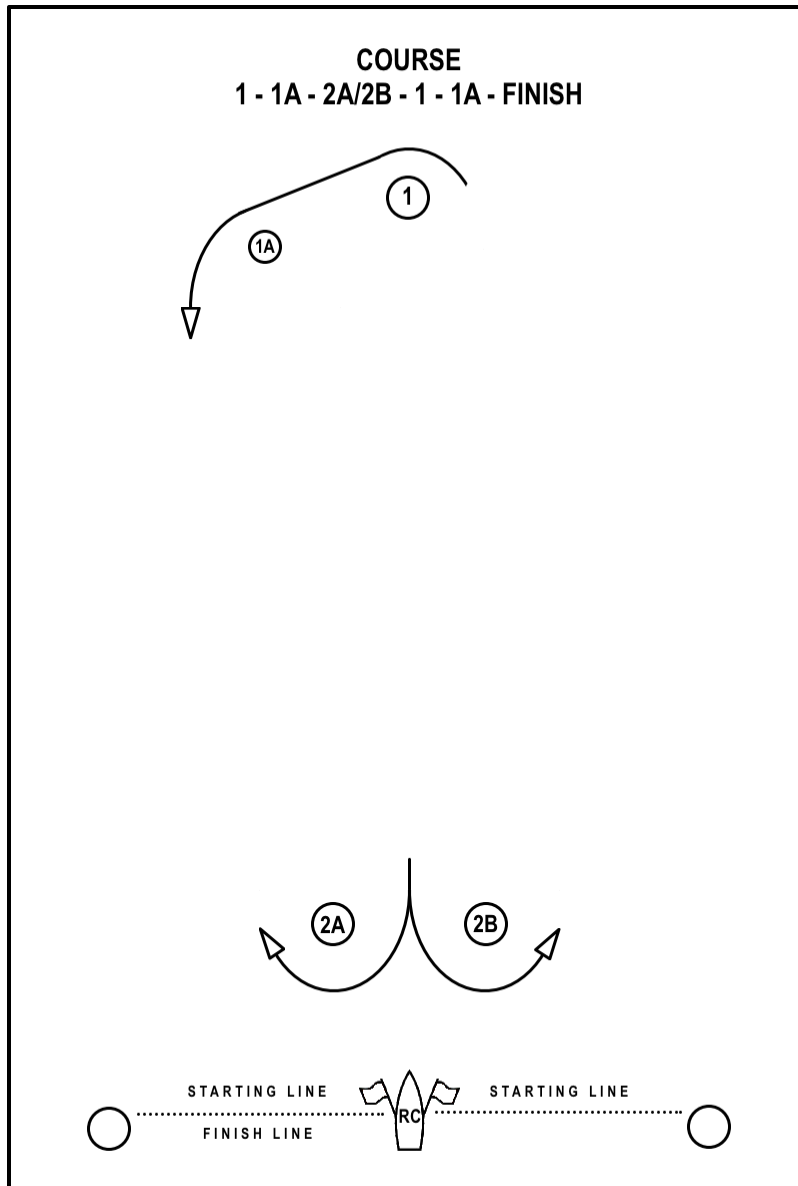


ATTACHMENT A RACING AREA





ATTACHMENT B



ATTACHMENT C

RRS APPENDIX P, Special Procedures for Rule 42 is replaced in its entirety with:

P1 OBSERVERS AND PROCEDURE

A member of the International Jury, protest committee, or its designated observer (collectively, the “observer”) who sees a boat breaking RRS 42 (Propulsion), RRS 49 (Crew Position; Lifelines), J/70 Class Rule (J70CR) C3.3 (Crew Positioning) or J70CR C9.4(b)(1) (Bowsprit Use) may penalize her by, as soon as reasonably possible, making a sound signal, pointing a yellow or red flag at her and hailing her bow or sail number, even if she is no longer *racing*. A boat so penalized shall not be penalized a second time under rule 42 for the same incident.

P2 PENALTIES

When a boat is penalized under rule P1, her penalty shall be a One-Turn Penalty under RRS 44.2. If she fails to take it, she shall be disqualified without a hearing. If an observer signals a penalty after a boat has finished, her penalty shall be a ten percent (10%) scoring penalty calculated per RRS 44.3(c).

P3 POSTPONEMENT OR GENERAL RECALL

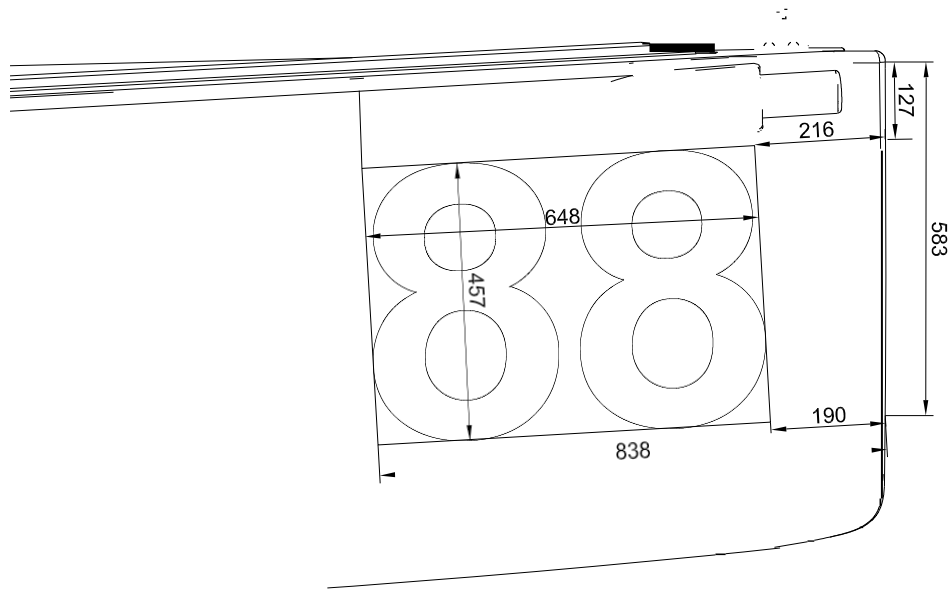
If a boat has been penalized under rule P1 and the race committee signals a postponement or general recall, the penalty is cancelled.

P4 REDRESS LIMITATION

A boat shall not be given redress for an action by an observer under rule P1 unless the action was improper due to a failure to take into account a race committee signal or a class rule.



ATTACHMENT D Bow Number Positioning



J/70 Class Bow Number Location & Size #2
(Dimensions in millimeters)

Boom Decal Positioning





ATTACHMENT E
Event WhatsAapp Group

Scan the QR Code in WhatsApp to Join



J/70 WORLD CHAMPIONSHIP 🇲🇴

Groupe WhatsApp



Le code QR de ce groupe est privé. Si vous le partagez avec quelqu'un, cette personne peut le scanner avec la caméra de WhatsApp pour rejoindre ce groupe.

