

J70 VIGO WINTER SERIES 2017-2018

LINDE – SOGACSA Trophy

5th Series / 3 - 4 February 2018

SAILING INSTRUCTIONS

The Organizing Authority of this 5th Series is the Royal Nautic Club of Vigo in conjunction with the Spanish J/70 Owners Association.

1.- RULES

- 1.1 The regatta will be governed by
- The rules as defined in The Racing Rules of Sailing (RRS 2.017-2020)
 - The rules of the International J/70 Class
 - Addendum Q adapted to this regatta and J70 class
 - Notice of Race of the J70 Vigo WINTER SERIES and Notice of Race of each Series
 - The Sailing Instructions may contain changes to other rules
- 1.2 If there is a conflict between Notice of Race and Sailing Instructions, the Sailing Instructions will take precedence (Rule 67.3 RRS)
- 1.3 **PENALTIES FOR BROKEN RULES PART 2**
Change on rule 44.1: when it is on its own initiative it will only be necessary to make one tack or one gyve depending on the navigational section, but if it is for the imposition of an umpire, it should be One-Turn penalty that includes an tack and a gybe.
- 1.4 If there is a conflict between languages, the Spanish text will take precedence.

1.5 RESTRICTIONS FOR HAULING OUT

The Boats shall not be hauled out during the regatta except with and according to the terms of prior written permission of the race committee.

1.6 DIVING EQUIPMENT AND PLASTIC POOLS

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

2. ENTRIES

- 2.1 The skippers of boats must confirm their Entries by personally signing the entry-form confirmation sheet before 12:00 hours on 03 February, 2018, with photocopy of the Sport license crew 2018; Boat insurance (including Civil liability) and class card, as well as proof of payment of registration fees.

3. NOTICES TO COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located at the hall of the Sports building of the RCN Vigo.
- 3.2 When a notice is displayed in the the notice board, flag L will be hoisted on the signal mast with the corresponding numeral.

4. CHANGES TO SAILING INSTRUCTIONS

- 4.1 Any change to the sailing instructions will be posted on the official notice board two hours before the warning signal race on the day it will take effect, except that any change to the schedule of races will be posted by 20:00 on the day before it will take effect

5. SPECIAL SIGNALS

Signals made ashore

- 5.1 Signals made ashore will be displayed on the official signal mast located on first floor of the Sports building of the RCN Vigo.
- 5.2 When flag "B" is displayed with one sound, Boats shall not leave their berthing places until this signal is down.
- 5.3 When flag "D" is displayed with one sound, means, "the warning signal will be made not less than 30 minutes after this flag is displayed"
- 5.4 When flag "AP" is down ashore, "1 minute" is replaced with "not less than 30 minutes".

Signals at Sea

- 5.5 Flag "T" displayed on finishing boat means: "The Committee intends to make more races." The **warning signal** will be **5 (five) minutes after down this signal**. The omission of this signal or time variance will not be grounds for request a redress (modifies rule 62.1 a) of the RRS.

6. SCHEDULE OF RACES

- 6.1 A maximum of 4 races on any day may be sailed, except if the race Committee deems it appropriate to do more races. It will be necessary at least a valid race that the series has a winner
- 6.2 The Organizing Authority and the Race Committee reserve the possibility of modifying this Schedule for meteorological conditions or other causes
- 6.3 On the last day of the regatta no warning signal will be made after 14:00, except for a General Recall

6.4 Schedule:

DATE	HOUR	ACTI
Saturday 3 February	11.00 a 12.00 hours...	Opening sailing office Registration (deadline) Sailing Instructions delivery
	11.45 hours -----	Skippers briefing (Sail Office-Sport building first floor)
	13.30 hours ----- No later than 17.40 hours---	Warning signal 1st race Last start of the day (Limit)
Sunday 4 February	10.00 hours -----	Warning signal 1st race
	No later than 14:00 hours---	Last start of the day (Limit)

7. CLASS FLAG

Class Flag Will be "V" of International Signal Code (ISC).

8. RACING AREAS

Attachment A shows the location of the racing areas: The race area is defined, before start signal and after the preparatory signal: 100 meters to leeward of the starting line.

After start signal: 100 meters beyond an imaginary line where boats have the need to pass haggling

9. THE COURSES

- 9.1 Attachment C Show the courses, including the order in which marks are to be passed, and the side on which each mark is to be left.
- 9.2 No later than the warning signal, the race committee signal vessel will display the approximate compass bearing of the first leg.

- 9.3 The position of the marks indicated in the Attachment is approximate. A different position than the one indicated will not be a reason to request for redress. This modifies the 62.1 rule of the RRS.
- 9.4 In a gate, the boats will pass between the gate marks from the direction of the last mark and surround any of them. This modifies rule 28.1 RRs
- 9.5 When a shortening of the Course is indicated on a gate, the finishing line will be located between the two gate marks (modifies the definition of RRS racing signals).
- 9.6 Depending on the time that is invested in each race, the committee is entitled to change the length of the course, to obtain tests that last between 35 and 39 minutes approximately. It will not be a reason to request a redress. (it modifies the 62.1 rule of RRs).
- 9.7 The courses may be shortened as long as at least 3 legs have been completed (not including the offset (from mark 1 to mark 2)).
- 9.8 The race Committee can, at any time, replace the gate with a single mark, which must be left for its require side (port).

10. MARKS

- 10.1 COURSE MARKS: Marks 1 and 2, will be YELLOW Conical inflatables; Marks 3 and 3G will be RED cylindrical inflatable; starting Mark (port) will be YELLOW Conical inflatable, and finishing Mark (port) will be small RED cylindrical inflatable.
- 10.2 CHANGE COURSE MARK : Will be RED conical inflatable
- 10.3 STARTING MARKS: Race Committee Boat (starboard) and yellow conical inflatable Mark (port)
- 10.4 FINISHING MARKS: Race Committee Boat (starboard) and Red cylindrical inflatable Mark (port)

11. THE START

- 11.1 Races will be started by using RRS 26 with the warning signal made 5 minutes before the starting signal.
- 11.2 The starting line will be between a staff boa trace Committee displaying an White flag on the starting mark at the starboard end and the course side of the port-end starting mark conical Yellow.
- 11.3 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 11.4 In case of unfavourable conditions, the race committee boat may maintain his position with engine.
- 11.5 In addition to the provisions of rules 29.1 and 29.2 RRS, the Individual and General recalls may be communicated by radio (**VHF 72**). In this case the sail numbers or the names of the boats for identification will be announced. A failure to make this communication or not to do so on time will not be grounds for request a redress. This modifies the 62.1 rule RRS.
- Calls shall be made in accordance with rule 29 of the RRS.

12 CHANGE OF COURSE AFTER TO START

- 12.1 To change the position of the next mark, the Race committee will lay a new red conical mark (or move the finish line) and remove the original mark as soon as practicable.
- The change will be noted before the boat has started the stage, although the new mark is not yet in its position. In order to maintain the configuration of the course, any mark that surrounds the new mark will be repositioned.
- When in a subsequent change a new mark is replaced, it will be replaced by an original mark.
- 12.2 A change of course in the position of Mark 1, will lead to Mark 2 .
- 12.3 A change in the position of the 3 - 3G mark (gate) before any boat has been surrounded by Mark 2 for the first time will not need to be notified. The same as with the distance variation to adjust the test time, it will use the original Marks

13 THE FINISH

- 13.1 The finishing line will be determined between the mast on board the Blue Flag Racing Committee boat and the small red cylindrical inflatable mark
- 13.2 In case of unfavourable conditions, the race committee boat may maintain his position with engine.
- 13.3 To indicate the intention to make more races, the committee will place in the arrival the flag "T" which means "go to the starting line." "A new race will be done." The omission of this signal will not be a reason for request a redress

14 PENALTY SYSTEM

- 14.1 See Attachment C

15. TIME LIMITS AND TARGET TIMES

- 15.1 The target for each race will be about 35 minutes. A failure not to comply with the intended time will not be reason to request a redress. This modifies the 62.1 rule RRS
- 15.2 There will not be a total time limit on each race for the first boat, although the race committee is empowered to cancel a race if the wind falls completely for quite some time or other circumstances that force it to do so. However once cross the finish line the first boat classified will not be given any further arrival in that race after 20 minutes elapsed..
- 15.3 Boats that do not finish within 20 minutes after the first boat completely the course and finished, will receive without audience, the score of "DNF". This modifies the rules 35, A4 and A5.

16 PROTEST AND REQUEST FOR REDRESS

- 16.1 A boat that finishing and intends to protest for any rule other than Part 2 of the RRS (unless there has been no arbitration and application of Addendum "Q"), must report to the boat of the race Committee on the finishing line and also inform you of the reason of the protest.
- 16.2 A boat retired or not finished and which intends to protest by any rule other than Part 2 of the RRS (unless there has been no arbitration and application of Addendum "Q"), must report at the Race Office (First floor Sports building RCN Vigo) immediately after their arrival on land indicating the sail number of the boat against which they intend to protest.

In case of a protest by measurement, the quantity to be deposited will be: Sails: €120.00, flotation, stability and propellant: €300.00, Hull: €600.00.

The protest forms will be available at the race office. Protests and requests for request of redress or reopening will be presented there within the corresponding time limit.

- 16.3 The protest limit time will be 60 minutes after the last boat has finished the last race of the day. The resulting time limit shall be indicated immediately at the Notice Board.
- 16.4 No later than 15 minutes after the end of the protest deadline, a notice will be made to inform participants of the hearings in which they are parties or witnesses. The hearings will be held in the protest room, located near the race office.
- 16.5 The notices of the protests made by the race committee or the protest committee shall be exposed in order to inform the ships in accordance with Rule 61.1 (b)
- 16.6 The list of ships which, in accordance with instruction 14.1, has been penalized for broken Rule 42, shall be shown before the end of the protest deadline

- 16.7 Broken of the instructions 5.2, 11.3, 19, 23 and 24 shall not be grounds for boat protests. This modifies the 60.1 rule. The penalty for such offences may be milder than disqualification if the protest committee so decides. The abbreviation for private penalty imposed pursuant to this instruction will be DPI
- 16.8 On the last day scheduled for race, a request for reopening hearing shall be submitted:
 (a) within the deadline for protests if the party requesting it was informed of the decision the previous day;
 (b) No later than 30 minutes after the requesting Party was informed of the decision that day. This modifies rule 66.

17. SCORING
Scoring System

- 17.1 Appendix A and the low scoring system described in rule a 4.1 of the RRS shall be apply.
- 17.2 In each Series, when 6 or more races have been completed, a boat's series score will be the total of her race scores, excluding her worst score.
- 17.3 for general WINTER SERIES, one will be exclude every seven (7) valid race completed

18 SAFETY REGULATIONS

- 18.1 Boats which for any reason reach a point on land other than the Real Club Náutico de Vigo shall inform:

Real Club Náutico de Vigo	986.447441	VHF 09
Centro de Coordinación de Salvamento Marítimo	900.202 202	VHF 10 / 16
Race Committee	608 823036	VHF 72

- 18.2 Boat that do not leave the port for the day's races, or who do not leave or are removed from a race shall inform the Race Committee as soon as possible. If they're in the water, they'll do it for the **VHF Channel 72**
- 18.3 For facilitate search and rescue operations, any boat asking for help is required to report the position and identifying external details.
- 18.4 The Maritime Rescue Coordination Center radiates daily a local meteorological part on **VHF Channel 11** at the following local hours:
08.15 hrs. 12.15 hrs. 16.15 hrs. 20.15 hrs.
- 18.5 All participants will carefully observe this sailing instruction. Otherwise can required the payment of the expenses caused by the search and rescue operations.

19 REPLACEMENT OF CREW OR EQUIPMENT

- 19.1 Each crew of a boat shall be composed of a fixed number of crew members, between 3 and 6. The number of crew members cannot be changed during the race. In the event that any boat is detected by the judges, umpires or officers in violation of this rule, it shall be automatically penalized with a point in each of the races in which has been observed
- 19.2 The crews will not be able to use the ropes or capes to curl or stabilize the boat.
- 19.3 The number of sails allowed on board shall be in accordance with the rules of the class
- 19.4 The Boats shall record and use the sail number recorded on their valid measurement certificate, except in the prior written authorization of the main race officer

Boats that do not comply with this instruction will be classified as ' not competing ' (DNC) on the race (s) without prior notice. This modifies the rules 63.1, G4 and A5 RRs

- 19.5 The request for the replacement of a participant shall be made in writing at the race office before 10:00 hours on the day the race is held, but in the event of an emergency, it may communicate at the first reasonable opportunity and, in any case , within the time limit to protest.

20 EQUIPMENT AND MEASUREMENT CHEKS

A boat or equipment may be inspected at any time to verify compliance with class rules and sailing instructions. In the water, a boat may be instructed by a team inspector to go immediately to a certain area for inspection

21 OFFICIAL BOATS

The official Boats shall be identified as follows: Race Committee – White flag with the letters CR in black
Mark boats – White flag
Protest Committee – White flag with "J" in black

22 SUPPORT BOATS

- a. Team leaders, coaches and other support staff will remain outside the race area from the preparatory signal until all boats have finished or been withdrawn, or until the race committee designates a postponement, a general recall
- b. Support boats will have to register at the race office before the first Race and will be identified with their Club flags.
- c. The infringement of this instruction may be punished with the disqualification of the boats involved in the race/s of the day or with another decision by the protest committee.

23 HAUL-OUT RESTRICTIONS

- a. From 13:00 hours of the day of commencement of the races, boats shall not be hauled during the regatta except with and according to the terms of prior written permission of the race committee.

- b. In the event of an urgent need for stranding, the person responsible for the boat shall make every effort to communicate by radio, telephone or otherwise with the main race officer and, if this is not achieved, authorization may be requested thereafter
- c. The boats may be only on the pier for the purpose the organization

24 RADIO COMMUNICATION

- a. No boat will do or receive radio transmissions not available for all boats
- b. Radio Communication Channel of Committee, **72 VHF**

25 PRIZES

This race will be scored to J70 VIGO WINTER SERIES, LINDE - SOGACSA Trophy

26 DISCLAIMER OF LIABILITY

Royal Nautic Club of Vigo and the Spanish J/70 Owners Association, will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta. Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race.

27 TRACKING SYSTEM

During the races, each boat must have mandatory activation of the monitoring and safety program that the class and VIGO SERIES has established. Not being connected without a justified cause will result in the penalties agreed upon at the skippers meeting

28 ADVERTISING

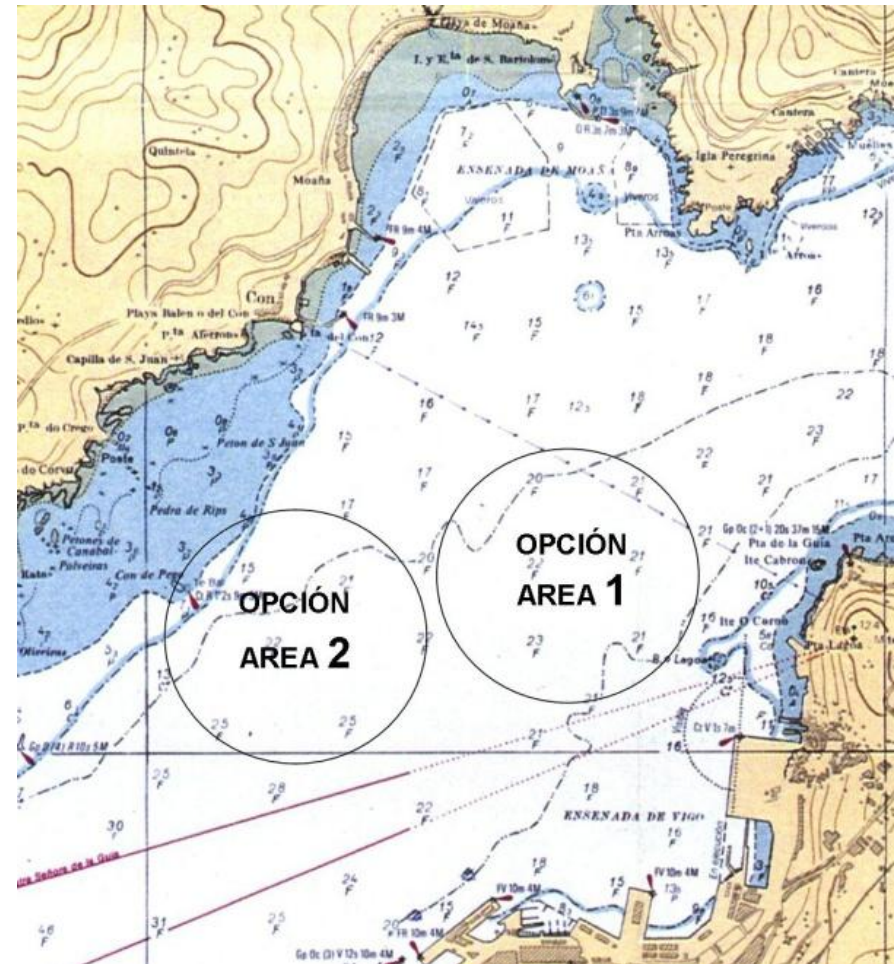
Boats shall be required to display advertising chosen and supplied by the Organizing Authority (OA), in accordance with World Sailing Regulation 20 and J/70 Class rules. If provided, flags, stickers and decals shall be displayed from the close of check-in through the end of the regatta. Bow numbers, stickers and flags will be supplied to each boat by the OA.

TIDES (With the spanish hour):

Ría de Vigo – saturday 3 February		
	Hour	Height meters
High tide	05:45	4.0
Low tide	11:59	0.4
High tide	18:11	3.7

Ría de Vigo – Sunday 4 February		
	Hour	Height meters
Low tide	00:09	0.6
High tide	06:29	3.9
Low tide	12:43	0.6
High tide	18:54	3.5

ATTACHMENT “A”



SUNSET AT VIGO (With the spanish hour):

Saturday 3 February at Vigo : 18:50 hours

ATTACHMENT B: ADDENDUM Q

These sailing instructions change the definition of finish, and rules 19.1, 31, 44.1, 44.2, 60, 61, 62, 63, 65, 66.

Q1 CHANGES TO RACING RULES

Q1.1 Changes to the Definitions and the Rules of Part 2

- (a) The definition of finish is

A boat ends when any part of its hull, or crew or equipment in normal position crosses the finishing line in the direction of the route from the last mark, either for the first time or after completing any penalty or, under rule 28.1, after correcting an error on the finish line.

- (b) When rule 19.1 applies, the following arm signals are required in addition to the hails:

- (1) for 'Room to tack', repeatedly and clearly pointing to windward; and
- (2) for 'You tack', repeatedly and clearly pointing at the other boat and waving the arm to windward.

Q1.2 Changes to Rules Involving Protests, Requests for Redress, Penalties and Exoneration

- (a) a boat that, while in regatta, you may have broken a rule of Part 2 (except rule 14 when you have caused damage or injury), rule 31 or Rule 42 may, after clearly moving away from other ships as soon as possible after the incident, penalize as follows:

Make a tack if you are on a stern section and a gybe if you are on a upwind stretch.

Offset is considered part of the stern.

Any incident in the Mark Zone 1, a boat may be penalized or before mark 1 by a gybe or after mark 1 with a tack.

Any incident outside the area of 3 three lengths of mark 1, a boat

will be penalized before passing Mark 1

When a boat performs a penalty on or near the finish line, he must navigate until are completely on the line's path side before finishing.

Q2 PROTESTS AND REQUESTS FOR REDRESS BY BOATS

- Q2.1 While racing, a boat may protest another boat under a rule of Part 2 (except rule 14) or under rule 31; however, a boat may only protest for an incident in which she was involved. To do so she shall hail 'Protest' and conspicuously display a red flag

Q3 UMPIRE SIGNALS AND IMPOSED PENALTIES

- Q3.1 An umpire will signal a decision as follows:

- (a) A green and white flag with one long sound means 'No penalty.'
- (b) A red flag with one long sound means 'A penalty is imposed or remains outstanding.' The umpire will hail or signal to identify each such boat.
- (c) A black flag with one long sound means 'A boat is disqualified.' The umpire will hail or signal to identify the boat disqualified.

- Q3.2 A boat penalized under instruction Q3.1(b) shall, after being clearly separate from other ships as soon as possible, make a penalty by promptly making a turn that includes an avante tack and a gybe. If a boat gains advantage even if it has been self-imposed in an incident or in a penalty imposed by an umpire, or failing to comply with the first paragraph of Q. 3.2, the umpire will continue to penalize him as often as necessary until he loses the advantage over the boat (s) affected. When he does the penalty on or near the finish line, he must fully navigate to the line's path before he end.

- Q3.3 An umpire may penalize a boat according to the Q 3.2 by breach of the class rules, 42, 31.

- Q3.4 A boat that broken a rule of Part 2 and causes damage or injury will have to be removed from the race.

Q4 APPEALS; OTHER PROCEEDINGS

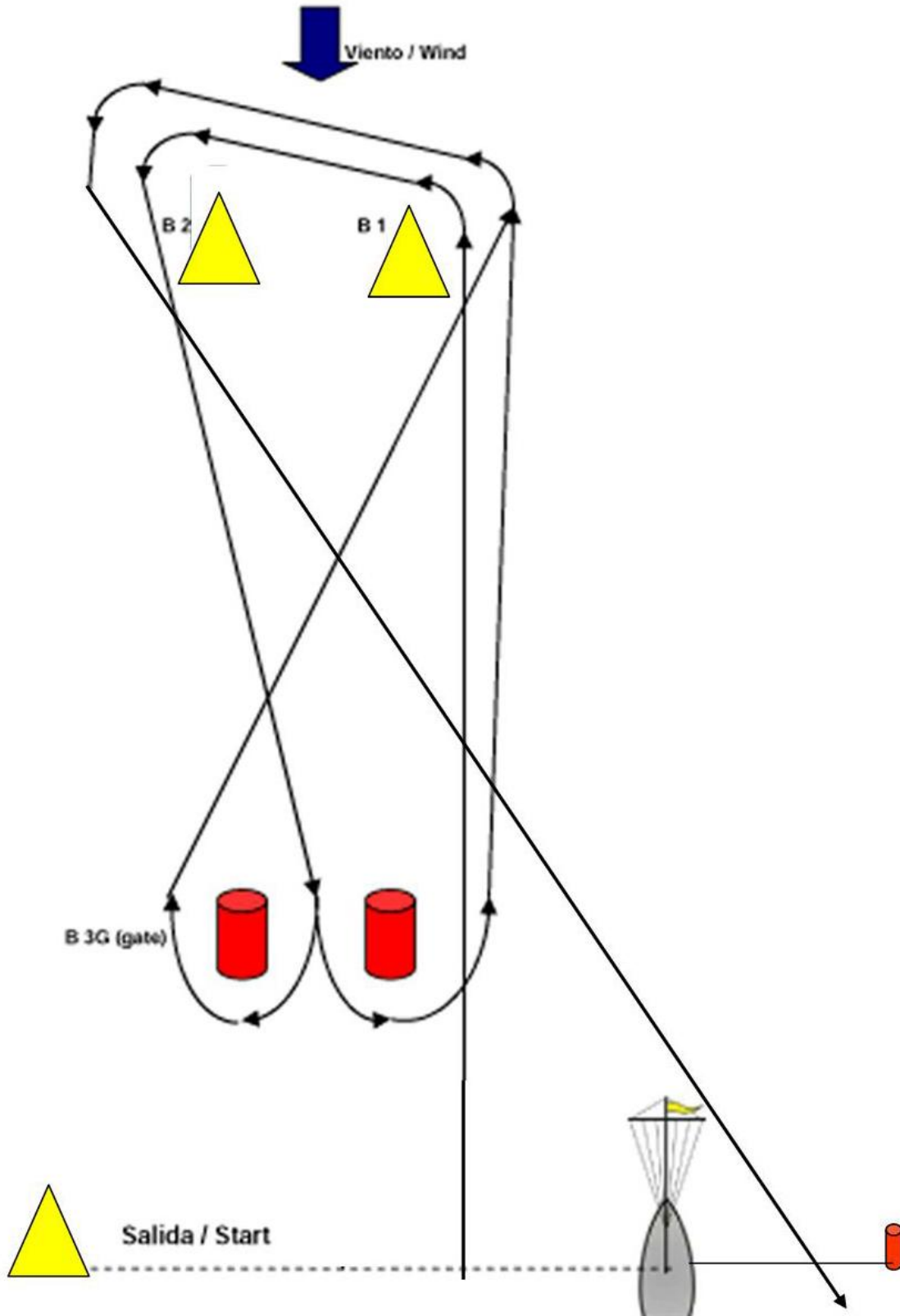
- Q4.1 No proceedings of any kind may be taken in relation to any action or non-action by an umpire.

C : MARKS AND COURSES

COURSE: WINDWARD / LEEWARD

Clase J70: Nral. 1 of International Signal Code

Start, 1(port), 2(port), 3G(gate), 1(port), 2 (port), finish



Clase J 70 : Nral. 2

Start, 1(port), 2 (port), 3G(gate), 1(port), 2(port), 3G(gate) and finishing

