



2022 J Class National Championship Regatta

SAILING INSTRUCTIONS

Date: June 25-27, 2022
Location: Century Park, 1040 Lakeview Parkway, Vernon Hills, IL 60061
Host Club: Chicago R/C Model Yacht Club. AMYA Club # 7
Club Website: www.ChicagoRCmyc.org
Regatta Website: <https://ChicagoRCmyc.org/j-regatta>

SUMMARY

Our goal is to enjoy friendly competition. In that spirit, the regatta is scheduled for three days so that sufficient races can be sailed for the J Class NCR, even if rain or wind cause delays. Although we have never had a weather delay during Chicago's many J Class NCRs and R4CRs over the past twelve years, we want everyone to enjoy their full share of J sailing at the 2022 NCR.

The plan is to sail the NCR on Saturday and Sunday with Monday available if needed. If we complete the NCR on Sunday, then on Monday we will conduct a second competition, optional and separate from the NCR, of J Class match racing with its own awards. Details on the match racing event will be posted on the Regatta Webpage as they are developed. There are no additional fees for the match racing.

1 SCHEDULE

1.1	Date	Day	Activity	Time (24 hour format)
	6/25	Saturday	Waterline Measurement	0800 to 1130 hours with Race Official
	6/24	Friday	Check in	1600 to 1700 hours
	6/25	Saturday	Check in	0800 to 0900 hours
	6/25, 26, 27	Saturday, Sunday and Monday	Skippers' Meeting	0930 hours
			Fleet Racing begins	1000 hours
			Last race starts before	1600 hours
	6/25	Saturday	Regatta Barbecue	1700 hours at the regatta site
	6/27	Sun. or Mon	Awards Presentation	at conclusion of the NCR

1.2 With the objective of safely sailing as many races as can be comfortably accommodated, the Race Director will determine the number of races each day after considering weather, course and equipment conditions.

- 1.3 The scheduled time of the warning signal for the first heat is 1000 on each day.
- 1.4 After a long postponement, to alert boats that a heat will begin soon, an audible signal will be sounded at least five minutes before the warning signal for the first heat following the postponement.
- 1.5 Competitors participate in the regatta entirely at their own risk. The organizing authority will not accept any liability for material damage or personal injury sustained in conjunction with or prior to, during, or after the regatta.

2 RULES

- 2.1 This Regatta will be governed by the rules as defined in *The Racing Rules of Sailing for 2021-2024* (RRS) as changed by its *Appendix E – Radio Sailing Racing Rules*, by prescriptions of US Sailing, by rules and regulations of the American Model Yachting Association (AMYA), by the respective class rules of the AMYA J Class, and by these *Sailing Instructions*.
- 2.2 These instructions note some changes to the *Racing Rules of Sailing* for this regatta.

3 RACE DIRECTOR AND CHANGES TO THE SAILING INSTRUCTIONS

- 3.1 The Race Director (RD) shall be the primary race official and shall conduct the regatta.
- 3.2 Verbal changes to these Sailing Instructions may be made at any time by the Race Director. All competitors shall be notified. This changes RRS rule 90.2(c).
- 3.3 These Sailing Instructions include Appendix OE2, *The ODD - EVEN Double Heat System for Regatta Fleets*

4 RACING FORMAT

- 4.1 Considering the number of skippers, weather, course and equipment conditions, the Race Director may decide to use a racing format of:
 - a. *Single Fleet*, or
 - b. *The ODD – EVEN Double Heat System for Regatta Fleets* in Appendix OE2 of these *Sailing Instructions*.
 - c. *The A-B-C Double Heat System for Regatta Fleets* in Appendix ABC of these *Sailing Instructions*.

5 THE COURSE, CONTROL AREA, LAUNCHING AREA, MARKS AND OBSTRUCTIONS

- 5.1 The course location at the regatta site, the course, the order in which marks are to be passed, the side on which each mark is to be left, the control area, the launching area, the starting line marks, the finishing line marks and any areas to be designated as obstructions, will be as determined by the Race Director. The Race Director may verbally communicate this information, may use a course board or may make verbal changes as long as all competitors are notified.
- 5.2 Marks will be colored buoys. Marks on the course can be hit without penalty except for the start line marks while starting and the finish line marks while finishing.
- 5.3 Skippers shall come prepared for wet launch and wet retrieval of their yachts from the boat ramp. Regatta helpers will be available to assist in launch and retrieval.
- 5.4 A boat scheduled to race in a heat may be launched, taken ashore and re-launched at any time during the heat. However, they shall not be released to start after the first boat has finished.
- 5.5 Holding or removing a boat from the water during the start sequence or race.
 - 5.5.1 Any boat removed from the water during the start sequence or during the race shall be re-launched at a point no further forward than at the point it at which it was removed.

- 5.5.2** When boats are re-launched, or after being held during a race or during the final minute of the starting sequence, boats may not be pushed, nor any other form of propulsion used to get them underway.
- 5.6** Only authorized boat crew under the direction of the Race Director, is permitted to operate the rescue boat.
- 5.7** The order of rescue of boats, or the delay in rescuing/freeing of boats, shall not be grounds for redress.

6 CONDUCT OF A HEAT

- 6.1** Heats will be started as required by RRS rule E3.4 using an audible AMYA two-minute starting sequence. This changes RRS rule E3.4.a.
- 6.2** Prior to the warning signal, a skipper may request the Race Director to delay the starting sequence for five minutes for the repair of a technical problem or breakdown of their boat. When such a delay is granted, it will be announced and the warning signal will be sounded when five minutes expire from the start of the delay or when the skipper notifies the race director that the boat is ready. Each boat may be granted one such delay per day.
- 6.3** Boats not in a heat shall stay clear of the starting and finishing areas. Boats that have finished in a heat shall stay clear of the finishing area.
- 6.4** The regatta will be conducted as if flag I is displayed, even if there is no physical flag I visible.
- 6.5** Individual Recall – When at a boat's starting signal any part of her hull or equipment is on the course side of the starting line, the line judge will attempt to recall that boat by hailing per RRS rule E3.5. Failure of the line judge to make a hail or failure of a skipper to hear such a hail will not be grounds for a request for a redress hearing. This changes RRS rule E3.5.
- 6.6** Penalty Turns – RRS Rule E4.3, *Taking a Penalty*, will apply. A penalty turn is a 360 degree turn. You shall continue to do turns until any advantage gained is lost. If you cause a boat to retire, you shall retire also.
- 6.7** The finishing line will be between the finishing marks identified by the Race Director.
- 6.8** If no boat has passed Mark 1 within fifteen minutes, the Race Director may abandon the heat. If no boat has finished within thirty minutes, the Race Director may abandon the heat.
- 6.9** If a boat or boats significantly lag the balance of the boats that have finished a heat, the Race Director may assign finishing positions to these boats. Further, a disabled boat that is still under control and could finish eventually, may, at the discretion of the Race Director, be assigned a finishing position.

7 SCORING, MEASUREMENT VERIFICATION AND PRIZES

- 7.1** The Low Point System described in Appendix A of *The Racing Rules of Sailing* shall apply, using one point as the lowest score. For each eight races sailed, one high score race shall be discarded from each boat's overall score.
- 7.2** At least eight races shall be completed for the event to be a National Championship Regatta.
- 7.3** It is the skipper's responsibility to ensure that the skipper's boat complies with the Class rules.
- 7.4** The Race Director may conduct random, onsite verification of equipment, measurements and class authentication. Boats failing to meet AMYA J Class rules shall be disqualified from any races completed prior to its being brought into compliance and this disqualification is without right to appeal. Boats may have waterline measurements verified in a tank at the regatta site.
- 7.6** At the conclusion of the regatta, trophies and AMYA Gold Chevrons will be presented to yachts finishing in first, second and third places with a trophy presented to the yacht finishing in fourth place.

APPENDIX OE2

The ODD – EVEN Double Heat System for Regatta Fleets

The *ODD – EVEN Double Heat System* was designed to be used for regatta fleets when the number of boats are greater than what the starting line can handle in a single fleet.

The *ODD – EVEN Double Heat System* is designed to keep one group of boats in the water for two consecutive heats of two races. This minimizes the time and effort required for launching and retrieving larger boats such as in the J Class fleets. This means that the same boats will race against each other for two consecutive races, but it lets a greater number of races take place in the regatta.

DEFINITIONS

Race	Two heats make up one race. The heats are called ODD and EVEN of race A.
ODD & EVEN	The first heat in the race is the ODD heat. The second heat in the race is the EVEN heat. One-half of the boats are scheduled to compete in the ODD heat of a race as the ODD boats. The other half of the boats are scheduled to compete in the EVEN heat of the race as the EVEN boats. Every boat is scheduled to compete in one heat of each race.
Double Heat	A ODD double heat is two consecutive ODD heats sailed by one group of boats. A EVEN double heat is two consecutive EVEN heats sailed by one group of boats
Pair of Races	Two consecutive races A and B are sailed with one group of ODD boats sailing the ODD double heats before the group of EVEN boats sail the EVEN double heats.
Scoring	Each heat is scored using the <i>Low Point System</i> . The score of a boat in a heat is the score of that boat in that race. In each race there will be two boats that have scores of 1, two boats scoring 2, two boats scoring 3, etc. The scores of the first race A of the pair of races A and B are used to assign boats into the next ODD double heat and next EVEN double heat of the pair of races C and D.
Race Finish Sheet	For each race of ODD and EVEN heats, a one-page, four-column <i>Race Finish Sheet</i> is used to record sail numbers as boats finish. An example is included with this Appendix.
Roll Call	The race official may list the sail numbers of the ODD and EVEN heats on a white board. The race official conducts a roll call, calling out the sail number of each boat scheduled in that double heat. As each sail number is called out, the skipper of that boat is required to answer in acknowledgement.
Scheduled	All boats are scheduled into heats for a pair of races before the first heat begins in those races.

A1 SELECTING THE FLEET OF BOATS FOR EACH HEAT

- A1.1** Let's use an example of a regatta with 20 boats entered. To establish the ODD and EVEN fleets for the first race, the Race Director randomly schedules half the entries to the ODD double heat 1-3 and the remaining half of the entries to the EVEN double heat 2-4.
- A1.2** At the end of the ODD heat 1, the finishing sail numbers are recorded on a simple *Race Finish Sheet*, from 1st to whatever. The same is done when recording finishes for EVEN heat 2.
- A1.3** At the end of ODD heat 1, the same boats stay in the water and sail ODD heat 3.

Appendix OE2 The Odd - Even Double Heat System for Regatta Fleets

- A1.4** At the end of ODD heat 3, the ODD double heat boats come out of the water and the EVEN double heat boats go into the water and sail EVEN heat 2.
- A1.5** At the end of EVEN heat 2, the same boats stay in the water and sail EVEN heat 4.
- A1.6** The next pair of ODD and EVEN double heats are scheduled using the finishing places from the first ODD heat and the first EVEN heat in the previous double heat races. While EVEN heat 4 is underway, the race officials prepare the list of boats for the next ODD and EVEN double heats.
- A1.7** In our example regatta, we have 10 boats (half of our entries) in a double ODD heat of race 1-2. Their finishes are recorded 1–10. All boats finishing in the ODD positions (1, 3, 5, 7, etc.) of the first heat, 1, are automatically scheduled to sail in the next ODD double heats 5 and 7. Likewise, the EVEN finishers (2, 4, 6, 8, etc.) of Even heat 2 will sail in the next EVEN double heats 6 and 8 in the next pair of races 5-6 and 7-8.
- A1.8** The subsequent pair of ODD 9-11 and EVEN 10-12 double heats are scheduled using the finishing positions from the race of heats 5 and 6. The process repeats in pairs of races with double heats for the entire regatta.

A2 ADMINISTERING THE SYSTEM

- A2.1** There are some steps that make administering this system a lot easier for everyone. Heats in the regatta are numbered consecutively: 1, 2, 3, 4, etc. The odd numbered heats are the ODD and the even numbered heats are the EVEN. A pair of heats (1-2, 3-4, 5-6, etc.) make up each race. On the master regatta score sheet, the races are labeled 1-2, 3-4, 5-6, etc.
- A2.2** For each race of ODD and EVEN heats, a one-page, four column *Race Finish Sheet* is used to record sail numbers as boats finish. An example of a *Race Finish Sheet* is included on page 3 of this Appendix. The first column lists the finishing positions for both the ODD and EVEN heats with one heat above the other.
- A2.3** As boats finish, their sail numbers are written in the first column for that heat.
- A2.4** After both heats finish, the sail numbers from the second column are copied into the blanks of the third and fourth columns. The third and fourth columns now list the boats for the “Next ODD” and “Next EVEN” heats of the following pair of races.
- A2.5** A race official uses the previous *Race Finish Sheet* for a roll call at the beginning of every double heat. The race official may list the sail numbers on a white board. The race official calls out the sail numbers for each boat scheduled to race. As each sail number is called out, the skipper of that boat is required to answer in acknowledgement.

A3 SCORING

- A3.1** The boats competing in each heat are scored as a single fleet using the *Low Point System* described in Appendix A of *The Racing Rules of Sailing*.
- A3.2** Each heat is scored on a *Race Finish Sheet* and then, after both the ODD and the EVEN heats of a race are completed, the scores are entered onto a master regatta score sheet as a single race.
- A3.3** Both the ODD and the EVEN heats in a race must be completed for the scores of either heat to be included in the scoring for the regatta. For example, if weather causes the second heat of a race to be abandoned, then the first heat in that race is not used for regatta scoring.

Note: Thanks to Steve Lang for his excellent article “Odds & Evens” in *Model Yachting* #134. Steve’s description of the Odds & Evens system was the basis for this Appendix.

APPENDIX ABC

The A-B-C Double Heat System for Regatta Fleets

The *A-B-C Double Heat System* was designed to be used for regatta fleets when the number of boats are greater than what the starting line can handle with the fleet divided into two heats.

The *A-B-C Double Heat System* is carried out in the same manner as the *ODD-EVEN Double Heat System* but the total fleet is divided into three groups of boats instead of two groups of boats. See Appendix OE2 for the description of the *ODD-EVEN Double Heat System*.

The *A-B-C Double Heat System* is designed to keep one group of boats in the water for two consecutive heats of two races. This minimizes the time and effort required for launching and retrieving larger boats such as in the J Class fleets. This means that the same boats will race against each other for two consecutive races, but it lets a greater number of races take place in the regatta.

DEFINITIONS

Race	Three heats make up one race. The heats are called A and B and C of race 1.
ODD & EVEN	One-third of the boats are scheduled to compete in the A heat of a race as the A boats. Another third of the boats are scheduled to compete in the B heat of the race as the B boats. Another third of the boats are scheduled to compete in the C heat of the race as the C boats. Every boat is scheduled to compete in one heat of each race.
Double Heat	The A double heat is two consecutive A heats sailed by one group of boats. The B double heat is two consecutive B heats sailed by one group of boats. The C double heat is two consecutive C heats sailed by one group of boats.
Pair of Races	Two consecutive races 1 and 2 are sailed with one group of A boats sailing the A double heats before the group of B boats sail the B double heats, then the C boats sail the C double heats.
Scoring	<p>Each heat is scored using the <i>Low Point System</i>. The score of a boat in a heat is the score of that boat in that race. In each race there will be three boats that have scores of 1, two boats scoring 2, two boats scoring 3, etc.</p> <p>The scores of the first race 1 of the pair of races 1 and 2 are used to assign boats into the next A-B-C double heats of the pair of races 3 and 4.</p>