

# J CLASS HINTS and EXPLANATIONS

The J Class World Championship (like the previous events since 2015) will be sailed using our Addendum Q mixed with standard Racing Rules of Sailing.

From the version we used in Bermuda I removed "270°", it was only generating confusion.

The current J Class Addendum Q is the version **2.0**

## Protest Procedures While Racing

While you are racing, you can only protest another yacht for the following:

- ★ A yacht-to-yacht incident you are involved in yourself;
- ★ Another yacht breaks rule 31 or 42.

You protest by displaying a red flag. Make sure the umpires and the yacht you are protesting see the flag and even if it's not mandatory it's always a great idea to call the umpires via VHF.

Do not forget to remove the flag after the protested yacht takes her penalty or after the umpires signal a decision.

## Penalties While Racing

If you may have broken a rule, whether or not you are protested by another yacht, you may take a penalty voluntarily immediately after the incident as follows:

- (1) When your proper course is close hauled or above you shall gybe and, as soon as reasonably possible, luff to a close hauled course.
- (2) When your proper course is below close hauled, you shall tack and, as soon as reasonably possible, bear away to a course that is more than 90 degrees from the true wind.

If you decide to take a penalty you need to get well clear of other yachts as soon as possible and take the appropriate penalty for your proper course at that time.

Following a protest, the umpires may signal as follows:

- ★ Display a green-and-white flag and blow a whistle, which means 'No penalty'.
- ★ Display a red flag and blow a whistle and hail to penalize one or more yachts.
- ★ Display a Black flag means the yacht is disqualified and she has to leave the course.

They also have this option as a standby.

- ★ Display the J Class Flag if the umpires have insufficient information to make a decision.

If the umpires identify you, you must promptly take a Penalty (see above), no delay except to get well clear.

The umpires may identify any yacht, including the yacht that protested, even if another yacht takes a penalty voluntarily.

While you are taking the penalty or you are sailing well clear to take it, the manoeuvres you make are not considered as sailing your proper course.

If you know you have broken a rule, the Basic Principle of Sportsmanship and the Rules require you to take a penalty voluntarily as soon as possible. Waiting for a signal, when you know you have broken a rule, is deliberately breaking a rule, and may be seen as a breach of sportsmanship, in which case the umpires may give you an additional penalty (see next paragraph). So, if you do not take a penalty voluntarily when you know you have broken a rule, there is a considerable risk that you will get two or more imposed penalties.

If the Umpires display the J Class Flag you are entitled to a hearing but you must inform the RC of your intention to protest before or while flag B is displayed. If you don't, your protest will be invalid.

The umpires may penalize you (signaling with a red flag) without a protest from another yacht:

- 1) if you do not take a penalty after breaking rule 31 or 42;
- 2) gain an advantage despite taking a penalty;
- 3) deliberately break a rule;
- 4) fail to take a penalty correctly;
- 5) commit a breach of sportsmanship.

If you fail to take a penalty when it has been signaled or you take a penalty but not correctly, the umpires will signal that the penalty remains outstanding.

If these breaches are severe or repeated or if you pass a mark on the wrong side and fail to correct that error before you round the next mark or finish, the umpires may use the black flag to disqualify you. If you are disqualified you shall promptly leave the course avoiding to interfere with other yachts.

You must complete all penalties before finishing. If you are taking a penalty when you are finishing or after you have crossed the finishing line, you must take the penalty and then finish correctly.

### **Contact, Injury and Damage**

If you broke a rule on an incident and caused contact, an injury or damage, your penalty shall be to retire from the race according to the RRS 44.1(b).

In addition **J Class Sailing Instructions** state:

**“When an umpire observes or the jury receives a report of contact between yachts the jury will disqualify the penalized yacht in the incident without a hearing. Furthermore they may also disqualify the other yacht if she could have taken any action to avoid contact”.**

### **Protests or Requests for Redress before after Racing**

The intent is that all situations are decided on the water. However, you may protest or request redress immediately after finishing for certain breaches or circumstances that you cannot protest while racing. Such protests and requests for redress need not be in writing; you just inform the race committee before or while flag B is displayed from the race committee vessel at the end of the race.

You cannot appeal a decision made by the umpires or the protest committee. You cannot ask for a hearing to be reopened.

### **Other Rules**

Room to tack at an obstruction: When you require room to tack for an obstruction you have: 1) to inform the other yacht via VHF; 2) to make an arm signal in addition to your hail.

### **Umpire Call Procedure**

In order to avoid misunderstanding and any potential incident between yachts, that could cause a contact or more, the following calls maybe made by an umpire (via VHF) in the vicinity of marks:

**‘STAND BY FOR ZONE CALL’**, followed by the names or the sail number of the yachts in the order under rule 18 that they have priority at the mark. The call may be repeated.

*(For example: “Stand By for zone call JH1 - J5 - JK6....“ and so on.)*

If possible the umpire may also inform the yachts involved if they are **‘Overlapped’** or **‘Clear’**.

If a call is made at the leeward gate, the umpire will look at the gate downwind and he will call:

**‘STAND BY FOR ZONE CALL AT the COMMITTEE GATE’** (the left gate)

or

**‘STAND BY FOR ZONE CALL AT the PIN GATE’** (the right gate).

Other information may be given by the umpires during the race.

These calls are not binding but it lets you know what the umpire thinks.

**Note:** Please remember that yachts may give the mark-room they are required to give by rounding ahead of the other yacht.

Tallinn, August 8th 2017,

  
J Class Chief Umpire