

**JET-14 CLASS ASSOCIATION**  
**2023 NATIONAL CHAMPIONSHIP**  
**AUGUST 2-5, 2023**  
**LAKE HOPATCONG YACHT CLUB**  
**Mt. Arlington, NJ**

## **SAILING INSTRUCTIONS**

**1 Rules**

The regatta will be governed by the rules as defined in the current *Racing Rules Of Sailing* (RRS), the prescriptions of the United States Sailing Association, and the Jet-14 Class Association Constitution and By-Laws (Class Rules).

**2 Notices To Competitors**

Notices to competitors will be posted on the Official Notice Board located on the front porch of the Lake Hopatcong Yacht Club (LHYC).

**3 Changes in Sailing Instructions**

Any change in the sailing instructions will be posted before 0830 on the day it will take effect, except that any change to the schedule of races will be posted by 1900 on the day before it will take effect.

**4 Signals made ashore**

4.1 Signals made ashore will be displayed from the Race Committee signal boat tied to a dock at LHYC.

4.2 When flag AP is displayed ashore, removing it means either an abandonment signal will follow one minute later or a race signal will be made on the water not less than 30 minutes after removal. This changes race signal AP.

**5 Schedule of Races**

5.1 Racing is scheduled as follows:

<b>Date</b>	<b>Time</b>	
Thursday, Aug 3	0900	Skippers Meeting
	1030	Warning for Race 1
Friday, Aug 4	1000	Warning for 1 <sup>st</sup> race of the day
Saturday Aug 5	1000	Warning for 1 <sup>st</sup> race of the day

The Race Committee may adjust the race schedule to suit weather conditions.

5.2 Back-to-back races are scheduled for each day. The warning signal for each succeeding race will be made as soon as practical.

5.3 No warning signal will be made after 1300 on Saturday for any race in the National Championship.

**6 Class Flag**

The Class flag will be the Jet-14 Class Association flag.

**7 Racing Area**

The racing area will be on Lake Hopatcong, generally north of LHYC.

**8 The Courses**

8.1 Courses will be windward-leeward. Attachment A shows course configuration, the order in which marks are to be passed, and the side on which each mark is to be rounded. Course 4 is shown for example purposes.

8.2 No later than the warning signal, the specific course to be sailed will be displayed as a number ("3", "4", "5", "6", or "7") on the starboard side of the Race Committee signal boat, which number will correspond to the number of legs to be sailed.

**9 Marks**

9.1 Marks 1 and 2 will be orange cylinders.

9.2 A new mark, as provided in instruction 13, will also be an orange cylinder.

9.3 The starting mark will be an orange ball.

- 9.4 The finishing mark will be Mark 1, Mark 2 (in case of shortened course at Mark 2), a new mark as described above, or an orange ball (when finishing downwind to leeward of Mark 2).
- 9.5 The Race Committee may set a "keep away" mark(s) astern of any Race Committee boat. While racing, boats shall not touch these marks or pass between these marks and the Race Committee boat to which they are attached. A boat breaking this rule shall have touched a mark as described in RRS 31.
- 9.6 There will NOT be a Mark 1 offset mark, or gate for Mark 2.

## **10 Check-In**

Prior to the first warning signal for the first race of the day in which it intends to compete, each boat shall sail by the stern of the committee boat, hail its sail number, and check in as a starter.

## **11 The Start**

- 11.1 Races will be started by using RRS 26.
- 11.2 The starting line will be between a staff displaying an orange flag on the Race Committee boat at the starboard end and the port-end starting mark.
- 11.3 A boat not starting within 10 minutes after her starting signal will be scored Did Not Start. This changes RRS A4.1.

## **12 Recalls**

It is the responsibility of each boat to start properly. The following are not grounds for redress: failure of the Race Committee to hail any or all boats, failure of a boat to hear or receive its hail, timeliness of the hail, or the order of boats within the hail. The Race Committee may use VHF radio channel 7 to hail boats.

## **13 Change of the Position of the Next Mark**

To change the position of a mark, the Race Committee will move the original mark to a new position. The change will be signaled before the leading boat has begun the leg, although the new mark may not yet be in position. (RRS 33 shall apply: code flag C, repetitive sound signals, etc.)

## **14 The Finish**

The finishing line will be a line between a staff displaying an orange flag on a Race Committee boat and the course side of the finishing mark.

## **15 Penalty System**

A boat that takes a penalty or retires under RRS 31.2 or 44.1 shall sign the acknowledgement form posted in the vicinity of the Official Notice Board within the protest time limit.

## **16 Time Limit**

- 16.1 Time limit for all races is 90 minutes.
- 16.2 No course will be shortened such that Mark 1 is not rounded or passed twice.

## **17 Protests and Requests For Redress**

- 17.1 A boat intending to protest about an incident that occurs in the racing area shall notify the Race Committee finish boat of her intention, including the sail number(s) of the boat(s) being protested. This changes RRS 61.1(a). Protests shall be delivered to the protest committee secretary located on the first floor of the LHYC clubhouse within the protest time limit. Protest forms will be available from the protest committee secretary.
- 17.2 The protest time limit is 60 minutes after the Race Committee signal boat docks. Said docking time will be posted.
- 17.3 Notices will be posted within 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 on the first floor of the LHYC clubhouse as soon as practical after the posting of notices, in the approximate order of receipt.
- 17.4 Notices of protests by the Race Committee or protest committee will be posted to inform boats under RRS 61.1(b).

## **18 Scoring**

The Low Point scoring system of RRS Appendix A will apply. A total of up to 10 races are planned for the regatta. Three races must be completed to constitute a series. After 6 races are completed, a boat's score will be the total of her race scores excluding her worst score (one throw-out).

## **19 Safety**

A boat that retires from a race shall notify the Race Committee as soon as possible. VHF radio communication shall be permitted as follows: transmissions from the Race Committee (RC) on a designated competitors' channel concerning safety, notice of on-course-side (OCS) boats, and

general information to assist in the management of the event. OTHERWISE, from the time a boat leaves the dock until she has finished the last race of the day, returned to shore, or has been instructed to return to shore by the RC, no electronic or electrical devices shall be used to gather information about conditions, monitor performance, communicate between boats, communicate sailing related information, or in any other way benefit or influence a boat's racing. Communication in any form is permitted to request or provide assistance in an emergency.

**20 Replacement of Crew or Equipment**

- 20.1 Substitution of crews will not be permitted without the prior written approval of the Race Committee. No substitution of skippers is permitted.
- 20.2 The same boat, equipment and sails approved during measurement shall be used throughout the regatta. Substitutions will not be permitted without the prior written approval of the Race Committee

**21 EQUIPMENT AND MEASUREMENT CHECKS**

A boat or equipment may be inspected at any time for compliance with the Class Rules and Sailing Instructions. On the water, a boat can be instructed by a Race Committee measurer to proceed immediately to a designated area for inspection.

**22 Disclaimer of Liability/Risk Statement**

Competitors participate in the regatta entirely at their own risk. See RRS 3, which 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. These 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 risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.

The Organizing Authority 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.

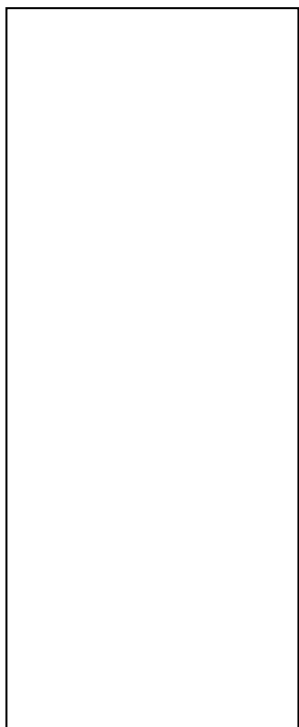
**23 INSURANCE**

Each participating boat shall be insured with valid third-party liability insurance adequate for the regatta.

## ***Attachment A***

*Course Description*

*2010 Jet-14 Nationals*



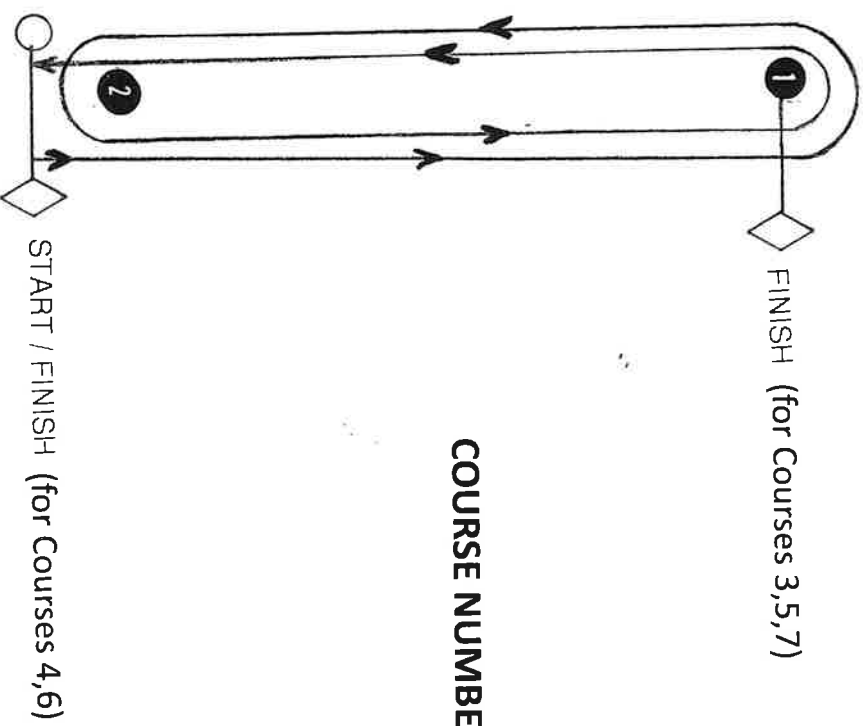
### **Course “A”**

Course: Start, 1, 3,1,3, Finish(at 1)

### **Course “B”**

Course: Start, 1, 2, 3, 1, 3, Finish(at 1)

**Attachment A**  
Course Description



**COURSE NUMBER = NUMBER OF LEGS TO BE SAILED**

**Course "4"**  
**(shown for example purposes)**

NOTE: MARK 2 IS NOT A MARK OF THE COURSE ON THE FIRST LEG