
Notice of Race

J/70 Cup powered by SAILING Champions League

GENERAL INFORMATION

The J/70 Cup is a regatta series in Vilamoura. The J/70 Cup 2022/2023 consists of the following events:

- 2nd Round J/70 Cup

ORGANISING AUTHORITY

The Organising Authority (OA) is Vilamoura Sailing.

Capable Planet Clube Náutico

Marina de Vilamoura

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DEFINITIONS

SCL club: the club entitled to participate in SCL

Crew: the sailors registered for the event

Skipper: the sailor who is in charge of the boat

Team manager: responsible person who is the contact person for the OOA

ISLA: International Sailing League Association

SCL GmbH: SAILING Champions League GmbH

SCL steering committee: decisive committee of the SCL consisting of the three ISLA board members and representatives of the SCL GmbH

NSL: National Sailing League

ABBREVIATIONS

PC: Protest Committee

RC: Race Committee

NA: National Authority

SI: Sailing Instructions

RRS: Racing Rules of Sailing

ONB: Official Notice Board

IJ: International Jury

1. DATES

2nd Round

o Date: 25/26 February 2023

o Location: Vilamoura Sailing

o Hosting club: Capable Planet Clube Náutico

2. GENERAL PROGRAMME (LOCAL TIME)

Preliminary Programme (may change due to ferry and cruise ships arrival and departure times):

Day 1:

08.30 - 09.00 hrs

Check-in

10.00 hrs

Skipper's briefing

11.00 hrs

First warning signal

Day 2:

09.00 hrs

Skipper's briefing

10.00 hrs

First warning signal

16.00 hrs

Last possible warning signal

16.30 hrs

Prize giving ceremony

3. RULES

4.1 The events will be governed by

- (a) the “rules” as defined in *The Racing Rules of sailing* including Appendix UF (Attachment H)
- (b) the rules for handling the boats (Attachment F). Class rules will not apply.
- (c) any prescriptions of the NA that will apply will be posted on ONB.
- (d) English text takes precedence.

4.2 RRS 62.1 (a), (b) and (d) are deleted.

4.3 Changes in the RRS could be determined in the Sailing Instruction.

4.4 Covid-19 requirements - hygiene concept- regional restrictions apply.

4. SAILING INSTRUCTION

The Sailing Instructions will be posted before the first day of racing. The location of the Notice Board can be found in the Sailing Instruction.

5. ELIGIBLE CLUBS

The events are open to all clubs/ teams.

6. REGISTRATION

6.1 Deadline:

2nd Round: The registration deadline is **12th of February 2023**.

6.2 Entry fee/ Deposit:

Entry fee: The entry fee for each is 900,00€ Euro/ club and should be paid in time. (deadline see above)

Account holder: CAPABLEPLANET – CLUBE NAUTICO

IBAN: PT50 0079 0000 7444 8086 1012 2

SWIFT: BPNPPTPL

Subject: name of club (no abbreviation)

The entry fee will not be refunded if the SCL club does not show up.

A damage deposit of 1,000.00 Euro has to be transferred latest a week before the event to the bank account (subject: name of club (no abbreviation)). The deposit will be refunded after the event, if no damage happened.

6.3 Registration

Link: <https://forms.gle/XNhkshC7oRb9kWDC7>

Please fill in the form within the deadline. (see above)

Each crew member has to sign the Disclaimer for Liability, Media and Privacy Policy (Attachment C) at the check-in.

If a crew member is under 18 years old when participating in the SCL event, he/she needs to fill in a Declaration of Consent with the signature from her/his parent or the legal guardian and bring it to the check-in. The form can be downloaded from the 'Notice Board' on the SCL website. (Attachment D).

7. CREW

7.1 Crew members must be at least 13 years old for the first race of the event.

7.2 One crew member has to be the designated skipper (person in charge) on the entry form.

7.3 There is no restriction for crew members regarding the World Sailing Sailor Categorisation Code.

7.4 The number of crew (including the skipper) shall be four. All registered crew shall sail all races.

7.5 All-female teams or youth teams (sailors born in the years 2000 to 2008) can have a total crew number of five (including the skipper).

7.6 There will be no crew weight limit.

7.7 When a crew member (including the skipper) is unable to continue racing (in case of injury or emergency), the OA may authorise a substitute, a temporary substitute or other adjustment. The crew has to designate a new skipper.

7.8 Substitution of crew members will only be allowed in reasonable, exceptional cases (e.g. injury or sickness) and after approval of the OA.

7.9 A team member must deposit a copy of a motorboat licence valid for the racing area at check-in.

8. INSURANCE

All competitors are required to have adequate third-party insurance.

9. SECURITY

All participants must wear personal flotation devices according to DIN EN 393 or ISO DIN EN ISO 12402-5 when racing except while briefly changing or adjusting clothing or personal equipment. Wet suits and dry suits are not considered as a personal flotation device. This changes RRS 40.1.

A crew retiring from the race shall immediately inform RC.

10. FORMAT

The regatta consists of 12 flights. The pairing list for the flights will be published with the Sailing Instruction before the event.

11. BOATS AND SAILS

11.1 The events will be sailed on J/70 type of boats provided by the hosting club or the OA. The OA may change the type of boats.

11.2 All sails (mainsail, jib and gennaker) will be provided by the OA.

12. DRAWING OF GROUPS AND BOATS, TECHNICAL DEFECTS

13.1 The drawing of groups and boats will be done before the event. Order and number of races will result from the pairing list. The pairing list will be published before the event.

13.2 The pairing list may be changed if a club fails to compete or if boats need to be withdrawn due to technical defects.

13. RACE COURSE

Attachment E shows the course including the order in which marks are to be passed, and the side on which each mark is to be left. If a gate mark is missing, the remaining mark shall be rounded on the port side. Smartmarks will be used.

14. CHANGE OF COURSE

RRS 33 is changed as follows: If flag C is displayed together with a coloured flag and repeated sound signals at the gate, the position of mark 1 has changed. The new mark 1 will be the same colour as the flag.

15. SHORTENING THE COURSE

The course will not be shortened.

16. START

16.1 The starting/finishing line will be between the course side of a red or orange/ or yellow starting mark or an orange flag on a service boat and a staff displaying an orange flag on the RC signal boat.

16.2 Rule 26 is changed as follows:

- 3 minutes before the starting signal: Warning signal: displaying a black flag with white number 3
- 2 minutes before the starting signal: Preparatory signal: removing the black flag with white number 3 and displaying a grey flag with white number 2
- 1 minute before the starting signal: One-minute signal: removing the grey flag with white number 2 and displaying white flag with black number 1
- Starting signal: removing the white flag with white number 1

16.3 The visual signals will be accompanied by a sound signal. Times will be taken from the visual signals. The absence of sound signals shall be disregarded.

16.4 Boats shall not start later than 3 minutes after their starting signal. They shall be scored DNS without a hearing. This changes RRS A5.1 and A5.2.

16.5 No later than the “one-minute signal”, RC shall signal the colour of mark 1 by displaying a flag of the same colour.

17. TARGET TIMES AND TIME LIMITS

17.1 Target time is 12 to 15 minutes.

17.2 Time limit for the first boat is 20 minutes.

17.3 Boats failing to finish within 5 minutes after the first boat has sailed the course and finished will be scored DNF without a hearing. This changes RRS 35, A5.1 and A5.2.

18. PENALTY SYSTEM, PROTESTS AND REQUESTS FOR REDRESS

18.1 All races will be umpired fleet racing as described in Attachment H. There will be an IJ appointed for the event according to RRS 91(b) and decisions shall be taken under RRS 70.5.

18.2 Breaches of NoR 8.9 and 10 will not be grounds for protest by a boat. This changes RRS 60.1(a).

19. SCORING

19.1 Three races of each SCL club are required to be completed to constitute an official event.

19.2 When fewer than three races per SCL club have been completed, all missing races will be scored with average points, according to RRS A9(b).

19.3 The total score of each SCL club is the amount of its individual scores according to the low point system of the RRS without eliminating the worst score.

19.4 DNC, DNS, OCS, DNF, RET, DSQ, etc. all score one point more than the number of boats starting in that race. This changes RRS A5.2.

19.5 If at the end of the event, some of the SCL clubs have sailed an uneven number of races, due to incomplete flights, the SCL club missing a race will be scored according to RRS A9(a).

19.6 If a SCL club is unable to start a race because the OA cannot supply a boat for racing, the SCL club will get an average score for this race, according to RRS A9 (b). The average will be calculated based on the races that were sailed before the race mentioned.

19.7 In case of uneven pairings in the pairing list before the first start, races with fewer boats will be scored according to the low point system of the RRS in the overall ranking.

19.8 For tied boats with the same points score, ties will be broken applying RRS A8. If a tie cannot be broken, the score from the last race in which the concerned SCL clubs competed in the same race will break the tie.

20. PRIZES

The top three SCL clubs will be awarded with a prize.

21. ADVERTISING

21.1 Advertising displayed on the boats by the competitors is limited to the flag at the stern and must comply with Attachment C.

21.2 Each boat will be required to display advertising as supplied by the OA.

21.3 Each boat will be required to display advertising as supplied by the OA. While afloat, crew members, including the skipper, will be required to wear bibs with their club burgee if provided by the OA except briefly while changing or adjusting clothing or personal equipment.

21.4 Boats shall not be permitted the right to protest for breaches of any rules regarding advertising. This changes RRS 60.1.

22. MEDIA, IMAGES and SOUND

22.1 SCL clubs may be required to carry cameras (or dummies), sound equipment, microphones, television personnel and positioning equipment while racing as specified and supplied by the OA.

22.2 Competitors may be required to be available for interviews.

22.3 Registered skippers shall wear communication equipment supplied by the OOA/OA that allows the RC to communicate with the competitor whilst racing.

22.4 Competitors shall not interfere with the normal working of the OA supplied media equipment.

22.5 Except in an emergency or when using equipment provided by the OA, a SCL club that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats. Navigation aids are not permitted. Watches without navigational functions are allowed.

23. SUPPORT AND MEDIA BOATS

23.1 All support boats including media boats not provided by the OA shall be registered with the OA and will be required to comply with local legislation. The OA may refuse registrations and accept late registrations at their sole discretion.

23.2 Support boats shall be insured with a valid and for the racing area suitable third-party liability insurance with a minimum cover of 1,500,000.00 Euro per incident or the equivalent.

23.3 Support boats shall clearly display the club's burgee for identification.

23.4 Only media boats with an official "Press" flag and an accreditation by the OA are allowed on the race course.

23.5 The OA will not provide berthing for support or media boats. Berthing reservations have to be placed with the hosting club.

24. DISCLAIMER AND PRIVACY POLICY

Each crew member has to sign the Disclaimer for Liability, Media and Privacy Policy (Attachment C) at the check-in.

25. RISK STATEMENT

24.1 RRS 4 of the Racing Rules of Sailing states: “The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone”.

24.2 Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

- They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;
- They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
- They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omission;
- Their boat is in good order, equipped to sail in the event and they are fit to participate;
- The provision of a race management team, patrol boats and other officials and volunteers by the event organizer does not relieve them of their own responsibilities;
- The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.
- It is their responsibility to familiarize themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the event and to attend any safety briefing held for this event.

ADDITIONAL INFORMATION FOR THE EVENT

Will be published on the event website.

<https://sailing-championsleague.com/events/training-camp-2nd-j-70-cup/>

Attachments:

Attachment A: Link to entry form

Attachment D: Declaration of consent

Attachment E: Course

Attachment F: Rules for handling the boats

Attachment G: Damage Report

Attachment A: Entry Form

Please fill in the following form: <https://forms.gle/XNhkshC7oRb9kWDC7>

Attachment D: Declaration of consent

The following form has to be completed before racing if the participant is under 18 years of age.

Parental or Legal Guardian’s Declaration

Club name			Abbreviation
SCL event	2nd J/70 Cup <input type="checkbox"/>	<input type="checkbox"/>	
Full name of legal guardian/ parent			
	Legal guardian <input type="checkbox"/>	Parent <input type="checkbox"/>	
Address of legal guardian/ parent	Street		
	ZIP code, city, country		
	Phone	E-mail	
Contact of legal guardian/ parent	E-mail		
	Mobile		
	Number to call/contact in an emergency case:		

I, being the parent or legal guardian of

Competitor’s name: _____

Hereby confirm that the agreement below shall be binding for him/her. I further agree that he/she may compete in the races as specified in the Notice of Race and Sailing Instructions and understand and accept that under RRS Fundamental Rule 4, it is the sole responsibility of him/her to decide whether or not to start or to continue to race, and I consequently agree not to report to any court or tribunal with respect to such a decision and its consequences.

Agreement: Limitation of liability – cognovits clause. The responsibility for the decision of a skipper to participate in a race or to continue with it is solely with him/her; to that extent he/she also takes the responsibility for his/her crew. The skipper is responsible for the qualification and the correct nautical conduct of his/her crew as well as for the suitability and the transport-safe condition of the registered boat.

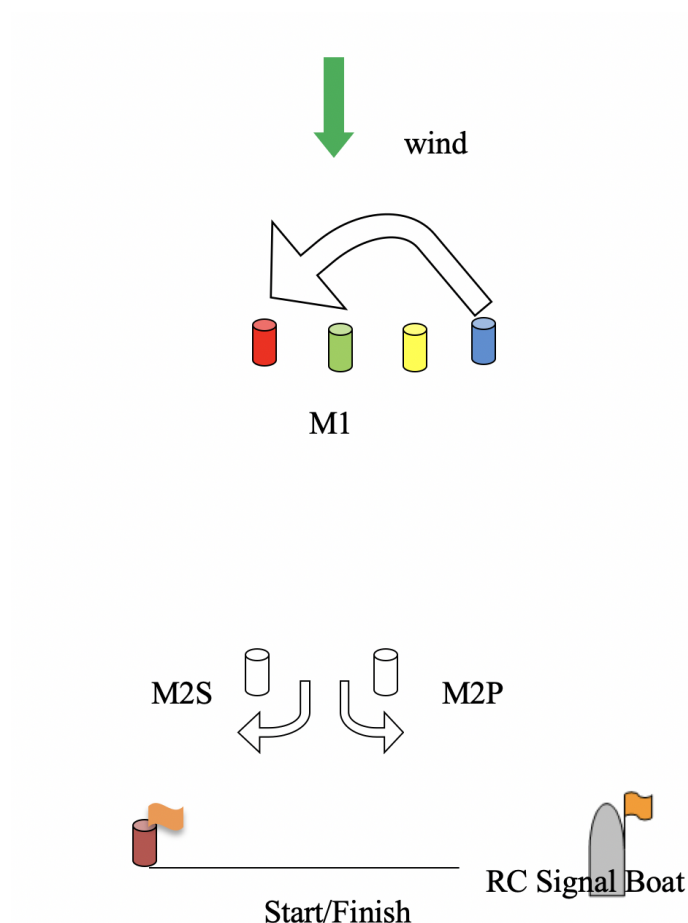
In cases of Force Majeure or on grounds of administrative orders of safety reasons, the organizer is entitled to make changes in the realization of the event or to cancel the event. In these cases there does not exist any liability for compensation of the organizer to the participant.

In case of violation of obligations that do not constitute primary respectively material contractual duties (cardinal obligations), the liability of the organizer, no matter because of which cause in law, for material and property damages of all kinds and their consequences that arise to the participant during or in connection with the participant in the event resulting from a conduct of the organizer, his representatives, servants or agents, is restricted to damages that were caused wilfully or grossly negligent. When a violation of cardinal obligations occurs, in cases of simple negligence the liability of the organizer is limited to foreseeable, typically occurring damages. To the extent that liability for damages of the organizer is excluded or restricted, the participant also relieves the staff – employees and representatives, agents, servants, sponsors and individuals who provide or drive salvage, safety or rescue vessels or assist with their use – from the individual liability for damages, as well as also all other individuals who were instructed to act in connection with the realization of the event. The effective racing rules of World Sailing, Attachment B and the sailing instructions as well as the regulations of the Notice or Race are to be complied with and are expressly recognized. The German law shall prevail.

Signature _____

Date _____

Attachment E: Course



Mark 1 will be located upwind, seen from the starting line.

The colour of mark 1 will be indicated by displaying a flag of the same colour on the starting vessel no later than the “one-minute signal”. This flag will be removed in case of a course change.

Mark 1 shall be passed on port side

Marks 2S and 2P are gate-marks

Sequence: Start – 1 – 2S/2P – 1 – Finish

Colour and shape of the marks may differ from the drawing and are not binding for the regatta. At the start, the pin end may be a RC boat as well as a buoy.

Attachment F: Rules for Handling the Boats

F1 General

Variations in the boats and their equipment despite all measures for equalisation will not be grounds for redress.

The technical committee can check the boats for any changes that are in breach of NoR F2 or F6 on a random basis. If they find such a change, they will inform the PC. PC may penalise the boat with one additional point without a hearing. This changes RRS 63.1, A5.1 and A5.2.

F2 Prohibited actions

In order to prevent damages and injuries:

F2.1 The following actions are prohibited unless in case of emergency or directed by RC or umpires:

- (a) Sailing in a manner that could cause serious damage or injury.
- (b) Tying in, binding or dropping the jib.
- (c) Any additions or alterations to the equipment supplied.
- (d) Use of equipment for a purpose other than that intended.
- (e) Moving equipment from its normal stowage position except when being used as intended.
- (f) Replacement of any equipment. Exception: damage. In this case, the replacement may be carried out only by the repair service.
- (g) Marking of sails, boat or arranged equipment, perforation of sails or attachment of further tell-tails to the sails.

F3 Handing over / leaving boats

F3.1 A boat may only be handed over to the following team in the presence of a race committee member, or afloat or at the changing area, as prearranged.

F3.2 Before handing over a boat to the next crew, the boat's original condition shall be restored by the crew.

F3.3 Before handing over a boat to the next crew, the crew sailing the boat shall report any damage or problem with the boat.

F3.4 When a crew receives a boat, it has 2 minutes to check that the boat is okay and report possible problems or damages to RC (hail to either start boat, repair boat or the umpire boat) and display flag E.

F3.5 Substitution of damaged or lost equipment and repairs may only be done by the repair service of the OA, or under their management.

F4 Crew positioning

F4.1 The crew shall not hang, push or pull on the standing rigging to promote the manoeuvre or to project weight outboards. It is allowed to use the mast or the companionway for promoting the manoeuvre.

F4.2 The cockpit lines may be used with the exception that hanging on to the cockpit lines from the outside is prohibited.

F4.3 The crew shall not stand, sit or lie on the cockpit lines or the pushpits.

F5 Bowsprit

F5.1 Having the bowsprit extended, except when in the process of setting, flying or taking down the gennaker is prohibited. The bowsprit shall be fully retracted at the first reasonable opportunity after taking down the gennaker. A boat that does not retract the bowsprit fully may be warned and given an opportunity to correct the error.

F5.2 Extending the bowsprit before getting on the new leg of the course, after entering the zone of a rounding mark without a gennaker set is prohibited.

F6 Shrouds and forestay

It is prohibited to adjust shroud and forestay tension at all times while afloat. Backstay tension may be adjusted while racing.

Attachment G: Damage Report

If you detect any damage when taking over a boat, please notify RC before starting the race.	
Boat number and club name	
Skipper	
Date and race number	
Damage description	
Reason for damage	
Skipper's signature	

For OA only:

Damage protocol received (date and time)	
Has the reparation been executed satisfactorily?	Yes/No
Estimated repair cost in Euro	
Comments	

Attention:

In case of damage, every skipper is obliged to submit a complete damage report to the OA whenever he detects damage or loss. The deposit is also applied to damage to shuttle boats.