



2025 J/24 & J/22 East Coast Championship

October 17-19, 2025

Organizing Authority (OA): Severn Sailing Association
Annapolis, MD, USA

NOTICE OF RACE (NoR)



The notation '[DP]' in this notice of race (NoR) means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification. The notation '[NP]' in a rule of the NoR means that a boat may not protest another boat or request redress for breaking that rule. This changes RRS 60.1(a) and 60.1(b).

All times are US Eastern Time.

1 RULES

- 1.1 The event is governed by the rules as defined in The Racing Rules of Sailing (RRS) 2025-2028.
- 1.2 The Regatta Regulations of the International J/24 Class Association (IJCA), shall apply to the J/24 class and are available at <http://www.j24class.org/rules-regulations/class-rules>. The Regatta Regulations of the International J/22 Class Association (ICA) shall apply to the J/22 class and are available at <http://j22.org/wp-content/uploads/2022/02/J22-Class-Rules-2022.pdf>
- 1.3 Only the following US Sailing prescriptions will apply: Appendix V, RRS 88.2, Appendix R, the prescription to the preamble to Part 5, and the prescriptions to RSR 65.1, 70.3 (b) and 76.1 which can be found here: <https://www.ussailing.org/wp-content/uploads/2024/11/US-Sailing-Prescriptions-for-2025-2028-10.29.2025.pdf>
- 1.4 RRS 41 shall apply from the time a boat leaves her mooring for the first race of each day and until she returns to her mooring after her last race of the day, except in an emergency. This changes the preamble to Part 4 rules.
- 1.5 J/24 Class rules changes (as permitted by the IJCA Class Rules (CR), Section J):
 - (a) CR C.2.1(b) is replaced with CR J.4.3 that allows limited crew substitution.
 - (b) CR C.10.2 is changed to CR J.2(b-e) to allow a boat to carry a spare class spinnaker.
- 1.6 J/22 Class rule changes:
 - (a) Competitors will not be required to comply with CR C.2.1.a (Total Crew Weight).
- 1.7 Bow numbers or bow stickers *may be* supplied by the OA *and if so* will be assigned to each boat and used as identification for the boat during the event. Bow numbers shall be applied in accordance with the instructions supplied and shall remain affixed until after a boat hauls out at the end of the event.
- 1.8 RRS 60.2(a)(1) is changed so that the red flag displayed by a protesting boat shall have a hoist of not less than 150mm and a fly of not less than 200mm.
- 1.9 If there is a conflict between languages the English text takes precedence.
- 1.10 Video and still camera equipment, and race tracking equipment (e.g., GPS) will be allowed for this event.

2 SAILING INSTRUCTIONS

- 2.1 The sailing instructions (SIs) will be available online by 1800 on October 16 on the notice board.

3 COMMUNICATION

- 3.1 The official notice board is online and located at <https://yachtscoring.com/emenu/50390>
- 3.2 [DP] All boats shall carry a VHF radio capable of communicating on public US VHF channels.
- 3.3 On the water, the race committee intends to make courtesy broadcasts to competitors on VHF radio. The channel will be stated in the sailing instructions.
- 3.4 A representative of each boat shall have a mobile telephone capable of transmitting and receiving telephone calls and text messages while at the venue. In addition, the OA, race committee and protest committee (*and technical committee*) may use email to communicate with competitors before the event, and while boats are in the harbor.

4 ELIGIBILITY AND ENTRY

- 4.1 The event is open to all J/24 & J/22 Class boats as defined by the IJCA class rules, and that qualify as prescribed in the IJCA RR, and whose entries are accepted by the organizing authority.
- 4.2 Championship drivers for the J/24 East Coast Championship must be either nationals or residents and members of the National J/24 Class Association of the country that they represent.
- 4.3 Eligible boats may enter the event by registering online at <https://yachtscoring.com/emenu/50390>

- 4.4 To be considered an entry in the event, a boat shall complete all registration (online) and check-in (on-site) requirements and pay all entry fees no later than 1800 on September 15. After that time, late entries may be accepted subject to an additional late fee.
- 4.5 Entry is not complete until all requirements of eligibility, fees and registration have satisfactorily completed.
- 4.6 J/24s only - A Corinthian Division will be offered. To be considered an entry in the Corinthian Division, each member of the crew shall provide a current, valid World Sailing SailorID with the boat's online registration indicating World Sailing Group 1 status.

5 FEES

- 5.1 The required entry fee is \$400 for the J/24 East Coast Championship and \$300 for the J/22 East Coast Championship. Boats entering after September 15 will be required to pay a late fee of \$100.
- 5.2 Fee includes launching, hauling, storage/mooring while at the event, racing, scheduled social functions for all crew, and prizes.
- 5.3 Additional individual social function tickets or passes may be purchased at registration for an additional fee.
- 5.4 Refunds may be requested via email at pfitzgerald@comcast.net. Refunds less a \$US 50 processing fee will be granted for requests received by September 30.

6 SCHEDULE

Day	Date	Time	Event/Activity
Wednesday	October 15	1800	Last day to electronically submit documents specified in NoR 8.1.
Thursday	October 16	1000 -1800 1830 2000	Registration/Launching/Equipment Inspection Competitors Meeting All J/24 boats afloat
Friday	October 17	0800 – 0830 1100 1700-1900	Substitute Crew Check-In* Warning for the first race of the day (J/24's only) Refreshments
Saturday	October 18	0800 – 0830 1100 TBD	Substitute Crew Check-In* Warning for the first race of the day (J/24s + J/22s) Dinner and Regatta Party
Sunday	October 19	0800 – 0830 1100 1430 1500	Substitute Crew Check-In* Warning for the first race of the day (J/24s + J/22s) No warning signal after this time J/24's No warning signal after this time J/22's Awards ceremony and refreshments following.

*These scheduled crew substitutions are only for race committee approved replacements or crews specified per NOR 1.5(a).

- 6.1 For the J/24 East Coast Championship, nine races are scheduled. For the J/22 East Coast Championship, seven races are scheduled.

7 ADVERTISING

- 7.1 Boats may be required to display advertising chosen and supplied by the organizing authority.
- 7.2 Boat advertising shall comply with WS Regulation 20.

8 REGISTRATION & INSPECTION

- 8.1 Each J/24 shall submit the following documents via online registration:
- (a) A valid, IJCA issued Measurement Certificate, Including Part C: Inventory of Required and Optional Equipment.
 - (b) Proof of current marine liability insurance coverage, see NoR 21.
 - (c) Proof of J/24 Class Association membership in the country they represent for the boat owner and the driver.

Each J/22 shall submit the following documents via online registration:

- (a) Proof of current marine liability insurance coverage, see NoR 21.
- 8.2 With written permission of the race committee PRO, changes to documents or forms required by NoR 8.1 may be accepted at check-in.
- 8.3 Boats will be subject to inspection at any time and for any class rules during the event.

9 CREW

- 9.1 All competitors shall sign a Competitor Liability Waiver form via the online registration system by the end of check-in.
- 9.2 There will be no crew weigh-in for either class.

10 VENUE

- 10.1 The race headquarters will be Severn Sailing Association, 311 First St., Annapolis, MD 21403.
- 10.2 Racing will take place on the waters of the Chesapeake Bay near Annapolis, MD.

11 COURSES

- 11.1 The courses to be sailed will be windward/leeward with 4 or 5 legs, weather mark, offset and leeward gate. Details will be included in the SIs.

12 PENALTY SYSTEM

- 12.1 RRS 44.1 is modified as follows:
 - (a) The first two sentences of RRS 44.1 are replaced with: "A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2 or rule 31 in an incident while racing. However, when she may have broken one or more rules of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty."
 - (b) When a boat intends to take a penalty for an incident that occurred in the zone of the windward mark that is not a finishing mark, or that occurred between the windward mark and the offset mark, she may delay taking the penalty until after passing the offset mark. This changes RRS 44.2.
- 12.2 RRS Appendix T, Arbitration, may apply as modified by the SIs.
- 12.3 The technical committee, if there is one, may not protest a boat under RRS 41, 42, 44, 46, and 49.2 sentences 1 and 2. This changes In RRS 60.4.

13 SCORING

- 13.1 One race is required to be completed to constitute a championship.
- 13.2 When fewer than five races have been completed, a boat's series score will be the total of her race scores. When five or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

14 SUPPORT BOATS

- 14.1 [DP] RRS 41 shall apply from the time a boat leaves her mooring for the first race of each day and until she returns to her mooring after racing. If the race committee displays flag H (including when displayed under AP or N), RRS 41 restrictions are suspended once a boat is no longer racing until she leaves her mooring again. This changes the preamble to Part 4 rules.
- 14.2 Each support vessel shall be insured with valid third-party liability insurance with a minimum cover of US \$300,000 per incident or the equivalent. Proof of insurance will be required during registration.
- 14.3 Visiting support vessels will not have access to SSA launching, docking, or mooring facilities. Support persons must make their own arrangements with other marinas in the area.

15 CHARTERED OR LOANED BOATS

- 15.1 In accordance with RRS G3, a chartered or loaned boat may carry national letters or a sail number in contravention of her class rules, provided that the race committee has approved her sail identification before the first race.

16 BERTHING

- 16.1 [DP] While in the harbor, boats are welcome to berth at Severn Sailing Association (SSA). If a boat intends to berth elsewhere, they shall notify the OA of their location during the registration process. Regatta fees only cover launching, berthing, and hauling at SSA.

17 HAUL-OUT RESTRICTIONS – J/24s ONLY

- 17.1 [NP][DP] Boats shall be afloat by 2000 on October 16 and shall not be hauled out during the regatta except in accordance with the prior written permission and terms of the race committee. This restriction includes rudders which must be in normal sailing position on the transom.

18 DIVING EQUIPMENT, PLASTIC POOLS, AND OTHER IN-WATER RESTRICTIONS

- 18.1 [DP] Underwater breathing apparatus and plastic pools or their equivalent shall not be used between the time the boat is afloat and the end of the regatta. The hull may be cleaned at any time by swimming or keelhauling using ropes, cloth or other equipment designed for that use.
 - 18.2 [DP] Careening by any means for the purpose of cleaning or inspecting the hull is prohibited during the regatta.
 - 18.3 [DP] Use of dehumidifiers or electric fans are prohibited at all times while boats are afloat.
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19 MEDIA RIGHTS

- 19.1 Competitors give absolute right and permission to the IJCA, the US J/24 Class Association, US J/22 Class Association, J/24 Fleet 8, J/22 Fleet 19, Severn Sailing Association, and the event sponsors to use, publish, broadcast, or otherwise distribute for promotional, advertising or any other purpose, any images and sound recorded during the event of persons and boats free of any charge.

20 RISK STATEMENT

- 20.1 Competitors participate in the regatta entirely at their own risk. See RRS 3, Decision to Race. The organizing authority, SSA and / or personnel supporting this regatta 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.
- 20.2 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.**

21 INSURANCE

- 21.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of US \$300,000 per incident or the equivalent.

22 PRIZES

- 22.1 The top entry in each class will be the 2025 J/24 & J/22 East Coast Champion of their respective classes.
- 22.2 Prizes will be awarded to the top five entries in the J/24 and J/22 classes.
- 22.3 The J/24 Corinthian Division shall be awarded prizes for the top three teams.
- 22.4 Additional prizes may be given at the discretion of the class and the OA.

23 FURTHER INFORMATION

- 23.1 For further information, please contact:
- (a) J/24 Regatta Contact: Pat FitzGerald, (443) 838-4095, pfitzgerald@comcast.net
 - (b) J/22 Regatta Contact: Eric Johnson, (703) 509-7241, erictoddjohnson@yahoo.com
- 23.2 Additional information can also be found online at:
- www.j24eastcoastchampionship.com
- <https://yachtscoring.com/emenu/50390>
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NoR ADDENDUM A – Applicable US Sailing Prescriptions

After rule 60.3 add:

US Sailing prescribes that rule 60.3(b) is changed to:

(b) request redress for a boat or call a hearing to consider redress; or

After rule 67 add

US Sailing prescribes that:

(a) A boat that retires from a race or accepts a penalty does not, by that action alone, admit liability for damages.

(b) A protest committee shall find facts and make decisions only in compliance with the rules. No protest committee or US Sailing appeal authority shall adjudicate any claim for damages. Such a claim is subject to the jurisdiction of the courts.

(c) A basic purpose of the rules is to prevent contact between boats. By participating in an event governed by the rules, a boat agrees that responsibility for damages arising from any breach of the rules shall be based on fault as determined by application of the rules, and that she shall not be governed by the legal doctrine of 'assumption of risk' for monetary damages resulting from contact with other boats.

After rule 76.1 add

US Sailing prescribes that an organizing authority or Race Committee shall not reject or cancel the entry of a boat or exclude a competitor eligible under the notice of race and sailing instructions for an arbitrary or capricious reason or for reason of race, color, religion, national origin, gender, sexual orientation, or age.
