



BENETEAU FIRST 36.7
**NORTH AMERICAN
CHAMPIONSHIP**
TORONTO 2022

2022 Beneteau First 36.7 North American Championship

September 8-11, 2022,

The Organizing Authority (OA) is National Yacht Club, Toronto

SAILING INSTRUCTIONS

The notation '[NP]' in a rule of the sailing instructions (SIs) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a)

1 RULES

See NOR #1

Additionally, NOR #3, 7 and 13 will be [DP], this modifies the NOR.

2 CHANGES TO SAILING INSTRUCTIONS

2.1 Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.

2.2 Changes to a sailing instruction may be made on the water by the Signal Boat displaying a Code Flag L over Code Flag C with one sound on the water and broadcasting the change on the communications channel VHF International 73. The oral instruction will also be given to boats who sail to the Signal Boat and request it. This is as per RRS 90.2(c).

3 COMMUNICATIONS WITH COMPETITORS

3.1 Notices to competitors will be posted on the official notice board located at <https://yachtscoring.com/emenue.cfm?eid=15137>

3.2 The race office is located at the NYC Office.

3.3 On the water, the race committee intends to monitor and communicate with competitors on VHF radio channel International 73.

3.4 If the race committee displays flag R, alternate VHF channel 72 will be used.

- 3.5 [DP] While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

4 CODE OF CONDUCT

- 4.1 [DP] Competitors and support persons shall comply with reasonable requests from race officials.
- 4.2 [DP] Competitors and support persons shall handle any equipment or place advertising provided by the organizing authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.

5 SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed at the Flag pole to the west of the NYC Clubhouse.
- 5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in Race Signals AP.

6 SCHEDULE OF RACES

- 6.1 There will be 4 races a day scheduled except for Sunday when only 3 races are scheduled.
- 6.2 One extra race per day may be sailed, provided that the class does not become more than one race ahead of schedule.
- 6.3 To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least one minute before a warning signal is made.

7 CLASS FLAGS

8 RACING AREA

- 8.1 See NOR # 10

9 COURSES

- 9.1 See NOR # 10 and Attachment A
- 9.2 No later than the warning signal, the race committee signal vessel will display the approximate compass bearing of the first leg.

10 MARKS

- 10.1 Mark(s) will be inflated marks as described at the competitors meeting

11 OBSTRUCTIONS

- 11.1** [DP] [NP] The airport to the south of the NYC has white restriction marks at the end of each runway. Boats shall not sail between the marks and the shore except they may sail inside the furthest limit mark off Ontario Place.

12 THE START

- 12.1** The starting line is between the staff displaying an orange flag on the Signal Boat and the nearby start mark.
- 12.2** If any part of a boat's hull is on the course side of the starting line during the one minute before her starting signal and she is identified, the race committee may attempt to broadcast her sail number on VHF channel 73. Failure to make a broadcast or to time it accurately will not be grounds for a request for redress. This changes RRS 62.1(a).
- 12.3** If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to hail her sail number. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for a redress for request. This changes RRS 62.1(a).
- 12.4** A boat that does not start within 4 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

13 CHANGE OF THE NEXT LEG OF THE COURSE

- 13.1** To change the next leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

14 THE FINISH

- 14.1** The finishing line is between a staff displaying a blue flag on the finishing boat and the course side of the finishing mark.

15 PENALTY SYSTEM

- 15.1** The first two sentences of rule 44.1 are changed to: '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.'

16 TIME LIMITS [AND TARGET TIMES]

- 16.1** See NOR # 1.1

17 HEARING REQUESTS

- 17.1** The protest time limit is 60 minutes after the last boat finishes the last race of the day or the race committee signals no more racing today, whichever is later. The time will be posted on the official notice board.
- 17.2** Hearing request forms are available from <https://yachtscoring.com/emenu.cfm?eid=15137>.
- 17.3** Notices will be posted no later than 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 in the protest room, located at NYC, beginning at the time posted.

18 SCORING

See NOR # 12

- 18.1** One race is required to be completed to constitute a series.
- 18.2** A boat's series score is the total of her race scores.

19 SAFETY REGULATIONS

- 19.1** [DP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity.

20 REPLACEMENT OF CREW OR EQUIPMENT

- 20.1** [DP] Substitution of competitors is allowed with presentation of a revised Appendix A to the class representative.
- 20.2** [DP] Substitution of damaged or lost equipment is not allowed unless authorized in writing by the class representative. Requests for substitution shall be made at the first reasonable opportunity, which may be after the race.

21 EQUIPMENT AND MEASUREMENT CHECKS

- 21.1** A boat or equipment may be inspected at any time for compliance with the class rules, notice of race and sailing instructions.
- 21.2** [DP] When instructed by a race official on the water, a boat shall proceed to a designated area for inspection.

22 SUPPLIED BOATS (Not Applicable)

23 **OFFICIAL VESSELS**

23.1 Official vessels may be identified with Flags

24 **[DP] SUPPORT TEAMS (not applicable)**

25 **TRASH DISPOSAL**

25.1 Trash may be placed aboard official or support person vessels.

26 **BERTHING**

26.1 [DP] Boats shall be kept in their assigned places while in the harbour.

27 **HAUL-OUT RESTRICTIONS**

27.1 [DP] Boats shall not be hauled out during the event except with and according to the terms of prior written permission of the race committee.

28 **DIVING EQUIPMENT AND PLASTIC POOLS**

28.1 Underwater breathing apparatus and plastic pools or their equivalent shall not be used around keelboats between the preparatory signal of the first race and the end of the last race of the event.

28.2 Keelboats shall not be cleaned below the waterline by any means during the event]

29 **PRIZES**

29.1 See NOR #14

30 **RISK STATEMENT**

30.1 RRS 3 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.**

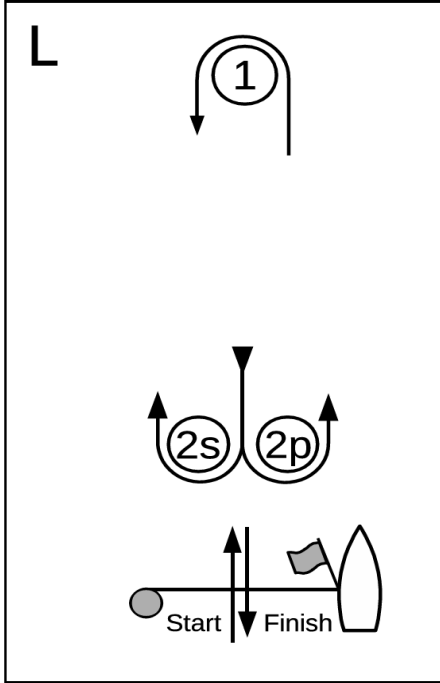
31 **INSURANCE**

31.1 See NOR # 16.

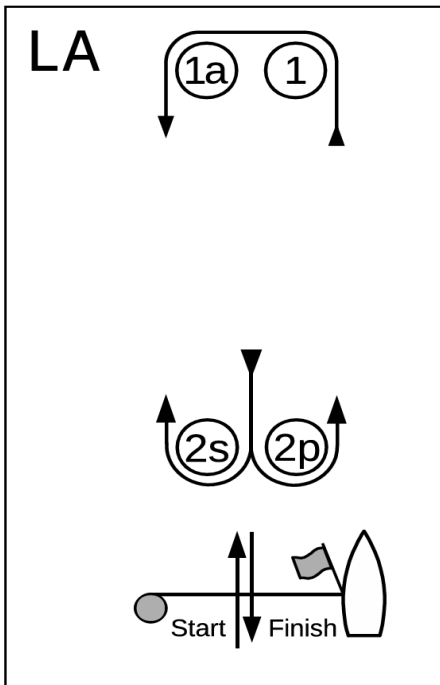
Attachment A (Courses)

If a Gate mark (2S/P) is missing round the remaining existing mark to Port

COURSE DIAGRAMS



Course L – Windward/Leeward, Leeward Finish	
Signal	Mark Rounding Order
L2	Start – 1 – 2s/2p – 1 – Finish
L3	Start – 1 – 2s/2p – 1 – 2s/2p – 1 – Finish
L4	Start – 1 – 2s/2p – 1 – 2s/2p – 1 – 2s/2p – 1 – Finish



Course LA – Windward/Leeward with Offset Mark, Leeward Finish	
Signal	Mark Rounding Order
LA2	Start – 1 – 1a – 2s/2p – 1 – 1a – Finish
LA3	Start – 1 – 1a – 2s/2p – 1 – 1a – 2s/2p – 1 – 1a – Finish
LA4	Start – 1 – 1a – 2s/2p – 1 – 1a – 2s/2p – 1 – 1a – 2s/2p – 1 – 1a – Finish