



Lake Winnepesaukee Sailing Association

2023 J/80 North American Championship

October 4 - 8, 2023



SAILING INSTRUCTIONS

(version 10/01/2023)

The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a). The notation '[DP]' in a rule means that the penalty for a breach of that rule may, at the discretion of the Protest Committee, be less than disqualification (DSQ).

1 RULES

- 1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing (RRS)*.
- 1.2 The International J/80 Class Rules shall apply except as changed in the NOR.
- 1.3 All competing boats shall carry a working VHF capable of receiving standard channels.
- 1.4 The following US Sailing Prescriptions are the only prescriptions that will apply:
RRS 32, 63.1, 63.2 and Appendix V.
- 1.5 [NP] Bow numbers, if provided, will be assigned to each participating boat and shall be affixed to the hull at all times.

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 hours on the day before it will take effect.
- 2.2 Changes to a sailing instruction may be made on the water in accordance with RRS 90.2(c) by displaying flag L with one sound followed by a broadcast hail of the change.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the online official notice board located at:
<https://yachtscoring.com/emenu.cfm?eID=15990>
- 3.2 The race office will be located at Winnepesaukee Yacht Club clubhouse.
- 3.3 On the water, the race committee (RC) intends to monitor and communicate with competitors on VHF 72.
- 3.4 [DP] While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communications that is not available to all boats.

4 [DP] [NP] CODE OF CONDUCT

- 4.1 Competitors and support persons shall comply with reasonable requests from race officials.

5 SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed at the main flagpole at the Winnepesaukee Yacht Club.
- 5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in Race Signals AP.

6 SCHEDULE OF RACES

Date	Event	Time
Thursday, October 5	Practice race first warning signal	1500
Friday, October 6	Daily competitor briefing	0830
Saturday, October 7	First warning signal	1000
Sunday, October 8		
Sunday October 8	No warning signal made after this time	1400

7 CLASS FLAG

7.1 The Class flag is a white flag with a J/80 insignia or numeral pennant #1.

8 RACING AREA

8.1 The racing area will be in the vicinity of “The Broads” area of Lake Winnepesaukee.

9 COURSES

9.1 The diagrams in SI Attachment #1 show the courses, including the approximate angles between legs, the order in which marks are to be passed and the side on which each mark is to be left.

9.2 No later than the warning signal, the RC signal vessel will display the course to be sailed with the approximate compass bearing and distance to the weather mark.

9.3 If a leeward gate is missing or out of place, boats shall round the remaining mark to port.

10 MARKS

Mark	Description
1 (weather mark)	Orange MarkSetBot
1a (offset)	Green MarkSetBot
2s – 2p (leeward gate)	Orange MarkSetBot
1c (drop change weather mark)	Yellow tetrahedron
Starting marks	RC vessels
Finishing marks	RC vessels
Finishing pin (upwind)	Green MarkSetBot
Finishing pin (downwind)	Orange MarkSetBot

RC may replace a MarkSetBot at any time with an anchored drop buoy.

11 OBSTRUCTIONS

11.1 The area known as “The Witches” is designated as an obstruction.

12 THE START

12.1 Races will be started using RRS 26 with the warning signal made five (5) minutes before the starting signal.

12.2 The starting line is between staffs displaying orange flags on the starting marks.

12.3 A boat that does not meet the definition of *start* within four (4) minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This is added to RRS A5.1 and A5.2.

13 CHANGE OF THE NEXT LEG OF THE COURSE

13.1 RC may, without signals, make minor adjustments to change the direction of a leg, length of a leg or adjust the angle or width of the leeward gates to maintain course geometry.

13.2 When a change is signaled in accordance with RRS 33, RC will move the existing MarkSetBot marks or place a drop change mark in the new position. A drop change mark will not have an associated offset mark.

14 THE FINISH

- 14.1 The finishing line is between a staff displaying a blue flag on a RC vessel and a nearby abeam finishing mark.
- 14.2 Flag A displayed with no sound signal while boats are finishing means “no more racing today”.

15 PENALTY SYSTEM

- 15.1 RRS Appendix V (Alternative Penalties) shall apply.

16 TIME LIMITS

- 16.1 If no boat has passed the first mark within (45) minutes the race will be abandoned.
- 16.2 The finishing window is (30) minutes after the first boat *sails the course* and *finishes*. Boats failing to *finish* within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place one more than the points scored by the last boat that finished within the Finishing Window. This is added to RRS 35, A5.1, A5.2 and A10.

17 HEARING REQUESTS

- 17.1 The protest time limit is (60) minutes after the RC signal vessel is docked at the end of the day. The time will be posted on the official notice board.
- 17.2 Hearing request forms are available from the race office.
- 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 LWSA Dave Adams Sailing Center, beginning at the time posted.
- 17.4 Video and photos taken from support, coach vessels or spectator vessels shall not be used as evidence at protest hearings. This is added to RRS 63.6.

18 SCORING

- 18.1 A maximum of nine (9) races are scheduled.
- 18.2 When fewer than six (6) races have been completed, a boat’s series score is the total of her race scores.
- 18.2 When six (6) or more races have been completed, a boat’s series score is the total of her race scores excluding her worst score.

19 [DP] [NP] SAFETY REGULATIONS

- 19.1 Before the first warning signal of each day, boats shall pass by the stern of the RC signal vessel and check in by sail or bow number and have her sail or bow number acknowledged by the RC.
- 19.2 A boat that retires from a race or leaves the racing area shall notify the RC at the first reasonable opportunity.

20 [DP] [NP] REPLACEMENT OF CREW OR EQUIPMENT

- 20.1 Substitution of competitors is not allowed without prior written approval of the Chief Judge or PRO.
- 20.2 Substitution of damaged or lost equipment is not allowed unless authorized in writing by the Chief Judge or PRO. 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 When instructed by a race official on the water, a boat shall proceed to a designated area for inspection.

22 [DP] [NP] SUPPORT TEAMS

- 22.1 Support teams, including all support persons and support person vessels, shall comply with reasonable requests from race officials.
- 22.2 Team leaders, coaches and other support persons shall stay outside areas where boats are racing from the time of the preparatory signal for the first start until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment.

23 RISK STATEMENT

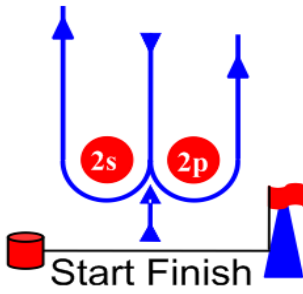
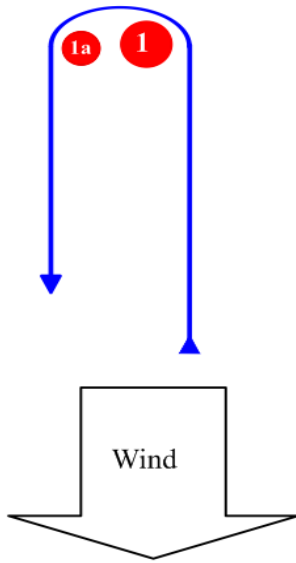
- 23.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds 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. Each venue jurisdiction may need a different or modified version of this risk statement.**

24 FURTHER INFORMATION

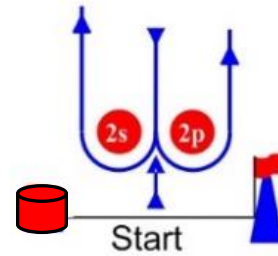
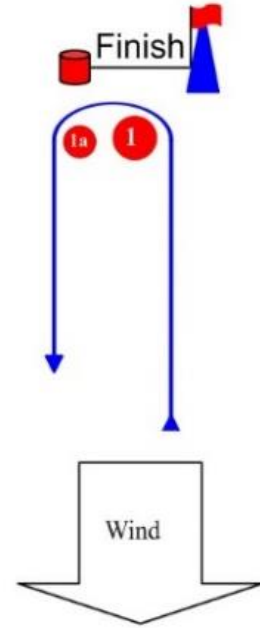
Regatta Chair:	Conor Hayes	603-494-0202	jconh@hotmail.com
Chief Judge:	John Tagliamonte (NJ-USA)	617-834-2008	jtagliamonte@gmail.com
PRO:	Chip Till (NRO-USA)	843-556-6554	chiptill5351@gmail.com

SI Attachment #1: Courses

(not to scale, for diagram purposes only, actual marks may be different than pictured)



Course	Mark Rounding Order
4	Start-1-1a-2s/2p-1-1a-Finish



Course	Mark Rounding Order
5	Start-1-1a-2s/2p-1-1a-2s/2p-Finish