



J/70 Corinthian National Championship

Thursday-Sunday, 20-23 October 2016

ORGANIZING AUTHORITY (OA)
Eastport Yacht Club

SAILING INSTRUCTIONS

1 RULES

- 1.1 Racing will be governed by the *rules* as defined in the current *Racing Rules of Sailing* (RRS).
- 1.2 J/70 Class Rules (CR) shall apply.
- 1.3 Additionally, J/70 CR I.5, Corinthian Event, shall apply.

2 NOTICES TO COMPETITORS

Notices to Competitors will be posted on the Official Notice Board located outside, near the ground floor rear entryway doors and "Sparky's Shed" on the Eastport Yacht Club (EYC) grounds.

3 CHANGES TO SAILING INSTRUCTIONS

Any changes in the Sailing Instructions will be posted before 0800 hours on the day it will take effect, except that any change in the schedule of races will be posted by 2000 hours on the day before it will take effect.

4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed from the EYC flagpole, located on the waterside of the clubhouse.
- 4.2 When flag AP is displayed ashore, "1 minute" is replaced with "not less than 60 minutes" in race signal AP. This changes RRS Signals.

5 SCHEDULE OF RACES

5.1 The schedule of events is:

Thu, 20 October	1200-1800	Out of town competitors set up & launch
	1200-1900	Entry & registration
	1030-1600	J/World practice races
	1930	Competitors meeting, local knowledge discussion, & industry professional debrief
Fri, 21 October	1030	Warning Signal for first race of the day
	1800	Subsequent races as signaled by the Race Committee (RC)
Sat, 22 October	1030	Competitors social, industry professional debrief, & awards
		Warning Signal for first race of the day
		Subsequent races as signaled by the RC
	1800	Competitors social, industry professional debrief, & awards
Sun, 23 October	1000	Warning Signal for first race of the day
		Subsequent races as signaled by the RC
		NO Warning signal after 1400 hours
		Awards party after racing

- 5.2 A maximum of ten (10) races are scheduled, of which one (1) shall be completed to constitute a series.
- 5.3 A Race Committee (RC) mark boat will rendezvous in the vicinity of Annapolis Harbor Lighted Buoy R2 (FL R 2.5s), as shown in FIGURE 1, one (1) hour prior to the scheduled Warning Signal. The RC mark boat will lead boats to the racing area for the day. The RC may also give the approximate location of the racing area on VHF channel 73.
- 5.4 Subsequent races will be held as soon as possible after the end of the previous race.



6 CLASS FLAGS

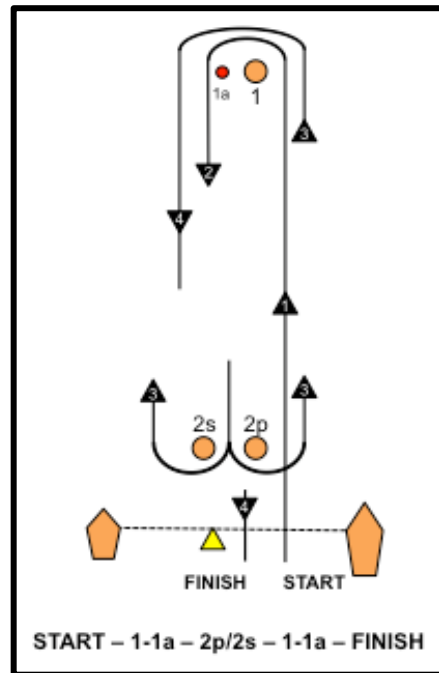
For the purposes of the start, the Warning signal will be the “J/70” flag, a white flag with a blue J/70 logo.

7 RACING AREA

The racing area will be the Chesapeake Bay off the mouth of the Severn River.

8 COURSES

8.1 The diagram below show the course, including the approximate angles between legs, the order in which the marks are to be passed, and the side on which each mark is to be left. If only one gate mark is set, boats shall round the single mark to port.



- 8.2 The approximate magnetic heading, and approximate distance to the first mark shall be designated by placards on the side of the Signal Boat opposite the start line.
- 8.3 When the first mark of the course is to be a change mark, code flag “C” will be displayed by the Signal Boat before the warning signal, accompanied by a series of repetitive sound signals.

9 MARKS

- 9.1 The start pin (if needed) and finish pin will be a yellow tetrahedron. Leeward and windward marks will be 5-foot orange cylinders. The windward mark may have an offset mark, which will be a 3-foot red cylinder.
- 9.2 The first change mark shall be a lime green tetrahedron. A subsequent change mark will revert to the previous type of mark.
- 9.3 All marks display “EYC” in black block lettering, except the offset mark, which displays “VALIANT.”

10 THE START

- 10.1 Races will be started using RRS 26 with the following addition: An attention signal consisting of a series of short horn blasts will be given approximately one (1) minute before the Warning signal of each race.
- 10.2 The starting line will be between a staff displaying an orange flag on the RC Signal Boat at the starboard end and either a staff displaying an orange flag on an RC mark boat, or a yellow tetrahedron, at the port end.
- 10.3 A boat starting later than five (5) minutes after her starting signal shall be scored Did Not Start without a hearing. This changes RRS 63.1, A4.1, and A5.
- 10.4 If flag U has been displayed, no part of a boat’s hull, crew or equipment shall be in the triangle formed by the ends of the starting line and the first mark during the last minute before her starting signal. If a boat breaks this rule and is identified, she shall be disqualified without a hearing, but not if the race is restarted or resailed. This changes RRS 26.



- 10.5 The RC intends to hail the sail numbers of OCS boats after the starting signal on VHF channel 73. The failure of any boat to hear the hail, the timing of the hail, failure to hail any boats, or the order of the boats in the hail shall not be grounds for granting redress. This changes RRS 41 and 62.1.

11 CHANGES TO THE NEXT LEG OF THE COURSE

To change the next leg of the course, the RC 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.

12 THE FINISH

The finish line shall be between the staff on the RC Signal Boat displaying a orange flag and the course side of the finishing mark. The finishing mark will not be set/present during the start of a race.

13 PENALTY SYSTEM

Penalties at the Time of the Incident

- 13.1 The first two sentences of RRS 44.1 are changed to: "A boat may take a One-Turn Penalty when she may have broken a rule of Part 2 or RRS 31 while racing. However, when she may have broken a rule of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty."

Post-Race Penalties

- 13.2 RRS/US Appendix T, Section B (Post-Race Penalties) and Section D (Arbitration), shall apply.
13.3 RRS/US Appendix T2.2, the Post-Race Penalty shall be 30%. This changes RRS T2.2(a).

14 TIME LIMIT

- 14.1 If no boat reaches the first windward mark within thirty (30) minutes of a race, the race shall be abandoned.
14.2 If no boat sails the course and finishes within two (2) hours of the start of a race, the race shall be abandoned.
14.3 Boats still racing fifteen (15) minutes after the first boat in her class finishes, and not thereafter retiring, being penalized or given redress, will be scored TLE (Time Limit Expired) without a hearing. This changes RRS A4 and A5.

15 PROTESTS AND REQUESTS FOR REDRESS

- 15.1 US Sailing Appendix T, Section D will be in effect.
15.2 The Jury may impose suitable penalties, other than disqualification, for violations of the J/70 CR or *rules* in RRS Part 2. This changes RRS 64.1.
15.3 Breaches of instructions 9, 15, 17.2, 16, 25, and Attachment A shall not be grounds for a protest by a boat. This changes RRS 60.1(a). Penalties for these breaches may be less than disqualification if the jury so decides.
15.4 The protest time limit is sixty (60) minutes after the RC signal boat dock time. The time limit for a request for redress based on an incident in the racing area shall be the protest time limit.
15.5 Protest forms will be available at the jury desk, located next to the EYC RC Office, and shall be filed with the jury secretary.
15.6 Hearings will begin as soon as possible after racing each day. Protest notices will be posted and will be heard in the approximate order of receipt. The parties and their witnesses shall remain in the area of the protest hearings.
15.7 When the RC or Protest Committee protests a boat, the requirements of RRS 61.1(b) to notify the boat may be met by posting a list of protested boats on the Official Notice Board and the Protest Board before the end of the Protest Time Limit.
15.8 On the last day of the regatta, a request to reopen a hearing shall be delivered within the protest time if the requesting party was informed of the decision on the previous day or no later than thirty (30) minutes after the party requesting reopening was informed of the decision on that day. This changes RRS 66.
15.9 On the last day of the regatta, a request for redress based on a protest committee decision shall be delivered no later than thirty (30) minutes after the decision was posted. This changes RRS 62.2.

16 SCORING

- 16.1 The Low Point scoring system shall apply.
16.2 A boat's series score shall be the total of all of her race scores; no race scores will be excluded. This changes RRS A2.



- 16.3 Boats to be scored TLE and not thereafter retiring, being penalized, or given redress will be scored points equal to the number of boats finishing within the time limit plus two (2) points by the RC without a hearing. This changes RRS 35, A4, and A5.

17 SAFETY REGULATIONS

- 17.1 Prior to the first race of the day, each boat shall check in by sailing close astern of the RC Signal Boat and hail her sail number until acknowledged by a return hail from RC.
- 17.2 A boat that retires from a race shall notify the RC as soon as possible either by hail or on VHF channel 73.
- 17.3 A boat may not exercise right of way, cross in proximity to, or interfere with reasonable transit of the race area by commercial ships, tugs, or barges. Boats must take evasive action well in advance of a potentially dangerous situation. The U.S. Coast Guard, ship captains, and bay pilots have been encouraged to report any incident they observe.
- 17.4 The RC or Protest Committee may protest a boat for SI 17.3 based on information received from any source. The protest time limit does not apply. This changes RRS 60.2, 60.3, and 61.3.
- 17.5 RRS 42.3 (Propulsion - Exceptions) is changed by adding: "(j) A boat that is without way in a ship channel may use any means of propulsion to clear the channel at the approach of commercial traffic provided that, when becoming clear of the commercial traffic, the boat has not improved her position as a result of this action. A boat claiming this exception shall report the incident in writing to the protest committee within the protest time limit, with all the facts necessary to substantiate the boat's speed and change of position during the incident."
- 17.6 RRS 62.1 (Redress) is changed by adding: "(e) clearing a ship channel in compliance with SI 17.4."
- 17.7 In the event of an emergency situation, competitors and RC will refer to the procedures outlined in Attachment A.

18 EQUIPMENT AND MEASUREMENT CHECKS

A boat and/or its equipment may be inspected at any time for compliance with the CR and the sailing instructions. On the water, a boat may be instructed by an RC equipment inspector or measurer to proceed immediately to a designated area for inspection.

19 EVENT ADVERTISING/BOW NUMBERS

Boats shall display event advertising and bow numbers supplied by the organizing authority in accordance with the bow number placement instructions issued with the bow numbers at registration.

20 SUPPORT BOATS

Individual support or coach boats shall not have contact of any nature, including:

- (i) communication by radio, telephone, internet, vocal signal, visual signaling of any kind (i.e., tactical placement, use of flags and/or different colors of clothing), or
- (ii) the transfer of crew, equipment or supplies, with a registered racing boat **from the time the boat leaves its dock or mooring, until the boat has returned** to the dock or mooring each day.

Notwithstanding the foregoing, (i) late arriving crew, food, and drink may be transferred to a racing boat prior to the first race of the day, and (ii) crew may be transferred in the event of an unforeseen personal emergency. Infringements of this rule will result in a penalty to the boat associated with the support boat. Such penalty may be either penalties or disqualification, at the discretion of the protest committee or jury.

21 DISPOSAL OF TRASH

This is a Clean Regatta. All competitors are strongly encouraged to use multi-use water bottles instead of disposable water bottles, and to recycle whenever possible. RRS 55 prohibits placing trash in the water.

22 HAUL-OUT RESTRICTIONS

All boats shall be launched by 2000 hours on Thursday, 20 October 2016. A boat shall not be hauled out during the regatta. A written request for an exception must be submitted to the RC, and be in accordance with the J/70 CR.

23 RADIO COMMUNICATION

- 23.1 RC shall communicate with competitors on VHF channel 73.
- 23.2 Boats are encouraged to make contact with commercial traffic on VHF channel 13, as required for safety.



24 PRIZES

- 24.1 Daily awards for 1st through 5th places will be presented during the competitors social on Friday, Saturday, and Sunday.
- 24.2 Overall awards for 1st through 5th places will be presented on Sunday, as soon as practical after the conclusion of racing.

25 DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk; see RRS 4 (Decision to Race). The OA, or any other party involved in the organization of the regatta will not accept any responsibility or liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

26 INSURANCE

Each boat shall be insured with valid third party liability insurance with a minimum coverage of \$300,000.

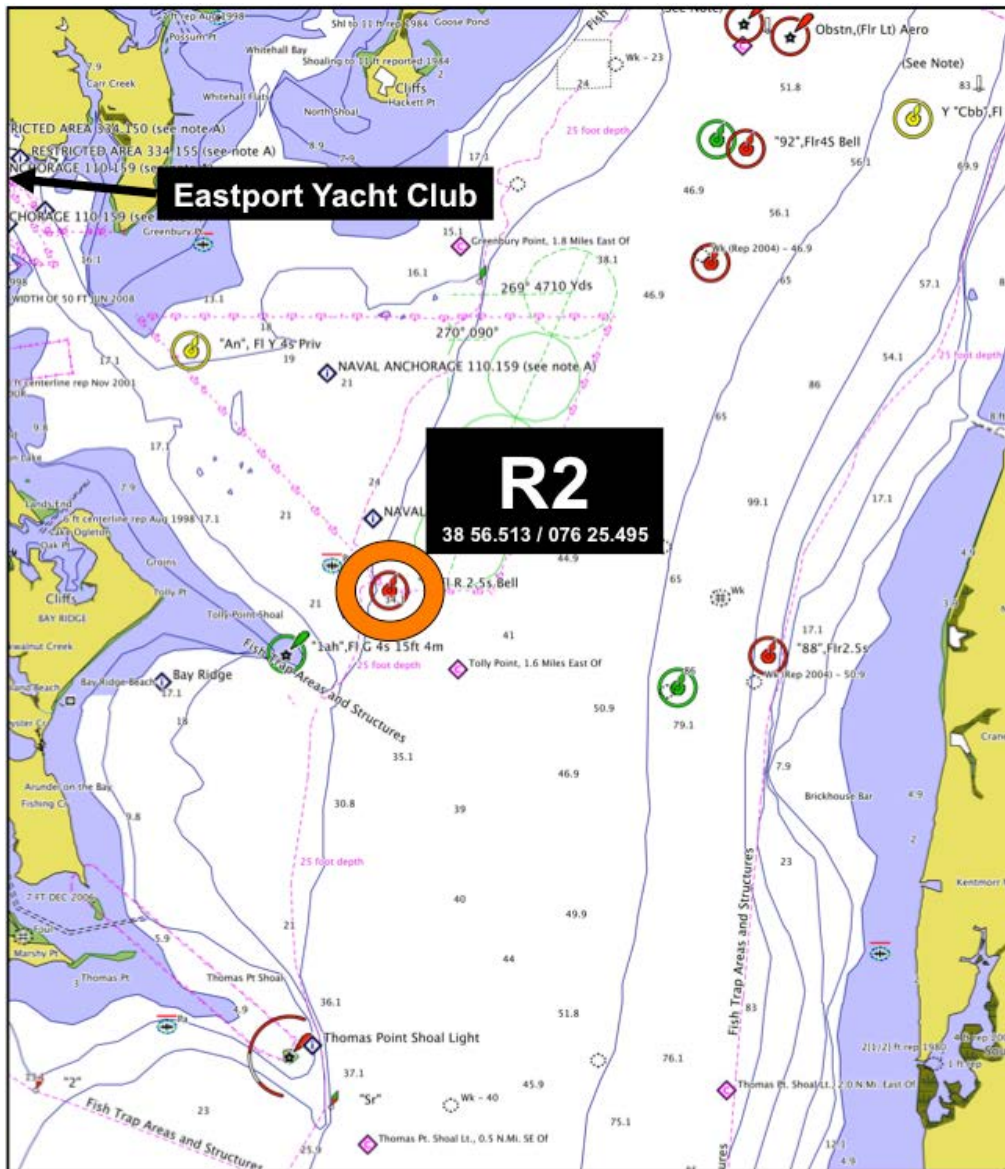


FIGURE 1

**J/70 Corinthian National Championship
Rendezvous Location and Racing Area**



J/70 Corinthian National Championship

Thursday-Sunday, 20-23 October 2016

ORGANIZING AUTHORITY (OA)
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ATTACHMENT A Emergency Management Plan

A1 MEDICAL EMERGENCY

- A1.1 A boat experiencing a medical emergency will contact the Principal Race Officer (PRO) on VHF channel 73. It is important that the hailing competitor remains calm and provides the following information:
- A description of the boat (sail number, unique color or graphic);
 - The nature of the injury; and,
 - An approximate position on the racecourse.
- A1.2 All competitors and mark boats will minimize VHF communications.
- A1.3 The PRO will send the closest available mark boat to assess the situation.
- A1.4 The mark boat will provide to the PRO additional information pertaining to the extent of the injury (or injuries) and mobility of the patient(s).
- A1.5 The PRO will contact 911 Emergency Services and coordinate a rendezvous location for the competitor to meet the responding fire/rescue professionals.
- A1.6 If necessary and/or appropriate, the assisting mark boat will escort or transport the victim(s) to the rendezvous location identified in SI A1.5. Note that in most cases it is undesirable and/or unwise to transfer a victim from a competitor boat to a mark boat.

A2 COLLISION

- A2.1 A boat involved in a collision will contact the PRO on VHF channel 73. It is important that the hailing competitor remains calm and provides the following information:
- A description of the boat (sail number, unique color or graphic, etc.);
 - The extensiveness of the damage and whether there are injured competitors; and,
 - An approximate position on the racecourse.
- A1.2 All competitors and mark boats will minimize VHF communications.
- A1.3 The PRO will send the closest available mark boat to assess the situation.
- A1.4 The mark boat will provide to the PRO additional information pertaining to the extent of the damage and/or injuries, and the mobility of the boat(s).
- A1.5 If necessary and/or appropriate, the assisting mark boat will escort the affected boat(s) to safe harbor location identified by the PRO.



A3 SAFE HARBOR / INCLEMENT WEATHER

- A3.1 The PRO will identify on VHF channel 73 the nearest and most appropriate safe harbor location for competitors to head towards.
- A3.2 All mark boats will escort the competitor fleet to the designated safe harbor location; refer to FIGURE A-1.
- A3.3 All competitors will prepare themselves and their boats for the oncoming weather. This includes donning appropriate safety gear (life jackets), and securing sails and equipment to the deck, mast, and/or boom.
- A3.4 Competitors will await further instruction from the PRO when the inclement weather clears and it is time to leave the designated safe harbor.

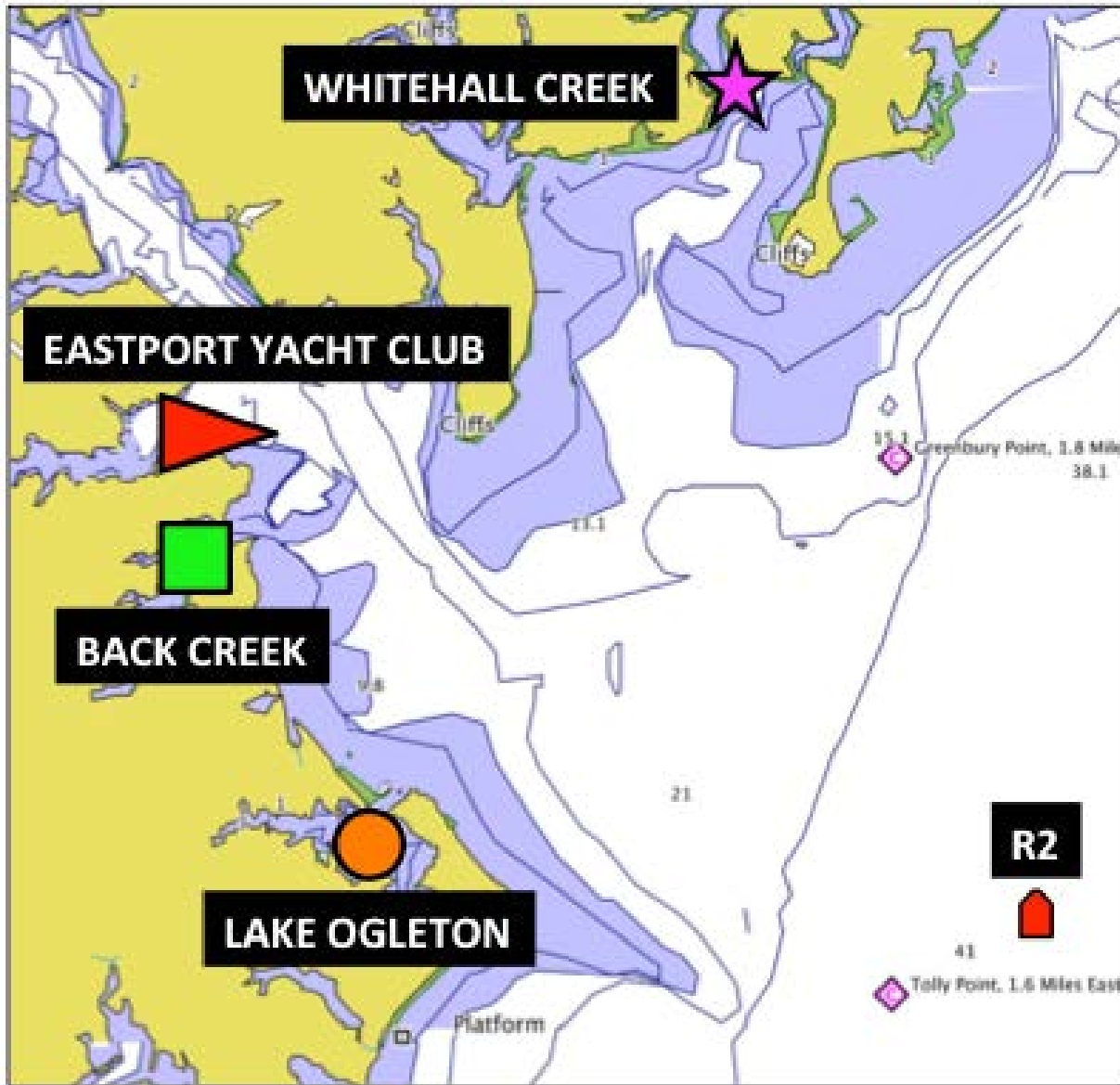


FIGURE A-1 J/70 Corinthian National Championship Safe Harbor Locations



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The Performance Sailing School

