

2011 J/80 North American Championship
September 28 to October 2
Hosted by
Larchmont Yacht Club
Larchmont, NY

SAILING INSTRUCTIONS

1 RULES

- 1.1 This regatta will be governed by the *rules* as defined in *The Racing Rules of Sailing 2009-2012* (RRS).
- 1.2 Part 5 Section B is changed to provide for arbitration of protests of Part 2 rules.
- 1.3 Each boat shall carry a radio capable of transmitting and receiving on VHF channel 09
- 1.4 The organizing Authority is Larchmont Yacht Club, in conjunction with the International J/80 Class Association and the USA J/80 Class Association.

2. NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the official notice board located on the front porch of the main clubhouse.
- 2.2 Any changes to the Sailing Instructions will be posted by 0900 on the day they take effect except that any changes to the racing schedule will be posted by 2000 on the day before they take effect.

3 SIGNALS MADE ASHORE

Signals made ashore will be displayed from the flagpole located on the front lawn. If a postponement is signaled ashore, the first warning signal will be made not less than 1 hour after the "AP" is lowered.

4 SCHEDULE OF EVENTS

Wednesday, September 28

1200 – 1700 Launching

1200 - 1900 Check-in, Measurement and crew weigh-in

Thursday, September 29

0800 – 1700 Launching

1000 - 1900 Check-in, Measurement and crew weigh-in

1900 Competitors' meeting

Friday, September 30

1040 First Warning

Drinks and appetizers after racing

Saturday, October 1

1040 First Warning

Buffet dinner at LYC after racing

Sunday, October 2

1040 First Warning

1400 No warning after this time. This changes the Notice of Race.

Awards ceremony after the completion of racing.

5 RACING AREA

The racing area will be in the waters south of Larchmont Yacht Club, Larchmont, New York.

6 COURSES

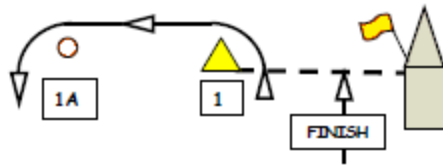
6.1 Courses will be windward-leeward with an offset mark at the windward mark and a gate for the leeward mark. The leeward gate will be approximately 100 yards to windward of the starting line. With the exception of the gate, all marks will be rounded to port. In the event that one of the gate marks is not in place, round the remaining leeward gate mark to port.

6.2 The course number indicates the number of legs to be sailed (windward mark to the offset mark is not a leg of the course for this purpose). Odd numbered courses will finish to windward, even numbered courses will finish to leeward.

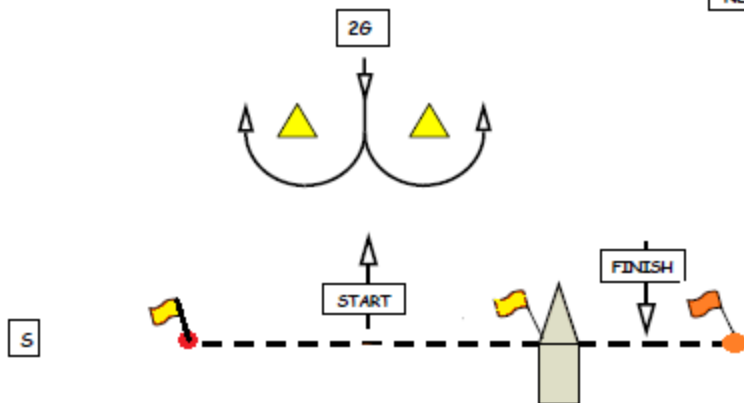
6.3 No later than the warning signal, the race committee will post the course number and the approximate compass bearing and distance to the first mark.

J/80 NORTH AMERICAN CHAMPIONSHIP

COURSE DIAGRAM



NOT TO SCALE



COURSE 3: START-1(port)-1A(port)-2G-FINISH(upwind)
 COURSE 4: START-1(port)-1A(port)-2G-1(port)-1A(port)-FINISH(downwind)
 COURSE 5: START-1(port)-1A(port)-2G-1(port)-1A(port)-2G-FINISH(upwind)
 COURSE 6: START-1(port)-1A(port)-2G-1(port)-1A(port)-2G-1(port)-
 1A(port)- FINISH(downwind)
 etc.

7 THE START

- 7.1 The starting line will be between a yellow flag on the committee boat and a staff displaying a yellow flag on the port end.
- 7.2 A boat starting later than 10 minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This changes rules A4 and A5.

8 RECALLS

- 8.1 The race committee will endeavor to recall boats by broadcasting their sail or bow number over VHF 09.
- 8.2 Failure of a boat to hear her recall notification and the order and timing of such hail shall not be grounds for redress. This changes rule 62.1a
- 8.3 Bow numbers will be two-digit numbers assigned and provided by the organizing authority.
- 8.4 While racing, bow numbers shall be displayed as described in the skippers' package.

9 MARKS

- 9.1 Rounding marks will be yellow inflatables. The offset mark will be a white hippity-hop.
- 9.2 In the event of a course change in accordance with rule 33, the new mark will be an orange inflatable. If a subsequent course change is made, an original mark will be used.

10 THE FINISH

- 10.1 The finish line will be between an orange flag on the committee boat and:
when sailing Courses 2 & 4, a staff displaying an orange flag on the opposite side from the starting line; or
when sailing Course 3 & 5, the windward mark.
- 10.2 The race committee intends to run multiple races. The number of races conducted is at the sole discretion of the race committee. If a subsequent race will be run, the race committee will signal its intention by flying code flag 2nd substitute with no sound at the finish of the previous race.

11 TIME LIMIT

The time limit for the first boat to sail the course and finish will be 2 1/2 hours. Boats failing to finish within 30 minutes after the first boat will be scored "Time Limit Expired" (TLE). This changes rule 35.

12 WITHDRAWAL

A boat that withdraws from the race or that does not intend to start a scheduled race shall notify the race committee at the first opportunity.

13 PROTESTS

- 13.1 A boat intending to protest is requested to report this to the race committee promptly after finishing that race.
- 13.2 Protest forms are available at the front desk of the Club. Completed protest forms shall be delivered to the protest desk located on the second floor of the Clubhouse within the protest time limit, which will be one hour after the race committee comes ashore.
- 13.3 The protest time limit and a list of protests delivered to the protest desk will be posted on the official notice board as soon as reasonably possible.
- 13.4 Hearings will begin as soon as practicable.
- 13.5 Parties and their witnesses should remain in the area of the protest desk. Witnesses who are not available when called may not be heard.

14 ARBITRATION

- 14.1 For protests involving an alleged breach of a rule in Part 2 – When Boats Meet, a short arbitration meeting will be held prior to a protest hearing. This changes Part 5 Section B of the RRS.
- 14.2 After a written protest is filed, one representative from each boat will meet with the arbitrator. No witnesses will be allowed.
- 14.3 A boat that accepts fault at arbitration or before a protest hearing shall receive a penalty of 40% of the number of entries (rounded upward 0.5) added to her finish position, except that she shall not be scored worse than DNF.

- 14.4 The arbitrator is neither the race nor protest committee; therefore, decisions made during arbitration cannot be grounds for redress and cannot be appealed.
- 14.5 The arbitrator will not be a member of the jury that hears the protest but will be permitted to observe testimony presented and offer testimony. This changes rule 63.3(a).

15 SCORING

- 15.1 Two races constitute a series.
- 15.2 The race committee intends to run multiple races. If fewer than six races are completed a boat's series score will be the total of her race scores. If at least six races are completed a boat's series score will be the total of her race scores excluding her worst score subject to rule 90.3 (b).
- 15.3 A boat scored Time Limit Expired (TLE) will be given two (2) points more than the number of finishers within the time limit except that she shall not be scored worse than DNF. This changes rule 35.

16 PRIZES

Prizes will be awarded following the conclusion of racing on Sunday, October 2, on the front lawn.

17. HAUL-OUT RESTRICTIONS

Boats shall not be hauled out during the regatta except with and according to the terms of prior written permission of the race committee.

18. DIVING EQUIPMENT AND PLASTIC POOLS

Underwater breathing apparatus and plastic pools or their equivalent shall not be used around boats between the preparatory signal of the first race and the end of the regatta.

19. RADIO COMMUNICATIONS

- 19.1 A boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.
- 19.2 The Signal boat will communicate with competitors on VHF Ch. 09.

20 CONDUCT AND RESPONSIBILITY

As a condition of participating, the skipper/owner shall be responsible for all actions of his or her crew or guests. In the event of a breach of conduct, sportsmanship, destruction of property, or failure to comply with the request of any race officer, committee member or agent of the Larchmont Yacht Club, the skipper/owner will be held responsible and his/her boat shall be subject to protest and disqualification.

The Larchmont Yacht Club is not responsible and will not accept any liability for bodily injury, death or property damage suffered from any cause.

My crew and I recognize that sailing is an activity that has an inherent risk of damage and injury associated with it. We have read RRS 4, Decision to Race, and hereby acknowledge and agree that we are participating in this event, including all shore side and social activities, entirely at our own risk.

I acknowledge and agree that neither the organizing authority nor the race committee, nor their members, will be responsible for

(a) any damage to the entered boat or my other property, or

(b) any injury to myself or my crew, including death, sustained as a result of the participation of myself, my crew and the boat in this event.

I hereby waive any rights I may have to sue the race organizers (organizing authority, race committee, protest committee, host club, sponsors, or any other organization or official) with respect to personal injury or property damage suffered by myself or my crew as a result of our participation in this event and hereby release the race organizers from any liability for such injury or damage to the fullest extent permitted by law.

I have taken all necessary steps to ensure that myself, my crew and the entered boat are adequately prepared for all possible contingencies, including appropriate safety equipment as may be required by law or that a prudent seaman would consider advisable.

Responsibility for evaluating the wind, sea and weather conditions rests with each participant as does responsibility for the safe condition of the boat, including safety equipment and rigging and for deciding when to wear life jackets. Patrol boats or other assistance will not likely be available. Assistance, if any, from the regatta committee or other Larchmont Yacht Club vessels, or other patrol boats, from any personnel manning them, is entirely at the risk of the participant.

I agree to be bound by all the rules that govern this event. I will inform all crew members of the conditions stated herein for their participation such racing

21 FURTHER INFORMATION

For further information please contact the Larchmont Yacht Club, 1 Woodbine Ave., Larchmont, NY 10538. Telephone 914-834-2440. Fax 914-468-7751.

Website: www.larchmontyc.org.

Email: racecommittee@larchmontyc.org

Jed Kelly– Regatta Committee Chairman
Cynthia Parthemos– Event Principal Race Officer
Kerry Klingler – Event Chairman
Mary M. Savage – Protest Committee Chairman

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