



J/105 NORTH AMERICAN CHAMPIONSHIP

SEPTEMBER 24-28, 2014

HOSTED BY THE ROYAL CANADIAN YACHT CLUB

SAILING INSTRUCTIONS

The organizing authority is the Royal Canadian Yacht Club, located on Toronto Island, in conjunction with the J/105 Fleet 4 Class Association acting through its Fleet Captain.

1. RULES

- 1.1 The Championship shall be governed by the rules as defined by the current Racing Rules of Sailing (RRS); the prescriptions of the Sail Canada as stated in Appendix B; the J/105 Class Association Rules and all interpretations thereof by the Technical Committee of the Class, copies of which may be obtained on the website www.j105.org; by the Notice of Race (NOR); and these Sailing Instructions (SIs).
- 1.2 The Championship shall be sailed under Level "A" of Class Rule 3.6, the driver shall comply with the requirements and intent of Class Rule 3.4, and boats shall comply with Class Rule 7.3.2.

2. ENTRIES

- 2.1 The regatta is open to all boats of the J/105 class who are members in good standing of the J/105 Class Association.
- 2.2 Eligible boats may be entered by completing registration with the organizing authority, which includes completion of the registration form; signing of the release via registration; the declaration of eligibility form; and payment of the entry fee.

3. INSPECTION & MEASUREMENT

- 3.1 All registered yachts shall conform with the J/105 current Class Association Rules including (i) any variations from standard J/105 specifications, including sails; (ii) equipment, safety and other items required by the Class Rules; and (iii) compliance with Class Rule 7.3.
- 3.2 CR 7.3C is changed. Equipment and rules requiring USCG approval is changed to equipment and rules approved by the laws of the country of the boat's national sailing authority.
- 3.3 Inspections may be made at any time for compliance with the Class Rules including on-the-water spot checks. Sails may be measured as part of this process.



- 3.4 Changes or substitutions of sails listed as those intended to be used in the regatta (including sails that are lost, damaged beyond repair or destroyed) may only be made in accordance with the CR and with the written consent of the Race Committee.
 - 3.5 Crew weigh-in will be on Monday, September 22, 2014 between 0900 hours and 1700 hours, Tuesday, September 23, 2014 between 0900 hours and 1800 hours, and Wednesday, September 24, 2014 between 0900 hours and 1900 hours at the Royal Canadian Yacht Club Sailing Office. All competitors must weigh-in before racing.
 - 3.6 Additions, changes or substitutions of crew may only be made with the written consent of the Race Committee. Copies of crew lists for all boats will be available for inspection during weigh-in. Changes to crew lists will be posted on the Official Notice Board located on the Verandah of the Main Clubhouse.
 - 3.7 All crew members, including the owner of the boat except as provided in Class Rule 7.1, who sail in the regatta must be weighed on the official scale and sign a declaration of crew eligibility.
 - 3.8 Substitute crew will not be allowed unless the substitute completes weigh-in prior to 0900 hours on the day of substitution with the Principal Race Officer and duly completes and signs a declaration of crew eligibility form. Substitution weigh-in will be available from 0830 hours to 0900 hours in the Royal Canadian Yacht Club Sailing Office.
 - 3.9 Each skipper shall sign a liability waver and a declaration of eligibility.
- 4. NOTICES TO COMPETITORS**
- 4.1 Notices to competitors will be posted on the Official Notice Board located on the Verandah of the Main Clubhouse.
 - 4.2 The Skippers' Briefing will take place on Wednesday, September 24, 2014 at 1730 hours in the Flagship Room in the Main Clubhouse.
- 5. CHANGES IN SAILING INSTRUCTIONS**
- 5.1 Any change to the Sailing Instructions will be posted before 0830 hours on the day it will take effect except that any changes to the schedule will be posted by 2000 hours on the evening before they are to take effect
- 6. SIGNALS MADE ASHORE**
- 6.1 Signals made ashore will be displayed on the official flagstaff located beside the sailing office. Flag AP (Answering Pennant) raised with two sound signals means "races not started are postponed". When flag AP is displayed ashore the warning signal will be made not less than 60 minutes after AP is lowered with one sound signal.
- 7. SCHEDULE**
- 7.1 Registration will take place on Wednesday, September 24, 2014 between 1500 hours and 1700 on the Verandah of the Main Clubhouse.



- 7.2 The Regatta Reception will take place on Wednesday, September 24, 2014 between 1700 and 1800 hours at the Main Flagstaff to the north of the Main Clubhouse.
- 7.3 The Skippers' Briefing will take place on Wednesday, September 24, 2014 at 1730 hours in the Flagship Room in the Main Clubhouse.

8. SCHEDULE OF RACES

- 8.1 Twelve (12) races are scheduled, an average of three races per day. However, a fourth race may be sailed on any day, provided it does not advance the schedule by more than one race. Races not completed on the day scheduled will be added to the next day's schedule. No more than three races may be sailed on Sunday. Races not completed on Sunday will not be sailed.
- 8.2 Racing is scheduled to begin on Thursday, September 25, 2015 and continue through Sunday, September 28, 2014.
- 8.3 The first warning signal for each day will be 1050 hours.

9. RACING AREA

- 9.1 The Racing Area will be located approximately 1.0 nm south west of off centennial pier off Toronto Islands as highlighted in Appendix C.

10. COURSES

- 10.1 Illustrations describe the two types of course and the order in which marks are to be passed. The RC shall display the course type and approximate magnetic course to the first mark.
- 10.2 Course 1 – twice around downwind finish. Mark 1 & offset shall be left to Port. Mark 2 forms a Gate. The offset will be approximately 50 meters from Mark 1.
- 10.3 Course 2 – the same as Course 1 with an additional windward leg.

11. MARKS

- 11.1 The windward, offset and leeward marks are YELLOW tetrahedrons.
- 11.2 New marks when used in accordance with RRS 33 will be ORANGE tetrahedrons. When a new mark is replaced in a subsequent change, it will be replaced by an original mark.
- 11.3 The start mark will be a GREEN tetrahedron and the finish mark will be a RED tetrahedron.

12. THE START

- 12.1 Races will be started using RRS 26.
- 12.2 Before the first warning signal of the first race a boat sails each day, each boat shall pass the Race Committee signal boat and hail her sail number until acknowledged by the Race Committee.
- 12.3 A boat starting later than five minutes after her start signal will be scored DNS. This changes RRS 35 and RRS 63.1.
- 12.4 The starting line will be between a staff displaying an orange flag or shape on the Race Committee vessel and the starting mark as illustrated in the course diagrams.



- 12.5 The Race Committee will attempt to announce boats identified as OCS by transmitting sail or bow number over CHF Channel 09. RRS 62 is changed so that failure to hear or receive such transmission, or the order of bow or sail numbers announced, will not be grounds for redress.

13. RECALLS & STARTING PENALTIES

- 13.1 Individual recalls will be signalled in accordance with RRS 29.1. The Race Committee will attempt to promptly broadcast the sail number(s) of each recalled boat on the VHF Channel 09. The following will not be cause for redress:
- Failure of boat to receive the recall broadcast.
 - A boat's position in the sequence of broadcast numbers.
 - Failure of the Race Committee to hail a boat's number.
- 13.2 If a boat has infringed RRS 30.2 (z flag rule), the Race Committee shall, following the start, promptly make a sound signal.
- 13.3 When a boat is penalized under RRS 30.3 (black flag rule), the Race Committee shall fly Flag "X" and at Mark 1 will attempt to post the sail number of the boat scored BFD. The boat shall retire from the race. Failure of a boat to see her number shall not be grounds for redress. This changes RRS 29.1 and 30.3.

14. TIME LIMITS

- 14.1 The Race Committee will abandon a race if no boat has rounded the first mark within 40 minutes after the start.
- 14.2 The time limit for the first boat to finish is two (2) hours.
- 14.3 Boats failing to finish within 30 minutes after the first boat finishes, or within the time limit, which ever is later, will be scored Did Not Finish. This changes RRS 35.

15. THE FINISH

- 15.1 The finish line will be between a staff displaying an orange flag or shape on a Race Committee vessel and the finishing mark.

16. PROTESTS

- 16.1 Protest Time shall end 90 minutes after either the last boat finishes the last race of the day or abandonment of racing for the day and will be posted on the official notice board.
- 16.2 A boat intending to protest is requested to notify the finishing line boat of its intention and the identity of the protested boat(s) as soon as possible after finishing. Protests shall be submitted to the protest desk prior to the end of Protest Time on forms available at the desk. Initial protest times will be posted within 30 minutes of the end of Protest Time to inform competitors where and when there is a hearing in which they are parties or named as witnesses. This posting shall be considered notice required in RRS 61 and 63.2.
- 16.3 RRS 66 is changed by adding this sentence: "On the last day of racing, a party to the hearing may ask for a reopening no later than one hour after being informed of the decision." RRS 62.2 is changed by



adding this sentence: "On the last day of racing, requests for redress shall be filed no later than 30 minutes after the final results are posted."

- 16.4 Breaches of instructions SI 20, 24, and RRS 55 are not grounds for a protest by a boat. This changes RRS 60.1(a). Penalties for these breaches may be less than disqualification if they jury so decides.

17. ARBITRATION

- 17.1 Rule 44.1 is changed to permit a boat to take a 40% scoring penalty as calculate in Rule 44.3(c) prior to or during an arbitration hearing.
- 17.2 For protests under a rule of Part 2 RRS where there is no damage and in which there are no more than two boats involved, there may be arbitration. Any protest not resolved by this process will be referred to the Protest Committee for a full hearing.
- 17.3 After the protest has been properly filed, as per SI 15, one designated representative from each boat shall meet with an arbitrator appointed by the chair of the protest committee. No witnesses will be permitted. The arbitrator will decide on the validity of protests. This changes RRS 63.5.
- 17.4 A boat that accepts the opinion of the arbitrator that she has broken a rule, and accepts fault, shall receive a 40% scoring penalty calculated as stated in RRS 44.3.
- 17.5 When one boat accepts a penalty following arbitration, her decision shall be binding upon the other party to the protest, and the protest shall not be referred to the protest committee. This changes RRS 63.1.
- 17.6 The arbitrator may also approve the withdrawal of a protest. This changes RRS 63.1.

18. SCORING

- 18.1 The Low Point Scoring System, A2 will be used except that a boat's series score will be the total of her race scores without discard. Ten (10) races are scheduled, of which five (5) races shall be completed to constitute the Championship.
- 18.2 Each boat's series score will be the total of her race scores.

19. PENALTY SYSTEM

- 19.1 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*, her *penalty* will be a Two-Turn Penalty. Alternatively, a boat may accept a Scoring Penalty as described in RRS 44.3.

20. SUPPORT / COACH PERSONNEL AND BOATS (DP)

- 20.1 Coaches and other support personnel shall comply with any reasonable request from a regatta official.
- 20.2 Coaches and other support personnel shall stay outside areas where boats are racing from the time of the preparatory signal for the course until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment.
- 20.3 Support boats must comply with Class Rule 7.10



20.4 Penalties for infringing this sailing instruction may be applied to the offending support personnel and/or the boat or boats being supported. If a penalty is applied to a boat, it shall be applied to the race nearest in time to the incident.

21. BERTHING

21.1 Boats shall be kept in their assigned places.

22. HAUL-OUT RESTRICTIONS

22.1 Except in an emergency, boats shall not be hauled out during the regatta except with and according to the terms of prior written permission of the Race Committee, after consultation with the Class Measurer or his designee.

22.2 All boats shall be floated by 1800, September 24, 2014 and shall remain in the water through the end of the regatta, subject to the provisions of 22.1 above.

23. PLASTIC POOLS

23.1 From 1800, September 24, 2014 until the end of the regatta, plastic pools or their equivalent shall not be used or around boats that are sailing in the regatta.

24. RADIO/TELEPHONE COMMUNICATIONS

24.1 Except in an emergency, a boat shall neither make radio or telephone transmissions while racing nor receive radio or telephone communications not available to all boats except for the broadcast of OCS boats and notices of general interest on VHF channel 09.

24.2 Restrictions do not apply to Kattack devices, which are to be turned on 15 minutes before the first race and left on throughout all races. They are to be turned off 5 minutes after the last race.

24.3 The Race Committee intends to use VHF Channel 09 to broadcast courtesy information to competitors, including OCS hails after the starts.

24.4 All boats must carry VHF radios capable of transmitting and receiving on channels 09, 13, 16, 69, 71, 72, 73, and 78.

24.5 A boat shall not receive Kattack live tracking data, or replay races on Kattack, while on the race course.

25. AWARDS

25.1 Awards will be made daily at the approximate times shown in the program.

25.2 Prizes will be given to the skipper and crew of the overall first through fifth place finishers. Daily prizes will also be awarded.

26. DISCLAIMER OF LIABILITY

26.1 Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. The OA 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. Each person racing on board a boat entered in the regatta



or while on the premises of the RCYC. The RCYC, the J/105 Class Association, J/105 Fleet 4, and their members, volunteers, employees, officers and agents shall not be responsible for any loss, damage or injury that may occur to person(s) or property whether ashore or at sea as a consequence of the participation of any boat.

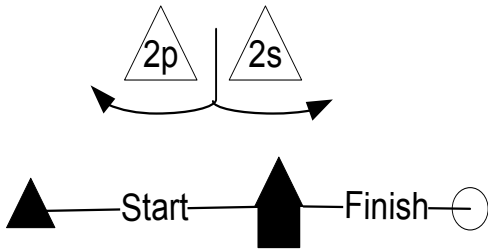
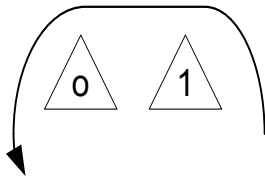
27. INSURANCE

- 27.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum coverage of CAN \$300,000 per event or the equivalent. Proof of insurance shall be considered as part of the Entry Form and must be submitted in writing prior to 1800, September 22, 2014 in order for an entry to be complete.



APPENDIX A

Approximate Course Diagrams



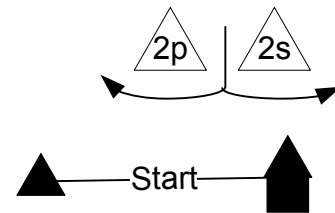
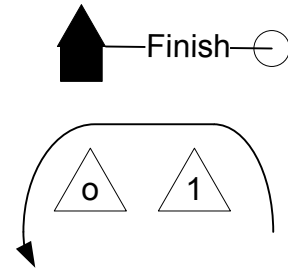
Course 1

*Start – 1 – offset – 2 –
1 – offset – Finish*

Windward/Leeward course
Twice around
Finish to leeward

Mark 1 and the offset are rounded to port
Mark 2 is a gate.

Mark 2 is not a mark of the course on a leg from the
start to Mark 1 or from the offset to the finish.



Course 2

*Start – 1 – offset – 2 –
1 – offset – 2 – Finish*

Windward/Leeward course
Twice around
Finish to windward

Mark 1 and the offset are rounded to port.
Mark 2 is a gate.

Mark 2 is not a mark of the course on a leg from the
start to Mark 1. Mark 1 and the offset are not marks of
the course on a leg from Mark 2 to the finish.



APPENDIX B

The following Sail Canada Prescriptions shall apply:

Rule 46– Person in Charge

SAIL CANADA prescribes that the designated person in charge, if resident in Canada, shall be a member of a club affiliated with SAIL CANADA.

Rule 61.2 – Protest Contents

SAIL CANADA prescribes that no fee shall be charged for delivering a protest or a request for redress.

Rule 67– Damages

SAIL CANADA prescribes that a boat that has been found by a protest committee to have broken a rule and caused damage shall be considered at fault for the purposes of rule 67.



APPENDIX C
Approximate Course Location

