



J/70 North American Championship

September 19 – September 25, 2022
Port Credit Yacht Club, Port Credit, Ontario, Canada

SAILING INSTRUCTIONS

Published September 19, 2022

The Organizing Authority (OA) is the Port Credit Yacht Club and the International J/70 Class Association (IJ70CA).

Event Website: <https://yachtscoring.com/emenue.cfm?eID=14918>

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. CHANGES TO SAILING INSTRUCTIONS

Any change to the SIs 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. COMMUNICATION

- 2.1 Notices to competitors will be posted on the Official Notice Board <https://yachtscoring.com/emenue.cfm?eID=14918>
- 2.2 Any questions regarding the SIs shall be submitted in writing to the Race Committee (RC). The questions and any answers will be posted as in SI 2.1.
- 2.3 On the water, the RC intends to monitor and communicate with competitors on VHF radio channel 72 (VHF Channel). Failure of the RC to broadcast, mistaken broadcasts, or failure of a competitor to receive this information will not be grounds for a request for redress. This changes RRS 60.1(b).
- 2.4 Except as provided in SI 2.5, a boat shall not make voice or data transmissions while racing and shall not receive voice or data communication that is not available to all boats. [DP]
- 2.5 Boats shall use the VHF Channel to report retirement from racing and may use the radio to request or provide assistance in an emergency. [NP] [DP]

3. SIGNALS MADE ASHORE

- 3.1 Signals made ashore will be displayed on the flagpole located on the South lawn overlooking the harbour.
- 3.2 When flag AP is displayed ashore, "1 minute" is replaced with "not less than forty-five (45) minutes" in The Racing Rules of Sailing (RRS) *Race Signal AP*.

4. SCHEDULE AND FORMAT OF RACES

4.1 Race Schedule:

Monday	September 19	0830 – 1800	Check-in and inspection
Tuesday	September 20	0830 – 1800	Check-in and inspection
Wednesday	September 21	0830 – 1200 1200 1400 After Racing	Check-in and Inspection Check-in closes; all boats, sails, and equipment must be inspected and boats must be afloat. [DP] Practice Race – First Warning Signal Social Event & Opening Ceremony
Thursday	September 22	0900 1100 After Racing	Competitors' Briefing First warning signal - subsequent race(s) to start ASAP Daily Awards & Social Event
Friday	September 23	0900 1100 After racing	Competitors' Briefing First warning signal - subsequent race(s) to start ASAP Daily Awards & Social Event
Saturday	September 24	0900 1100 After racing	Competitors' Briefing First warning signal - subsequent race(s) to start ASAP Daily Awards & Social Event
Sunday	September 25	0900 1100 1430 After racing	Competitors' Briefing First warning signal - subsequent race(s) to start ASAP No warning signal shall be given after this time Awards ceremony Haul out and De-rig

4.2 Up to twelve (12) races are scheduled with three (3) races per day from Thursday through Sunday, September 22 - 25. Up to four (4) races may be sailed in one day if needed to complete the scheduled number of races. The RC, at its discretion, may run fewer total races.

4.3 The scheduled time of the first warning signal each day is 1100. Subsequent races will start as soon as practicable.

4.4 On Sunday, September 25, no warning signal will be made after 1430 local time. In the case of one or more general recall(s) when the initial warning signal was made prior to 1430, the RC may display subsequent warning signals after that time. This exception will not apply for a race that is postponed or abandoned.

4.5 All boats shall sail as one fleet.

5. CLASS FLAG

The class flag is a Blue J/70 logo on a white background or numeral pennant # 1.

6. RACING AREA

Addendum A shows the location of the racing area.

7. MARKS

7.1 Marks 1, 1a (offset), 4s (gate) and 4p (gate), are Orange Tetrahedrons.

7.2 New marks, as provided in SI 12, are Yellow Tetrahedrons.

7.3 Starting marks are two RC vessels or an RC vessel and a Green Tetrahedron.

7.4 Finish marks are two RC vessels or an RC vessel and a Green Tetrahedron.

8. COURSES

- 8.1 The course to be sailed will be a windward-leeward format. The diagrams in Addendum B show the course, including the order in which marks are to be passed, and the side on which each mark is to be left.
- 8.2 Mark 4 will be a gate consisting of two marks (4p and 4s). If the gate is not present, mark 4 shall be rounded to port.
- 8.3 No later than the warning signal for each race, the RC signal vessel will use placards to identify the approximate magnetic bearing and distance to the first weather mark.

9. THE START

- 9.1 Starting Line:
 - (a) The starting line is between staffs displaying orange flags on the starboard RC signal vessel and the port-end RC line vessel or the staff displaying an orange flag on a RC vessel at the starboard end of the line and the course side of a green inflatable mark at the port end of the line.
 - (b) Sounds and visual signals will be made only on the starboard-end RC signal vessel.
- 9.2 To alert boats that a race will begin soon, orange starting line flags will be displayed with one long sound signal on the RC signal vessel marking the line for a minimum of 5 minutes before the warning signal is displayed.
- 9.3 Boats subject to individual recall under RRS 29.1 or boats breaking RRS 30.3 (*U Flag Rule*) or 30.4 (*Black Flag Rule*) will be broadcast on the VHF Channel using bow numbers as a courtesy.
- 9.4 In the event of a General Recall or abandonment after the start during a RRS 30.4 (*Black Flag Rule*) start, the RC shall broadcast on the VHF Channel and display the bow number of any boat violating RRS 30.4 before the next warning signal. This changes RRS 30.4.
- 9.5 The RC will attempt to make the broadcasts described in SI 9.3 and 9.4. However, the timing of such a broadcast, the sequence of the broadcasts or the failure to make or hear the broadcasts shall not be grounds for granting redress. This changes RRS 62.1(a).
- 9.6 A boat that does not start within five (5) minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This change is added to RRS A5.1.

10. CHANGING 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 with the original mark.

11. THE FINISH

The finish line is between staffs displaying blue flags on two RC vessels or on RC vessel and a nearby Green Tetrahedron.

12. PENALTY SYSTEM

- 12.1 The first sentence of RRS 44.1 is changed to "A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2 while racing, except that 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."
- 12.2 Penalties incurred while in the zone of the windward mark or on the offset leg shall be delayed and taken at the first reasonable opportunity on the downwind leg. This change is added to RRS 44.2.
- 12.3 RRS Appendix P (Special Procedures for Rule 42) is replaced as stated in full in SI Addendum C.
- 12.4 Jury vessels may be positioned anywhere on the course area. Their position at any time will not be grounds for a request for redress. This changes RRS 60.1(b).
- 12.5 A boat that has taken a penalty under RRS 31 or 44.1 shall submit a completed penalty acceptance form at the jury desk within the protest time limit.
- 12.6 RRS Appendix T (Arbitration) applies in its entirety.

- 12.7 The IJ may impose discretionary penalties other than disqualification for violations of RRS non-Part 2 rules. This section 12.7 does not apply to breaches of RRS 2, 28 or 31.
- 12.8 The IJ may impose discretionary penalties, other than disqualification for violations of Class Rules, including the International J/70 Class Rules (J70CR) and the J/70 Equipment Regulations (J70ER). However, in no case shall the penalty for such a violation be less than a ten percent (10%) scoring penalty calculated pursuant to RRS 44.3(c). This changes RRS 64.6.

13. TIME LIMITS AND TARGET TIMES

- 13.1 The race time limit for each race is 90 minutes. The target time for each race is 60 minutes. Failure to meet the target time will not be grounds for a request for redress. This changes RRS 60.1(b).
- 13.2 Boats failing to finish within 20 minutes after the first boat sails the course and finishes within the race time limit will be scored Time Limit Expired (TLE) without a hearing, unless they subsequently retire, are penalized or are given redress. The score for TLE is the number of finishers plus two points, but no worse than the score for DNF. This changes RRS 35 and is added to RRS A4 and A5.
- 13.3 The RC will lower the finish line flags with one sound to indicate that the time limit has expired.

14. HEARING REQUESTS

- 14.1 The jury desk will be located on the main patio. The hearing room will be located in the "Lakeshore Rooms" adjacent to the main patio.
- 14.2 The protest time limit each day is sixty (60) minutes after the RC signal vessel docks on that day. This time will be posted on the Official Notice Board and at the jury desk within fifteen (15) minutes after the RC signal vessel docks.
- 14.3 The second sentence of RRS 62.2 is replaced with: "If the request is based on an incident in the racing area, it shall be filed within the protest time limit for that day."
- 14.4 A notice of boats scored per RRS A5.1 and SI Addendum C each day will be posted on the Official Notice Board and at the jury desk no later than fifteen (15) minutes after the RC signal vessel docks on that day. The deadline for a request for redress based on these scores is the protest time limit for that day. This changes RRS 62.2.
- 14.5 The time limit for a request for redress based on the outcome of a scoring inquiry (see SI 15.4) is 30 minutes after that outcome has been posted. This changes RRS 62.2.
- 14.6 The Categorization Protest Time Limit (see World Sailing Regulation 22.5.1) is the protest time limit for the first racing day.
- 14.7 Hearing request forms are available at the jury desk or on the regatta website.
- 14.8 Penalty acceptance forms are available at the jury desk or on the regatta website.
- 14.9 Notices will be posted no later than fifteen (15) minutes after the protest time limit each day on the Official Notice Board and at the jury desk to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be heard as soon as possible.
- 14.10 On the last day of the event, a request for reopening a hearing shall be delivered within the protest time limit if the requesting party was informed of the decision on the previous day or no later than 30 minutes after the requesting party was informed of the decision on that day. This changes RRS 66.2.
- 14.11 On the last day of the event, a request for redress based on a jury decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.

15. SCORING

- 15.1 Scoring for the Championship Series shall be according to the Low Point Scoring System of RRS A2 and A4 as follows:
 - (a) When fewer than five (5) races have been completed, a boat's series score shall be the total of her race scores;
 - (b) When five (5) or more races have been completed, a boat's series score shall be the total of her race scores excluding her worst score.
- 15.2 Five (5) races are required to constitute a championship.

- 15.3 Preliminary results will be posted on the event website as soon as possible after racing each day.
- 15.4 Competitors shall notify the RC of any scoring inquiry by filing a Scoring Inquiry Form available at the jury desk. The deadline to file a scoring inquiry is the protest time limit or thirty (30) minutes after the preliminary results have been posted for that day, whichever is later.

16. SAFETY REGULATIONS [DP]

- 16.1 Prior to the warning signal of her first race each day, each boat shall check-in with the RC signal vessel in the starting area. Each boat shall pass close astern on starboard tack and hail her bow number. When a boat has been recognized, the RC will hail the boat's bow number.
- 16.2 A boat that retires from a race or leaves the racing area between races shall notify the RC as soon as possible using the VHF Channel 72.
- 16.3 A boat not leaving the harbor for any of the day's racing shall inform the RC as soon as possible.
- 16.4 The penalty for breaking a rule in SI 16 shall be a 20% scoring penalty calculated pursuant to RRS 44.3(c) unless the Jury decides differently, applied without a hearing to a boat's first valid race of the day. This change is added to RRS A5.1.

17. BOW NUMBERS [NP]

- 17.1 Bow numbers will be supplied and applied by the OA in accordance with the J70ER 6 and J70ER Appendix A.
- 17.2 Bow numbers shall be displayed from the time they are applied by the OA through the end of the event. It is the responsibility of the competitor to ensure that the bow numbers remain on the boat and obtain replacements as necessary.

18. REPLACEMENT OF CREW OR EQUIPMENT [DP]

- 18.1 Substitution of competitors is not allowed without written approval of the event Technical Committee prior to racing on that day.
- 18.2 Repair, alteration, replacement, or substitution of damaged or lost equipment will not be allowed unless authorized before racing by the event Technical Committee pursuant to J70ER 10.
- 18.3 Boats requesting approvals under SI 18.1 or SI 18.2 shall contact the chair of the event Technical Committee chair by phone (416) 970-7515 or text message (if off the water) or by VHF radio (while on the water) for instructions.

19. EQUIPMENT AND MEASUREMENT CHECKS [DP]

Pursuant to J70ER 4, a boat, sails or equipment may be inspected at any time for compliance with the Event Equipment Rules (see J70ER 2), IJ70CA Class Rules (J70CR), and SIs. On the water, when instructed by a member of the RC or event Technical Committee, a boat shall proceed immediately to a designated area for inspection.

20. EVENT ADVERTISING [NP] [DP]

- 20.1 Boats shall display event advertising supplied by the OA, in accordance with World Sailing Regulation 20. If this rule is broken, World Sailing Regulation 20.9.2 applies.
- 20.2 Any required sponsor or event identification stickers, decals and flags shall be placed on the bow or boom, in the cockpit or on a shroud or stay as directed by the OA. They shall be displayed from the close of check-in through the end of the event. If required to be placed on the bow, they shall be placed immediately aft of the bow numbers. It is the responsibility of the competitor to ensure that the stickers remain on the boat and obtain replacements as necessary.

21. OFFICIAL VESSELS [NP]

- 21.1 Official vessels are marked as follows:

Category	Flag
RC Vessels	Sail Canada RC. Red on a White Background
Jury Vessels	White flag, with dark blue "J"
Technical Committee	White flag with black "M"
Press Vessels	Red flag with white PRESS
Coach and Support Vessels	Individually Numbered. Black on White Background

22. SUPPORT TEAMS [DP]

- 22.1 Only registered Support Person Vessels (SPVs), including coach, press, private and spectator vessels, that prominently display identification provided by the OA are allowed in the racing area (see SI 6). The person in charge of the competing boat(s) to which support vessels are attached shall acknowledge the presence of a support vessel on his check-in form, and may pay the applicable fee on behalf of the support vessel.
- 22.2 All SPVs shall carry a working VHF radio capable of transmitting and receiving normal domestic and international channels, including the VHF Channel.
- 22.3 SPVs, and team leaders, coaches and other support personnel, shall stay more than 150 meters to leeward of the starting line, leeward marks, and from any competing boats that are racing.
- 22.4 SPVs shall comply with any additional directions given by the OA, the RC or the Jury, including requests for assistance with rescues. Failure to comply may result in the accreditation being withdrawn and all access to the club facilities, grounds and docks being denied.
- 22.5 SPVs shall be kept in the places, both afloat and ashore, that they specify during check-in.
- 22.6 Operators of SPVs and all competitors are reminded that J70CR I.3 (Outside Assistance) is in effect.

23. TRASH DISPOSAL [DP]

Trash shall be placed in the appropriate containers when the boats return to shore.

24. RISK STATEMENT

Competitors participate in the event entirely at their own risk. See RRS 3, Decision to Race. By participating in the event, each competitor agrees to release the race organizers (organizing authority, host yacht club, race committee, protest committee, sponsors, and any others acting in an official capacity for the event) from any and all liability associated with such competitor's participation in the event to the fullest extent permitted by law.

25. RACE OFFICIALS & CONTACT INFORMATION

Host Club Contact:	Port Credit Yacht Club 115 Lakefront Promenade, Mississauga, Ontario L5E 3G6 (905) 278-7911 info@pcyc.net www.pcyc.net
Event Chair:	Erica Seibert erica.seibert@outlook.com
IJ70CA Class Executive	Christopher Howell, CAE howell@i70classoffice.com (440) 796-3100 (mobile/WhatsApp)
IJ70CA Race Officer:	Hank Stuart, IRO (USA) hstuart8m@gmail.com (585) 414-6105 (mobile/WhatsApp)
Jury Chairman:	Stephen Wrigley, IJ/IU (USA) wrigley.s@yahoo.com
Event Technical Committee Chair:	David McNabb, IM (CAN) mcnabbda@gmail.com (416) 970-7515
IJ70CA Technical Chair:	Polk Wagner, IM (USA) polk@polkwagner.com (215) 917-6825

ADDENDUM A RACING AREA

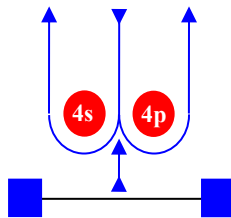
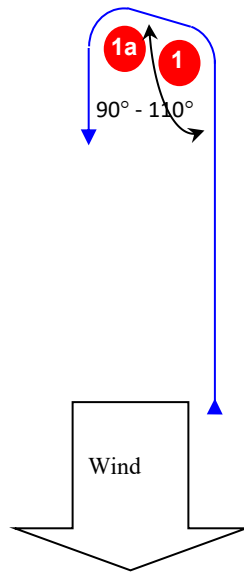


BMO  | **Private Wealth**



ADDENDUM B COURSES

Windward-Leeward, Finish Downwind



Start – 1 – 1a – 4s/4p – 1 – 1a – Finish

BMO  | **Private Wealth**



ATTACHMENT C

RRS APPENDIX P, Special Procedures for Rule 42 is replaced in its entirety with:

P1 OBSERVERS AND PROCEDURE

A member of the International Jury, protest committee, or its designated observer (collectively, the “observer”) who sees a boat breaking RRS 42 (Propulsion), RRS 49 (Crew Position; Lifelines), J/70 Class Rule (J70CR) C3.3 (Crew Positioning) or J70CR C9.4(b)(1) (Bowsprit Use) may penalize her by, as soon as reasonably possible, making a sound signal, pointing a yellow or red flag at her and hailing her bow or sail number, even if she is no longer *racing*. A boat so penalized shall not be penalized a second time under rule 42 for the same incident.

P2 PENALTIES

When a boat is penalized under rule P1, her penalty shall be a One-Turn Penalty under RRS 44.2. If she fails to take it, she shall be disqualified without a hearing. If an observer signals a penalty after a boat has finished, her penalty shall be a ten percent (10%) scoring penalty calculated per RRS 44.3(c).

P3 POSTPONEMENT OR GENERAL RECALL

If a boat has been penalized under rule P1 and the race committee signals a postponement or general recall, the penalty is cancelled.

P4 REDRESS LIMITATION

A boat shall not be given redress for an action by an observer under rule P1 unless the action was improper due to a failure to take into account a race committee signal or a class rule.

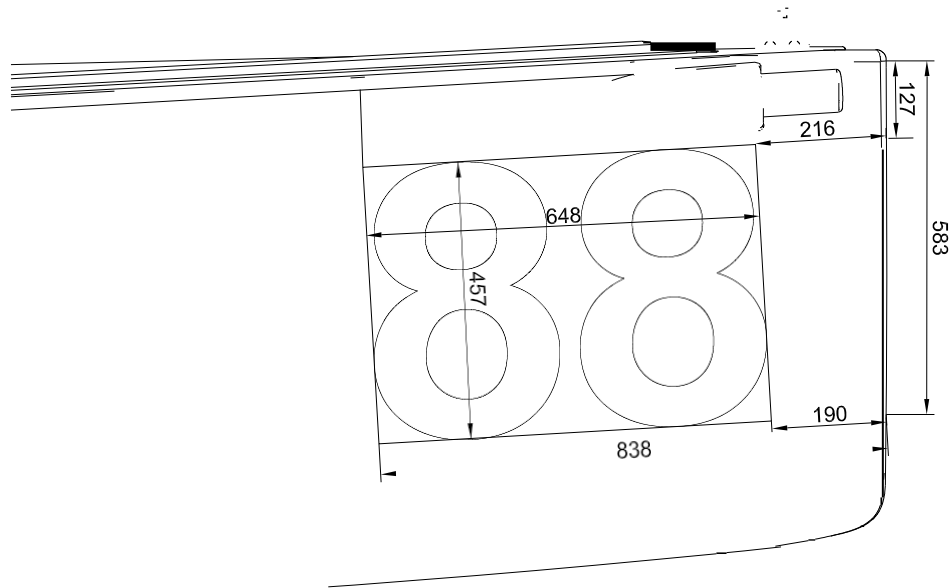
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ADDENDUM D

J/70 EQUIPMENT REGULATIONS Appendix A: Bow Number Positioning

Large number: 18" height



J/70 Class Bow Number Location & Size #2

(Dimensions in millimeters)

