

**LAKE WINNIPESAUKEE SAILING ASSOCIATION, INC.
27th ANNUAL J-JAMBOREE**

J-80 CLASS

June 7th & 8th 2014

Organizing Authority: Lake Winnepesaukee Sailing Association, Inc.

Host: J-80 Fleet #1

SAILING INSTRUCTIONS

1. RULES

- 1.1 The regatta will be governed by the rules as defined in the 2013-2016 Racing Rules of Sailing, the prescriptions of US Sailing, the ISAF recognized J/80 Class Rules, and these Sailing Instructions.
- 1.2 RRS 35 and A4 are changed by paragraph 13.1 of these instructions.
- 1.3 Participating boats shall strive to observe the Crew Weight requirements (Paragraph C.3.1 of the *ISAF Recognized J/80 Class Rules*.)

2. NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board located at the Dave Adams Memorial Sailing Center ("DAMSC"), 25 Davis Road, Gilford, NH.

3. CHANGES TO SAILING INSTRUCTIONS

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 on the day before it will take effect.

4. SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed from the flagpole on the gas dock at Fay's Boat Yard.
- 4.2 When flag AP is displayed ashore, "1 minute" is replaced with "not less than 60 minutes" in the race Signal AP definition.

5. SCHEDULE OF RACES

- 5.1 Racing is scheduled on Saturday and Sunday, June 7th, and 8th, 2014.
- 5.2 The maximum number of races, consistent with weather conditions and time, will be conducted each day.
- 5.3 The scheduled time of the warning signal for the first race on Saturday is 1030, and for the first race on Sunday is 1000.
- 5.4 On Sunday, no warning signal will be made after 1400.

6. RACING AREA

- 6.1 The racing area will be on the southeastern part of Lake Winnepesaukee. A chart of this area will be provided upon request.
- 6.2 The actual locations of the starting areas will be governed by the direction of the wind.

7. THE COURSES Appendix A diagrams the courses to be used.

- 7.1 No later than the warning signal, the race committee signal boat will display on a course board, the numerical course number to be sailed, the approximate magnetic compass direction and length (in n/m) of the first leg.
- 7.2 When there is a leeward gate, boats shall sail between the gate marks from the direction of the previous mark and round either gate mark as diagrammed in Appendix A.

8. MARKS

- 8.1 Marks 1 and 2 (2P & 2S if a gate) will be inflated yellow markers. Mark O, if used, will be an inflated red ball.
- 8.2 Change of Course Marks will be inflated orange cylinders as per SI paragraph 10.1.

9. THE START

- 9.1 The starting line will be between a staff displaying an orange flag on the signal boat at the starboard end and an inflated orange cylinder at the port end. The signal boat may deploy a nearby "Keep-Away" buoy that shall be considered an integral part of that starting mark..
- 9.2 An attention signal (series of short horn blasts) may be sounded about one minute before the warning signal. This signal, if made, is not an official part of the starting sequence.

10. CHANGE OF THE NEXT LEG OF THE COURSE

- 10.1 The race committee will use RRS 33 (a) (1) and/or 33 (b) to signal a change of the next leg of the course and will place a new mark, an inflated orange cylinder, in the new position.
- 10.2 If the leg to the Weather Mark (Mk 1) is changed, the accompanying Offset Mark (Mk O), if being used, will be eliminated as a mark of the course for that race.
- 10.3 If the leg to a gate (Mks 2p & 2S) is changed, the gate will be eliminated and only one mark, (Mk 2) an inflated orange cylinder to be left to port, will be set in the new position.

11. THE FINISH

- 11.1 The finish line for courses finishing downwind will be along a line between a staff displaying an orange flag on the signal boat and a nearby red inflated ball located on the opposite side of the signal boat from the start line. The signal boat may deploy a "Keep-Away" buoy that shall be considered an integral part of that finish mark. For courses finishing to windward, the finish line will be between a staff displaying an orange flag on a signal boat and the course side of the nearby finishing mark. This finish line will be approximately 100 yards to windward of the windward mark.
- 11.2 If the race committee intends to not start another race on the same day, the Second Substitute pennant (with no sound) will be displayed while boats are finishing.

12. TIME LIMITS

- 12.1 The Time Limit for the first boat to reach the first windward mark rounding in a race shall be 45 minutes and to finish the course shall be 90 minutes. These limits do not remove the Race Committee's ability to abandon the race at anytime per RRS 32.1.
- 12.2 Boats failing to finish within 30 minutes after the first boat sails the course and finishes will be recorded as Time Limit Expired ("TLE") and scored points for finishing place one more than the number of boats finishing that race. The signal boat will display code flag T (with three sounds) to indicate time has expired.

13. PROTESTS AND REQUESTS FOR REDRESS

- 13.1 All protests must be properly initiated including immediate hail and display of the protest flag and prompt notification to the signal boat prior to the warning signal of the next race.
- 13.2 The protest time limit, one half hour after arrival of the signal boat at the dock, will be posted on the official notice board in Race Headquarters at DAMSC.
- 13.3 Completed protest/redress forms must be delivered to the protest committee office before the expiration of the posted protest time limit.
- 13.4 Notices informing competitors of hearings in which they are parties or witnesses will be posted on the Notice Board at the stairway entrance as soon as possible after protest/redress forms are received.
- 13.5 Protests/Redress will be heard in the protest committee office, in approximate order of receipt, as soon as possible.
- 13.6 Competitors are responsible for checking hearing notices posted on the official notice board, and, if a party or witness, being available in the vicinity until called. RRS 63.3 (b) will be applied as needed.

14. SCORING

14.1 The Low Point scoring system of Appendix A, as changed by instruction 13.2, will apply.

14.2 Two races are required to be completed to constitute a series.

14.3 If more than six races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

15. SAFETY REGULATIONS

15.1 Before the first warning signal of the day, each boat is required to sail past the stern of the Signal Boat on starboard tack, announce their sail number, and be acknowledged by the Race Committee.

15.2 A boat that retires from a race shall notify the race committee as soon as possible.

16. REPLACEMENT OF CREW OR EQUIPMENT

Substitution of competitors or equipment will not be allowed without prior approval of the Race Committee.

17. HAUL-OUT RESTRICTIONS

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

18. RADIO COMMUNICATION

18.1 Boats are encouraged to monitor VHF Channel 72 when afloat.

18.2 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.

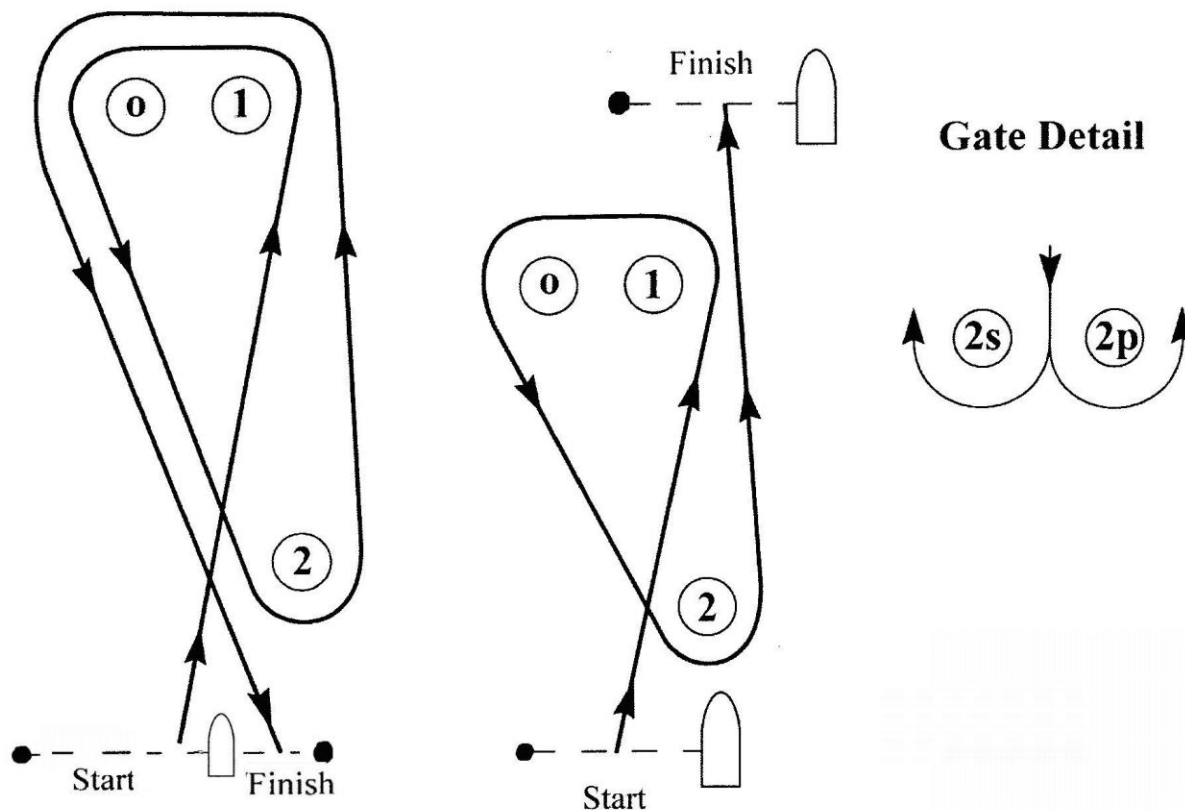
19. PRIZES

First through third place prizes will be given at an awards ceremony to be held at DAMSC shortly after scoring and haul-outs are completed.

20. DISCLAIMER OF LIABILITY

Competitors participate in the regatta and race entirely at their own risk. See RRS 4 Decision to Race. The organizing authority 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.

Course Diagrams



Number for Course	Rounding Order	Number of Legs
3	Start – 1 – O – 2 (or 2p/2s Gate) – Finish (Upwind)	3
4	Start – 1 – O – 2 (or 2p/2s Gate) – 1 – O – Finish (Downwind)	4
5	Start – 1 – O – 2 (or 2p/2s Gate) – 1 – O – 2 (or 2p/2s Gate) – Finish (Upwind)	5
6	Start – 1 – O – 2 (or 2p/2s Gate) – 1 – O – 2 (or 2p/2s Gate) – 1 – O – Finish (Downwind)	6

Note: An Offset Mark, Mark O, may be eliminated in some course configurations.

Note: See Instructions 11.1, 11.2, and 11.3

A change in the direction of the course to mark 1 results in elimination of mark O and only mark 1 will be set in the new location.

A change in the direction of the course to a 2s/2p Gate results in elimination of the gate and only mark 2 will be set in the new location.