

BENETEAU FIRST 36.7
2011 NORTH AMERICAN CHAMPIONSHIP
Toronto, Ontario
Hosted by the National Yacht Club
and
THE BENETEAU FIRST 36.7 TORONTO FLEET

September 6 – September 11, 2011

The organizing authority is the National Yacht Club

SAILING INSTRUCTIONS

1 RULES

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2 No National prescriptions will apply except for Canadian Yachting Association (CYA) prescriptions to RRS 68 and Appendix F shall apply. A copy of these prescriptions is included as Attachment 1.
- 1.3 RRS 63.7 is replaced by: if there is a conflict between a rule in the Notice of Race and a rule in the Sailing Instructions, the rule in the Sailing Instructions shall take precedence.
- 1.4 ISAF Regulation 19, Eligibility Code, will be in effect. The Classification Protest Time Limit will be 1600 Wednesday, September 7, 2011 or 24 hours after the posting of a changed crew list.
- 1.5 While racing boats shall display bow numbers supplied by the Organizing Authority. The top of the sticker shall be within 6” of the deck and the forward edge shall be within 12” of the bow.
- 1.6 If there is a conflict between languages the English text will take precedence.

2 NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board located in the Regatta tent located just outside the main entrance of the National Yacht Club (NYC).

3 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 0830 hours on the day it will take effect, except that any change to 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 at main flag staff located between west entrance door and the drysail area of NYC.
- 4.2 When flag AP is displayed ashore, ‘1 minute’ is replaced with ‘not less than sixty (60) minutes’ in the race signal AP.

5 SCHEDULE OF RACES

- 5.1 Registration and weigh in: Tuesday, September 6th – 1200 – 1900 and Wednesday, September 7th – 0900 – 1900, and Thursday, September 8th – 0730 – 0900 – Weigh In only.
- 5.2 Weigh in will be available each race day morning – 0800 – 0900
- 5.3 A Skipper's meeting will be held each morning at 0830 in the reception tent.
- 5.4 There will be an optional Practice race Wednesday, September 7th. Warning Signal at 1400.
- 5.5 Eleven (11) races are scheduled – 3 races on Thursday, Friday and Saturday and 2 on Sunday. One extra race per day may be sailed, provided that the fleet does not become more than one race ahead of schedule.
- 5.6 No more than four (4) races may be sailed per day.
- 5.7 The scheduled time of the warning signal for the first race each day is 1100. No warning signal will be made after 1400 on Sunday, September 11, 2011.
- 5.8 When the Race Committee intends to run another race on any day, they will fly code flag R from the finishing boat of the current race. The warning signal for the succeeding race will be made as soon as possible.
- 5.9 Races not completed on the scheduled day are rescheduled as the first races on the following day. Races not completed on the last day of racing will not be sailed.

6 CLASS FLAG

The warning flag will be the Beneteau 36.7 Class Flag.

7 RACING AREAS

Attachment 2 shows the location of the racing area. The Race Committee will rendezvous with the fleet each day at this location. The Race Committee will display Code Flag L and proceed to the starting area.

8 CHECK-IN, CHECK-OUT

- 8.1 Before the warning signal of the first race each day, each boat shall sail on starboard tack past the stern of the Race Committee boat displaying Code flag "L" prior to the warning signal and hail her bow number until acknowledged by the Race Committee repeating the boat's number.

- 8.2 A boat that retires from a race or does not intend to compete in a race after checking in shall notify the Race Committee as soon as possible.

9 THE COURSES

- 9.1 The courses will be as shown in Attachment #2 and the approximate location in Attachment #3.
- 9.2 No later than the warning signal the course to be sailed, the approximate distance between the leeward and windward mark and the approximate magnetic bearing of the weather mark will be shown with numbers on a board displayed on the starting line Race Committee boat.
- 9.3 For all courses, the leeward mark or gate is not a mark of the course during the first leg of the course. For courses "3" and "5", the weather mark is not a mark of the course on the last leg of the course. For course "4" the leeward mark or gate is not a mark of the course on the last leg of the course.
- 9.4 For any downwind leg the leeward mark will be a gate. If only one of the gate marks is in place it shall be rounded to port.

10 MARKS

- 10.1 Starting and finishing marks will be orange inflatable cylinders. All other marks will be yellow inflatable cylinders.
- 10.2 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 THE START

- 11.1 The starting line will be between the luff of the orange flag displayed on the race committee boat and the course side of the nearby finishing mark.
- 11.2 A committee boat which is also a starting mark may set a limit mark. A boat which touches either the limit mark or the committee boat or passes between them, shall be considered to have touched the starting mark. The boat shall treat both the limit mark and the committee boat as a single starting mark for purposes of RRS 31 (Touching a Mark) and RRS 28.1 (Sailing the Course). No other requirements of RRS 31 or 28 are modified by this paragraph.
- 11.3 The race committee will attempt to announce boats identified as OCS by transmitting sail numbers and/or bow numbers of the recalled boat(s) on VHF Channel 74. Failure to hear or receive such transmission or the order of numbers announced, will not be grounds for redress. This changes RRS 62.1 (a).

12 FINISH

The finishing line will be between the luff of the orange flag displaced on the race committee boat and the course side of the nearby finishing mark.

13 TIME LIMITS

- 13.1 If no boat has passed the weather mark one (1) within forty-five (45) minutes of the start, the race will be abandoned.
- 13.2 If no boat has finished within two and half (2 ½) hours of the start, the race will be abandoned.
- 13.3 Boats still racing (and that do not subsequently retire, get DSQ or get redress) thirty (30) minutes after the first boat sails the course and finishes, will be scored TLE (Time Limit Expired, see SI 17.3 Scoring) and should proceed to the starting area if another race is scheduled. The race committee boat at the finishing line will lower the blue flag with a long sound signal when the 30 minute period expires. This changes RRS 35.

14 PENALTY SYSTEM

- 14.1 RRS 44.1 is changed so that a boat may take a One (1) Turn Penalty when she may have broken a rule of Part 2 while *racing*. However, when a boat may have broken a rule of Part 2 within the three length zone of any rounding or passing marks, her penalty shall be a Two (2) Turns Penalty. Rule 44.3, Scoring Penalty, shall not apply at any time while racing.
- 14.2 After Race Scoring Penalty – A boat that may have broken a rule of Part 2 or rule 31 while *racing* may take a penalty after *racing* and prior to the start of a protest hearing involving the incident. Her penalty shall be Scoring Penalty of 40% calculated as described in rule 44.3(c). However, if she caused injury or serious damage or gained a significant advantage in the race or series by her breach, her penalty shall be to retire. This adds to rule 44.
- 14.3 Penalties for breaking instructions 1.5, 8.1, 8.2 and 20 may be less than disqualification if the protest committee decides.
- 14.4 Add to RRS 64.1 (c): If a boat receives a penalty when not racing under SI 14.3, that penalty shall apply to the race designated by the protest committee.

15 PROTESTS AND REQUESTS FOR REDRESS

- 15.1 Protest forms are available at the protest committee office located at the OOD Station at the northern entrance to the clubhouse. Protests shall be delivered there within the Protest time limit.
- 15.2 The protest time limit is sixty (60) minutes after the race committee signal boat docks after the last race of the day.
- 15.3 Notices will be posted within fifteen (15) minutes of the protest time limit to inform competitors of hearings in which they are parties. Hearings will be held in the boardroom of NYC, beginning as soon as practical after a protest is filed.
- 15.4 Notices of protests by the race committee or protest committee will be posted. Such posting shall satisfy the requirement to inform boats as soon as reasonably possible under RRS 61.1 (b).
- 15.5 Breaches of instructions 1.5, 8.1 and 8.2, will not be grounds for a protest by a boat. This changes RRS 60.1 (a).
- 15.6 On the last scheduled day of the regatta, a reopening of a protest hearing shall be delivered:
- a) within the protest time limit if the party requesting redress or reopening was informed of the decision on the previous day;
 - b) no later than thirty (30) minutes after the party requesting redress or reopening was informed of the decision on that day.
- This changes RRS 66 and RRS 62.2.
- 15.7 On the last scheduled day of racing a request for redress shall be delivered within the protest time limit or no later than 30 minutes after the relevant incident, whichever is later. This changes RSS 62.2.

16 ARBITRATION

- 16.1 For protests involving a breach of a rule of Part 2 or of rule 31, an arbitration hearing of no more than 10 minutes may be held prior to a protest hearing. An arbitration hearing will not be held if there has been contact that could have caused serious damage or injury. This changes Part 5, section B of the Racing Rules of Sailing.
- 16.2 After a written protest is delivered to the protest desk, one representative from each boat will meet with the arbitrator. No witnesses will be permitted.
- 16.3 The arbitrator will advise on whether:
- (a) One or both boats broke a rule. The representative of a boat that broke a rule has the option of accepting a 40% scoring penalty as calculated in Rule 44.3(c) or having the protest heard by the protest committee. If the penalty is accepted, the arbitrator will allow the protest to be withdrawn. This changes Rule 63.1.
 - (b) Neither boat broke a rule. If the representatives agree, the arbitrator will allow the protest to be withdrawn. This changes Rule 63.1. If either representative disagrees, the protest goes to the protest committee for a hearing.
 - (c) The protest should be referred to the protest committee for a hearing.
- 16.4 When a protest is withdrawn, it will not be reopened or made the subject of a request for redress.

17 SCORING

- 17.1 One (1) race is required to be completed to constitute a North American Championship.

- 17.2 When fewer than seven (7) races have been completed, a boat's series score will be the total of her race scores. When seven (7) or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
- 17.3 Boats scored TLE will be scored points equal to the number of boats finishing within the time limit plus two (2) points by the race committee without a hearing. This changes RRS A4.2, A5 and A11.

18 REPLACEMENT OF CREW OR EQUIPMENT

- 18.1 Substitution of competitors will be allowed only with prior written approval of the protest committee.
- 18.2 Substitution of damaged or lost equipment will not be allowed unless approved by the race committee. Requests for substitution shall be made to the race committee at the first reasonable opportunity.

19 EQUIPMENT AND MEASUREMENT CHECKS

- 19.1 A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions. On the water a boat can be instructed by the race committee to proceed immediately to a designated area for inspection.

20 HAUL-OUT RESTRICTIONS

No boat shall be lifted out of the water after 1000 hrs Wednesday, September 7, 2011 through the conclusion of the event except with and according to the terms of prior written permission of the race committee.

21 RADIO COMMUNICATION

- 21.1 Except in an emergency, 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.
- 21.2 The race committee intends to use VHF marine radio frequencies to broadcast courtesy information to competitors, including OCS hails after start. The race committee will monitor VHF Channel 73.

22 PRIZES

- 22.1 All boats entered will compete for Regatta Overall prizes which will be awarded for first (1st) through fifth (5th) places.
- 22.2 Daily prizes will be awarded each evening for first (1st) through third (3rd) places Overall and for the first (1st) place Corinthian boat.
- 22.3 Prizes will be awarded to first (1st) through third (3rd) places Overall for boats racing with no ISAF Category 3 Sailors (Corinthian scoring) and for the first (1st) place Shoal draft boat
- 22.4 Prizes will also be awarded for the top boat with three (3) or more members of the same family as well as to the U.S. and Canadian boat who have travelled the furthest to attend the regatta..

23 DISCLAIMER OF LIABILITY

Competitors participate in the regatta 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.

24 INSURANCE

Each participating boat shall be insured with valid third-party liability insurance from a marine insurance policy. Such third party liability insurance to be carried by all Canadian boats shall be a minimum of \$1,000,000 (CDN) and all US boats shall be a minimum of \$300,000 (USD).

ATTACHMENT 1

CYA Prescriptions 2009–2012

Effective 1 January 2009

(including a correction to the prescription to rule F4 contained in the published rule book)

The CYA prescribes:

To the list of Appendices in the table of contents

Q Excerpts from the International Regulations for Preventing Collisions at Sea

To the Introduction, under Changes to the Rules

Prescriptions of the Canadian Yachting Association are printed in large italics.

To Part 2 – When Boats Meet (insert after the preamble)

CYA has provided Appendix Q for guidance when the International Regulations for Preventing Collisions at Sea apply.

Rule 61.2 – Protest Contents

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

Rule 64.3 – Decisions on Measurement Protests (insert directly under the title to the rule)

CYA prescribes that unless otherwise provided in its class rules, the ISAF Equipment Rules of Sailing shall apply to all classes racing in Canada.

Rule 68 – Damages

CYA prescribes that a boat that is penalized for causing damage under rule 64 for a breach of these rules shall be considered at fault for the purposes of rule 68.

Rule 70.5 (a) – Appeals and Requests to a National Authority

CYA so prescribes.

Appendix E5.5(a) (f) – Redress

CYA prescribes that the definition of entanglement includes the case where boats subsequently become disentangled without outside help.

Appendix E6 – Appendix G Identification on Sails (insert directly under title to the rule)

CYA prescribes that this rule applies to Canadian boats in all classes.

Appendix F – Procedures for Appeals and Requests (insert after the preamble)

CYA prescribes that it may delegate an appeal or request for confirmation or correction to an association appeals committee, such as a provincial association appeals committee or a racing association appeals committee. Decisions of an association appeals committee may be further appealed to the CYA.

Appendix F2.1 – Submission of Documents

CYA prescribes that no later than 15 days after receiving the association appeals committee's written decision, the appellant may send a further appeal and a copy of the association appeals committee's decision to the CYA. The appeal shall state why the appellant believes the association appeals committee's decision or its procedures were incorrect.

Appendix F2.2(e) – Submission of Documents

CYA prescribes that in the case of a further appeal to the CYA, this rule shall apply to the appellant as though it was an initial appeal, and to the appealed committee as though it was the protest committee.

Appendix F3 – Responsibilities of National Authority and Protest Committee

CYA prescribes that when an appeal is delegated to an association appeals committee, the responsibilities and actions required of the national authority in this rule, and in rules F4, F5, 71.2 and 71.3, shall be performed by the association appeals committee.

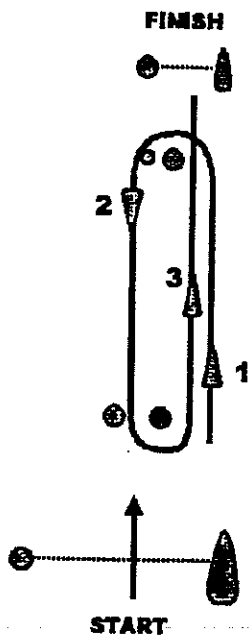
When a decision of an association appeals committee is further appealed, the CYA shall send to the parties, protest committee and association appeals committee copies of the appeal. No member of the association appeals committee shall take any part in the discussion or decision on the appeal.

Appendix F4 – Comments

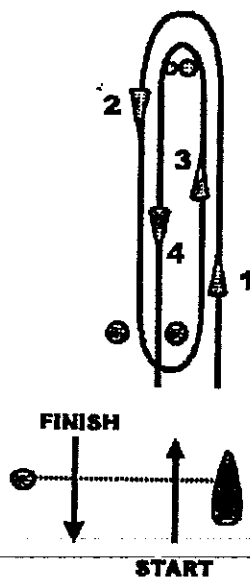
CYA prescribes that when a decision of an association appeals committee is further appealed, the parties, protest committee and association appeals committee may make comments on the appeal. Comments on the appeal shall be made no later than 15 days after receiving it from the CYA. The CYA shall send copies of the comments to the parties, protest committee and association appeals committee as appropriate.

ATTACHMENT 2

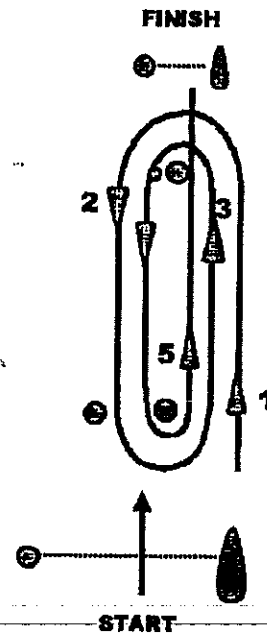
COURSE



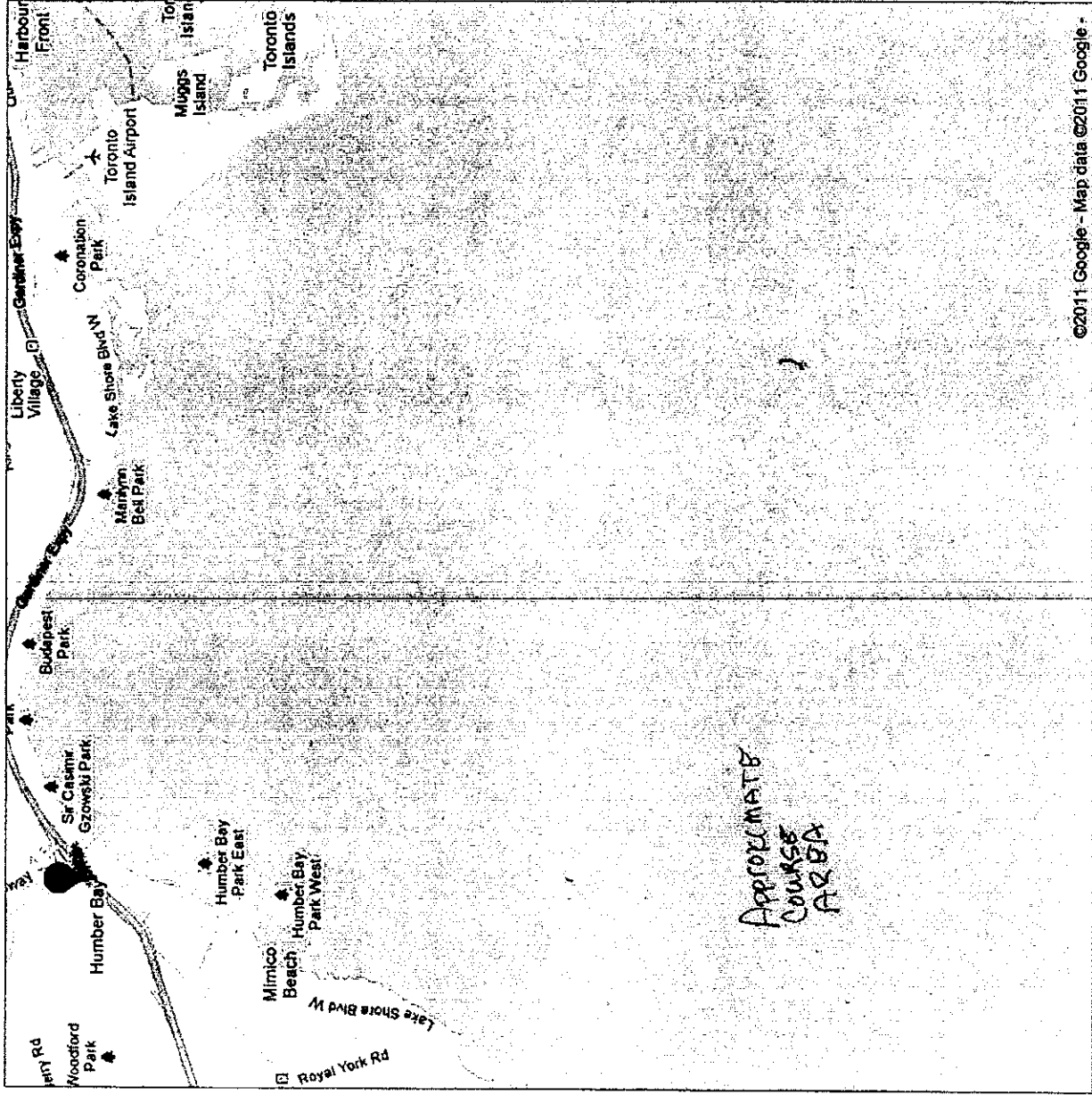
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ATTACHMENT 3

COURSE LOCATION