



2014 J/80 World Championship
September 25 – October 4, 2014
Eastport Yacht Club
Annapolis, MD USA



SAILING INSTRUCTIONS Amendment #1

This change will fix a Sailing Instruction cite:

Replace note on first page with:

For instructions marked [DP] or [NP] see sailing instruction (SI) 16.7.

Fully lists all US Sailing prescriptions that apply:

Replace the last line of 1.3 with:

The full text of the prescriptions are stated in Attachment 2 of the Sailing Instructions.

This is a change to bring the mark numbers in line with the diagrams:

Replace 9.2 with:

9.2 Marks 1, 2s, and 2p will be orange cylinders. The offset mark will be a short orange cylinder. New marks used in accordance with SI 12 will be yellow tetrahedrons.

To clarify the possibility of the Race Committee using a stand-off buoy:

Replace 9.3 with:

9.3 A Race Committee boat on the starting or finishing line may set a stand-off buoy. When present, this stand-off buoy, the line attaching it to the race committee boat, and the race committee boat are all part of the starting or finishing mark.



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SAILING INSTRUCTIONS Amendment #1 (cont)

Change penalties that apply for on-the-water jury actions:

Replace 15.5 with:

15.5 P2.2 and P2.3 will not apply and rule P2.1 is changed to apply for the first and subsequent penalties under rule P1.

Jury use of radio to communicate penalties:

Add 15.7:

15.7 In addition, when the jury penalizes a boat under SI 15, the jury may use VHF channel 74 to identify the penalized boat.

Clarifies the VHF channel to be used by the Race Committee to communicate with competitors:

Add to 18.2:

VHF channel 74 may be used for this purpose.

This is a change to state the OAs intention to have all boats in the water after measurement and inspection is complete:

Add 20.3:

20 BERTHING [NP] [DP]

20.3 Once boats are launched after measurement and inspection, they shall not be hauled out until the end of the regatta except with, and according to the terms of, prior written permission of the Race Committee.

To state the full text of the US Sailing prescriptions that apply:

Add Attachment 2:



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SAILING INSTRUCTIONS

Attachment 2

Rule 61.4 Add rule 61.4

61.4 Fees for Protests and Requests for Redress

US Sailing prescribes that no fees shall be charged for protests or requests for redress.

Rule 67 After rule 67 add

US Sailing prescribes that:

- (a) *A boat that retires from a race or accepts a penalty does not, by that action alone, admit liability for damages.*
- (b) *A protest committee shall find facts and make decisions only in compliance with the rules. No protest committee or US Sailing appeal authority shall adjudicate any claim for damages. Such a claim is subject to the jurisdiction of the courts.*
- (c) *A basic purpose of the rules is to prevent contact between boats. By participating in an event governed by the rules, a boat agrees that responsibility for damages arising from any breach of the rules shall be based on fault as determined by application of the rules, and that she shall not be governed by the legal doctrine of 'assumption of risk' for monetary damages resulting from contact with other boats.*

Rule 76.1 After rule 76.1 add

US Sailing prescribes that an organizing authority or race committee shall not reject or cancel the entry of a boat or exclude a competitor eligible under the notice of race and sailing instructions for an arbitrary or capricious reason or for reason of race, color, religion, national origin, gender, sexual orientation, or age.

SECTION A

PENALTIES WHILE RACING

If Section A applies, rule T1 shall be included in the sailing instructions.

T1 PENALTIES AT THE TIME OF THE INCIDENT

The first two sentences of rule 44.1 are changed to: 'A boat may take a One-Turn Penalty when she may have broken a rule of Part 2 or rule 31 while *racing*. However, 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.'

SECTION B

POST-RACE PENALTIES

T2 PENALTIES TAKEN AFTER A RACE

T2.1 After a race, a boat that may have broken a rule of Part 2 or rule 31 while *racing* may take a Post-Race Penalty for that incident. The penalty shall be a Scoring Penalty, calculated as stated in rule 44.3(c). However, rules 44.1(a) and (b) apply. A boat takes a Post-Race Penalty by informing the race committee in writing and identifying the race number and when and where the incident occurred.

T2.2 The Post-Race Penalty shall be

- (a) 20%, if taken before the protest time limit, or
- (b) 30%, if taken after the protest time limit but before the beginning of a hearing involving the incident.