



North American J/80 Class Association

J/80 REGATTA GUIDELINES (J80RG)

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PREAMBLE

This document, the J/80 Regatta Guidelines (J80RG), is intended to provide guidance for Race Committees (RCs) managing J/80 North American Championships and other class events.

We recognize and respect the experience and expertise of the Race Officers and their teams. The recommendations contained herein are designed to supplement, not replace, the fundamental principles of the Racing Rules of Sailing (RRS) and the official International J/80 Class Rules. It is understood that these guidelines are advisory; the RC is expected to use its best judgment to apply these principles effectively, given the specific wind and water conditions on the racecourse.

The J/80 is a modern, high-performance one-design keelboat, characterized by a large sail plan, planing potential, and strict one-design enforcement. These characteristics influence the preferred course types, course lengths, and wind limits outlined in these guidelines. The class culture emphasizes competitive but fair racing, often with a large, enthusiastic fleet.

1. STATUS OF THESE GUIDELINES

- 1.1. These J/80 Regatta Guidelines (J80RG) provide guidance to Race Committees (RC) at J/80 North American Championships and other class events.
- 1.2. These J80RG may be amended by approval of the North American J/80 Class Association (NAJ80CA) Executive Committee. The version in effect at the start of an event's first scheduled day of racing will apply to that event.
- 1.3. Provisions of these J80RG may be altered for an event with approval of the NAJ80CA Executive Committee; any such changes should be specified in the Notice of Race (NoR) and/or the Sailing

Instructions (SIs).

2. SCHEDULE OF RACES

- 2.1. The RC will intend to sail up to three (3) races per day, subject to wind and weather conditions. Additional races may be sailed per day to maintain the overall regatta schedule, at the discretion of the RC but to a maximum of four races in one day.
- 2.2. The overall series target is to complete a total number of races equal to three (3) times the number of scheduled racing days, subject to wind and weather conditions.

3. SCORING

- 3.1. One (1) race is required to be completed to constitute a series.
- 3.2. Scoring shall be according to the Low Point Scoring System of RRS A2 and A4 as follows:
 - i. When fewer than five (5) races have been completed, a boat's series score shall be the total of her race scores.
 - ii. 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.
- 3.3. A separate Corinthian series shall be scored for all eligible boats, with eligibility defined in the NOR and/or the SIs. Scoring for this series will be calculated by extracting the actual finishing position of eligible boats from the overall series results and applying the Low Point Scoring System outlined in J80RG 3.2. The Corinthian series is a requirement for J/80 North American Championships but is optional for all other class events.

4. COURSES, COURSE LENGTH & TIME LIMITS

- 4.1. The course shall be windward-leeward with four legs, finishing downwind. Appendix A shows this course, designated Course LA2".
- 4.2. Optionally, the RC may choose a five-legged course with an upwind finish. This is shown in Appendix A, designated course WA3.
- 4.3. The weather mark will have an offset mark. In the event of a change of course, the race committee should make a reasonable effort to include an offset mark at the new windward mark.
- 4.4. The leeward mark will be a gate of two marks set approximately 100m apart square to the wind direction. Higher wind conditions will require greater distances between gate marks. The leeward gate marks may be set after the start.
- 4.5. The target time for races shall be approximately 60 minutes. The course length will be set to give the first boat the best chance of achieving the target time. Failure to meet the target time will not be grounds for redress. This changes RRS 61.1.
- 4.6. The race time limit should be 1.75 times the target time for races in J80RG 4.5.
- 4.7. Boats failing to finish within 20 minutes after the first boat sails the course and finishes shall be scored time limit expired (TLE) without a hearing. The score for TLE shall be the number of finishers plus two points, but not worse than the score for DNF. This changes RRS 35, A4 and A5.

5. DECISION TO START A RACE

- 5.1. Races should not be started when there is less than a five-minute average of four (4) knots of wind over the entire course area. This lower limit should be higher if there is a strong current in the racing area.
- 5.2. Races should not be started when the winds exceed a five-minute average of 25 knots or are gusting to 28 knots or beyond for ten seconds or more. The RC will also consider crew safety, sea conditions, visibility, as well as current and impending weather changes in any decision to race.

6. **STARTING LINE**

- 6.1. The starting line will generally be set square to the median sailing wind.
- 6.2. The starting line should generally be set approximately 0.1nm downwind of the anticipated position of the leeward gate marks.
- 6.3. Guidelines for the length of the startline are as follows: the number of competitors times eight meters times a factor of approximately 1.5. A larger multiplier may be used in strong winds or heavy seas.
- 6.4. For starting fleets of 60 boats or more, the RC may, at its discretion, use a mid-line boat (a two-segment line using three marks/race committee boats).

7. **THE START**

- 7.1. The RC may use RRS 30.3 (*U Flag Rule*) or RRS 30.4 (*Black Flag Rule*) starting penalties on any start, at its discretion.
- 7.2. General Recall flags will be displayed on the RC signal boat in accordance with RRS 29 and may be displayed by other RC boats as a courtesy. This changes RRS 29.1 and RRS 29.2, and is not grounds for redress.
- 7.3. The boats breaking RRS 29.1 (*Individual Recall Rule*) or 30.3 (*U Flag Rule*) or 30.4 (*Black Flag Rule*) may be broadcast on the VHF Channel as a courtesy.
- 7.4. The RC may attempt to make the VHF broadcasts described in J80RG 7.3. 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.

8. **CHANGING THE COURSE**

- 8.1. A change in leg lengths shall not reduce a leg to less than 50% or increase a leg to more than 150% of the original leg length. This modifies RRS 33.

9. **ABANDONING A RACE**

- 9.1. The RC shall consider abandoning a race in the event of a persistent wind shift of more than 25 degrees during the first half of the first leg.
- 9.2. The RC shall consider abandoning a race if it determines that a reduction in visibility affects its ability to safely manage racing.
- 9.3. The RC shall consider abandoning a race when it is unlikely that the leading boat will complete the course within the overall time limit, even if a new wind were to arrive. This modifies RRS 32.1
- 9.4. The RC shall consider abandoning a race when a new wind causes the fleet to invert or experience a similarly substantial change in positions.
- 9.5. The RC shall consider abandoning a race if frequent and/or violent wind shifts render it unable to

adjust the course sufficiently or quickly enough to maintain a race of the required standard.

10. FINISH LINE AND FINISHING PROCEDURES

- 10.1. The finish line will be approximately 100 meters in length, generally set square to the median sailing wind. Larger fleets will require longer finish lines.
- 10.2. For North American championships, the RC is encouraged to use two finish boats, one at each end of the line. For other events, the use of two finish boats is optional.

11. GENERAL PRINCIPLES AND SAFETY

- 11.1. Competitors are strongly encouraged to wear personal flotation devices while racing. The RC may invoke RRS 40.2 at its discretion.
- 11.2. The operator of an official vessel, including support person vessels, will promptly advise the RC if he/she believes his/her vessel has substantially affected one or more boats racing.

12. CLASS COMPLIANCE

- 12.1. All competing boats shall comply with the current International J/80 Class Rules and all applicable World Sailing regulations throughout the event.
- 12.2. The eligibility of the Primary Helmsperson and the designation of the event (as "Member" or "Open") shall be as defined in the current J/80 Class Rules, Section C.3.
- 12.3. **J/80 North American Championships:** Compliance with the Class Rules shall be verified by official measurement and weigh-in. This includes mandatory full boat measurement, as defined in J/80 Class Rule D, and crew weigh-in, as defined in J/80 Class Rule C.4.
- 12.4. **Other Class Events:** Compliance shall be certified by the completion and submission of both the Owner's Declaration and the Crew Weight Declaration, as per the forms in the J/80 Class Rules. Official measurement and crew weigh-in are optional unless otherwise stated in the NOR or SIs.

13. USE OF AUTOMATED GNSS-BASED RACE MANAGEMENT SYSTEMS

- 13.1. Use of automated Global Navigation Satellite System (GNSS)-based race management systems is permitted.
- 13.2. The NoR or SIs must state if competitors need to provide their own class-approved Unit or if the Organizing Authority will supply them. If supplied, collection and return times and locations must be specified in the SIs.
- 13.3. The SIs must provide clear mounting instructions or any other specific requirements. The SIs must also clearly state that it is the competitor's sole responsibility to ensure their Unit is charged, turned on, updated and operational prior to the first warning signal of each race.
- 13.4. The SIs **must** include language to amend the RRS. The following are critical:
 - i. **RRS 26 (Starting Races):** State that RRS 26 is amended so that the official start time is the Race Management System's clock, and that visual/sound signals are for guidance only.
 - ii. **RRS 41 (Outside Help):** State that information provided to all competitors via the mandated System (e.g., distance-to-line, synchronized time, OCS notification) is not considered "outside help" and is permitted under RRS 41(c).

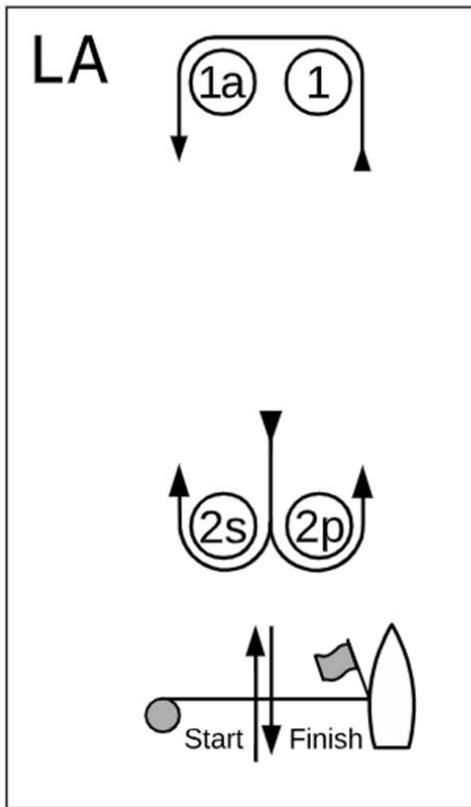
- iii. **RRS 61.1(a) (Redress):** State that the failure of a competitor's individual Unit is not grounds for redress.
 - iv. **RRS 60.1 / RRS 61.1 (Protests & Redress):** State that the System's OCS determination is not subject to protest, redress, or appeal.
- 13.5. In the event of a significant System-wide malfunction (e.g., failure of RC or mark Units, loss of network), the RC retains all authority to manage the race. The RC shall signal a reversion to traditional RRS procedures by: (i) Displaying an appropriate code flag. (ii) Communicating clearly to the fleet via VHF and/or signal horn that all starts will revert to RRS 26, with flags and sounds as the primary signals.

J80RG APPENDIX A

COURSES

The courses LA2 or WA3 may be used. The leeward finish may be on the other side of the committee boat. Starting/finishing marks may be marks or boats.

Figure 1 - The RC may use two finish boats, one at each end of the line.



Course LA – Windward/Leeward with Offset Mark, Leeward Finish	
Signal	Mark Rounding Order
LA2	Start – 1 – 1a – 2s/2p – 1 – 1a – Finish

