



SAILING INSTRUCTIONS

*Organizing Authority: Corinthian Yacht Club of Seattle
Puget Sound, Shilshole Bay | Seattle, WA, USA
October 14–18, 2026*

Notation: [DP] in a rule in the sailing instructions (SIs) or notice of race (NoR) means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification. The notation [NP] in a rule of the SIs or NoR means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1.

1. RULES

1.1 The event will be governed by the rules as defined in The Racing Rules of Sailing (RRS) for 2025–2028.

1.2 The event is designated by the J/105 Class Executive Committee as an International Class Event and is categorized as a Level A1 event in accordance with J/105 Class Rule (CR) 3.4 and 3.6, except as modified by Addendum A of these Sailing Instructions.

1.3 The World Sailing Equipment Rules of Sailing (ERS) will apply, except for Section B of the ERS.

1.4 The US Sailing prescriptions will apply, **except that the US Sailing prescription to RRS 63 [or RRS 63.1(b)] shall not apply.** All applicable prescriptions are those of the national authority of the venue, US Sailing, and cannot be changed or deleted except as permitted under RRS 88.2.

1.5 RRS 60.4(a)(2) is changed to read: "if it is from a boat that alleges a breach of a rule of Part 2 or rule 31, and it is from a boat that was not involved in and did not see the incident, or"

1.6 RRS 90.3(e) is in effect, stating that there shall be no changes to race or series scores resulting from action, including correction of errors, initiated more than 24 hours after the protest time limit for the last race of the event or notification of a protest committee decision, except as provided under RRS 63.7, 69, or 71.

2. NOTICES TO COMPETITORS

2.1 The online official notice board (ONB) is located at:

<https://bit.ly/J105NAS2026-notice>

2.2 Onshore, the unofficial notice board is located at the front (upstairs) entrance door of the Corinthian Yacht Club of Seattle Clubhouse.



2.3 Any questions regarding these Sailing Instructions shall be submitted in writing to the Principal Race Officer (PRO). The questions and written answers will be posted on the official notice board as soon as practicable.

3. CHANGES TO SAILING INSTRUCTIONS

3.1 Any change to the Sailing Instructions will be posted on the ONB 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.

3.2 Oral changes to the Sailing Instructions may be made on the water by the Race Committee (RC) displaying Flag L with one sound signal. The Race Committee will announce oral changes to SIs on VHF Channel 69 before the warning signal. Competitors shall monitor VHF Channel 69 or come within hail of the Race Committee signal boat.

4. COMMUNICATIONS

4.1 [DP] All boats shall carry a working VHF radio capable of receiving and transmitting normal domestic and international channels.

4.2 On the water, the Race Committee will make courtesy broadcasts to competitors on VHF Channel 69. Failure to broadcast or to receive this information shall not constitute grounds for granting redress. This changes RRS 61.4(b)(1).

4.3 [DP] Except in an emergency, or when communicating with the Race Committee, a boat shall not make voice or data transmissions while racing, and shall not receive voice or data communications that are not available to all boats.

4.4 [NP] A private messaging service (such as WhatsApp, SMS, or similar) may be used to provide supplementary communications to competitors. Details for sign-up to this service will be provided separately at check-in.

5. SCHEDULE OF RACES

5.1 Eleven (11) races total are scheduled for the series.

5.2 Three (3) races are scheduled to be sailed each day. One (1) extra race may be sailed in addition to each daily schedule, provided that the regatta does not become more than one (1) race ahead of schedule.



5.3 The daily schedule of events is as follows:

Day & Date	Scheduled Activity	Time / Details
Monday, Oct 12	Advanced Boat Inspection & Crew Weigh-in	By Appointment
Tuesday, Oct 13	Registration Desk Open / Boat Inspection & Crew Weigh-in	1000 – 1600
Wednesday, Oct 14	Registration Desk Open / Boat Inspection & Crew Weigh-in Practice Race	0900 – 1600 1400 Warning Signal
Thursday, Oct 15	Competitors Briefing First Race of the Day Social Events	0900 1055 Warning Signal After Racing
Friday, Oct 16	First Race of the Day Social Events	1055 Warning Signal After Racing
Saturday, Oct 17	First Race of the Day Social Events	1055 Warning Signal After Racing
Sunday, Oct 18	First Race of the Day No Warning Signal After This Time Social Event & Overall Awards	1055 Warning Signal 1530 After Racing

6. CLASS FLAG

6.1 The J/105 Class Flag shall be used in accordance with RRS 26. The flag consists of the J/105 Class insignia in blue on a plain white background.

7. RACING AREAS

7.1 The racing area is located in Puget Sound, north of Shilshole Bay. Location details are shown in SI Attachment B.

7.2 The race committee may fly code flag L signaling follow me and move out of this area if necessary to find suitable racing conditions.

8. COURSES

8.1 The courses will be windward/leeward loops with 3, 4, or 5 legs, as shown in SI Attachment A.



8.2 No later than the warning signal, the Race Committee signal boat will display the approximate compass bearing and distance of the first leg, and broadcast this information on VHF Channel 69.

8.3 [NP] Failure to broadcast or to receive this information shall not constitute grounds for granting redress. This changes RRS 61.1(a).

8.4 [NP] The target time for races shall be approximately 60 minutes. Failure to meet the target time will not be grounds for a request for redress. This changes RRS 61.4(b)(1).

8.5 The time limit for any race will be 90 minutes. All boats must finish within 30 minutes of the first boat that sails the course and finishes, or they will be scored DNF (Did Not Finish). This changes RRS 35, A5.1, and A5.2.

9. MARKS

9.1 All rounding marks will be either anchored temporary drop marks or autonomous MarkSetBots, as described in the supplementary notices.

9.2 All rounding marks other than gate marks shall be left to port.

9.3 There may be an offset mark at the windward mark (Mark 1). If there's an offset mark, it will be within 20 boat lengths of the weather mark and must be rounded after the weather mark before heading to the gate.

9.4 The leeward mark will be a gate of two marks (Marks 2S / 2P or 2LS / 2LP). However, if one of the gate marks is missing, the remaining mark shall be rounded and left to port.

9.5 MarkSetBots are autonomous. These marks are programmed to return to their original coordinates if they are dragged, pushed, or otherwise moved off-station. Minor, routine adjustments or the autonomous return of a mark to its coordinates will not be grounds for redress. This changes RRS 61.1(a).

10. THE START

10.1 Races will be started using a standard RRS 26 sequence, with visual and sound signals made at 5-minute, 4-minute, 1-minute, and starting intervals.

10.2 The starting line will be between a staff displaying an orange flag on the Race Committee signal boat and a staff displaying an orange flag on the starting mark (which may be a MarkSetBot or an inflatable buoy).

10.3 If an object displaying Flag M is substituted for a starting mark, repetitive sound signals are not required. This changes RRS 34(b).

11. CHANGE OF THE NEXT LEG OF THE COURSE

11.1 To change the next leg of the course, the Race Committee will move the original mark (or the finishing line) to the new position.



11.2 The Race Committee may make minor adjustments to the course during a race to maintain a fair racecourse and target times. A change of no more than 0.1 nautical miles in length and/or 10 degrees in compass bearing may be made without signaling a change of course. This changes RRS 33.

12. THE FINISH

12.1 The finish line will be between a staff displaying a blue flag on the Race Committee signal boat and the course side of the finishing mark (which may be a MarkSetBot or an inflatable buoy).

12.2 If an object displaying Flag M is substituted for the finishing mark, repetitive sound signals are not required. This changes RRS 34(b).

13. PROTESTS AND REQUESTS FOR REDRESS

13.1 Boats intending to protest shall inform the Race Committee by hail or radio on VHF Channel 69 as soon as possible after finishing or retiring from a race.

13.2 Requests for hearings shall be filed online using the hearing filing portals in SI 13.3. Protests, requests for redress, or requests for reopening shall be filed online within the appropriate time limit. This changes RRS 60.3, 61.2, and 63.7. Protest forms will be accepted for competitors that cannot use the online protest forms, and will be available near the front door of the CYC clubhouse. Forms should be turned in to the Race Officer, or a member of the Jury.

13.3 Hearing filing portals are accessible at:

Hearing Request Link: <https://bit.ly/J105NAS2026-hearing>

Scoring Inquiry Link: <https://bit.ly/J105NAS2026-inquiry>

13.4 The protest time limit is 30 minutes after the Race Committee signal boat docks, or 15 minutes after the protest time limit is posted on the ONB, whichever is later.

13.5 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses, and where the hearings will be held.

13.6 There will be an international jury, and therefore no right to appeal. See RRS 70.3(a).

14. PENALTY SYSTEM

14.1 The first two sentences of RRS 44.1 are changed to: "A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2, RRS 31, or J/105 Class Rule (CR) 7.2, 7.5, 7.6, or 7.9, in an incident while racing. However, when she may have broken one or more rules of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty."

14.2 RRS Appendix T, Arbitration, will apply, modified to include breaking J/105 Class Rules 7.2, 7.5, 7.6, or 7.9.



14.3 Under J/105 Class Rule 7.7, a yacht that has been protested for infringing rule 7.2, 7.5, 7.6, or 7.9 may exonerate herself on the water by promptly taking a One-Turn Penalty, unless the boat caused serious damage or gained a significant advantage in the race or series.

14.4 If a member of the Jury witnesses a breach of Class Rule 7.2, 7.5, 7.6 or 7.9, they may indicate their observation by making a long sound (whistle) and displaying a red flag while hailing the offending boat. The boat shall then exonerate itself by complying with SI 14.1. If no penalty is taken, or an inappropriate penalty is taken, the Jury may protest.

14.5 The Jury may be positioned anywhere in the course area to observe conditions and the competition. Their position at any time shall not be grounds for redress.

15. SCORING

15.1 The Low Point System of RRS Appendix A will apply.

15.2 Three (3) completed races are required to constitute a series.

15.3 A boat's series score will be the total of her race scores with no discards (no throwouts).

16. SAFETY REGULATIONS

16.1 Competitors participate in the regatta entirely at their own risk. RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks.

16.2 RRS 40.1 applies at all times while racing. I.E Wearing PFDs is required.

16.3 [DP] Safety equipment shall, at least, conform to the World Sailing Offshore Special Regulations (OSR) for Category 4 events, in accordance with J/105 Class Rule 5.2. Additionally, boats shall carry all required class safety gear specified in J/105 Class Rules Exhibit 7.3C and shall comply with all applicable U.S. Coast Guard safety regulations.

17. SUPPORT VESSELS

17.1 [DP] All individual support or coach boats shall register during the scheduled registration hours, declaring to which boat or boats they are attached.

17.2 Support boat drivers shall have valid third-party liability insurance in the same amount as is required of each participating boat and provide proof of that insurance at registration.

17.3 [DP] In accordance with J/105 Class Rule 7.10, individual support or coach boats shall not have contact of any nature (including voice or radio communication, visual signaling, or the transfer of crew, equipment, or supplies) with a registered racing boat from the time the boat leaves its dock or mooring each day until the boat has finished racing for the day, except as explicitly allowed in class rule 7.10.



17.4 [DP] Support vessels shall stay at least 100 yards away from all parts of the racecourse and remain outside areas where boats are racing, except when rendering assistance or authorized by the Race Committee.

18. AFLOAT AND HAUL-OUT RESTRICTIONS

18.1 [DP] Boats shall be afloat by 1600 on Wednesday, October 14, and shall not be hauled out during the event except in accordance with the prior written permission and terms of the Race Committee PRO.

19. DIVING EQUIPMENT AND CAREENING RESTRICTIONS

19.1 [DP] Underwater breathing apparatus and plastic pools or their equivalent shall not be used between 1600 on Wednesday, Oct 14 and the end of the event.

19.2 [DP] Careening by any means for the purpose of cleaning or inspecting the hull is prohibited during the event.

20. MEDIA RIGHTS

20.1 Competitors give absolute right and permission to the J/105 Class Association, the Corinthian Yacht Club of Seattle, and event sponsors to use, publish, broadcast, or otherwise distribute for promotional, advertising, or any other purpose, any images and sound recorded during the event of persons and boats free of any charge.

21. COMPETITOR DRONES

21.1 [DP] Teams or their representatives shall not fly drones over the shore base or over the race area during training or racing days without complying with local legislation and without prior written approval by the organizer.



ADDENDUM A — CLASS RULE CHANGES

For the purposes of this event, the following changes to the J/105 Class Rules have been approved by the Executive Committee. This Addendum modifies Class Rules 3.6, 3.8, and 6.8.

A1 San Francisco Bay "2026 NAC Sails" Exemption (CR 6.8)

- A1.1** In addition to sails purchased pursuant to class rule 6.8 ("standard sails"), any J/105 owner taking part in this event who is based in San Francisco Bay may elect to use for this event up to three sails purchased either new or used expressly for this event and noted in the J/105 sail database as a "2026 NAC Sail."
- A1.2** A boat is "based" in San Francisco Bay for this purpose if (a) its home port is located on San Francisco Bay, (b) all of its owners are members of Fleet 1, and (c) 80% of the regatta days the boat sailed during the 12 months ending on the first regatta day of this event were sailed in San Francisco Bay.
- A1.3** 2026 NAC sails shall bear a royalty tag that has been registered with the Class. It is the burden of the owner to identify these sails as "2026 NAC Sails" when declaring their sails for the regatta as required by NOR 7.3.1. If such sails are not identified as such at that time, normal Class purchase limits will apply.
- A1.4** A 2026 NAC sail may be used in other events on Puget Sound prior to the 2026 NAC that permit such sails to be used. If a 2026 NAC Sail is used in any event after the 2026 NAC, the sail will immediately count toward that boat's sail purchase limit for 2026 and/or 2027.
- A1.5** It is the burden of the owner to identify the new owner of each "2026 NAC Sail" to the J/105 Chief Measurer in writing after the 2026 NAC. If a new owner is not so identified before the end of calendar year 2026, the sail will immediately count toward that boat's purchase limit for 2026 and/or 2027.
- A1.6** If, as a result of the foregoing sentence, the owner has purchased sails in excess of the number of sails permitted to be purchased under CR 6.8., the excess sail or sails cannot be used in Class racing until the future year in which those sails could again be purchased in compliance with CR 6.8.
- A1.7** Any 2026 NAC Sail that, in the written opinion of the Technical Committee, is destroyed or so substantially damaged that it cannot reasonably be repaired, may be replaced with another 2026 NAC sail of the same specifications and shape.

A2 Hull #115 Coaching Exemption (Stephen Summers' Entry "PUFF")

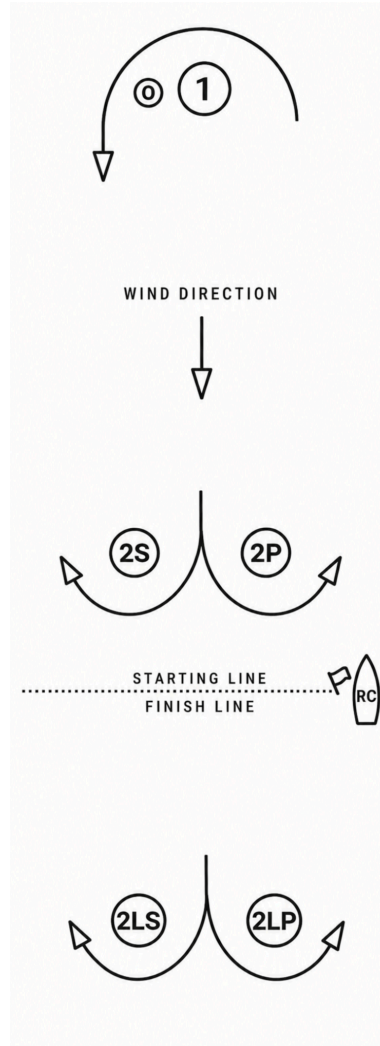
- A2.1** During participation of this event, Hull #115 is exempt from Class Rules 3.6 and 3.8, as approved by the Executive Committee, solely to permit one Seattle Sailing Club employee instructor to be aboard for instructional coaching purposes.
- A2.2** This exemption does not extend to any additional professional sailors or Group 3 competitors on board.

ATTACHMENT A — COURSE DIAGRAM

Windward/Leeward loops with gate marks. All rounding marks are left to port except leeward gates (2S/2P 2LS/2LP)

Courses will be designated by numbers 3,4,5 designating the number of legs to be sailed.

Course	Description
3	START - 1 - 2LS/2LP - FINISH
4	START - 1 - 2S/2P - 1 - FINISH
5	START - 1 - 2LS/2LP - 1 - 2LS/2LP - FINISH



ATTACHMENT B — RACING AREA

