

# **T-TEN CLASS ASSOCIATION**

## **North American Championship Regulations**

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**NORTH AMERICAN CHAMPIONSHIP REGULATIONS**  
**6/18/07 Revision**

1. ARTICLE 1: PURPOSE

The Purpose of the North American Championship is to determine annually the Champion of the T-Ten Class Association, by competition between representatives of the Association's fleets.

2. ARTICLE 2: ORGANIZATION

2.1) The Board of Directors shall establish the site and date of the North American Championship in accordance with Article 4 and insure that its management is performed in accordance with the intent of these Championship Regulations.

2.2) All other matters pertaining to the conduct of the North American Championship will be the responsibility of the Championship Committee, appointed each year by the host fleet with the approval of the Board of Directors. The Championship Committee will be assisted by a Judges Committee, a Race Committee and such other Committees as it may deem appropriate.

3. ARTICLE 3: TROPHIES

3.1) North American Championship Trophy

- A. A large half model of a T-Ten, mounted on a wood plaque with spaces for the annual Championship's name and Yacht Club, is emblematic of the North American Championship of the T-Ten Association.
- B. The Trophy is awarded to the North American Champion for custody until awarded by the Association to the next succeeding North American Champion.

3.2) Sparkman Stephens Performance Trophy

- A. Awarded to the Contestant who wins a race during the North American Championship by the widest time margin.

3.3) Charlie Britton Memorial Award

- A. Awarded to the best performing yacht in the North American Championship of those yachts with an overall standing score midpoint or greater at the end of the second race. In the event of an odd number, the odd numbered yacht will be eligible for the award. Prior North American Champions are not included, nor the Champion of the current regatta.

3.4) Elaine and Wes Pignolet Award

- A. Awarded to the best performing yacht in the North American Championship of those yachts with at least three family members sailing the series.

3.5) The trophies are perpetual trophies; marked and maintained by the Association.

3.6) The trophies are property of the T-Ten Class Association and shall be insured by the Association.

4. ARTICLE 4: SITE

4.1) The North American Championship shall be held one time each calendar year.

4.2) The Board of Directors shall endeavor to rotate the Championship among the three regions (Lake Michigan, Lake Erie, and Lake St. Clair) set forth in the By-laws, as much as possible, within the constraints of fleet size, available boats, and interested host clubs. In the event no other host fleet is available, the same fleet may host the North American Championships more than one time in any three-year period.

4.3) The fleet selected to host the North American Championship will have full responsibility to conduct the event through its Championship Committee, but will be subject to review and approval of the Board of Directors.

5. ARTICLE 5: CONTESTANTS

5.1) Any member in good standing shall have the right to be represented at the North American Championship.

5.2) Members must be in good standing with the Association 30 days prior to the date of the first scheduled race of the North American Championship to be counted as a Member of their fleet.

5.3) Charter boats should be made available by the hosting fleet.

5.4) Entries must be received by the host fleet by the date specified in the Notice of Race.

6. ARTICLE 6: ELIGIBILITY

6.1) This is an open regatta. Each Contestant must be a Member in good standing of the Association; or a son, daughter, brother, sister, spouse or parent of such Member.

6.2) Each Contestant must have qualified by sailing his own, his family's, or his chartered yacht in a series of T-Ten races within the jurisdiction of the Fleet he is representing. The races must be during the current season. A series shall include two or more races sailed in two or more days. Alternatively, a Contestant is qualified when he

has been a Member in good standing of the Association the current year and two years prior to the current North American Championship.

6.3) Co-contestants can enter for the series if they have sailed together and qualified as Co-contestants under Article 6., but not all such Co-contestants are required to enter. If Co-contestants are entered, all Co-contestants must be aboard the yacht in every race of the series. Failure of all Co-contestants to be aboard in a race will result in disqualification from the race. Contestants who have qualified as Co-contestants may not enter separately unless they have qualified separately in a series where they were not entered as Co-contestants.

6.4) Any Contestant may charter a yacht for the North American Championship.

6.5) No Contestant may enter or use more than one yacht.

#### 7. ARTICLE 7: PERSONNEL ON BOARD

7.1) The personnel on board each yacht in the North American Championship shall consist of the Contestant(s) and a pre-registered crew. The actual crew personnel may change, but the number of personnel on board for each race of the series must remain the same. The reason for pre-registration is to prevent the Contestant(s) from having the option of changing crew weight to accommodate different weather conditions.

#### **Class Vote 2002, Article 7a Personnel on Board 7.1**

Institute a Crew Weight limit of 1,275 pounds for the North American Championship. The crew weight is to be determined by a private weigh-in conducted by a Class Officer with no record kept of individual weights, with only the total crew weight retained. The weigh-in will be made at the start of the regatta and will be final.

7.2) There can be no substitution for the pre-registered Contestant(s) or crew unless approved by the Championship Committee or Board of Directors.

7.) The Contestant(s) or Co-contestant must helm the yacht for the start and first leg of each championship race.

#### 8. ARTICLE 8: SAILS

8.1) Sails must comply with the sail specifications set forth in Article 10 of the T-Ten Class One Design Rule.

8.2) Each Contestant shall use only those sails he is entitled to under Article 11 of the T-Ten Class One Design Rule. Each sail used in the North American Championship shall be clearly identified and listed with the Championship Committee prior to the first race. Replacement sails may only be used due to an accident or other occasion beyond the control of the Contestant.

8.3) The Championship Committee shall have the authority to direct the measurement or re-measurement of any sail at any time.

8.4) All sails must bear the same number except in situations authorized under Article 8.2.

8.5) Only sails bearing the registered number of the yacht being sailed may be used on that yacht. Exception may be made only in the case of a Contestant using his own sails on a chartered yacht.

8.6) Members of the Association using a chartered yacht must use the sails to which they are entitled by Article 11 of the T-Ten Class One Design Rule for the yacht with which they qualified.

#### 9. ARTICLE 9: YACHT SPECIFICATIONS

Each Contestant shall present to the Chairman of the Championship Committee a valid Certificate of Measurement certifying that the yacht entered has not been altered with respect to the T-Ten Class One Design Rule.

#### 10. ARTICLE 10: RACES, SCORING AND RULES

10.1) The Championship Committee will schedule races in a four day period. Four races must be completed to constitute a series. Scoring will be by appendix A, Low Point System, of the RRS, 2005-2008.

10.2) The number of entered and approved yachts will be the number of yachts used for scoring throughout the series. Yachts that do not start (DNS), do not finish (DNF) or are disqualified (DSQ) will be awarded one (1) more point than the number of entered and approved yachts.

10.3) The winner of the North American Championship will be the Contestant with the lowest total point score.

10.4) The North American Championship will be sailed under the rules of the United States Sailing Association, subject, however, to the most recent T-Ten Class Association North American Championship Regulations and One Design Rules and Amendments, which shall take precedence.

## 11. ARTICLE 11: COURSES

11.1) Courses shall consist of Windward-Leeward courses, unless alternative courses proposed by the Championship Committee are approved by the Board of Directors and are included in the Sailing Instructions.

11.2) Races shall not be started at less than four nor more than ten nautical miles in length. The minimum length of a leg on the course shall be 1.0 nautical mile. In the case of a shortened course, the Race Committee shall have the competitors complete at least three legs of the course. In the event the course is reduced to less than four nautical miles, shortening the course shall not be subject to redress by Contestants.

11.3) As an exception to Article 11.2, The Championship Committee may allow one “distance” race during the series which shall count the same as any other race. The “distance” race shall be started at more than ten nautical miles in length, but can be shortened in a manner determined by the Race Committee.

11.4) A 30 degree or greater wind shift for more than five minutes prior to the leading yacht completing the first leg of the course as solely determined by the Race Committee shall result in an abandoned race.

## 12. ARTICLE 12: TIME LIMITS

12.1) A race in which the leading yacht has not completed the first leg of the course within sixty minutes of the starting signal shall be abandoned. Races in which no yachts have finished within three hours of the starting signal shall be abandoned.

12.2) An exception to Article 12.1 is a “distance” race in which no yachts have finished within eight hours of the starting signal shall be abandoned. A time limit shall not apply to the first leg of a “distance” race.

12.3) A race shall not be abandoned before the time limit has run out except when the safety of the Contestants and crews or Race Committee is in question, as determined by the Race Committee.

## 13. ARTICLE 13: COMMITTEES AND RESPONSIBILITIES

13.1) The Championship Committee shall directly or through sub-committees shall:

A. Make all logistical arrangements for conduct of the North American Championship.

B. Appoint the Judges Committee and the Race Committee (subject to the approval of the ).

C. Coordinate the work of all sub-committees.

- D. Arrange for suitable trophies.
- E. Arrange for publicity.
- F. Arrange for a Judges Committee Boat if required.
- G. Arrange for a Race Committee Boat.
- H. Arrange for a stake boat if required.
- I. Arrange for launches for towing, establishing or standing by marks, carrying the press or spectators, etc. to the extent deemed desirable.
- J. Provide for communications, by radio if possible, between the Judges, Race committee and Stake/Mark Boat operator.
- K. Provide, if possible, for a recording device for the Race Committee to record finishes.
- L. Determine that the entries of all Contestants are completed in accordance with these regulations.
- M. Arrange for lodging, meals and other hospitality and entertainment measures for Contestants and visiting yacht persons.
- N. Arrange for a trophy presentation ceremony at the end of the series.
- O. Arrange for the Annual Meeting of the Association, if held in conjunction with the North American Championship regatta.

### 13.2) Judges Committee

- A. A Chief Judge shall be appointed by the Championship Committee to manage the Judges Committee. Two additional judges shall be appointed as part of the Judges Committee with the approval of the Chief Judge.
  - B. The Judges Committee shall hear and decide all protests.
- C. The Judges Committee shall be provided a powerboat, if requested by the Judges Committee, specifically assigned for their use apart from the Race Committee boat to allow them to cruise at will.

### 13.3) Race Committee

A. The Race Committee shall consist of at least three persons. Its Chairman shall be designated by the Championship Committee and be a member of that Committee. Its other members are to be experienced in racing and familiar with the waters of the site of the North American Championship.

B. The Race Committee shall run the races, provide suitable racing instructions, establish courses, record the order and times of finishes, etc.

C. The Race Committee shall provide a briefing for all Contestants prior to the first race and review the racing instructions, local waters and to the extent feasible, local racing knowledge.

D. The Race Committee shall post a current cumulative score sheet at the end of each day's racing.

### 14. ARTICLE 14: GENERAL RULES

14.1) The Judges Committee shall have the right to disqualify any Contestant who is deemed to have violated the spirit of Corinthians or these regulations.

14.2) Team tactics are barred and are grounds for disqualification. An example of team tactics is the act of deliberately and willfully sacrificing ones' own chances or place in a race for the purposes of injuring or improving the chances of another.

14.3) Protests must be filed with the Judges Committee at the first reasonable opportunity, but in no case more than two hours after the Race Committee disbands the finish line of the last race of the day. In the Final race of the series, if known as such, the maximum time for filing will be one hour.

14.4) Notices, when posted by the Race Committee on the host Club's bulletin board, shall be considered to have been delivered to each Contestant.

14.5) No yacht entered for the North American Championship series may be hauled out or laid on shore during the period of the series, except in case of an accident or other necessary repairs.

14.6) The Association shall provide a kit on an ongoing basis for the use of the Championship Committee, which shall consist of the following:

A. Current USSA Rule Book, Appeals Book, Race Committee Handbook and Judges Handbook.

B. Three copies of the current Association By-Laws, One Design Rules, and Championship Regulations, one copy of each to be given to the Race Committee and Judges Committee.

C. If available, an evaluation of the previous year's North American Championship by the Rules Committee and Championship Committee Chairmen, along with any recommendations for improvement by the Directors.

D. Sample entry and certification forms and copies of all pertinent printed material used at the previous North American Championship.

This kit will be maintained by the Rules Committee and be the property of the Association. It shall be given to the Chairman of the Championship Committee of the host fleet upon request from that person and shall be returned to the Chief Measurer immediately after completion of the series.

14.8) The North American Championship shall be run on a financially independent and self-sufficient basis.

#### 15. ARTICLE 15: GENDER

Any provision or reference in these regulations referring to the masculine gender shall apply with equal effect to the feminine.

#### 16. ARTICLE 16: AMENDMENTS

The Regulations for the conduct of the North American Championship may be amended by an affirmative vote of a majority of the total membership of the Board of Directors. Such vote may be by mail, facsimile or return notice e-mail provided that all members of the Board are notified and none object to such procedure.