

2009 Great Lakes International Challenge Cup

The P/C IRA G. ROSS Great Race
For the James H. Righter Trophy
An ISAF GRADE 3 Event
Buffalo Yacht Club – Buffalo NY



SAILING INSTRUCTIONS

Abbreviations:

PC – protest committee	RC – race committee
OA – organising authority	NA – national authority
RRS – racing rules of sailing	SI – sailing instructions
IJ – international jury	NOR – notice of race

1 RULES

- 1.1 The event will be governed by
- the 'rules' as defined in the RRS, including Appendix C.
 - the rules for Handling Boats (SI appendix C), which also apply to any practice sailing and sponsor races. Class rules will not apply.

2 ENTRIES and ELIGIBILITY

- 2.1 Only skippers and crew invited by the OA in accordance with the NOR are eligible for the event. The skipper must be a member of a club, organization or institution for which the club is also a member of the association of which he/she represents.
- 2.2 To remain eligible the entire crew shall complete registration, pay any entry fee, deposit \$500.00 for damage and complete crew weighing, all between 1500 hours and 1800 hours June 11, 2009 unless extended by the OA.
- 2.3 The damage deposit is the limit of liability of each skipper for each incident. In the event that a deduction is made from the deposit, the skipper will be required to restore the deposit to the original value to maintain eligibility.
- 2.4 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or PC.
- 2.5 After the warning signal for a match the registered skipper shall not leave the helm, except in an emergency.
- 2.6 When a registered skipper is unable to continue in the event, the OA may authorise an original crew member to substitute.
- 2.7 When a registered crew member is unable to continue in the event, or replaces the skipper or helmsman as allowed in 2.6, the OA may authorise a substitute, a temporary substitute or other adjustment.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located in the North window West side of Porter Avenue Clubhouse.
- 3.2 Signals made ashore will be displayed from the flag pole on the outer wall of the Buffalo Basin.
- 3.3 Skippers shall attend the first briefing, which will be at the BYC Clubhouse, One Porter Avenue, Buffalo, NY on Thursday, June 11th at 1900 hours, unless excused by the OA.
- 3.4 The first meeting with the umpires will immediately follow the first briefing.
- 3.5 A meeting will start at 0730 hours Friday, Saturday and Sunday, June, 12, 13 & 14 at the BYC Clubhouse, One Porter Avenue, Buffalo NY. Attendance by all skippers is mandatory.
- 3.6 Skippers shall attend a press conference at the Buffalo Yacht Club Clubhouse One Porter Avenue, Buffalo, NY each day of the regatta, starting approximately sixty minutes after the last race of the day.

4 AMENDMENTS TO SAILING INSTRUCTIONS

- 4.1 Amendments to the SI made ashore will be posted at least one hour before the start of any race affected and will be signed by the RC and the IU representatives.
- 4.2 Flag L over the numeral pennant of the most recent amendment will be displayed ashore each day until the RC boat departs for the race course.
- 4.3 Amendments made afloat will be signalled by the display of flag 3rd substitute with three sound signals. An umpire may communicate these either verbally or in writing.

5 BOATS AND SAILS

- 5.1 The event will be sailed in J/22 class type boats. The sails to be used will be allocated by the RC.
- 5.2 Boats will be inspected by the OA or the Race Committee to assure equality of condition, rigging, gear, equipment and sails. While all reasonable steps are taken to equalize the boats, variations will not be grounds for redress. This changes RRS 62.
- 5.3 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.
- 5.4 The RC will decide which boats are to be used for each stage and when they decide a boat should not be used, the skipper assigned that boat will be given the temporary use of another boat.

6 IDENTIFICATION and ASSIGNMENT OF BOATS

- 6.1 Boats will be identified by sail number.
- 6.2 Boats will be allocated by the OA in accordance with a pre-determined draw.
- 6.3 Boats will be exchanged in accordance with the pairing list and race schedule.

7 CREW MEMBERS, NUMBER and WEIGHT

- 7.1 A team will be composed of no more than 4 individuals including the skipper. The total crew weight, excluding the weight of clothing being worn at the time of weighing, may not exceed 606 pounds (275 Kg).
- 7.2 Teams will be weighed upon check-in on Thursday at the BYC and that weight will govern for the event.

8 EVENT FORMAT AND STARTING SCHEDULES

- 8.1 The event format and match pairing lists are detailed in SI Appendix A and B. The matches to be sailed in a flight will be displayed in order of starting on the RC boat.
- 8.2
 - (a) In a knock-out series between two skippers, they shall alternate assigned ends for each match. Unless designated in the pairing list, the initial assigned ends shall be determined by a draw. This changes RRS C4.1.
 - (b) When a knock-out series between two skippers has been decided, further matches between these two shall not be sailed.
- 8.3 The racing days are scheduled as Friday June 12th, Saturday June 13th and Sunday June 14th.
- 8.4 The latest time for an attention signal on the last day of racing will be 1400 hours.
- 8.5 The number of matches to be sailed each day will be determined by the RC.
- 8.6
 - (a) The RC may terminate any stage or the event when, in its opinion, it is impractical to attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favour of later stages.
 - (b) Add RRS C10.3(b): 'When a single round robin is terminated before completion, the highest score shall be determined as the average points scored per match sailed by each competitor, unless one or more competitor has completed less than one third of the scheduled matches when the entire round robin shall be disregarded and if necessary the event declared void.'

- 8.7 The intended time of the first attention signal each day is 0853.
- 8.8 Each subsequent flight will be started as soon as practicable after the previous flight.
- 8.9 When a match cannot start at its intended time, the signals and starts of the following matches will remain as originally scheduled, leaving a blank start for the pair not starting. No starting sequence flags will be displayed for a blank start.
- 8.10 When, in a knock out series, a winner of a particular series has been determined, subsequent starts shall be brought forward to eliminate blank starts. Competitors will be so advised verbally by an umpire.

9 RACING AREA

The racing area will be in the vicinity of the Buffalo Harbour, Buffalo NY.

10 COURSE

10.1 (a) **Course Configuration** (not to scale)

Mark W o

Mark L o

Start/Finish Line o----- o

(b) **Course signals and course to be sailed**

Course signals will be displayed from the RC boat bow, at or before the warning signal.
Marks W and L shall be rounded to starboard.

<u>Signal</u>	<u>Course</u>
No Signal	Start - W - L - W - Finish
S	Start - W - Finish

(c) **Description of Marks**

The RC boat will be identified by display of R/C flag.
The starting/finishing line mark will be a three foot orange tomato.
Mark L and Mark W will be Orange inflatable tetrahedrons.
The Change Mark will be a Green inflatable tetrahedron.

10.2 **Starting/Finishing Line**

- (a) The starting/finishing line will be a line between the course side of the starting/finishing mark and the hoist of an orange flag flown on the RC boat.
- (b) A buoy may be attached to the RC boat anchor line just below keel depth. Boats shall not pass between this buoy and the RC boat at any time. This buoy is part of the RC boat ground tackle.

10.3 **Abandonment and Shortening**

- (a) RRS 32 is deleted and replaced with: 'After the starting signal the RC may abandon or shorten any match for any reason, after consulting with the match umpires when practical.'
- (b) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies only to that match.

11 BREAKDOWN and TIME FOR REPAIRS

11.1 Before the attention signal of a flight or within two minutes of finishing or within five minutes of changing into a new boat, whichever is later, a boat may display a green flag to signal breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to close to leeward of the RC boat and remain there, unless otherwise directed.

11.2 The time allowed for repairs shall be at the discretion of the RC.

11.3 After the attention signal of a flight, a match will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 11.1.

11.4 Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 62.

12 STARTING PROCEDURE

12.1 The attention signal will be made at 7 minutes. This changes RRS C3.1.

13 CHANGE OF POSITION OF THE WINDWARD MARK

13.1 Changes to the course will be made by setting a replacement mark W.

13.2 **Change of Course Signals** (amends RRS 33 and Race Signals)

- (a) Flag C and a coloured flag or board means: 'The windward mark has been moved. Sail to a mark the same colour as the flag or board.'
- (b) When a change of course after starting only affects some matches these shall be designated by the appropriate numeral pennant.

13.3 **Signalling vessel**

- (a) When a change of course is made for the first leg, the signal shall be displayed from the RC boat with the preparatory signal for each match affected. The preparatory signal shall be followed by a series of repetitive sound signals.
- (b) When a change of course is signalled after the first leg it shall be displayed from a boat in the vicinity of mark L.

14 TIME LIMIT

A boat that does not finish within 5 minutes after her opponent has completed the course and finished will be scored DNF. This changes RRS 35 and A5.

15 COACH BOATS

Coach boats are not allowed.

16 PRIZES

- (a) The principal prize for first place in the event will be the James H. Righter trophy.
- (c) Prizes have been approved by the National Authority.
- (d) ISAF have been notified of these Prizes.

17 CODE of CONDUCT

- (a) Competitors shall comply with any reasonable request from any official, including attendance at official functions, co-operation with event sponsors and shall not behave so as to bring the event into disrepute.
- (b) Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Appendices C and D.
- (c) The penalty for breaking this SI is at the discretion of the PC and may include exclusion from further participation in the event, the withdrawal of any prize money or the withholding of deposits.

18 DISCLAIMER

All those taking any part in the event do so at their own risk. The OA, its associates and appointees accept no responsibility for any loss, damage, injury or inconvenience incurred, howsoever caused.

SI APPENDIX A - LIST OF ELIGIBLE SKIPPERS and PAIRING LISTS

Teams are slotted by lottery for slots A-J, these slots are assigned for Stage One (Round Robin).

Each team is to swap boats with their opponent immediately following the completion of their match/race.

NOTE THE FOLLOWING CHART MAY CHANGE BASED ON THE TOTAL NUMBER OF COMPETITOR BOATS AVAILABLE

	Match 1		Match 2		Match 3		Team Skipper	Team Designation A - J
	Port Start	Stbd. Start	Port Start	Stbd. Start	Port Start	Stbd. Start		
Flight 1	I Sail # 7	D Sail # 8	B Sail # 9	H Sail # 4	A Sail # 5	J Sail # 6	Chris VanTol	A
Flight 2	H Sail # 9	D Sail # 7	A Sail # 6	I Sail # 8	B Sail # 4	J Sail # 5	Kim Stuart	B
Flight 3	B Sail # 5	I Sail # 6	J Sail # 4	D Sail # 9	A Sail # 8	H Sail # 7	Jo Ann Fisher	C
Flight 4	H Sail # 8	E Sail # 5	F Sail # 6	A Sail # 7	G Sail # 4	C Sail # 9	Peter Wickwire	D
Flight 5	D Sail # 5	A Sail # 6	F Sail # 7	C Sail # 4	G Sail # 9	E Sail # 8	Debbie Probst	E
Flight 6	E Sail # 9	B Sail # 5	C Sail # 7	J Sail # 6	I Sail # 4	G Sail # 8	Tim Lewin	F
Flight 7	E Sail # 5	I Sail # 8	J Sail # 7	G Sail # 4	H Sail # 9	C Sail # 6	Taylor Canfield	G
Flight 8	C Sail # 9	E Sail # 8	A Sail # 5	G Sail # 7	H Sail # 6	F Sail # 4	Geoff Becker	H
Flight 9	G Sail # 5	B Sail # 9	I Sail # 7	C Sail # 8	F Sail # 6	J Sail # 4	Louise Bienvenu	I

Flight 10	J Sail # 6	E Sail # 5	G Sail # 9	F Sail # 4	I Sail # 8	H Sail # 7
Flight 11	G Sail # 4	D Sail # 6	I Sail # 7	F Sail # 9	J Sail # 5	H Sail # 8
Flight 12	H Sail # 5	G Sail # 6	J Sail # 8	I Sail # 9	D Sail # 4	B Sail # 7
Flight 13	E Sail # 5	D Sail # 7	F Sail # 6	B Sail # 4	C Sail # 8	A Sail # 9
Flight 14	D Sail # 5	F Sail # 4	E Sail # 7	A Sail # 8	C Sail # 9	B Sail # 6
Flight 15	F Sail # 5	E Sail # 8	D Sail # 4	C Sail # 6	B Sail # 9	A Sail # 7
	Port Start	Stbd. Start	Port Start	Stbd. Start	Port Start	Stbd. Start

Doug
Shannon

J

SI APPENDIX B - EVENT FORMAT and SCHEDULE OF RACES

EVENT FORMAT

1 First Stage - Round Robin

- a) All skippers will sail a single round robin - each skipper sails each other skipper once
- b) The four highest scoring skippers shall qualify for the next stage.
- c) Places 5-10 shall be determined by the total points accumulated at the conclusion of the First Stage.

2 Semi-Finals

- a) The skipper with the highest score from Stage 1 will pick his opposing skipper from the other three skippers advancing from Stage 1.
- b) The two remaining skippers will race each other.
- c) From each grouping, the first skipper to score two points will advance to the finals
- d) The 2nd placed skippers from each grouping will advance to the Petit Finals.
- e) The assignment of boats for the first start of each group and the end that will be entered from will be determined by lottery at the morning skippers meeting.
- f) Starting ends will be swapped at the completion of each match for each group. Boats will be swapped after odd numbered matches.

3. Petit-Finals

- a) The loser from Match 1 of the Semi-Finals will race the loser from Match 2 of the Semi-Finals.
- b) The first to score two points will place 3rd in the event.
- c) The other team will place 4th in the event.
- d) The assignment of boats for the first start of each group and the end that will be entered from, will be determined by lottery as drawn on the committee boat
- e) Starting ends will be swapped at the completion of each match. Boats will be swapped after odd numbered matches.

4 Finals

- a) The winner from Match 1 of the Semi-Finals will race the winner from Match 2 of the Semi-Finals
- b) The first skipper to score 3 points will be the winner of the event.
- c) The other skipper will place 2nd in the event.
- d) The assignment of boats for the first start and the end that will be entered from, will be determined by lottery as drawn on the committee boat.
- e) Starting ends will be swapped at the completion of each match. Boats will be swapped after odd numbered matches.

SI APPENDIX C - HANDLING BOATS

1 GENERAL

While all reasonable steps are taken to equalise the boats variations will not be grounds for redress. This changes RRS 62.

2 PROHIBITED ITEMS and ACTIONS

Except in an emergency or in order to prevent damage or injury, or when directed by an umpire otherwise, the following are prohibited.

- 2.1 Any additions, omissions or alterations to the equipment supplied.
- 2.2 The use of any equipment for a purpose other than that intended or specifically permitted.
- 2.3 The replacement of any equipment without the sanction of the RC.
- 2.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 2.5 Moving equipment from its normal stowage position except when being used.
- 2.6 Boarding a boat without prior permission.
- 2.7 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC, or, on race days, while 'AP' is displayed ashore.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Using a flattener as a reef.
- 2.10 Attaching lines to the fabric of spinnakers.
- 2.11 Perforating sails, even to attach tell tales.
- 2.12 The use of radios including mobile telephones, except to report damage or in response to a request from the RC.
- 2.13 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.14 Using a winch to adjust the mainsheet, backstay or vang.
- 2.15 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.16 The use of electronic instruments other than compass and watches.
- 2.17 Using the spinnaker pole to wing out the foresail.
- 2.18 Marking directly on the hull or deck with permanent ink.
- 2.19 After the starting signal and while sailing close hauled for more than a few seconds, the main boom position shall be controlled only by using the mainsheet as it exits the block on the cockpit floor, and the vang.
- 2.20 The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or gybing, or to aid the projection of a crew member outboard is prohibited.
- 2.21 Breaches of SI C 2.19 or 2.20 are not open to protest by boats but are subject to action by umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

3 PERMITTED ITEMS and ACTIONS

The following are permitted.

- 3.1 Taking on board the following equipment:
 - (a) basic hand tools
 - (b) adhesive tape
 - (c) line (elastic or otherwise of 4 mm diameter or less)
 - (d) marking pens
 - (e) tell tale material
 - (f) watch, timers and hand held compass
 - (g) shackles and clevis pins
 - (h) velcro tape
 - (i) bosun's chair
 - (j) spare flags
- 3.2 Using the items in 3.1 to:
 - (a) prevent fouling of lines, sails and sheets
 - (b) attach tell tales
 - (c) prevent sails being damaged or falling overboard
 - (d) mark control settings
 - (e) make minor repairs and permitted adjustments
 - (f) make signals per Appendix C6
- 3.3 Fixing a spinnaker sheet catcher at the bow, providing that it does not extend the length of the boat more than 100 mm and does not require any repair after removal.
- 3.4 Changing the number of mainsheet purchases.

4 MANDATORY ITEMS and ACTIONS

The following are mandatory.

- 4.1 Notification of any damage should be made verbally to the change boat operator; the completion of a written damage report should be made after docking and shall be submitted to the OA.
- 4.2 At the end of each sailing day:
 - (a) folding, bagging and placement of the sails as directed
 - (b) leaving the boat in the same state of cleanliness as when first boarded that day
 - (c) releasing backstay tension
- 4.3 At the end of the final day for a particular boat, cleaning the boat (cabin and decks), removing all trash and removing all tape and marks.
- 4.4 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- 4.5 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- 4.6 A breach of items 4.2 and 4.3 will be considered as damage and the cost of rectification will be deducted from the damage deposit.

SI APPENDIX D - EQUIPMENT LIST

- 1 The following non-fixed items, provided by the OA, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported on the daily damage report.

SAILS and SAILING EQUIPMENT

Mainsail and set of battens
Headsail
Spinnaker
One spinnaker pole
Two spinnaker sheets
Two headsail sheets
Two spinnaker tweeker lines
Tiller extension
Genoa cars

GROUND TACKLE

Anchor and chain
Anchor line

MOORING LINES and FENDERS

Two mooring lines
Two fenders

PERMANENT FLAGS ON THE BACKSTAY

-Red

- 2 The following non-fixed items will be provided to each team by the OA and shall be carried from boat to boat by each team.

-One winch handle
-One Yankee flag
-One Green breakdown flag
-One Yellow backstay flag
-One Blue backstay flag
-Bilge pump