

International One Design

2005 North American Invitational Regatta

Marblehead, Massachusetts September 9 – 11, 2005

Sailing Instructions

The Organizing Authority for this Regatta is the Corinthian Yacht Club, the Eastern Yacht Club and the Marblehead International Class Fleet

1. RULES

- 1.1 The Regatta will be governed by the International Sailing Federation (ISAF) Racing Rules of Sailing (RRS) 2005-2008, the prescriptions of US SAILING, the Notice of Race, the International One Design Class Rules, the International One Design Championship regulations, (except as any of these are altered by these Sailing Instructions), and these Sailing Instructions. The regatta is classified as a Category A event.
- 1.2 Competitors are especially reminded of the US SAILING prescription to Rule 68:
- (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 appeals 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 a breach of the rules shall be based on fault as determined by the 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.
- 1.3 For the purposes of interpreting IOD Championship regulation Part 20 Section (b), "serious damage" will be defined as "any damage that diminishes the value of a boat, its equipment, its sails or damage that a prudent owner would repair before the boat is next sailed."

2. ENTRIES

- 2.1 Teams must also meet the Entry and Registration requirements as per the Notice of Race prior to September 9, 0900 hours, and be accepted by the Organizing Authority.
- 2.2 As a condition of entry, all competitors will be required to subscribe to regatta-provided Borrowed Boat Insurance. To obtain this insurance, all Skippers and co-skippers must provide proof that they are members of US SAILING or their Member National Authority.
- 2.3 All skippers/co-skippers must be Full Members of the IOD World Class Association.
- 2.4 All crews must be Full or Associate Members of the IOD World Class.

3. NOTICE TO COMPETITORS

Notices to competitors will be posted on the official Notice Boards located at the pier head of the Corinthian Yacht Club and near the Front Desk at the Eastern Yacht Club.

4. QUESTIONS REGARDING THE SAILING INSTRUCTIONS

Questions regarding these Sailing Instructions should be submitted in writing to the Jury in a format that requires a Yes/No answer. Questions and written responses will be posted on the official Notice Boards.

5. CHANGES TO THE SAILING INSTRUCTIONS

Changes to the Sailing Instructions will be approved by the Jury and posted before 0800 hours on the day it will take effect, except any change in the Schedule of Races will be posted before 1900 hours the day before the change is to take effect. Signal flag "L" shall

be displayed from the yardarm of the main flagpoles of the Corinthian Yacht Club and the Eastern Yacht Club at 0800 on the first day that a new amendment to the Sailing Instructions has been posted.

6. SIGNALS MADE ASHORE

- 6.1 Signals made ashore will be displayed from the yardarm of the main flagpole of the Corinthian Yacht Club and from the yardarm of main flagpole of the Eastern Yacht Club.
- 6.2 When Code Flag "AP", Answering Pennant, is displayed ashore, in no case will the warning signal be made less than 60 minutes after the lowering of the Answering Pennant.
- 6.3 In the event of a lengthy postponement, AP over a number pennant 1-6 may be displayed onshore. This signal shall mean that the next signal will be made onshore in 1-6 hours. (Changes RRS Race Signals)

7. BOATS

- 7.1 Boats will be provided by the Marblehead Fleet. Boats will be prepared and managed by the Marblehead Fleet Technical Committee.
- 7.2 No skipper will be permitted to sail his or her personal boat during the regatta.
- 7.3 Boats, together with their sails (except spinnakers) and running rigging will be exchanged each in accordance with a boat rotation draw that will be held at the Skippers Meeting on Friday September 9th at the Corinthian Yacht Club. The boat assignments for each race, as decided by the drawing, will be posted on the Official Notice Boards.
- 7.4 Boats are assigned to each team for each day. All races sailed on that day, including scheduled races, races postponed from another day, or races ordered resailed by the Jury, shall be sailed in the boat assigned for that day. (see SI 7.7)
- 7.5 Races will be sailed in numerical order. If a race is postponed or abandoned, when racing resumes, the postponed race will be the next race sailed.
- 7.6 Boats shall be raced "as is." They have been tuned and prepared as equally as possible. Competitors may not seek redress for errors or omission on the part of the OA in preparing the boats. (Modifies RRS 62.1.)
- 7.7 Decisions concerning the use of spare boats will be made by the Marblehead Fleet Technical Committee in conjunction with the Race Committee and the Jury.
- 7.8 Each boat will be provided with one mainsail, one jib and one spinnaker. No other sails shall be used without the written permission of the Jury. Such permission may be retroactive.
- 7.9 Each team will be provided one spinnaker for the entire regatta. In strong winds spinnaker restrictions may be imposed. (see 10.4)
- 7.10 Teams may use their own spinnaker sheets, spinnaker turtle or other launching device
- 7.11 All equipment provided with the boat for sailing purposes shall be carried while afloat.
- 7.12 "Roll-tacking," by using the shrouds of a boat as a way of supporting a crewmember's weight outboard of the plane defined by the extension of a boat's topsides, is prohibited.
- 7.13 For this event, jumper stays are defined as running rigging. Jumper stay tensions may be adjusted by the competitors.
- 7.14 Competitors may not add additional purchase to any of the boat's running rigging.
- 7.15 In addition to the restrictions mentioned above and the restrictions of Championship Regulation 18 (as modified by 7.13), unless written permission is given by the Jury, no boat shall be modified or caused to be modified except that:
 - a) A compass may be tied or taped to the hull or spars.
 - b) Wind indicators, including yarn or thread, may be tied or taped anywhere on the boat. However, no hole may be made in any sail for any purpose, even the attachment of telltales.
 - c) Above the painted waterline only, hulls, sails and equipment may be cleaned only with non-abrasive materials.
 - d) Adhesive tape may be used anywhere above the painted water line. Any adhesive tape added by a team should be removed before the boat is exchanged or put away for the evening. Adhesive tape should not be applied to varnished surfaces.

e) All fittings or equipment designed to be adjusted in accordance with class rules may be adjusted within the limits provided, except that shrouds and forestays shall not be adjusted.

- 7.16 Breakdown Declarations - Each skipper will be provided with breakdown report declarations for boat condition statements. The breakdown report declaration shall be completed according to instructions, signed and handed over to the Technical Committee representative immediately after each day of racing. A boat that does not submit their breakdown form to the Technical Committee after the racing will be scored DNF for all races sailed that day. Any breakdown of gear, loss of equipment or damage, whether materially affecting the boat's performance or not, must be stated in the breakdown report declarations. Failing to do so will be regarded as a violation of the rules and will subject the skipper to protest and possible disqualification. In case of breakdown, the breakdown declaration shall be signed by the Technical Committee representative and the skipper before handing over the boat.

8 SCHEDULE

- 8.1 A mandatory skippers meeting will be held at the Corinthian Yacht Club on Friday September 9 at 0900 hours
- 8.2 Racing Schedule: Five (5) races (plus a practice race) are scheduled. A minimum of one (3) completed races is required to constitute the series.

<u>DAY</u>	<u>TIDE</u>	<u>FIRST WARNING SIGNAL</u>	<u>#OF RACES</u>
September 9	1456 (high)	1100 hrs	2 Races
September 10	1057 (low)	1030 hrs	2 Races
September 11	1158 (low)	1030 hrs	1 Race

No races may be started **after 1400** Sunday September 11, 2005

9. RACING AREA

The racing area will be located approximately one mile south of the Marblehead Channel Bell

10. THE COURSES

- 10.1. The courses are shown in ILLUSTRATION A, COURSE DIAGRAMS. The approximate compass bearing from the starting line to Mark 1 and the course pattern will be displayed in the forward rack of the Race Committee Signal Boat. The approximate distance from the leeward mark to Mark 1 will be displayed in the aft rack of the Race Committee Signal Boat. (Changes RRS 62.1).
- 10.2. Offset Mark: With the exception of Courses O, an Offset Mark will be used in conjunction with the first rounding of Mark 1. The Offset Mark will be placed at approximately a right-angle to the weather leg, to the left of Mark 1, as viewed in the direction from the start to Mark 1.
- 10.3. When the Race Committee displays code flag "G", with or before the preparatory signal, Mark 3 will be a gate consisting of 2 marks set approximately five to six boat lengths apart. When the gate is used, boats must sail between Mark 3P and Mark 3S from the direction of the last mark, and either pass Mark 3P to port or Mark 3S to starboard.
- 10.4. When the Race Committee displays Code flag "V", with or before the preparatory signal, the use of spinnakers will not be allowed for that race.

11. MARKS

- 11.1. Rounding marks will be orange tetrahedrons. The Offset Mark will be an orange tetrahedron with a red, white and blue band.
- 11.2. Change of course after the start (see 15) will be orange tetrahedrons identified with a black band.
- 11.3. The normal starting and finishing marks will be green tetrahedrons.

12. CHECKING IN

- 12.1. Before the warning signal of each race, each boat shall sail past the Race Committee signal boat on starboard tack and hail her sail number until acknowledged by the Race Committee repeating the boat's sail number. Boats that fail to check in will not be scored.
- 12.2. Boats that withdraw from a race shall advise the Race Committee as soon as reasonably possible.

13. THE START

- 13.1. Races will be started using RRS 26. A short series of horns will be sounded approximately one minute before the Warning signal is made. The starting line will be between a staff on the Race Committee signal boat from which an orange flag is displayed and a green tetrahedron at the port end of the starting line.
- 13.2. Starting signals shall be made from the Race Committee signal boat at the starboard end of the starting line.
- 13.3. The starting line shall be to leeward of Mark(s) 3(p and s). Mark(s) 3 is (are) not a rounding or passing mark(s) on the first leg of the course. Mark(s) 3 may not be in place at the start.
- 13.4. Boats failing to start within 10 minutes of the starting signal shall be scored DNS.

14. RECALLS

- 14.1. In addition to signaling recalls in accordance with RRS 29, the Race Committee will attempt to hail the sail number(s) of the boat(s) identified on the course side of the starting line on VHF channel 72. The failure to hail premature starters, the hail of some but not all premature starters, the untimely hail of premature starters or a boat's position in the sequence of hailed numbers shall not be grounds for redress (changes RRS 62.1 (a)).

15. CHANGE OF COURSE AFTER THE START

- 15.1. Course changes will be made in accordance with RRS33, except as modified below.
- 15.2. In the event of a change of course after the start, the race committee will replace the original mark with a New Mark.
- 15.3. In the event of a subsequent change of course, a new mark is replaced, it will be replaced with the original mark,
- 15.4. In the event the length of a leg will be changed, the Race Committee will post the actual distance to the leg. This changes RRS 33(b).

16. BREAKDOWNS

A yacht requesting special consideration due to a breakdown shall make every reasonable attempt to display code flag Q (yellow) from the backstay promptly after the breakdown first occurs and shall keep it flying until acknowledged by the Race Committee. Yachts suffering breakdown must finish the race if at all possible, provided that further serious damage to the yacht will not be incurred. Any breakdown, damage or loss of equipment must be reported in writing immediately upon coming ashore. See SI 7.16.

17. PENALTY FOR BREAKING A RULE OF PART 2

RRS 44.1 is changed to make the penalty for breaking a Rule of RRS Part 2 while racing a "one-turn" penalty. RRS 44.2 is changed to define a One-Turn penalty as being one turn in the same direction, including one tack and one gybe. All other provisions of RRS44 remain in effect.

18. THE FINISH

The finish line will be between a staff on the Race Committee finish boat from which an orange flag is displayed and the nearby mark. The finishing mark may be set slightly (approximately 100 yards) beyond the windward or leeward mark as applicable. The nearby windward or leeward mark is not a mark of the course for the final leg.

19. TIME LIMIT

- 19.1. The time limit will be three hours for any race
- 19.2. If the leading boat does not reach Mark 1 within 75 minutes of her starting signal, the race shall be abandoned.
- 19.3. Boats failing to finish within thirty (30) minutes of the first boat to finish or the time limit, whichever is later of will be scored "DNF" (changes RRS 35 and RRS Appendix A).

20. RADIO COMMUNICATION & EMERGENCY CONDITIONS

- 20.1.** Except in case of emergency or for purposes described in instruction 12, competitors shall neither send nor receive radio communication while racing. The Race Committee will monitor VHF channel 72 for emergency transmissions.

21. MARK BOATS AND OTHER OFFICIAL BOATS

- 21. Mark boats may display a yellow Race Committee flag, Judges boats may display a "J" flag and breakdown boats may display an orange flag.

22. PROTESTS

- 22.1. Protests will be heard at the Corinthian Yacht Club on Friday and Saturday. Protests will be heard at the Eastern Yacht Club on Sunday.
- 22.2. Protest Forms will be available at the Regatta Desks located at the Eastern Yacht Club and at the Corinthian Yacht Club.
- 22.3. Protests shall be lodged with the Jury's Representative at the Regatta Desk at the Club hearing protests on that day (see 20.1). Protests must be made within the Protest Time, which ends one hour after the docking of the Race Committee Signal Boat.
- 22.4. Protest filing time will be posted on the Notice Boards at the Corinthian and Eastern Yacht Clubs. Protest notices will be posted on the official Notice Boards within 30 minutes after the end of the Protest Filing Time to inform competitors of the time and place of a hearing in which they are parties or witnesses. This notice constitutes notification of the parties required by RRS 63.2. The Jury will hear protests in the approximate order they are received. If all parties to a protest are present, the Jury may begin a hearing, even though the end of Protest Filing Time has not passed.

23. SCORING

- 23.1. Yachts shall be scored in accordance with RRS Appendix A using the low point system.
- 23.2. Subject to the provisions of the RRS, if five races are completed, a yacht shall be permitted to exclude her worst result. If four or fewer races are complete, all races shall count.
- 23.3. In the case of a boat seeking redress because of a breakdown, the procedure in IOD Championship Regulation 20.c shall be used.

24. PRIZES

- 24. Prizes will be awarded to the first, second, third place teams for the series. A prize will be awarded to the team that wins each race.

25. DISCLAIMER OF LIABILITY

- 25. Competitors participate in the regatta entirely at their own risk. See RRS Rule 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

A, COURSE DIAGRAMS

