

		
	<p style="text-align: center;"> Long Beach Yacht Club 2008 Mayor's Cup July 9-12, 2008 An ISAF Grade Two Event <u>Sailing Instructions</u> </p>	

1 Rules

1.1 The event will be governed by:

- (a) The 'rules' as defined in the RRS, including Appendix C.
- (b) The rules for Handling Boats (SI appendix C), which also apply to any practice sailing. Class rules will not apply.
- (c) The US SAILING prescriptions to rules 68, 76.1, and added (or "a new") rule 76.3 will apply and are stated in full in SI paragraph 20. No other prescriptions of US SAILING will apply.

1.2 Add RRS C8.6: 'When the match umpires, and at least one other umpire, decide that a boat has broken RRS 14 and damage results, they may, without a hearing, impose a 0.5 point penalty. A competitor who is so penalized will be informed as soon as practical and may request a hearing. The Protest Committee (PC) will then proceed in accordance with RRS C6.6. Any penalty decided by the PC may be more than 0.5 points. When the umpires decide that a penalty greater than 0.5 point would be appropriate, they shall act in accordance with RRS C8.4.

1.3 Replace final sentence of RRS C11.3 (a): 'When the Race Committee (RC) decide that a sail off is not practical, the tie shall be decided in favor of the competitor who has the highest score in the round robins after eliminating the score for the first race for each tied skipper or, should this fail to break the tie, the second race for each tied skipper and so on until the tie is broken.'

1.4 Change the first sentence of C11.1 to 'A round-robin series means a grouping of competitors who are all scheduled to sail against each other one or more times'

1.5 If there is a conflict between the Notice of race and the Sailing Instructions, the Sailing Instructions will take precedence. This changes RRS 63.7

2 Entries and Eligibility

2.1 Only Skippers invited by the Organizing Authority (OA) are eligible for the event. The skippers are listed in SI Appendix A.

- 2.2 To remain eligible, the entire crew shall complete registration, deposit US\$2500.00 for damage and complete crew weighing, by 1700 hours on July 9th, 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 own boat unless responsibility is otherwise assigned by the umpires or the 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 authorize an original crew member to substitute.
- 2.7 When a registered crew member is unable to continue in the event, the OA may authorize 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. Location of the official notice board will be given at the first skipper's meeting.
- 3.2 Location of the signals made ashore will be given at the first skipper's meeting.
- 3.3 Skippers shall attend the first skipper briefing, which will be July 9th at 1100 at the Long Beach Yacht Club.
- 3.4 The first meeting with the umpires will be July 9th at 1800 at Race Headquarters located in Gladstone's Restaurant. This changes NOR 4.1e.
- 3.5 The daily skipper's briefings will be held at 0900 at a place to be determined.

4 Amendments to Sailing Instructions

- 4.1 Amendments to the SI's made ashore will be posted at least 30 minutes before the RC boat leaves the dock and will be signed by the Principal Race Officer (PRO) and the Chief Umpire (CU).
- 4.2 Flag L over the numeral pennant of the most recent amendment will be displayed ashore each day until the boats have departed for the race course.
- 4.3 Amendments made afloat will be signaled by the display of flag 3rd substitute with three sound signals. An umpire or the PRO may communicate these either verbally or in writing.

5 Boats and Sails

- 5.1 The event will be sailed in the Catalina 37 type boats chartered from the Long Beach Yacht Club Sailing Foundation.
- 5.2 The sails will be allocated by the OA. The sails supplied for each boat shall be: a main, a jib and a spinnaker. The sails stay with the boats and do not rotate.
- 5.3 Competitors may be requested to exchange sails or boats during any part of the regatta to satisfy sponsorship commitments. This will not be grounds for granting redress.
- 5.4 Other restrictions or instructions may be given to boats verbally by the PRO or an umpire. Flag 3rd substitute is not required.
- 5.5 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.
- 5.6 The RC may permit a substitute boat when it is satisfied that the original boat is damaged and that a repair within the time available is not practical.

6 Identification and Assignment of Boats

- 6.1 Boats will be identified by their bow numbers.
- 6.2 The mainsail shall display the skipper's name as provided by the OA.

6.3 Boats will be drawn before or during the first skippers' meeting as shown in the Notice of Race. Boats will be rotated according to posted Schedule 1.

7 Crew Members, Number and Weight

7.1 The total crew members (including skipper) shall be seven (7), excluding persons placed on board by the RC. All registered crew shall sail in all races.

7.2 The total weigh of the crew, including the skipper, dressed in at least shorts and shirt, shall not exceed 476 kg. (1050 lbs.), as determined at the time of registration and weighing, or at such time as required by the OA.

8 Event Format and Starting Schedules

8.1 The event format is detailed in SI Appendix 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.

(c) The OA will pick four boats and the skippers shall draw for the boat that they will use for the finals.

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.

(b) Add RRS C10.3 (b): 'When a single round robin is terminated before completion, or a multiple round robin is terminated during the first round robin, 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 1130 hrs.

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 or the PRO.

9 Racing Area

9.1 The intended primary racing area is inside (north of) the Long Beach Breakwater between Island Freeman and Island Chaffe, near the Belmont Pier.

9.2 Should wind conditions warrant a change of racing venue, the RC boat shall fly signal code flag L (Lima) and make repetitive signaling sounds. This changes Race Signals Flag L. The competitors shall follow the committee boat to the new course venue.

10 Course

10.1

(a) Course Configuration (not to scale)

Mark W o

Mark L o

o----- o (Start/Finish Line)

(b) Course signals and course to be sailed

Course signals will be displayed from the RC boat at or before the warning signal.

Mark W shall be rounded to starboard.

Mark L shall be rounded starboard.

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

This changes Race Signals Flag S.

(c) Description of Marks

- 1) The RC boat will be on the starboard end of the line and identified by the flying of the R/C flag from her foremast (LBYC MV Loynes).
- 2) The starting/finishing line mark(s) will be staffs flying an orange flag. The starboard end mark may be aboard the committee boat.
- 3) Marks W will be an orange tetrahedron.
- 4) Mark L will be an orange tetrahedron.
- 5) The replacement mark will be a yellow tetrahedron.

10.2 Starting/Finishing Line

(a) The start/finish line will be a straight line between the course side of the starting and finishing marks described in SI 10.1c2.

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.’

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 flag L 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 starboard of the RC boat and remain there, until otherwise directed.

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

11.3 After the attention signal of a flight, a match will not be postponed or abandoned due to a 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 Match warning signals will be air horns.

12.2 The next flight number will be displayed on the RC boat on a plaque flown on the rear mast.

13 Change of Position of the Windward Mark

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

tetrahedron.

13.2 Subsequent changes will revert to the original mark.

13.3 Change of Course Signals (this changes RRS 33 and Race Signals)

(a) Flag C and a colored flag means: 'The windward mark has been replaced by a mark the same color as the flag.'

(b) When a change of course after starting only affects some matches these shall be designated by the appropriate numeral pennant.

13.4 Signaling 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 signaled after the first leg it shall be displayed from a boat in the vicinity of mark L.

14 Time Limit

14.1 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.(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 any breach of the rules shall be based on fault as determined by 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.

20.2 Rule 76.1 EXCLUSION OF BOATS OR COMPETITORS – US SAILING prescribes that an organizing authority or race committee shall not reject or cancel the entry of a boat or exclude a competitor eligible under the notice of race and sailing instructions for an arbitrary or capricious reason or for reason of race, color, religion, national origin, gender, sexual orientation, or age.

20.3 Rule 76.3 – US SAILING prescribes that a boat whose entry is rejected or cancelled or a competitor who is excluded from a race or series shall be entitled to a hearing, conducted by the protest committee under rules 63.2, 63.3, 63.4, and 63.6

15 Spare

16 Media, Images and Sound

(a) The OA may require media personnel and equipment (or dummies) to be carried on board at any time and may require competitors to be available for interviews.

(b) The position of non-racing personnel and equipment will be determined by the RC and may be advised verbally.

(c) The OA shall have the right to use any images and sound recorded during the event free of charge.

(d) Crew members (including the skipper) may be required to carry an audio microphone.

17 Prizes

17.1 A trophy will be awarded to the winning skipper and her name will be attached to the Mayor's Cup. The winner will receive an invitation to the Ficker Cup.

18 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 Appendix C.

(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 or the withholding of deposits.¹⁹

Disclaimer

19.1 All those taking any part in the event do so at their own risk. The OA, its associates, and appointees will not accept responsibility for any loss, damage, injury or inconvenience incurred, howsoever caused.

20 Applicable US Sailing Prescriptions

20.1. Rule 68 DAMAGES – US SAILING prescribes that:

(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 shall adjudicate any claim for damages. Such a claim is subject to the jurisdiction of the courts.

Appendix A Competitors List

Name, Nation, ISAF Rank

Liz Baylis, USA, 5

Katy Lovell, USA, 15

Sandy Hayes, USA, 16

Caroline Béjar, BRA, 28

Lotta Thorelius, SWE, 30

Charlie Arms-Cartee, USA, 48

Liz Hjorth, USA, 50

Samantha Osborne, NZL, 70

Appendix B Event Format

Round Robin Series

All skippers will sail a double Round Robin – each skipper sails against all of the other skippers twice. The pairing lists will be available at the skippers briefing each race day.

The four highest scoring skippers shall qualify for the Semi Final and Final round.

Semi-finals

When requested by the RC to do so. The skipper finishing first in the Round Robin Series shall select her opponent from the other three skippers who qualified for the SEMI FINAL AND FINAL round. They will be Match 2 in the SEMI FINAL round.

The remaining two skippers shall race each other and will be Match 1

The skipper in each match with the highest score in the Round Robin Series shall enter the course for the first match from the starboard end of the starting line and alternate for each subsequent match.

The first skipper in each SEMI-FINAL match to score 2 points shall proceed to the FINAL Round. If the SEMI-FINAL round is terminated before a skipper scores two points then all races completed in the SEMI-FINALS shall be ignored and the overall results of the Mayor's Cup 2008 shall be based on the results of the Round Robin Series. This changes RRS Appendix C10.5 and 11.2

Petite Final

The losing skippers in the SEMI-FINAL round shall sail against each other. The skipper with the highest score in the Round Robin Series shall enter the course for the first match from the starboard end of the starting line and alternate for each subsequent match. They will be Match 1 of the FINAL ROUND.

The first skipper to score 2 points shall be awarded 3rd place, the other 4th place

Final Round

The winning skippers in the SEMI-FINALS shall sail against the other. The skipper with the highest score in the Round Robin shall enter the course for the first match from the Starboard end of the starting line and alternate for each subsequent match. They will be Match 2 of the FINAL ROUND.

The first skipper to score two points shall be the winner of Mayor's Cup 2008. The other skipper will be awarded 2nd place.

Appendix C Rules for the Handling of Catalina 37 Type Boats

1 General

Boats shall be sailed as rigged. No adjustments, additions or subtractions to the rigging, of any kind, are permitted. While all reasonable steps are taken to equalize 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 the Race Committee 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
- 2.3 The replacement of any equipment without the sanction of the Race Committee
- 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 Race Committee, or, on race days, while the "AP" is displayed ashore
- 2.8 Hauling out a boat or cleaning surfaces below the waterline
- 2.9 Attaching lines to the fabric of spinnakers
- 2.10 Perforating sails, even to attach tell tails
- 2.11 Radio transmission (including cell phones), except to report damage or in response to request from the Race Committee
- 2.12 Adjusting or altering the tension of the standing rigging
- 2.13 Using a winch to adjust the mainsheet, backstay or boom vang

- 2.14 Cross winching of fore sails
- 2.15 Omitting any headsail car or turning block before sheeting onto a winch
- 2.16 The use of electronic instruments other than compass or watches
- 2.17 Marking directly on the hull or deck with permanent ink
- 2.18 After the starting signal and while sailing close hauled for more than 10 seconds, the main boom position shall be controlled only by using the mainsheet as it exits the block on the cockpit floor, by the boom vang or by the traveler.
- 2.19 End-for-end gybes – spinnaker poles are to be gybed with the inner end attached to the mast at all times
- 2.20 Customization of spinnaker poles – they are to be used as rigged without any additional equipment or modification. The length of the trip line shall remain as rigged.
- 2.21 Taking apart a winch
- 2.22 Removal of foredeck hatch handles – they shall be taped over to prevent damage from the running rigging
- 2.23 Removal of any of the battens from the mainsail while sailing
- 2.24 Use of duct tape anywhere on the boat
- 2.26 Writing instructions or making marks directly on the boat, unless on tape strips

3 Permitted Items and Actions

The following are permitted:

- 3.1 A ditty bag containing:
 - a. Basic hand tools
 - b. Vinyl or masking tape
 - c. Line (elastic or otherwise, of 4mm diameter or less)
 - d. Marking pens
 - e. Tell tale material
 - f. Watches or timers, and a hand held compass (Except those containing GPS)
 - g. Shackles and clevis pins
 - h. Velcro tape
 - i. Boson's chair or climbing harness
 - j. Personal gear
- 3.2 Using the contents of the bag to:
 - a. Prevent the fouling of lines, sails or sheets
 - b. Attach tell tales
 - c. Prevent sails being damaged or falling overboard
 - d. Mark control settings
 - e. Make minor repairs
- 3.3 A crewman is permitted to go aloft only to inspect the mast or rigging, or to make a necessary on-the-water repair while racing. Additional taping of spreader tips is not permitted by crews. If additional spreader tip taping is required, a repair request must be submitted to a Race Committee member for handling by the regatta rigger.
- 3.4 Four dock lines and two fenders shall be carried aboard while racing. Dock lines may be used for flossing.

4 Mandatory Items and Actions

The following shall be mandatory:

- 4.1 Compliance with directions for use of the Catalina 37's type boats and this appendix.
- 4.2 At the end of each sailing day:

- a. Folding, bagging and placement of sails as directed
- b. Leaving the boat in the same state of cleanliness as when first boarded that day
- c. Locking hatch upon leaving boat for the day
- 4.3 At the end of the final day for a particular boat, the crew shall clean the boat (cabin and decks), remove all trash and remove all tape and marks
- 4.4 Any request to alter, in any way the equipment on a boat, shall be in writing and be worded to permit a yes or no answer.
- 4.5 Compliance with any regulations, including speed restrictions and navigation marks, while leaving and returning to the berth or mooring.
- 4.6 The engine gear lever shall be in the reverse position while racing
- 4.7 When shifting from forward to reverse or reverse to forward, idle the engine before engaging the new gear.
- 4.8 Infringement of items 4.2 and 4.3 will be considered as damage and the cost of rectification will be deducted from the damage deposit.
- 4.9 The spinnaker fore guy shall be rigged as 2 for 1 purchase systems, with the tail ends dead ended at the fore guy cleats.
- 4.10 Spinnaker sheet turning blocks shall be attached to the outer aft eye strap near the shear line, with the sheets led through the blocks, inside the life lines.
- 4.11 Three fore guy blocks shall be attached (one to the spinnaker pole, two the fore guy eye on the deck).
- 4.12 Luff hanks are to remain attached to the jibs while sailing and taped to prevent sail damage
- 4.13 Halyards shall remain in the mast while sailing
- 4.14 The outhaul shackle, clew strap, tack pin and main cunningham hook shall remain attached to the mainsail while sailing.
- 4.15 Jib lead cars shall be attached to jib tracks with the detent pin facing aft.
- 4.16 Jib sheets shall be led through jib sheet lead cars, through the turning blocks and to the forward cockpit winches.