



# 2017 LINDA ELIAS MEMORIAL WOMEN'S ONE-DESIGN CHALLENGE

October 14-15, 2017  
Long Beach Yacht Club, Long Beach, CA

## Sailing Instructions

### Abbreviations

PC – Protest Committee	RC – Race Committee
OA – Organizing Authority	NA – National Authority
RRS – Racing Rules of Sailing	SI – Sailing Instructions
IJ – International Jury	NOR – Notice of Race

The Organizing Authority (OA) is the Long Beach Yacht Club (LBYC), in conjunction with the Long Beach/Los Angeles Women's Sailing Association. LBYC is located at 6201 Appian Way, Long Beach CA 90803. Phone number is (562) 598-9401. Club and Event information are available at [www.lbyc.org](http://www.lbyc.org).

### 1 RULES

- 1.1 This regatta will be governed by the rules as defined in the current version of the Racing Rules of Sailing (RRS) and the Catalina 37 Handbook & Class Rules.
- 1.2 Competitors are reminded that under the preamble of Part 2 of the RRS boats racing must comply with International Regulations for Preventing Collisions at Sea (IRPCAS) *or government right-of-way rules*.
- 1.3 In the event there is a conflict between the NOR and SI, the SI shall prevail. **This changes RRS 63.7**
- 1.4 **US Sailing Prescriptions to 63.2 and 63.4, and US Sailing Prescription 82 are deleted.**
- 1.5 Addendum Q for *"Umpired Fleet Racing"* (version June 12, 2017) shall apply.
- 1.6 In the context of the preamble to Part 2, "near the racing area" shall include, but not be limited to, all the waters between LBYC and the racing area.

### 2 NOTICES TO COMPETITORS

Notices to competitors will be posted on the official Regatta Notice Board located in the lower-floor hallway, north of the Regatta Room at LBYC.

### 3 CHANGES TO SAILING INSTRUCTIONS

Any change to the SI will be posted on the regatta notice board at LBYC before 1000 hours on the day it will take effect; except that any change to the schedule of races will be posted by 2000 hours on the day before it will take effect; unless changed by the RC on the water, under the provisions of Sailing Instruction 6. Code flag Lima over a numeral pennant corresponding to the number of the change will be hoisted from the Club's flagstaff to signal the change. Oral changes to the SI per RRS 90.2 (c) shall be delivered per SI 21.2.

### 4 SIGNALS MADE ASHORE

Signals made ashore will be displayed on the Club's flagstaff. If the AP race signal is displayed ashore, it will be displayed from the RC signal vessel while docked. In this instance, the AP race signal will not be lowered until the RC signal vessel is on station and ready to start a race.

### 5 COMPETITORS' MEETING

A competitors' meeting will be held on Saturday, October 14, 2017 at 0900 hours in the Regatta Room at LBYC.

## 6 SCHEDULE OF RACES

Race	Day and Date	Scheduled Warning Signal:
1	Saturday, Oct 14	1155 hours
2	Saturday, Oct 14	Following finish of race 1
3	Saturday, Oct 14	Following finish of race 2
4	Saturday, Oct 14	Following finish of race 3
5	Sunday, Oct 15	1155 Hours
6	Sunday, Oct 15	Following finish of race 5
7	Sunday, Oct 15	Following finish of race 6

Target race times will be 45 minutes per race with a 10-minute break between races. On Sunday, October 15th, the race committee will make no warning signal after 1500 hours. The RC reserves the right to schedule more or fewer races each day.

## 7 RACING AREA

Inside (North) of the Long Beach Breakwater in the vicinity of Island Chaffee on the Congressional Cup Stadium course. The exact location of the course shall be determined by the Principal Race Officer based on wind, weather and harbor traffic conditions.

## 8 THE COURSES

- 8.1 The course diagrams in **Attachment A** show the courses, the order in which marks are to be passed, and the side on which each mark is to be left.
- 8.2 No later than the warning signal, the race committee signal vessel will display the course to be sailed and approximate compass bearing of the first leg.
- 8.3 When rounding the gate marks (Mark 2s and 2p), boats shall sail between the gate marks from the direction of the previous mark and round either gate mark. In the event that one of the gate marks is missing, boats shall leave the remaining mark to port.

## 9 MARKS

- 9.1 Mark 1 will be an orange tetrahedron.
- 9.2 Marks 2s and 2p will be orange tetrahedrons.
- 9.3 New marks, as provided in SI 12.1 will be yellow tetrahedrons.
- 9.4 The starting and finishing marks will be a black and gold inflatable sphere.

## 10 SPARE

## 11 THE START

- 11.1 The starting line will be between a staff displaying a black and gold flag on the RC signal vessel and the course side of the port-end starting mark.
- 11.2 Signals will be made from the RC signal vessel at the starboard end of the starting line.
- 11.3 To alert everyone that a starting sequence is about to commence, multiple sound signals will be made approximately one minute before the warning signal.
- 11.4 The class flag will be a White Flag with Catalina 37 Insignia.
- 11.5 The race committee will attempt to hail boats observed OCS at the start by VHF 68. The failure of any boat to hear the hail, the hail of some, but not all OCS boats, the untimely hail of some or all OCS boats, or failure to hail any or all boats shall not be grounds for redress. **This changes rule 62.**
- 11.6 A boat that starts more than 4 minutes after her starting signal will be scored Did Not Start (DNS) by the race committee without a hearing. This changes rules A4 and A5.
- 11.7 Sail Configurations
  - a) **NO SPINNAKERS.**
    - (i) In the event that the RC determines that spinnakers shall not be flown during a race, Code Flag "W" WHISKEY shall be flown prior to the Warning Signal and multiple horn blasts shall be signaled. An announcement shall also be made on VHF 68.
    - (ii) When Code Flag "W" is flown, spinnaker poles shall remain on deck, attached to the mast and shall NOT be used with the jib.

b) **100% JIBS.**

- (i) In the event that the RC determines that overlapping genoas shall not be flown during a race, Code Flag "J" JULIET shall be flown 15 minutes prior to the Warning Signal and multiple horn blasts shall be signaled.
- (ii) In the event there is a subsequent change back to overlapping genoas, Code Flag "J" JULIET shall be removed 15 minutes prior to raising the Warning Signal and multiple horn blasts shall be signaled. An announcement shall also be made on VHF 68.

**12 CHANGE OF THE NEXT LEG OF THE COURSE**

**12.1** To change the next leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

**12.2** The change will be signaled before the leading boat has begun the leg, although the mark (or finishing line) may not yet be in the new position.

**13 THE FINISH**

The finishing line will be between a staff displaying a black and gold flag on the race committee signal boat and the course side of the port-end finishing mark.

**14 PENALTY SYSTEM**

**14.1** See SI 1.5

**14.2** No part of a penalty turn shall be taken within the *zone* of any rounding mark that begins, bounds, or ends the leg the boat is on. The head of a boat's spinnaker shall be below the main-boom gooseneck while the boat is taking a penalty. **This changes rule 44.2.**

**14.3** If the umpires observe a boat break the Catalina 37 Class Rules or the Rules for the Handling of Catalina 37 Boats, they may decide that the breach is deliberate and proceed accordingly.

**15 TIME LIMITS**

Boats failing to finish within 15 minutes after the first boat sails the course and finishes will be scored Did Not Finish (DNF) without a hearing. **This changes RRS 35, 63.1, A4 and A5.**

**16 PROTESTS AND REQUESTS FOR REDRESS**

**16.1** See SI 1.5

**16.2** The OA will provide a code flag "Y" for each boat. A boat may use this flag instead of a red flag to protest another boat as described in Q2.1.

**16.3** When there is an incident with contact between boats and the umpires believe the contact may involve damage, they will proceed under Q5.5, and the protest committee will use the guidance in Attachment B.

**17 SCORING**

The Low Point System of Appendix A will apply, except that each boat's total score will be the sum of her scores for all races completed. **This changes RRS A2.** A maximum of seven (7) races are scheduled of which one (1) shall be completed to constitute a series.

**18 SAFETY REGULATIONS**

**18.1** Check-in: Before the first warning signal for the first race each day, each boat shall, on starboard tack, pass close behind the stern of the RC signal vessel and hail her sail number, which will be acknowledged. A boat failing to do so will be notified of her first infringement and for any subsequent infringement may be scored "DNS" by the race committee without a hearing. **This changes RRS A5.**

**18.2** Check-out: A boat that retires from a race shall notify any RC vessel before leaving the course area or, if that is not possible, immediately after arriving ashore.

**18.3** Each Catalina 37 has a limited number of Personal Flotation Devices (PFDs) on board. It is the responsibility of each skipper to ensure there are enough PFDs for each crew member. LBYC encourages competitors to wear PFDs while on the water.

**19 REPLACEMENT OF CREW OR EQUIPMENT**

There shall be no transfer of personnel, sails or equipment to or from the boat after leaving the dock each racing day until the finish of the last race of the day without the prior consent of the OA or RC.

**20 BREAKDOWNS**

**20.1** A boat that has a breakdown through no fault of her own may request redress, subject to the provisions of Addendum Q2.4 and SI 20.2 below. **This changes rule 62.1.**

**20.2** In the event of a breakdown, the boat shall contact the RC immediately via VHF channel 68 to report the nature of the breakdown and continue racing if no further damage will result from the breakdown. Immediately after finishing, the boat shall proceed to the RC signal vessel for assessment and further instructions. At that time, the RC will assess the breakdown, and render an opinion of whether the breakdown is the fault of the OA. If the breakdown is the result of mishandling of the boat or minor in nature, the breakdown shall be designated "No Fault" and NOT be grounds for redress under rule 62.1. **This changes rule 62.1.**

**21 RADIO COMMUNICATION**

**21.1** A boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

**21.2** Radio communication to the boats racing will be on VHF Channel 68.

**22 PRIZES**

The name of the skipper and the team name/yacht club affiliation will be added to the *Linda Elias Memorial Woman's One-Design Challenge* perpetual trophy, which shall remain on display at LBYC. Take-home trophies will be presented to skippers placing first, second and third in the regatta. All other skippers will receive a participation trophy.

**23 ASSUMPTION OF RISK; WAIVER, RELEASE AND INDEMNIFICATION**

By entering this event, all racers agree to the following statement: "I understand and agree that yacht racing involves the use and operation of marine equipment in extremely close proximity to other vessels, marks, buoys, and the shoreline in varied weather conditions and differing sea states, and further, that the captains and crews aboard other vessels may not be proficient in the operation of their respective vessels. I further understand and agree that this event is organized by volunteers who are not maritime professionals and who may or may not have formal training in vessel operation or race organization, all of which involves a substantial element of risk, including the risk of property damage or of personal injury or death. Notwithstanding these and other elements of risk and inconvenience, I wish to participate in this event because of my interest in yacht racing and the enjoyment and fulfillment that I derive from yacht racing. Therefore, in consideration of the Race Organizers (as defined below) allowing me and my crew to compete in the event described in this Race Entry Form and/or Notice of Race (the "Event"), I, of and for myself and my Vessel, and my crew, my heirs, assigns, crewmembers, partners, and agents (collectively "We"), hereby agree to accept any and all risks associated with this Event with the knowledge of the dangers and risks involved. We further agree to release Long Beach Yacht Club, including their respective owners, affiliates, officers, directors, members, employees, agents, committee persons, and race officials (collectively, the "Race Organizers"), and hold them harmless and indemnify them, from any and all disputes, actions, claims, demands, liabilities (collectively, "Incidents"), judgments, and attorney's fees which are related to or arise directly or indirectly from the activities associated with this Event (to the extent that We are involved in or participated in, or are alleged to have been involved in or participated in such Incidents), **including, without limitation, those due to the negligence, fault or other act or omission of the Race Organizers.** *US Sailing Prescription Rule 82 shall not apply to this Event.*

**24 ADDITIONAL INFORMATION**

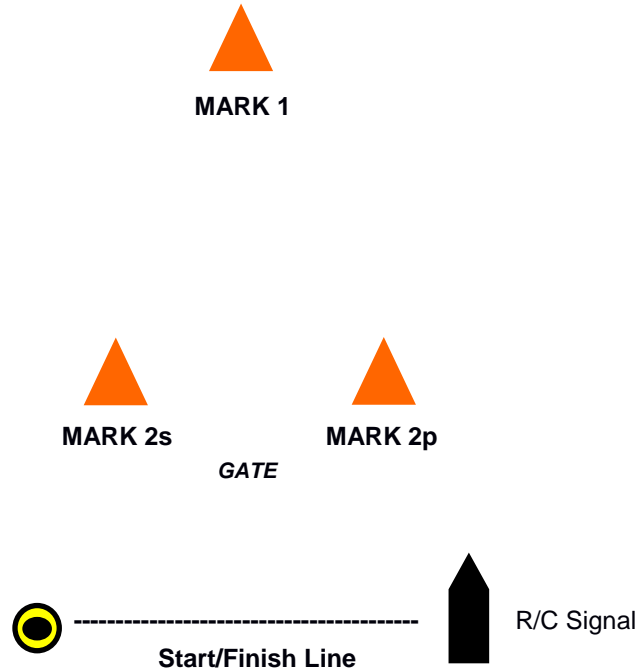
Long Beach Yacht Club

Lisa Meier	Regatta Chair		LisaKMeier2014@gmail.com
Rick Roberts	Waterfront Director	562-493-5173	RaceOffice@lbyc.org

Chief Umpire	Kevin Hawkins, NJ, NU
Principal Race Officer	Sharon Bernd, RRO

**ATTACHMENT A**

**COURSES**



**DIAGRAM NOT TO SCALE**

**MARKS**

- Mark 1, Mark 2s and Mark 2p are rounding marks.
- Mark 1 shall be left to port
- Marks 2s and 2p collectively, are a gate. Boats shall sail between the gate marks from the direction of the previous mark and round either gate mark. In the event that one of the gate marks is missing, boats shall leave the remaining mark to port.

**COURSES 1 THROUGH 3:**

Course	Marks						
1	START	1	FINISH				
2	START	1	2s/2p	1	FINISH		
3	START	1	2s/2p	1	2s/2p	1	FINISH

**ATTACHMENT B**

**PENALTIES FOR DAMAGE RESULTING FROM CONTACT BETWEEN BOATS RACING**

When an umpire reports an incident to the protest committee because a boat may have broken rule 14 and there is damage or injury, the protest committee will follow the guidance for penalties in this addendum.

This addendum explains how damage will be assessed and prescribes guidance for the appropriate penalty level. There are a number of things we are trying to achieve with damage penalties, including:

- Minimizing damage to keep costs down and avoid delays while boats are repaired.
- Ensuring that penalties fit the breach and are consistent.

**Damage**

<b>Level</b>	<b>Extent</b>	<b>Effect</b>
<b>Level A</b> Minor Damage	Does not significantly affect the value, general appearance or normal operation of the boat.	Boat may race without repair although some minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work.
<b>Level B</b> Damage	Affects the value and/or general appearance of the boat.	The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Requires more than 1 hour of work but should not normally require more than 3 hours of work.
<b>Level C</b> Major Damage	The normal operation of the boat is compromised and its structural integrity may be impaired.	The boat will need some repair work before racing again. Requires more than 3 hours of work.

**Penalties**

The protest committee may impose a penalty after a hearing when it finds that a boat broke rule 14 and is not exonerated. Any penalties are added to one boat's or both boats' score for the race in which the damage occurred. If it has good reason to do so, the protest committee may impose a different penalty than what the guidance suggests.

**Damage                      Race Score Penalty Guidance (added to the boat's score)**

Level A	No penalty
Level B	50% of the number of entries
Level C	100% of the number of entries

**Deductions from Damage Deposits**

Any deductions from damage deposits are a matter for the Organizing Authority and are not related to and do not affect any race score penalties imposed by the protest committee.