



**International Lightning Class Association**

## **NORTH AMERICAN CHAMPIONSHIP**

August 8-13, 2009

**Hosted by the  
Sodus Bay Yacht Club  
Sodus Point, NY**

### **SAILING INSTRUCTIONS**

#### **1 RULES**

- 1.1** The Regatta is organized under the authority of the International Lightning Class Association, in conjunction with Sodus Bay Yacht Club, and has been sanctioned in accordance with ILCA By-Laws.
- 1.2** The Regatta will be governed by the rules as defined in *The Racing Rules of Sailing, 2009-2012* (RRS).
- 1.2.1** In the RRS, the definition of Rule section (d) is to include: Lightning Association By-Laws, Lightning Class Association Constitution and Rules Governing All Area Lightning Class Championships.
- 1.3** This Regatta will comply with ISAF Regulation 20, with the restriction that advertising is permitted on hulls only. This changes ISAF regulation 20.
- 1.4** *The Rules Governing all Area Lightning Class Championships* (Class Rules) Articles I- XIV shall govern in accordance with Article XI of the Lightning Class *2009 Lightning North American Championships*

By-Laws, modified when permissible by these Sailing Instructions.

**1.5** The following in the RRS are changed by Class Rules:

**1.5.1** RRS 42.3(c)-Exceptions is changed per Class Rules Article VIII (12) to add the following: “Except on a beat to windward, when surfing down the leeward side of a wave or planning is possible, the boat’s crew may pull the sheet, but not the guy, controlling any sail in order to initiate surfing or planning, but only once for each wave or gust of wind. When the mainsail is pumped, only that part of the sheet between the crew member handling the sheet and the first block on the boom shall be used.”

**1.5.2** RRS 60.1(b), 63.1, and 63.6 are changed to permit protest mediation as provided in Sailing Instruction 15.5.

**1.5.3** In accordance with RRS 70.5(a), decisions of the Protest Committee during the Qualifying Series are final, as results affect seeding in the Final Series, which immediately follows. US SAILING’s permission has been granted and is limited to the Qualifying Series. If the requirements shown on [http://raceadmin.ussailing.org/Rules/No\\_Appeal/Rule\\_70\\_5\\_a\\_Procedure.htm](http://raceadmin.ussailing.org/Rules/No_Appeal/Rule_70_5_a_Procedure.htm) are not met during the Qualifying Series, the decisions of the Protest Committee may then (and only then) be appealed. In the Final Series, competitors may appeal decisions of the Protest Committee.

## **2 NOTICES TO COMPETITORS**

**2.1** Notices to competitors will be posted on the official notice board, located on the west patio of the Sodus Bay Yacht YC clubhouse.

## **3 CHANGES TO SAILING INSTRUCTIONS**

**3.1** Any change to the Sailing Instructions will be posted before 0830 hrs on the day it will take effect, except that any change to the schedule of races will be posted by 2000 hrs on the day before it will take effect.

**3.2** Any questions concerning these Sailing Instructions, scoring, or any other racing issues shall be submitted in writing to the Principal Race Officer (PRO) at the SBYC clubhouse bar. Forms to submit inquiries are available there. All written inquiries and responses will be posted on the official notice board.

## **4 SIGNALS MADE ASHORE**

**4.1** Signals made ashore will be displayed on the main SBYC flag pole located on the southwest lawn of the Club’s property.

- 4.2 When flag AP is displayed ashore, the warning signal will not be made less than 60 minutes after flag AP is lowered. This changes RRS Race Signals.
- 4.3 Code flag B hoisted with one sound signal means “Protest time has begun”. When lowered with one sound signal, it means “Protest time has ended”.
- 4.4 Code flag D displayed with Code Flag L ashore, with one sound, will indicate that racing will be on Great Sodus Bay.

**5 SCHEDULE**

**5.1 Schedule:**

Friday, 8/7/09	1200-1800	Registration & Measurement
Saturday, 8/8/09	0800-1600	Registration & Measurement
	1100	Skippers’ Meeting
	1300	Warning Signal, Practice Race
	1730	Opening Ceremony
Sunday, 8/9/09	1030	Qualifying Series – Warning Signal, 1 <sup>st</sup> race of the day
Monday, 8/10/09	1030	Qualifying Series – Warning Signal, 1 <sup>st</sup> race of the day
Tuesday, 8/11/09	1030	Final Series (Championship, President’s Cup & Governor’s Cup Divisions) – Warning Signal, 1 <sup>st</sup> race of the day
Wednesday, 8/12/09	1030	Final Series – Warning Signal, 1 <sup>st</sup> race of the day
Thursday, 8/13/09	1030	Final Series – Warning Signal, 1 <sup>st</sup> race of the day
	1800	Awards Presentation

**5.2 Number of races:**

- (a) Qualifying Series – 4 (four) races are scheduled.
- (b) Final Series – 6 (six) races are scheduled.

**5.3** If the Race Committee intends to start another race on the same day, it will display the Second Substitute flag (with no sound) while boats are finishing. This changes RRS Race Signals.

**5.4** After a long postponement, to alert boats that a race or sequence of races will begin soon, an orange flag will be displayed with one sound for at least five minutes before a warning signal is displayed.

**5.5** No race shall be started after 1500 hrs. Thursday, August 13<sup>th</sup>.

## **6 CLASS FLAGS & BOW NUMBERS**

**6.1** Qualifying Series class flags will be Blue, Green & Yellow

**6.2** Final Series class flags will be:

<u>Class (Division)</u>	<u>Flag</u>
Championship	Blue
President's Cup	Green
Governor's Cup	Yellow

**6.3** Bow numbers will be provided by the organizing committee at registration. Competitors are required to display bow numbers on each side of the hull of their boats 11 to 13 inches aft of the bow and 1 to 2 inches below the rub rail. The Race Committee will use the bow numbers as the primary identification of a boat. It is the responsibility of the crew to ensure the numbers remain on the boat and obtain replacements if necessary. The sail number will only be used when the Race Committee is unable to ascertain a boat's bow number.

**6.4** For the Qualifying Series, the RC will post group assignments on August 8th, by 1800 hrs., on the Official Notice Board, with accompanying class flag colors.

**6.5** Colored class streamers will be provided by the organizing committee at registration and shall be flown on each boat's backstay while racing.

## **7 RACING AREAS**

**7.1** Racing will normally take place on the waters of Lake Ontario, unless special wind/weather conditions warrant that racing be conducted on the waters of Great Sodus Bay. See Attachment A for approximate location of the Lake and Bay racing areas

**7.2** If the RC intends to race on Great Sodus Bay it will display Code flag D with Code flag L, either ashore and/or on the water. If, between races, the RC moves the racing from the Bay to the Lake, it will display Code flag L.

**7.3** A change of racing area location by the Race Committee is not grounds for redress or protest. This changes RRS 62.1(a).

- 7.4 The RC signal boat will display code flag L, with one sound signal, as it departs SBYC for the racing area on Lake Ontario, or Code flag D with Code flag L, with one sound signal, as it departs SBYC for the racing area on Great Sodus Bay.

## **8 THE COURSES**

- 8.1 The courses will be Windward/Leeward, with a windward offset mark and a leeward gate. See Attachment B for details and courses, including order of mark roundings.
- 8.2 No later than the warning signal, the course number, approximate magnetic heading to the weather mark and the distance to the weather mark in nautical miles will be displayed on a course board, in that order, on the starboard side of the Race Committee signal boat. Failure to receive this information shall not be grounds for protest or redress. This changes RRS 62.1(a).
- 8.3 The windward mark and offset mark are to be rounded to port.
- 8.4 The weather offset mark will be laid approximately perpendicular to the course axis and approximately 100 ft. to port of the weather mark.
- 8.5 A leeward gate (two marks) will be used. If one mark of the gate is missing, then the remaining mark shall be rounded to port.
- 8.6 The leeward gate marks may be laid after the starting signal.

## **9 MARKS**

- 9.1 The weather mark and leeward gate marks will be large yellow cylinders approximately 6 ft high.
- 9.2 The windward offset mark will be an orange ball, approximately 4 ft in diameter.
- 9.3 New marks, as provided in Instruction 11.1, will be orange tetrahedrons.
- 9.4 The starting and finishing marks will be orange tetrahedrons, or an RC boat displaying an orange flag..

## **10 THE START**

- 10.1 The starting line will be between a staff or halyard displaying an orange flag on the signal boat and either an orange flag displayed on the port-end RC line boat, or a starting mark. The starting line will be located downwind of the leeward gate.

- 10.2** Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other divisions.
- 10.3** The Race Committee will endeavor to hail premature starters. Failure for a hail to be made, to receive a hail, and/or the order of hails made, shall not be cause for redress. This changes RRS 62.1(a) and complies with RRS 41(d).
- 10.4** If the Black Flag Rule is signaled, the Race Committee shall display a boat's bow number (not her sail number) before the next warning signal. This changes RRS 30.3.

## **11 CHANGE OF THE NEXT LEG OF THE COURSE**

- 11.1** 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 practical. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

## **12 THE FINISH**

- 12.1** The finish line will be between a staff or halyard displaying an orange flag on the RC finish boat and the finishing mark, or a flag or halyard displaying an orange flag on a nearby RC line boat..

## **13 PENALTY SYSTEM**

- 13.1** The penalties are as described in RRS 44.1 and RRS 44.2 , with the additional provision that “when an infringing boat has its spinnaker drawing at the time of the infringement, drops it completely while taking her penalty, resets it immediately and has it drawing after the penalty, the penalty is *one full turn*, including one tack and one gybe”, per Class Rules VIII (9). This changes RRS 44.1 and RRS 44.2.
- 13.2** A boat that has taken a penalty or retired under RRS 31.2 or RRS 44.1 shall submit an acknowledgement form to the Protest Committee at the SBYC bar within the protest time limit. Penalty Acknowledgement forms are available there.

## **14 TIME LIMITS**

- 14.1** A boat starting later than 10 minutes after her starting signal will be scored Did Not Start (DNS), without a hearing. This changes RRS 35, 63.1, A-4 and A-5.
- 14.2** The time limit for the first boat in a division to sail the course and finish will be 3 (three) hours. This changes Class Rule VIII (3).
- 14.3** If no boat has passed the first weather mark within 45 minutes, the race will be abandoned. This changes Class Rules VIII (3).

- 14.4** All boats not finishing within 30 minutes of the first finisher in her division will be scored Time Limit Expired (TLE), without a hearing. A TLE score shall be one more point than the number of boats that have finished within the time limit. This changes Class Rule VIII (3), RRS 35, A-4.1, A-4.2, A-5 and A-II.
- 15 PROTESTS, REQUESTS FOR REDRESS and MEDIATION**
- 15.1** Boats shall report their intent to protest and the bow number of the boat they intend to protest to the Race Committee signal boat upon finishing, until acknowledged by the Race Committee.
- 15.2** The protest time limit is 60 minutes after the hoisting of code flag B (see Sailing Instruction 4.3), which shall occur within approximately 15 minutes after the RC signal boat docks, or racing is abandoned on shore. The RC signal boat's docking time will be posted on the official notice board.
- 15.3** Protests shall be submitted on a US SAILING protest form to the Protest Committee secretary or SBYC bartender at the SBYC clubhouse bar within the protest time. This changes RRS 61.2. Protest forms are available at the SBYC bar from the Protest Committee secretary or the SBYC bartender.
- 15.4** Notices will be posted after the protest time limit to inform competitors of mediation hearings or protest hearings in which they are the representatives or named as witnesses.
- 15.5** A protest mediation system will be in operation for an alleged breach of rules in RRS Part 2. Details of the mediation process are in Attachment C.
- 15.6** Protest hearings will be held in the Sodus Bay Junior Sailing Association building, located on the adjacent east side of SBYC grounds, beginning at the time posted. Protests referred to the Protest Committee from the mediator will be added to the list of scheduled protests as they become available from mediation.
- 15.7** Notices of protests by the Race Committee or Protest Committee will be posted to inform boats under RRS 61.1(b).
- 15.8** On the last scheduled day of racing (8/13/09) a request for reopening a hearing shall be delivered: (a) within the protest time limit if the party requesting reopening was informed of the decision on the previous day, or (b) no later than 30 minutes after the party requesting reopening was informed of the decision on that day. This changes RRS 66.
- 15.9** On the last scheduled day of racing (8/13/09) a request for redress for redress based on a Protest Committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.

- 15.10** Breaches of Sailing Instruction 6, 10, 17, 18, 19, 21, 22 and 23 will not be grounds for a protest by a boat. This changes RRS 60.1(a). Penalties for these breaches may be less than disqualification if the Protest Committee so decides.
- 15.11** If the Race Committee posts a list of boats that scored OCS, ZFD or BFD on the official notice board before the protest time limit, a request for redress based on such a posted score shall be made no later than one hour after the protest time limit. This changes the first sentence of RRS 62.2

## **16 SCORING**

- 16.1** The Low Point Scoring System of RRS Appendix A, as modified by these Sailing Instructions, will apply to all races.
- 16.2** In the Qualifying Series, two races are required to be completed to constitute a series. See Class Rule XIII (A) for additional details about the series, how many races are to be scored, and the possible use of a third day of racing for the series if necessary. This changes RRS Appendix A.
- 16.3** In the Final Series, one race is required to be completed to constitute a series. See Class Rule XIII (B) for additional details about the series and how many races are to be scored, including the use of results from the Qualifying Series if 2 (two) or less races in the Final Series are completed. This changes RRS Appendix A.
- 16.4** Abbreviations for scoring shall be in accordance with the rules as defined in *The Racing Rules of Sailing 2009-2012*, per Class Rule VIII (4a).
- 16.5** Each boat finishing in a race and not thereafter retiring or being disqualified will be scored points equal to her finishing place as follows: first boat scores 1 point, second boat scores 2 points, and so on. DNC, DNS, DNF and RAF score points equal to one more, and OCS, DNE, BFD and DSQ score points equal to two more than the greatest number of boats eligible to start in any race of the series. RDG scores points equal to the finishing position awarded her after a hearing for request for redress. This changes RRS Appendix A, per Class Rule VIII (4b).
- 16.6** Boats which tie in a single race shall score points equal to the best position involved. The position(s) immediately after shall remain vacant. For example, if two boats tie for first place, both are scored 1 point each and the next boat to finish scores 3 points. This changes RRS A-7, per Class Rule VIII (5a).
- 16.7** When there is a tie on total points between two or more boats at the end of a series, the tie will be broken in favor of the boat or boats with the most first places, and, when a tie remains, the most second places, and so on. If a tie still remains, it shall be broken in favor of the boat which beats the other(s) in the last untied race of the series. All races, including those possibly excluded in

calculating total scores in accordance with Class Rule VIII (4d), shall be considered for the purpose of breaking ties. This changes RRS Appendix A, per Class Rule VIII (5b).

## **17 SAFETY REGULATIONS**

**17.1** Prior to the first warning signal of the first race of each day, each boat is required to check in by passing astern of the Race Committee signal boat on starboard tack and hail her bow number until acknowledged by the Race Committee.

**17.2** A boat that retires from a race or leaves the racing area between races shall notify the Race Committee as soon as possible.

## **18 REPLACEMENT OF CREW OR EQUIPMENT**

**18.1** Per Class Rule VIII (1), there will be no substitution of skipper.

**18.2** Per Class Rule VIII (2), once the regatta has begun, boat and crew must sail throughout, except in the case of proven accident or illness. Prior to the close of registration, permission may be granted for the use of specified alternate crew for a specified race or races. Permission for substitution in such cases may be obtained from the organizing authority. Such permission must be denied if unfair advantage is gained thereby, or if not absolutely necessary. This changes Class Rule VIII (2).

**18.3** Substitution of damaged or lost equipment will not be allowed unless authorized by the Race Committee PRO. Requests for substitution shall be made to the PRO at the first reasonable opportunity.

## **19 EQUIPMENT & MEASUREMENT CHECKS**

**19.1** A boat or equipment may be inspected at any time for compliance with the Class Rules and Sailing Instructions. On the water, a boat can be instructed by the Race Committee to proceed immediately to a designated area for inspection.

## **20 OFFICIAL BOATS**

**20.1** The RC signal boat and all markset/stake boats will be identified by a blue Race Committee flag.

**20.2** Other regatta support/assist boats, whether they are for safety, press or other purposes, will be identified by displaying code flag A.

## **21 SUPPORT BOATS**

- 21.1** Support boats, team leaders, coaches, and other support personnel for any competing boat shall stay outside the racing area (defined as *300 feet* outside the laylines of the course, including the starting area) from the first warning signal of the day until the competing boat has finished the last race of each day. This changes Class Rule VIII (15).
- 21.2** At registration/check-in, support boats must be identified with the following information: type of boat, what Lightning(s) it is supporting, the name of the support boat operator and his/her cell phone number. A form will be available for this purpose at the registration desk.
- 21.3** The penalty for failure to comply with these requirements may be disqualification of all completing boats associated with the infringing support boat and/or personnel

## **22 TRASH DISPOSAL**

- 22.1** Boats shall not put trash in the water.

## **23 RADIO COMMUNICATION**

- 23.1** A boat shall neither make radio transmissions while racing, nor receive radio communication not available to all boats. This restriction also applies to mobile telephones.
- 23.2** The Race Committee will use VHF radio channel 09 to communicate to the fleet, including the location of the starting area, countdown to the start, OCS bow numbers, general recalls, intention to run another race, etc. Failure to make these broadcasts, failure to include a bow number or sail number, or failure of a competitor to hear a broadcast(s) shall not constitute grounds for redress. This changes RRS 62.1(a).
- 23.3** It is strongly encouraged that each boat has a VHF radio on-board, capable of receiving channels 9, 16, 68 and 72.

## **24 PRIZES**

- 24.1** Keeper trophies and prizes will be awarded to the top placing skippers and crew in each of the Championship, President's Cup and Governor's Cup divisions in the Final Series.
- 24.2** Perpetual Trophies will be awarded to the North American Champion and Runner-Up.
- 24.3** The Tom Fallon Trophy will be awarded to the last boat to qualify for the Championship division in the Final Series.

- 24.4 The Swanson trophy will be awarded to the top placing, first time female skipper in the Final Series.
- 24.5 The Thomas McDermott Trophy will be awarded to the skipper who improves the most in position in the Qualifying Series, (2009 vs. 2008).
- 24.6 The Thermis Trophy will be awarded to the highest placing skipper who is sailing in the Championship division for the first time.

## **25 DISCLAIMER OF LIABILITY**

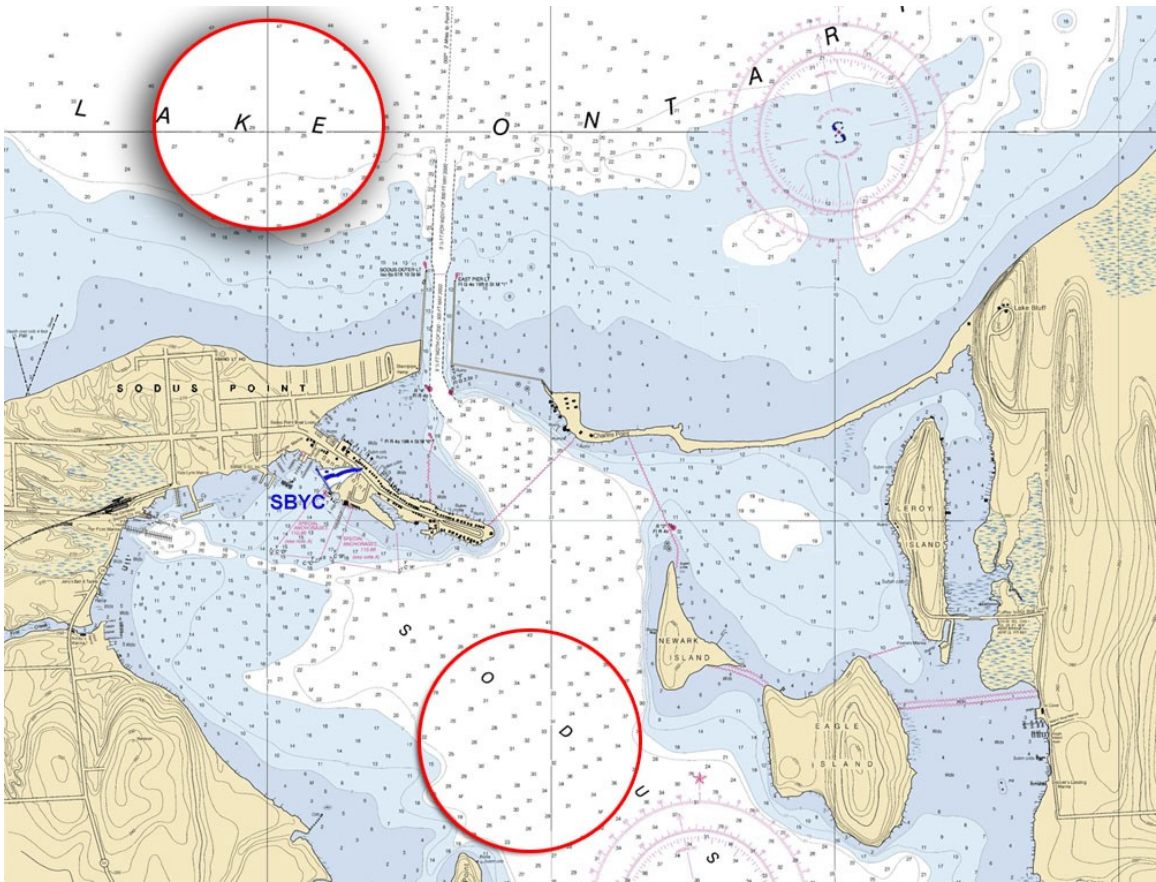
- 25.1 Competitors participate in the Regatta entirely at their own risk. See RRS 4, Decision to Race. The organizing authority and host club will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the Regatta.
- 25.2 Skippers will be required to sign a SBYC hold harmless agreement during registration.

## **26 INSURANCE**

- 26.1 Each boat is required to hold adequate insurance and it is the sole, inescapable responsibility of the owner/charterer or competitor to ensure that the insurance is adequate and in place prior to participating in this regatta.
- 26.2 The safety of a boat and her entire management is the sole and inescapable responsibility of the skipper.

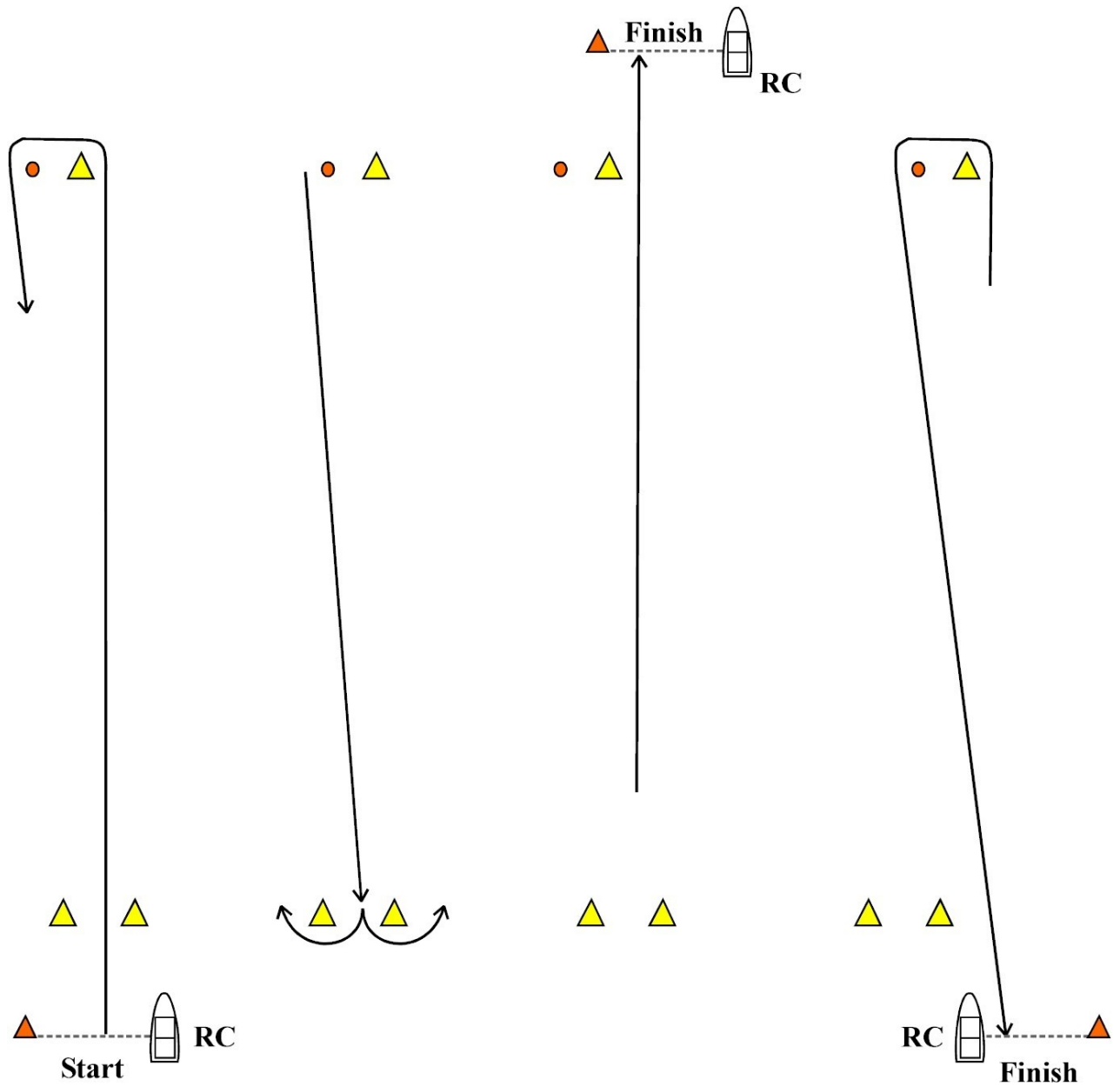
**Attachment A – Racing Areas**

***LAKE RACING AREA***



***BAY RACING AREA***

## Attachment B – Course Diagram



*Windward mark "W",  
w/ offset mark "O"*

*Leeward Gate*

*Finish upwind*

*Finish downwind*

*COURSE 3 = Start – W – O – Gate – Finish (upwind)*

*COURSE 4 = Start – W – O – Gate – W – O – Finish (downwind)*

*COURSE 5 = Start – W – O – Gate – W – O – Gate – Finish (upwind)*

*COURSE 6 = Start – W – O – Gate – W – O – Gate – W – O – Finish (down)*

## **Attachment C – Mediation Process**

1. After a protest has been lodged in accordance with the Sailing Instructions, both parties involved in protests alleging a breach of a rule of RRS Part 2 and only two boats shall be heard by a mediator appointed by the Protest Committee.
  - 1.1 In exception to the above, incidents where damage is involved shall be subject to mediation, but shall be referred directly to the Protest Committee for a hearing.
2. Only one representative from each boat involved, who shall have been on the boat at the time the incident occurred, shall attend the mediation hearing. No witnesses shall be allowed.
3. The validity of the protest, per RRS 61, will be determined. If the appropriate parts of RRS 61 have been met, mediation will be continue. If the appropriate sections of RRS 61 have not been met, the mediator may rule the protest invalid. The protestor may accept the ruling or have the protest referred to the Protest Committee.
4. The mediator will have each party describe the incident, limiting each party to approximately 3 minutes. After hearing these descriptions, the mediator will offer one of the following opinions:
  - (a) *No rule was broken.* If the protesting boat accepts this opinion, she can agree to withdraw the protest and the protest is then settled.
  - (b) *A rule was broken by one of the boats involved.* If that boat accepts this opinion, she may accept a 40% scoring penalty and the protest is then settled.
  - (c) *Both boats broke a rule.* If both boats accept this opinion and each agrees to accept a 40% scoring penalty, then the protest is settled.
  - (d) *The mediator is unable to offer an opinion based on the brief description given by the parties.*
5. Once the protest has been settled under 4(a), 4(b) or 4(c) above, the mediator shall record this on the protest form and the matter shall not thereafter be referred to the Protest Committee and is not subject to requests for redress, reopening or appeal by any party.

5.1 If, however:

(i) the protestor does not withdraw the protest under 4(a) above, *or*

(ii) a competitor does not accept the mediator's opinion that she broke a rule under 4(b) or 4(c) above, *or*

(iii) the mediator is unable to offer an opinion under 4(d),

then the protest shall be submitted to the Protest Committee for a hearing and it will be scheduled.

6. If the mediator's opinion is not accepted, there shall be no further discussion of the incident with the parties and the testimony given at the mediation hearing shall remain confidential and shall not be discussed with any person prior to the protest hearing.

7. If a party fails to attend, the mediation may still be heard as in RRS 63.3(b).

8. Application of the 40% penalty shall be calculated in accordance with RRS 44.3, except that the penalty is modified to read 40%. This changes RRS 44.3.