



INTERNATIONAL C CLASS CATAMARAN CHAMPIONSHIP

NEW YORK YACHT CLUB
Newport, Rhode Island, USA

AUGUST 22-28, 2010



SAILING INSTRUCTIONS

1 ORGANIZING AUTHORITY

The Organizing Authority (OA) is New York Yacht Club (NYYC).

2 RULES

- 2.1 The event will be governed by the rules as defined in *The Racing Rules of Sailing*, including Appendix C – Match Racing Rules for the match racing portion of the event.
- 2.2 For the fleet racing portion of the event, rules 44.1 and 44.2 are changed so that only one turn, including one tack and one gybe, is required.
- 2.3 US SAILING Prescriptions to rules 61.4, 68, 76.1, 76.3 and Appendix F will apply. A copy will be posted on the official regatta notice board. The prescriptions are also available at www.ussailing.org.
- 2.4 In the fleet racing, the Protest Committee may impose suitable penalties, other than disqualification, for violations of non-Part 2 rules. This changes RRS 64.1.

3 NOTICES TO COMPETITORS

- 3.1 Notices, including race results, amendments and protest hearing schedules, shall be posted on the Official Notice Board located in the courtyard of the NYYC Sailing Center at Harbour Court. This information may also be posted on the NYYC website at www.nyyc.org/cclasscat/.
- 3.2 A daily meeting will be held at 0900 in the tent on the lower lawn at NYYC. Each boat shall be represented by a member of the crew unless excused by the OA.

4 CHANGES TO THE SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect. Flag “Lima” will be flown to signify such posting.

5 SIGNALS MADE ASHORE

- 5.1 Flag signals will be flown from the flagpole at Harbour Court.
- 5.2 When Pennant “AP” is displayed ashore, “one minute” is replaced with “not less than one hour” in Race Signal “AP”.

6 SCHEDULE OF RACES & SCORING

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|-----|-----------|---------|------|---|
| 6.1 | Monday | Aug. 23 | 1100 | Warning signal for the first fleet race |
| | Tuesday | Aug. 24 | 1100 | Warning signal for the first fleet race |
| | Wednesday | Aug. 25 | 1100 | Warning signal for the first fleet race |

Thursday	Aug. 26	0900	Meeting with the Umpires (for top two teams)
		1200	Attention signal for the first match race
Friday	Aug. 27	1100	Attention signal for the first match race
Saturday	Aug. 28	1100	Attention signal for the first match race
		1700	No warning signal shall be made after this time
		TBD	Prize awards following the completion of racing

6.2 Fleet racing:

- a) Up to twelve races will be held with no more than four races on any one day unless weather conditions otherwise require.
- b) Three races must be completed to constitute a series.
- c) When five or fewer races have been completed, a boat's series score will be the total of her race scores. When six or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score. This changes rule A2.

6.3 Match racing:

- a) The two teams with the best scores at the completion of fleet racing will match race for the International C Class Catamaran Championship. Each team shall declare the boat and wing that it will use in the Championship no later than 0900 on Thursday, August 26th. This may be a different hull or wing than that used in the fleet racing portion.
- b) No more than four races may be held on any one day unless weather conditions otherwise require.
- c) The match race scoring system in rule C10 will apply. The first boat to score five points will win the championship.
- d) In the event of a tie in points in the match racing, the tie will be broken in favor of the boat that placed higher in the fleet racing portion of the event.

6.4 Alternative racing:

- a) Boats not qualifying for the International C Class Catamaran Championship will continue racing as determined by the OA. The format may include match racing or fleet racing and will be posted on the official notice board.
- b) In the event that the championship has been decided on Friday, August 27th (one boat has scored five points), there will be racing on Saturday, August 28th in a format to be determined by the OA in consultation with the competitors.

6.5 Delay of start of any Match Race due to a boat being disabled or serious injury to crew:

- a) A boat may request a delay in the starting time of any match race by displaying a green flag before the attention signal to indicate damage to the boat, including the wing, or serious injury to her crew.
- b) The Umpires shall make the decision whether or not to grant a delay:
 - i) If approved, the Race Committee shall announce a new time for the next attention signal.
 - ii) If not approved, the Race Committee shall commence the next race at the scheduled time. The other boat shall sail the course and finish within the time limit in order to be awarded the point for the match.
- c) If a delay is approved and the disabled boat cannot repair her damage in the extra time prior to the rescheduled attention signal, she may request additional time to repair her damage by following the procedure in SI 6.5(a). The Umpires and Race Committee shall follow the procedure in SI 6.5(b).

- d) A representative of the damaged boat shall immediately report to the Race Committee when the reason for the delay is resolved.
- e) No race will be postponed or abandoned due to a request by a boat for a delay for damage or injury to a crew made at or after the attention signal.

6.6 Match Racing – Disabled boat, extended time for repairs:

- a) If either boat is disabled and needs extended time for repairs, including damage to a wing, such boat may apply to the Umpires for time to effect repairs. Applications shall be made at the first reasonable opportunity after becoming aware of the damage and before the attention signal is displayed for the next race. The Umpires shall decide whether to refer such application to a hearing.
- b) If the umpires so decide, they shall hold a hearing at which both boats are represented. If the Umpires are satisfied that the damage is such that the boat cannot continue to race competitively, they may, in their sole discretion, allow such time to make repairs as they consider reasonable, but such time period shall not extend beyond 1100 on the following day. The Umpires may only exceed this allowed time due to extenuating circumstances and after determining that it would be reasonable in all respects to allow such an extension.
- c) If the damage resulted from a breach of a rule of Part 2 and the Protest Committee is satisfied that repairs cannot be made within the allotted time, and:
 - i) the Protest Committee determines that only one boat is at fault with respect to the damage, then the other boat shall be declared the winner of the Match Race Series; or,
 - ii) the Protest Committee determines that neither boat is at fault or both of the boats are at fault with respect to the damage, then the boat with the highest score in the Match Race Series, including the race in question if points were awarded, shall be declared the winner of the Match Race Series. If both boats are tied, the boat that won the Fleet Racing Series shall be declared the winner of the Match Race Series.

6.7 For the match race series, the team winning the Fleet Racing Series will choose the initial starting entry side. Teams will alternate ends for each subsequent race.

7 RACING AREA

7.1 The racing area will be announced at the daily meeting each morning.

7.2 The rendezvous location will either on Narragansett Bay north of the Newport Bridge or on Rhode Island Sound as described below:

Area R – in the vicinity of 0.5 nm south of Halfway Rock near Prudence Island

Area C – in the vicinity of 225° for 2.0 nm from R “2” QR marking Brenton Point

8 COURSE

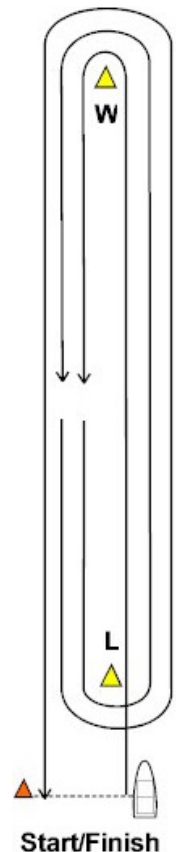
8.1 The course will be a windward-leeward configuration consisting of three laps (six legs total).

Start – W – L – W – L – W – Finish

8.2 No later than the warning signal, the Race Committee signal boat will display the approximate compass bearing and distance to the first windward mark on a white board.

8.3 The leeward mark will be set approximately 0.1 nm to windward of the Race Committee signal boat.

8.4 All rounding marks shall be rounded in order and left to port.



9 MARKS

- 9.1 Marks W and L will be yellow inflatable tetrahedron buoys.
- 9.2 The starting and finishing marks will be orange inflatable tetrahedron buoys.
- 9.3 New marks, as provided in SI 11, will be orange inflatable tetrahedron buoys.

10 THE START

- 10.1 The starting line will be between a staff displaying an orange flag on the Race Committee Signal Boat and the course side of the port-end starting mark. The Race Committee may deploy a “Keep Off” buoy(s) that shall be considered an integral part of the Race Committee Signal Boat.
- 10.2 Fleet races will be started in accordance with rule 26. The Race Committee will make a courtesy short repetitive sound signal approximately one minute before the warning signal.
- 10.3 Match races will be started in accordance with Appendix C except the Attention Signal with Flag F will be made seven minutes before the starting signal. This changes rule C3.1. The Race Committee will make a courtesy short repetitive sound signal approximately one minute before the attention signal.

11 CHANGE OF THE NEXT LEG OF THE COURSE

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 THE FINISH

- 12.1 The finishing line will be between a staff displaying an orange flag on a Race Committee Boat and the finishing mark.
- 12.2 If the Race Committee intends to start another race on the same day, it will display the Second Substitute (with no sound) while boats are finishing.

13 TIME LIMITS

- 13.1 The time limit to sail the course and finish is two hours.
- 13.2 Boats failing to finish within 20 minutes after the first boat sails the course and finishes will be scored Did Not Finish without a hearing. This changes rule 35, A4 and A5.

14 PROTESTS AND REQUESTS FOR REDRESS

- 14.1 Protest forms are available from the jury secretary in the NYYC Sailing Office. Protests and requests for redress or reopening shall be delivered there within the time limit.
- 14.2 The protest time limit is 60 minutes after the Race Committee signal boat has docked.
- 14.3 Notices will be posted as soon as possible after the protest time limit on the Jury Notice Board in the courtyard of the NYYC Sailing Center. Hearings will be held in the protest room located in the NYYC Sailing Center.
- 14.4 In accordance with rule 70.5(a), decisions of the protest committee are final. US SAILING's permission has been granted and is limited to the fleet racing portion of the regatta. If the requirements shown on: http://raceadmin.ussailing.org/Rules/No_Appeal are not met, the decisions of the protest committee may be appealed.

15 PRIZES

- 15.1 The winner of the match racing portion of the regatta will be awarded The International C Class Championship Trophy.
- 15.2 The OA may award other trophies at its discretion.

16 SUPPORT BOATS

- 16.1 Support boats and coach boats are those that are under the direction or control of a person gathering information or giving material support for the benefit of a particular competitor whether on the water or off. Support boats and coach boats shall conspicuously display identification of the team being supported or coached.
- 16.2 From the warning signal for a race until all boats have finished or withdrawn from that race, no coach boat or support boat shall be in the starting area, within the lay lines to the windward mark or in a position that may interfere with a boat on a downwind leg or at the finish line. A violation may result in a penalty at the discretion of the Protest Committee applied to the competitor being supported or coached.

17 DISCLAIMER OF LIABILITY

As a condition of entry, each competitor agrees that the safety of personnel, boat and equipment and the decision whether to start or continue to race is the competitor's responsibility alone, and each competitor waives all claims against New York Yacht Club, its officers, trustees, committees, committee members, employees and agents arising out of the competitor's participation in this regatta. 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.

18 NOTES

- 18.1 Competitors are reminded that Narragansett Bay and its approaches are considered restricted channels for commercial traffic and vessels in the navigation channel restricted in their ability to maneuver. Competitors must comply with the government right-of-way rules when in proximity to commercial or privileged marine traffic.
- 18.2 In the event there is racing in Narragansett Bay, competitors should be aware of heightened security around the Navy base in Newport just to the north of the Newport Jamestown Bridge. The area to the east of a line defined by a series of white buoys marking the Newport Security Zone along the coast of the Naval Facilities from Coasters Harbor to the breakwater at the north end of Coddington Cove shall rank as an obstruction. Boats shall not enter this area. A Navy patrol boat monitors the area and vessels navigating in the Exclusionary Zone may face action by Coast Guard and Naval authorities.
- 18.3 Newport Tides

Day	Date	High Tide	Low Tide
Monday	Aug. 23	0741	1307
Tuesday	Aug. 24	0818	1348
Wednesday	Aug.25	0853	1428
Thursday	Aug. 26	0927	1507
Friday	Aug. 27	1000	1543
Saturday	Aug. 28	1035	1618

- 18.4 All times herein are Eastern Daylight times. Bearings are in degrees magnetic and are approximate. Distances used herein are expressed in nautical miles (when not otherwise defined) and are approximate.

19 FURTHER INFORMATION

For further information, please visit our website at www.nyyc.org/cclasscat/ or contact the Sailing Office.

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PROTEST COMMITTEE

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Daniel A. Davis
Kathy Kennedy, Jury Secretary

UMPIRES

Peter Shrubbs, Chief Umpire (BER)
Thomas Duggan (USA)
Brad Dellenbaugh (USA)