

# LYRA 2020-Lower Niagara River

## 1 RULES

- 1.1 The Races will be governed by the rules defined in "The Racing Rules of Sailing"
- 1.2 The 2017-2020 US Sailing Prescriptions will apply
- 1.3 All yachts shall comply with the safety regulations of their home country
- 1.4 All yachts shall carry a working VHF Radio capable of transmitting and receiving

## 2 ELIGIBILITY

- 2.1 The Series is open to keelboats owned by members of clubs affiliated with LYRA
- 2.2 Other boats may be permitted at the discretion of the Regatta Organizers

## 3 ENTRY & FEES

- 3.1 Entry Fee is \$50 USD
- 3.2 The deadline for entry is Wednesday July 29, 2020
- 3.3 Entry Form and race documents available at <https://yachtscoring.com/emenu.cfm?eid=13027>

## 4 SCHEDULE

- 4.1 Saturday August 1 - Warning signal Long Course; 1000
- 4.2 Saturday August 1 - Warning Signal Short Course; 1020hrs

## 5 COURSE AREA

- 5.1 The waters of Lake Ontario, between the Niagara River and Olcott. NY

## 6 MARKS

- 6.1 **YYC "5"** mark, located approximately 43.16.561 N 79.03.042 W
- 6.2 **Niagara Bar Lighted Buoy 2, 'R2'**, approx 43.19.040N 079.4.235W
- 6.3 Buoy off **Olcott** pier, specifications TBA
- 6.4 Buoy off **Wilson** Pier, specifications TBA

## 7 COURSES

- 7.1 **Long Course** YYC 5– R2 – Olcott -R2 -YYC 5 36.1NM
- 7.2 **Short Course** YYC 5 – Wilson – YYC ~~3~~ **5** 19.43NM ( change to YYC 5.. see amendment 1)

## 8 RATINGS

- 8.1 The races will be scored using PHRF LO ratings
- 8.2 Yachts that do not hold a current, valid PHRF rating may be assigned a rating by application to the Regatta Organizers. Such application shall be made prior to Monday, July 27, 2020
- 8.3 Yachts that had a valid PHRL-LO certificate in 2019 are not eligible for an assigned rating

## 9 DIVISIONS

- 9.1 Divisions, if used, will be described in the Sailing Instructions.
- 9.2 There **will** be an NFS division(s)

## 10 RADIO COMMUNICATIONS

- 10.1 While Racing all boats shall monitor Channel 16

## 11 PRIZES

- 11.1 Prizes will be awarded for First, Second and Third in each division
- 11.2 Prizes may be awarded for subgroups-Shorthanded, etc

## 12 DISCLAIMER OF LIABILITY

- 12.1 Competitors participate in a race entirely at their own risk. See RRS 4, Decision to Race. The Organizing Authority will not accept any liability for material damage or personal injury or death sustained in conjunction with, prior to during or after the race(s).

## 13 INSURANCE

- 13.1 Each yacht shall be insured with adequate third party liability insurance with a minimum cover of \$300,000 USD per incident or the equivalent

## 14 FURTHER INFORMATION

- For more information or to request an assigned rating, please contact Kevin Doyle, 716-984-2343 (voice or text) or LYRA2020@kevindoyle.net

## NOTE – CANADIAN BOATS

Please be advised that the Government of Canada has passed an Order in Council respecting the COVID-19 pandemic and has a section that specifically speaks towards vessel activity:

Generally, the order prohibits foreign nationals (including Americans) from entering Canada for optional or discretionary purposes, including recreational activities. Certain marine vessel activities have now been exempted from this prohibition:

*6(d) This Order does not apply to a person who enters Canadian waters, including the inland waters, or the airspace over Canada on board a conveyance while proceeding directly from one place outside Canada and leaves Canada to another place outside Canada on board the conveyance, as long as the person was continuously on board that conveyance while in Canada and, in the case of a conveyance other than an aircraft, the person did not land in Canada and the conveyance did not make contact with another conveyance, moor or anchor while in Canadian waters, including the inland waters, other than anchoring carried out in accordance with the right of innocent passage under international law and, in the case of an aircraft, the conveyance did not land while in Canada.*

So, although the CBSA service at marinas remain suspended, and boaters are prohibited from docking, mooring or making other vessel contact in Canada, “innocent passage” is now permitted once again, without a requirement to report to CBSA.

The complete wording is [available here](#).

We’ve spoken about Canadian vessels and boaters entering US waters as well: the same principles would apply where innocent passage into US waters would not trigger any obligations (including reporting) under the Customs Act, Immigration and Refugee Protection Act or Quarantine Act, however the CBSA may still examine any vessel that has entered Canada, regardless of reporting or quarantine requirements, as has always been the case.