



2024 LYRA Regatta

Freeman Cup

July 31, 2024

Rochester Yacht Club



SAILING INSTRUCTIONS (SIs)

The notation '[NP]' in a rule of the sailing instructions (SIs) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

1 RULES

- 1.1** The event is governed by the rules as defined in *The Racing Rules of Sailing* and the rules of PHRF-LO, and ORC. Amalgamated International and U.S. Inland Navigation Rules shall apply between Sunset and Sunrise. ([Nav Rules Handbook 27OCT2022 85 FR 58268.pdf \(uscg.gov\)](#)). ORC Rules and PHRF Lake Ontario Rules shall apply for those racing under each format. ORC Rule 209.4 -second sentence is amended to allow for the flying of asymmetrical spinnakers on the opposite side of the boom

Appendix A describes additional requirements for overnight race safety.

2 COMMUNICATIONS WITH COMPETITORS

- 2.1** Notices to competitors will be posted on the official notice board located on (<https://yachtscoring.com>).
- 2.2** On the water, the race committee intends to monitor and communicate with competitors via VHF radio on channel 71. Boats shall monitor VHF 71 for the duration of the race.

3 CODE OF CONDUCT

- 3.1** [DP] Competitors and support persons shall comply with reasonable requests from race officials.

4 SIGNALS MADE ASHORE

- 4.1** Signals made ashore will be displayed at the RYC Clubhouse Flagpole located at the Northwest corner of the RYC property along the Genesee River.

5 SCHEDULE OF RACES

5.1

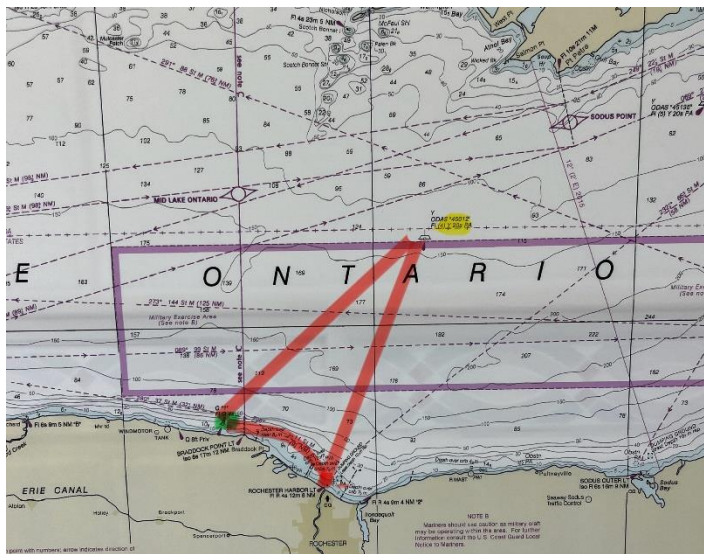
Date	Number of Races	Time of 1st Warning Signal	Latest time for warning signal
July 31, 2024	1	1800	n/a

6

COURSES

6.1

The Course will be a start line in approximate position of .8nm NNE of Rochester Pier West Light, NOAA Yellow Weather Buoy #45012 (**43°37'15" N 77°24'3" W**) to port, Wautoma Shoals Lighted Buoy "1" to port, Rochester Harbor West Light as the finish. Course to be sailed will be an approximate distance of 56nm.



7

THE START

7.1

The start line will be in approximate position of .8nm of Rochester Pier West Light.

8

THE FINISH

8.1

The finishing line will be the Rochester Harbor West Light.

8.2

[NP] If finishing between sunset and sunrise, competitors will illuminate their Mainsail numbers when crossing the finish line.

9

HEARING REQUESTS

9.1

Protests, Requests for Redress or Scoring Inquires shall be submitted within ninety (90) minutes after the last boat in the last race finishes. See Rule 61.3.

9.2

Hearing request forms are available on Yacht Scoring.

9.3 Hearings for the Freeman Cup race will be scheduled for on or after July 31st and the schedule will be posted on the Official Notice Board.

10 PRIZES

10.1 Prizes will be given for First through Third in each class.

11 RISK STATEMENT

11.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

11.2 OWNER/SKIPPER RESPONSIBILITY

The safety of a sailing yacht and its crew is the sole responsibility of the owner and the skipper. The owner and the skipper must make certain that the yacht is fully found seaworthy and well crewed. They must satisfy themselves as to the soundness of the hull, spars, rigging, sails, and equipment. They must see to it that all safety equipment is properly maintained and stowed, that the crew has been instructed in its use, and that the equipment is deployed when necessary. Neither the minimum required equipment, nor the inspection of a yacht by the race committee for compliance, limits the responsibility of the owner and skipper for the safe operation of a sailing yacht in this race.

12 INSURANCE

12.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$300,000 per incident or the equivalent.

Appendix A:

The following list of equipment is required aboard all yachts entered in the Freeman Cup Race. All yachts are subject to an equipment inspection before and after the race. Any yacht found to be not in compliance will either not be started or will not be given a finish position.

The items are in addition to any and all equipment aboard required by law.

1. Sea cocks or gate valves on all through-hull openings below the waterline except for openings for integral deck scuppers, shaft logs, speed indicators, etc.
2. Soft, tapered wooden plugs sized to fit various through-hull openings in the boat.
3. Fixed stanchions and lifelines or pulpits completely enclosing the deck. (OEM)
4. Marine head that complies with Lake Ontario regulations.
5. A cockpit knife. A strong, sharp knife sheathed and securely restrained shall be provided readily accessible from the deck or cockpit.
6. Permanently installed bunks for at least half the number of crew. (OEM)
7. Adequate supply of fresh water.
8. Sail numbers on the mainsail. Numbers on all other sails are highly recommended. Sail numbers must match on all sails.
9. Piloting equipment.
10. Manual bilge pump.
11. Self-bailing cockpit.
12. Rigid 2-gallon pail, with lanyard attached.
13. Anchor and rode, properly sized for the boat.
14. Water resistant flashlights (2) with spare batteries and bulbs.
15. First aid kit and manual.
16. Radar reflector, assembled, mounted and operational at night and during poor visibility.
17. Shutoff valves on all internal fuel tanks.
18. Personal Flotation Device (PFD) with whistle and waterproof light attached, for each crew member.
19. Safety harness and tether for each crew member.
20. Properly installed and adjusted marine compass and an emergency spare.
21. Companionway blocking arrangement (to above deck level).
22. Depth finder or lead line.
23. Emergency steering equipment.
24. Suitable tools and spare parts for the boat and motor.
25. Rigging cutter or hacksaw, capable of cutting the largest diameter wire in the boat's standing rigging.
26. Operable VHF marine radio and a handheld backup VHF marine radio.
27. Buoyant heaving line at least 50 feet long, readily available to the helmsman and crew.
28. Man-overboard safety rig, mounted within reach of the helmsman, and a system for rapid deployment. The safety rig to consist of:
 - a. a horseshoe-type or Life Sling type throw-able PFD

b. a self-igniting waterproof light, whistle, and drogue attached to PFD
c. a man-overboard pole connected to the PFD and constructed to display a flag at least six feet above the water when deployed.

29. When on deck, single handed sailors will be required to use PFD's and a tether to jack lines or sound clipping points, for the duration of the race. A device must be rigged to allow reboarding the boat in case of fall-over. Auto helms will be permitted only for singlehanded sailors.

30. An operable cell phone.

Safety Reminders

MAN OVERBOARD - It's a good idea, before the race, to practice MOB drills. Better still, to practice them in as heavy conditions as possible. Wrapping the genoa and its sheets around the forestay, running over thrown lines, are examples of the chaos that can occur.

SELF-INFLATING PFD'S - These should be serviced and inspected well before the race. Since failures of the auto-inflator mechanisms and cartridges are not uncommon, it is best that users train themselves to pull the manual inflator cord. USCG personnel even practice pulling this cord to the point of it being "muscle memory."

JACK LINES- It's always good to have them rigged, and crew members clipped-in, even in moderate conditions and especially at night. Where a jack line can't be rigged on your boat, clip points should be designated

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