



**2012 North American Challenge Cup
August 3-6, 2012
Chicago Yacht Club, Belmont Station
Chicago, IL**

SAILING INSTRUCTIONS

1 RULES

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2 The IFDS Functional Classification System & Procedures Manual and Section K of the 2.4mR class rules will apply.
- 1.3 This will be a Sonar Class Association Appendix B - Alternative Rules event.

2 NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board located near the entrance to Chicago Yacht Club, Belmont Station.

3 CHANGES TO 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 posed by 2000 on the day before it will take effect.

4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed on the staff at the east end of Chicago Yacht Club, Belmont Station.
- 4.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 75 minutes' in the race signal AP. This changes Race Signals.

5 SCHEDULE OF RACES

- 5.1 The scheduled time of the warning signal for the first race each day is 1025. Additional races will follow. The race committee will conduct as many races as practical each day.
- 5.2 On the last day of the regatta no warning signal will be made after 1400.

6 SUPPLIED BOATS

- 6.1 Competitors shall not modify boats supplied by JGASF in any way except that:
 - a) a compass may be tied or taped to the hull or spars;
 - b) wind indicators, including yarn or thread, may be tied or taped to the boat;
 - c) hulls and rudders may be cleaned, but only with water;
 - d) adhesive tape may be used anywhere above the water line; and
 - e) all fittings or equipment designed to be adjusted may be adjusted.
- 6.2 All equipment provided with the boat for sailing purposes shall be in the boat while afloat.
- 6.3 Competitors shall report any damage or loss of equipment, however slight, to the Judd Goldman Adaptive Sailing Foundation (JGASF) representative immediately after securing the boat ashore. Any breakdown on the water must be brought to the attention of

the race committee or safety boat before the warning signal of the next race.

- 6.4 Class rules requiring competitors to be members of the class association will not apply.

7 CLASS FLAGS

Class flags will be:

<u>Class</u>	<u>Flag</u>
2.4mR	Numeral 1 pennant
Freedom Independence 20	Numeral 2 pennant
Sonar	Numeral 3 pennant

8 RACING AREAS

The racing area will be in the open waters of Lake Michigan east of Belmont Harbor.

9 THE COURSES

- 9.1 The diagram in Addendum A shows the courses, including the order in which marks are to be passed and the side on which each mark is to be left.
- 9.2 Mark 1 will have an offset. In the event that the offset is not in place, the single windward Mark 1 shall be left to port. Mark 2 will be a gate. In the event that the gate is not in place, the single leeward Mark 2 shall be left to port.
- 9.3 The course, compass bearing and approximate distance to the first mark, and the number of legs of the course will be displayed from the race committee signal boat no later than the warning signal.
- 9.4 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.

10 MARKS

- 10.1 Original turning marks will be orange shapes.
- 10.2 New marks, as provided in instruction 12.1, will be yellow for the first change. Subsequent changes will alternate orange and yellow marks.
- 10.3 The starting mark will be yellow. The finishing mark will be white for downwind finishes. The finishing mark for downwind finishes will be a white shape left to port on the opposite side of the signal boat from starting line. The finishing mark for upwind finishes will be the active long course weather mark.

11 THE START

- 11.2 The starting line will be between a staff displaying an orange flag on the signal boat at the starboard end and the course side of the port end starting mark.
- 11.3 A boat whose warning signal has not been made shall keep clear of the starting area, defined as the area extending approximately 50 feet to windward, to leeward, and to either end of the starting line.
- 11.4 A boat starting later than five minutes after her starting signal will be scored Did Not Start without a hearing. This changes rule A4.

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 Offset marks will not be set on a changed leg of the course.

13 THE FINISH

13.1 The finish line for downwind finishes will be between a staff displaying a blue flag on the signal boat at the starboard end and the white port end finishing mark.

13.2 The finish line for upwind finishes will be between the active long course windward mark at the port end and a staff displaying a blue flag on a race committee boat at the starboard end.

14 TIME LIMITS

14.1 The time limit for each race will be 60 minutes.

14.2 Boats failing to finish within 20 minutes after the first boat sails the course and finishes will be scored Time Limit Expired without a hearing. This changes rules 35, A4 and A5.

15 PENALTY SYSTEM

Rule 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

16 PROTESTS AND REQUESTS FOR REDRESS

16.1 The protest time limit is 60 minutes after the last boat in each respective class has docked. This changes rules 61.3 and 62.2.

16.2 The hearing schedule will be posted no later than 30 minutes after the protest time limit.

16.3 A boat may not protest another boat for breaking sailing instructions 6.3, 22, 23, 24, or 25. This changes rule 60.1(a). The penalty for breaking those rules may be less than disqualification.

16.4 On the last scheduled day of racing a request for re-opening a hearing shall be delivered:

a) Within the protest time limit if the requesting party was informed of the decision on the previous day; or

b) No later than 30 minutes after the requesting party was informed of the decision on that day.

This changes rule 66.

16.5 On the last scheduled day of racing a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes rule 62.2

17 ARBITRATION

17.1 Arbitration will be held after each class returns to the dock. An arbitrator will review protest forms when they are received and select those which, in his or her opinion, can be resolved through arbitration. All other protests will be scheduled for a hearing by the protest committee.

17.2 Arbitration will begin as soon as practical. The order of arbitration meetings will be posted on the official notice board no less than 10 minutes before the first meeting begins. Each subsequent arbitration meeting will begin immediately following the conclusion of the previous one.

17.3 The arbitrator will meet with the parties to the protest, explain his or her role, and inform both parties that any resolution achieved through the procedure must be both voluntary and acceptable to both parties and the arbitrator.

17.4 The arbitration meeting will be conducted as follows:

- a) The arbitrator will review the protest's validity under rules 60 and 61.
 - b) The arbitrator will determine whether serious damage or injury occurred.
 - c) One representative of each party, who was on board at the time of the incident, will meet with the arbitrator and have no more than two minutes to present a position. If all parties to a protest are not represented, the arbitration meeting shall not be held. No witnesses will be permitted.
 - d) The arbitrator will attempt to mediate a resolution by reviewing the sailing instructions with both parties, by helping to find the applicable racing rules, by making available a copy of the US Sailing Appeals and ISAF Cases, and by providing interpretations and opinions regarding the facts of the protest or the application of the racing rules to the protest.
 - e) If no resolution is reached within ten minutes, or for any other reason the arbitrator deems appropriate, the arbitration meeting will end without resolution and the protest will be sent to the protest committee for a hearing. The time and location of the hearing will be posted on the official notice board no less than 10 minutes before it is to begin.
- 17.5 If during the arbitration meeting a boat acknowledges breaking a rule, she shall be assessed a penalty equal to two places, except that a boat will not receive a score worse than one position more than the number of starters in the race during which the rule was broken. The arbitrator may, at his or her sole discretion, deny an alternative penalty to a boat that has acknowledged breaking a rule if he or she finds that as a result of breaking a rule serious damage occurred or that a significant advantage was gained.
- 17.6 A protest resolved through arbitration cannot be re-opened or made the subject of a request for redress.

18 SUPPLIED BOAT BREAKDOWN

- 18.1 A supplied boat suffering a breakdown shall continue to race provided that doing so will not further damage the boat or endanger its crew and may seek redress from the race committee. .
- 18.2 Redress will not be granted if, in the opinion of the race committee, the breakdown resulted from carelessness, poor seamanship or incompetence.

19 SCORING

- 19.1 When her class has completed five or fewer races, a boat's regatta score will be the total of her race scores. When her class has completed six or more races, a boat's regatta score will be the total of her race scores excluding her worst score. This changes rule A2.
- 19.2 One completed race will constitute a regatta for a class.

20 SAFETY REGULATIONS

- 20.1 A boat that withdraws from a race shall notify the race committee as soon as possible.
- 20.2 U.S. Coast Guard approved PFDs shall be worn by all competitors, properly secured while launching and from the time a boat leaves the dock until she returns to the dock, except while adding or removing clothing. This changes the preamble to Part 4 and rule 40.

21 REPLACEMENT OF CREW OR EQUIPMENT

- 21.1 Substitution of competitors will not be allowed without prior written approval of the protest committee.
- 21.2 Substitution of damaged or lost equipment will not be allowed unless approved by the race committee.

22 SUPPORT BOATS

Support boats shall register with the organizing authority and shall not interfere with boats while racing.

23 TRASH DISPOSAL

A boat shall not put trash in the water. Trash may be placed aboard support and race committee boats.

24 BERTHING

Boats shall moor on Chicago Yacht Club Belmont Harbor supplied docks only.

25 HAUL-OUT RESTRICTIONS

- 25.1 Boats shall not be hauled out during the regatta without the written permission of the protest committee.
- 25.2 Supplied boats shall be in the water at Chicago Yacht Club Belmont Harbor prior to the event and shall not be hauled out for the duration of the event.
- 25.3 Competitor owned Sonar and 2.4mR boats shall be launched prior to 1400 on Friday, August 3, 2012 and shall not be removed from the water until the conclusion of the regatta on Monday, August 6, 2012.

26 PLASTIC POOLS

Plastic pools or their equivalent shall not be used around keelboats between the preparatory signal of the first race and the end of the regatta.

27 RADIO COMMUNICATION

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.

28 PRIZES

The following prizes will be awarded, will be appropriately engraved and will remain on display at Chicago Yacht Club:

- a) The North American Challenge Cup award for permanent possession will be presented to the first place skipper and crew in each class.
- b) The winning competitor in the 2.4mR class will receive the Chicago Yacht Club North American Challenge Cup Trophy.
- c) The winning team in the Freedom Independence 20 class will receive the Eagle Trophy.
- d) The winning team in the Sonar class will receive the Judd Goldman Trophy.
- e) The Peter Paganis Sportsmanship Trophy will be awarded to the regatta participant who best exemplifies the ideals of good sportsmanship both on and off the water during the regatta as chosen by the popular vote of all regatta competitors.

- f) The Marcy Gorov Memorial Trophy will be awarded to the team or individual who, in the opinion of the regatta committee, comes to the regatta with the least amount of sailing experience and gives the best overall performance.

29 DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See rule 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 regatta.

30 INSURANCE

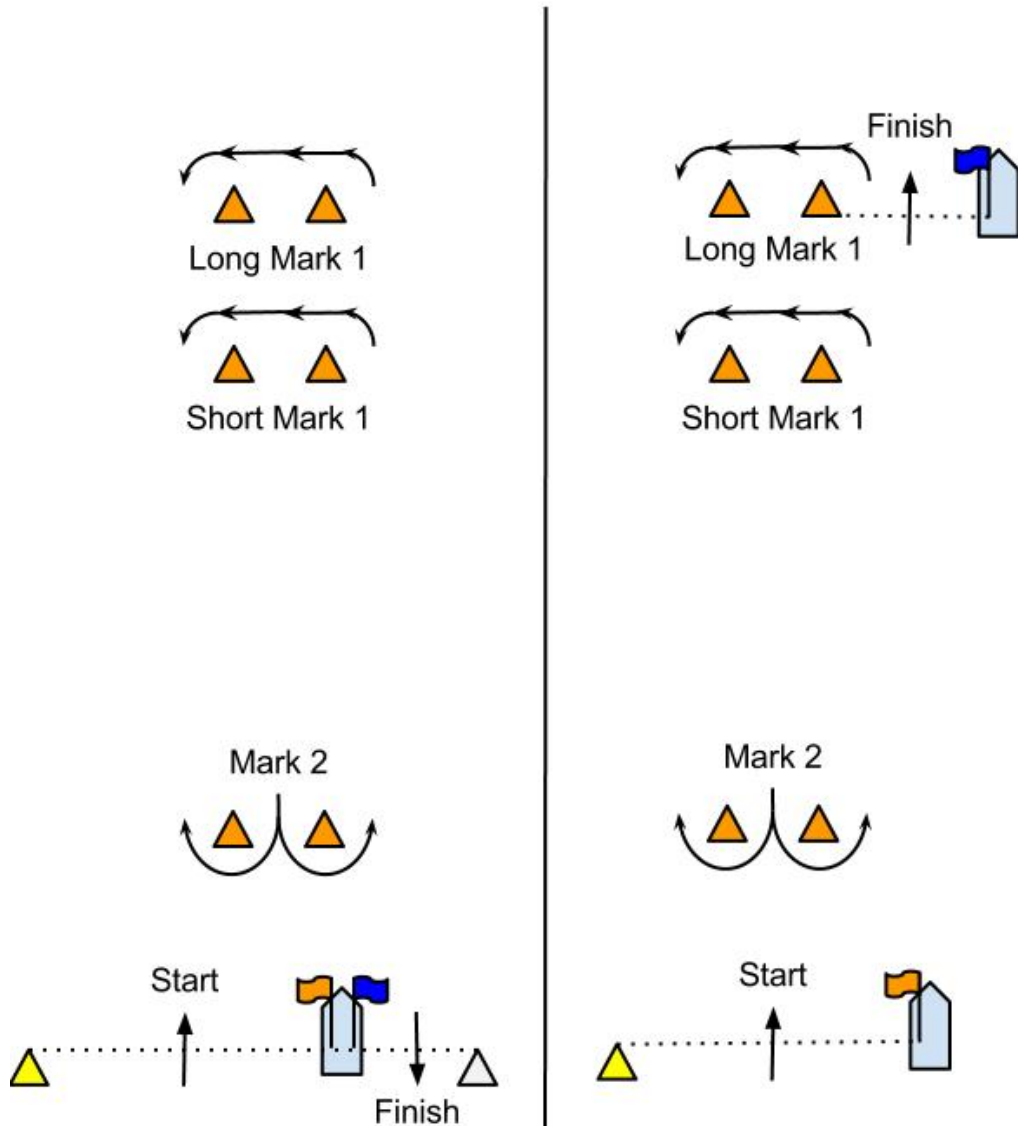
Each participating boat shall be insured with valid third-party liability insurance with a minimum coverage of \$300,000 per event or the equivalent. Proof of insurance is required at registration.

31 PHOTOGRAPHY AND VIDEO RIGHTS

Competitors give absolute right and permission for any photographs or video footage taken of themselves or their competing boat to be published in any media whatsoever for editorial, commercial purposes, or to be used in press information.

ADDENDUM A

Course	4 Legs	5 Legs
L	Start - Long Mark 1 - Mark 2 - Long Mark 1 - Finish	Start - Long Mark 1 - Mark 2 - Long Mark 1 - Mark 2 - Finish
LS	Start- Long Mark 1 - Mark 2 - Short Mark 1 - Finish	Start - Long Mark 1 - Mark 2 - Short Mark 1 - Mark 2 - Finish
S	Start - Short Mark 1 - Mark 2 - Short Mark 1 - Finish	Start - Short Mark 1 - Mark 2 - Short Mark 1 - Mark 2 - Finish



ADDENDUM B

FREEDOM INDEPENDENCE 20

COURSE 4 (4 Legs)

1. Boat and Able-Bodied assistant (ABs) Assignments for Freedom 20
 - a) All boat assignments for each class will be determined by a random drawing conducted by the NACC Committee wherever possible prior to the scheduled harbor start. These boat assignments will be posted on the Official Notice Board no less than 30 minutes prior to the scheduled harbor start. No team may sail in the same boat for more than one day of the regatta whenever possible.
 - b) All AB assignments for each heat will be determined by a random drawing conducted by the organizing authority prior to the harbor start. These assignments will be posted on the Official Notice Board no less than 15 minutes prior to the scheduled harbor start. No team shall sail with the same AB for more than one day of the regatta.
 - c) It is the sole responsibility of the skipper of each boat to ensure that the AB assigned to his/her boat by the organizing authority is the AB that actually sails with the boat. Any boat that sails with an AB other than the one assigned shall be disqualified for those races sailed with the unassigned AB.

2. Additional Instructions
 - a) All Freedom 20 contestants must use adaptive seats and straps while racing.
 - b) All persons must wear U.S.Coast Guard-approved personal floatation devices at all times they are on the water.
 - c) An AB will be on board each Freedom Independence 20 Class boat during all racing.
 - d) The primary duty of the AB is the safety of the other team members and of the boat.
 - e) If a boat experiences a breakdown, they shall advise the race committee.
 - f) It is the intent of the NACC Committee that the disabled team members shall perform all possible activities on board the boat, with only the most limited assistance possible from the AB while racing. In general, the AB is permitted to do for a contestant only that which he would be capable of doing for himself were it not for the disability that qualified him for this regatta.
 - g) The AB may perform the following activities while racing:
 - i) Assist the disabled Freedom 20 team members to "tack" or "gybe" the rotating seats at any time.
 - ii) Steer the Freedom 20 for brief periods of time, but only to regain control of an out-of-control boat, or to avoid an imminent collision where injury or damage is likely to occur.
 - iii) Cleat or uncleat any Freedom 20 running rigging at any time, but only at the direct request and under the direct supervision of one of the disabled team members.
 - iv) Trim either the main sheet or the jib sheet, but not both, as the Freedom 20 rounds the leeward mark, or during the pre-start as a boat assumes her proper course to start, but only at the direct request and under the direct supervision of one of the disabled team members.
 - v) Release the main sheet cleat as the Freedom 20 prepares to round the windward mark, but only at the direct request and under the direct supervision of one of the disabled team members.
 - vi) Display the protest flag at the direct request of the Freedom 20 skipper.

- h) The AB must remain within the coamings of the Freedom 20 cockpit of the boat at all times.
- i) It is the Freedom 20 Skipper's responsibility to ensure that the crew and AB are acting in accordance with all provisions of the notice of race and sailing instructions, and any other rules governing the regatta.
- j) All boats in a given Freedom 20 race will be either all under full sail or all reefed. The teams will be informed of which before they leave the harbor. The decision to reef or un-reef on the water will be made by the race committee, and will be made before the warning signal for that race. Teams will be notified of this decision by a series of horn blasts and a written display of the reef/un-reef decision on the placard.