



GRAND TRAVERSE YACHT CLUB

2021 MELGES 24 SPRINT SERIES

SAILING INSTRUCTIONS

1. **RULES** The series will be governed by The Racing Rules of Sailing and the International Melges 24 Class Association (IMCA), except as any of these are changed by these sailing instructions.

1.1. A boat may take a One-Turn Penalty, consisting of one tack and one gybe, when she may have broken a rule of Part 2, Rule 31, or Rule 42 while racing.

2. **ENTRIES** — All Melges 24 yachts entered in the 2021 GTYC Wednesday Night Melges 24 Season Series are registered for the 2021 Melges 24 Sprint Series

3. **NOTICES TO COMPETITORS** — Will be posted on the official Fleet Race Notice Board located at the GTYC Clubhouse inside the main entrance.

4. **CHANGES IN SAILING INSTRUCTIONS** Any change in the sailing instructions will be posted before 1700 hrs on the day it will take effect, except that any change to the schedule of races will be posted by 1200 hrs on the day before it will take effect. These posted changes may also be communicated to the competitors on the water over VHF Channel 69 prior to the 1st warning. The RC boat will display Code Flag "L" when a change has been posted and is to be communicated.

5. **SIGNALS MADE ASHORE** Will be displayed from the GTYC flagstaff and will be communicated to competitors over VHF Channel 69. If you have any question regarding the status of a race, call the Race Committee @ 883 5741.

6. SCHEDULE OF RACES

<i>SERIES DATE</i>	<i>Earliest time of First Warning Signal</i>
June 16	1710 hrs; second race to follow if time allows
July 21	1710 hrs; second race to follow if time allows
Aug 18	1710 hrs; second race to follow if time allows
Sept 15	1710 hrs; second race to follow if time allows

7. THE COURSE

7.1 Courses shall be windward/leeward/windward with start/finish line a short distance to weather of the leeward mark. The Race Committee will use yellow pins for the windward and leeward marks with all marks rounded to Port.

7.2 An offset may be used at the weather mark and will be announced if part of the course

8. THE START

8.1 Races will be started using RRS, Rule 26.

8.2 The starting line will be between a staff displaying an orange flag or shape on the RC Boat and the course side of the start/finish mark for the course. The position of the RC Boat will depend on water depth around the start mark (i.e., the line may be reversed).

8.3 The class signal flag will be white.

9. **RECALLS** — If an Individual Recall has been signaled, the RC will attempt to notify On Course Side (OCS) competitors over VHF Channel 69 or by hail.

10. THE FINISH

10.1 The finishing line will be between a staff displaying an orange flag or shape on the RC Boat and the course side of the nearby start/finish mark. The position of the RC Boat will depend on water depth around the finish mark (i.e., the line may be reversed).

11. **TIME LIMIT – No races shall be started after 1740 hrs.**

12. PROTESTS/REQUESTS FOR REDRESS & ALTERNATIVE PROCEDURES FOR DISPUTE RESOLUTION

12.1 The protest time limit is 60 minutes after the last boat has finished the final race or the race committee signals no more racing today, whichever is later

12.2 Hearings

12.2.1 Hearings will be held in a public space on the GTYC grounds at the discretion of the appointed protest committee

12.2.2 The protest committee will consist of three fleet members unconflicted by the events of the protest

12.2.3 The format of protest hearing will consist of 1 minute of statement by the protestor, 1 minute of defense by the protestee, and one minute of committee's questions. The committee's decision will be delivered as soon as practically possible.

12.3 OPTIONAL PENALTIES

12.3.1 PENALTIES AT THE TIME OF THE INCIDENT

The first two sentences of rule 44.1 are changed to: "A boat may take a One-Turn Penalty when she may have broken a rule of Part 2 or rule 31 while racing. However, when she may have broken a rule of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty."

12.3.2 PENALTIES TAKEN AFTER A RACE

(a) After a race, a boat that may have broken a rule of Part 2 or rule 31 while racing may take a Scoring Penalty. Rules 44.1(a) and (b) apply when such a penalty is taken. Rules 44.3(a) and (b) are deleted and replaced by: "A boat takes a Scoring Penalty by informing the race committee in writing, identifying the race number and when and where the incident occurred."

(b) If taken before the protest time limit, the penalty shall be a 20-percent Scoring Penalty. If taken after the protest time limit but before the start of a hearing of a protest involving the incident, the penalty shall be a 30% Scoring Penalty. The penalty shall be calculated as stated in rule 44.3(c).

(c) If a yacht is found by the Protest Committee to have committed a foul, the penalty shall be a 50 - percent Scoring Penalty. The penalty shall be calculated as stated in rule 44.3(c).

12.4 EXPEDITED HEARINGS

12.4.1 INFORMING THE RACE COMMITTEE

A boat intending to protest or request redress based on an incident in the racing area that she is involved in or sees shall, at the first reasonable opportunity after she finishes, inform the race committee at the finishing line of her intent to protest or request redress and, when applicable, the identity of the protestee

12.4.2 CHANGES IN HEARING PROCEDURES

This rule applies to all hearings except hearings under rule 69.

(a) If the protest committee is able to assemble the parties to a hearing before the protest or redress time limit, it may begin the hearing and may waive the requirements of rule 61.2 or 62.2.

(b) Rule 63.5 is changed to: "At the beginning of the hearing, if there is no objection, the protest or request is valid and the hearing shall be continued. If an objection is made, the protest committee shall take any evidence . . . [no further change]."

(c) Insert a new sentence after the third sentence of rule 63.6: "However, the committee may limit the number of witnesses, and the time during which parties may present evidence and ask questions."

(d) The first sentence of rule 65.2 is changed to: "A party to the hearing is entitled to receive the above information in writing, provided she asks the protest committee for it no later than 30 minutes after being informed of the decision or coming ashore following the last race of the day, whichever is later."

(e) The US SAILING prescriptions to rules 60, 63.2 and 63.4 are deleted.

(f) Change the third sentence of rule 66 to: "A party to the hearing may not ask for a reopening."

13 - CODE OF CONDUCT

13.1 Competitors shall comply with any reasonable request from any official, and shall not behave so as to bring the event or the sport into disrepute.

13.2 Competitors are expected to comply fully with rule 2 at all times. Abuse or intimidation of other competitors, race officials, or officials of the host club will not be tolerated. All such incidents shall be reported to the Principal Race Officer. Repeated incidents by individuals or teams shall be reported to the protest committee and may be considered gross misconduct (a gross breach of sportsmanship).

13.3 When a competitor and/or crew is found to have committed an act of Gross Misconduct, the penalty shall be a scoring penalty equal to 40% of the entries in the race for each incident. Additionally, the competitor and/or boat that was responsible for the crew may not discard this race in the series.

13.4 Competitors shall not obstruct Race Management vessels as they conduct operations including setting marks, anchoring, and judging the start/finish line. Repeated incidents by individuals or teams shall be reported to the protest committee.

14 - SAFETY REGULATIONS — Signal Boat cell number is 231-883-5741

14.1 - A boat that retires from a race or leaves the racing area is requested to notify the RC on VHF Ch 69, by cell phone, or by hailing any RC boat. A boat that subsequently returns to the racing area is asked to check in with the RC Signal Boat as in 17.1 or via VHF Ch 69. There will be no penalty for not checking out or back in.

14.2 — *The primary communication for all medical emergencies is 911*

14.3 - Weather will be monitored via the following applications: “My Radar”, “Storm - Weather Radar”, & “My Lightning Tracker”. Decisions regarding racing by the OA and PRO will be based on these applications.

15. RADIO COMMUNICATION — A boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. VHF Channel 69 will be monitored by the RC and they will only respond to competitors who identify themselves.

15.1 The Race Committee may use other methods such as text & e-mail for communication *as a courtesy* to relay signaled announcements

16. DISCLAIMER OF LIABILITY

16.1 - Sailing is an activity that has an inherent risk of damage and injury. Competitors in this event are participating entirely at their own risk. See RRS 3, Decision to Race. The race organizers (organizing authority, race committee, protest committee, host club, host club employees or volunteers, sponsors, or any other organization or official) will not be responsible for damage to any boat or other property or the injury to any competitor, including death, sustained as a result of participation in this event. By participating in this event, each competitor agrees to release the race organizers from any and all liability associated with such competitor’s participation in this event to the fullest extent permitted by law.

16.2 - The safety of a boat and its crew is the sole and inescapable responsibility of the Skipper who shall ensure that the boat is fully sound, thoroughly seaworthy, and manned by an experienced and physically able crew. Neither the establishment of regulations or inspection of a boat in any way limits or reduces the complete and unlimited responsibility of the Skipper.

16.3 - The Organizing Authority, Grand Traverse Yacht Club, their employees and volunteers do not accept responsibility for the loss of life or injury to participants or others, or for the loss or damage to any vessel in any way or from any cause during or relating to this series.

16.4 - The Skipper shall be responsible for the conduct of his crew. In the event of a serious breach of conduct, the destruction of property or the failure to comply with a reasonable request of any Race Officer or Committee Member, the Skipper will be responsible for all damages and the boat may be subject to protest, which may include disqualification from the series.

17. COVID NOTICE: The novel coronavirus, COVID-19, has been declared a worldwide pandemic by the World Health Organization. COVID-19 is extremely contagious and is believed to spread mainly from person-to-person contact. It is believed that an individual can be infected with COVID-19 without their knowledge and be asymptomatic. The Grand Traverse Yacht Club (GTYC) has put in place preventative measures to reduce the spread of COVID-19. However, the GTYC cannot guarantee that participants or anyone else will not become infected with COVID-19, and participation in an GTYC event could increase the risk of contracting COVID-19. By participating in an GTYC event, participants ACKNOWLEDGE the contagious nature of COVID-19 and VOLUNTARILY ASSUME THE RISK that they may be exposed to or infected by COVID-19 by participating in an GTYC event, and that such exposure or infection may result in personal injury, illness, permanent disability, and death. Participants understand that the risk of

becoming exposed to or infected by COVID-19 at an GTYC may result from the actions, omissions, or negligence of others, including, but not limited to, GTYC employees, volunteers, and other participants.

18. **INSURANCE** - Each participating boat shall be insured with valid, third party liability insurance with a minimum coverage of \$300,000 USD, to compete in the 2021 GTYC Wednesday Night Series.

19. **PARKING** - Availability of parking on the grounds of the GTYC clubhouse on Wednesday nights will be according to the standing GTYC parking policy. Help maximize available space and park all cars and boats within the marked spaces. Parking is also available across M-22 behind the Westport building & at the Bluewater Hall. Parking in the Sherloq Solutions building parking lot north of the club is allowed after 5:00 pm. Parking along the right-of-way on M-22 is illegal and very dangerous. Drive carefully on the grounds especially after dark. M-22 is a high traffic area; show extreme caution when exiting the club.

Posted 6.14.21

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