



**Independence Cup
&
U.S. Para Sailing Championship**
Thursday, July 25 - Sunday, July 28, 2024
Burnham Harbor, Chicago, Illinois
Organizing Authority:
Judd Goldman Adaptive Sailing Foundation
in collaboration with US Sailing

Sailing Instructions

1. RULES

1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS).

1.2 The following documents also govern the U.S. Para Sailing Championship:

- 1.2.1 The US Sailing Championship Conditions (USPSCC).
- 1.2.2 The U.S. Para Sailing Championship Conditions
- 1.2.3 The US Sailing Code of Conduct
- 1.2.4 US Sailing Regulation 10.

1.3 Sonar Class Association Appendix B – Alternative Rules will be in effect. In addition, whisker poles are allowed. Spinnaker poles are not permitted.

1.4 International 2.4 mR class will use 2.4 Norlin One-Design class rules.

1.5 Racing rules listed below will be changed as indicated.

1.5.1 The preamble to Part 4 will be changed to require PFD use, dock to dock. A U.S. Coast Guard approved personal flotation device, or in the case of overseas competitors, a personal flotation device approved by their Government's corresponding Maritime Authority, shall be worn, properly fastened, at all times, while launching and sailing, except while temporarily adding or removing clothing.

1.5.2 The first two sentences of RRS 44.1 are changed to: 'A boat may take a One Turn Penalty when she may have broken one or more rules of Part 2 or RRS 31 in an incident while racing.'

1.6 In case of a conflict between Notice of Race and Sailing Instructions, the Sailing Instructions shall govern. This changes RRS 63.7.

1.7 The notation '[NP]' indicates rules that are not grounds for protest or request for redress by a boat but may be protested by the Race Committee, the Protest Committee or the Technical Committee. This changes RRS 60.1(a).

1.8 The notation '[DP]' means that the penalty for a breach of the indicated rule may, at the discretion of the Protest Committee, be less than disqualification.

1.9 Where the notation '[NP]' or '[DP]' appears in the heading of a section of these Sailing Instructions it applies to the entire section; where the notation '[NP]' or '[DP]' appears at the end of a subsection to these Sailing Instructions it applies only to that subsection.

2. NOTICES TO COMPETITORS

2.1 Notices to competitors will be posted on the Official Notice Board located near the registration desk in the Regatta Tent at the Judd Goldman Sailing Center in Burnham Harbor. As a courtesy, notices will also be posted to the electronic notice board on the regatta's website at [yachtscoring.com](https://www.yachtscoring.com/emenu.cfm?eID=16720). [<https://www.yachtscoring.com/emenu.cfm?eID=16720>]

2.2 Any questions concerning the Notice of Race, Sailing Instructions, Scoring, or other issues shall be submitted in writing with the replies posted on the Official Notice Board.

3. CHANGES TO SAILING INSTRUCTIONS

3.1 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 1800 on the day before it will take effect.

3.2 In addition to Section 3.1 above, oral changes to the sailing instructions may be made on the water. For an on-the-water change to the Sailing Instructions, the 'L' flag shall be displayed with the Class flag. The change(s) will be announced orally and acknowledged by each competitor. This changes RRS 90.2 (C) and the Race Signals.

4. SIGNALS MADE ASHORE

4.1 Signals made ashore will be displayed on the staff near the Regatta Tent at the Judd Goldman Sailing Center in Burnham Harbor.

4.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in the Race Signal AP. This changes Race Signal AP.

5. SCHEDULE OF RACES

5.1 The scheduled time of the warning signal for the first race each day is 1055. Additional races will follow. The race committee will conduct as many races as practicable each day, except that no more than five races per class will be sailed on any day.

5.2 If the race committee displays code flag 'A' while boats are finishing, there will be no more racing for the day.

5.3 The sequence of warning signals for the first race of the day for each class shall be:

Sonar, 1055;

2.mR, as soon as practical following the start of the Sonar class as signaled by the race committee;

Independence 20, as soon as practical following the start of the 2.mR class as signaled by the race committee.

6. SUPPLIED BOATS [DP]

6.1 Competitors shall not modify boats supplied by the Judd Goldman Adaptive Sailing Foundation (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) Non-marking adhesive tape may be used anywhere above the water line;
- e) All standing rigging designed to be adjusted may be adjusted only prior to leaving the dock for the day's racing; all running rigging designed to be adjusted may be adjusted at any time; and
- f) The Technical Committee will consider requests to further modify the boats and equipment that are adaptive aides and specific to a competitor. Requests must be submitted in writing and in advance.

6.2 All equipment provided with the boat for sailing purposes shall be in the boat while afloat.

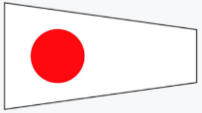
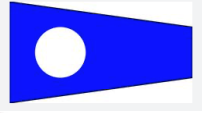
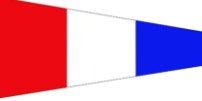
6.3 Competitors shall report any damage or loss of equipment, however slight, to the Race Committee after finishing the race. Any breakdown on the water must be brought to the attention of the race committee, a coach or a safety boat before the warning signal of the next race. [NP] [DP]

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

6.5 Supplied boats shall use sails provided by JGASF. The same suit of sails provided by JGASF shall be used by each boat throughout the regatta, except in the case of damage to the sail, in which case a sail change may be approved by the Technical Committee.

7. CLASS FLAGS

Class flags will be:

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

8. RACING AREA

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

9. THE COURSES

9.1 The diagram in Illustration 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 may have an offset. In the event that the offset is not in place, the single windward Mark 1 shall be left to port.

9.3 Mark 2 will have a gate. In the event that the gate is not in place, the single leeward Mark 2 shall be left to port.

9.4 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.

10. MARKS

10.1 Original turning mark(s) 1 will be **yellow** shapes and turning mark(s) 2 will be **yellow**.

10.2 New marks, as provided in instruction 12.1, will be **orange** for the first change. Subsequent changes will alternate yellow and orange marks.

10.3 The starting mark will be **orange**. The finishing mark will be **white** for downwind finishes.

11. THE START

11.1 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.

11.2 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.

11.3 A boat starting later than ten minutes after her starting signal will be scored 'Did Not Start' without a hearing. This changes RRS A4 and RRS A5.

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 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 port end white finishing mark on the opposite side of the starting line.

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 15 minutes after the first boat sails the course and finishes will be scored 'Time Limit Expired' (TLE) without a hearing. The score for TLE is the number of finishers plus 2, but no worse than the score for DNF. This changes RRS 35, A4 and A5.

15. PROTESTS AND REQUESTS FOR REDRESS

15.1 The protest time limit is 60 minutes after the Race Committee Signal Boat has docked.

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

15.3 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 RRS 66.

15.4 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 RRS 62.2.

15.5 Protest forms are available at the desk at the Regatta Tent. Protests and requests for redress or reopening shall be delivered within the appropriate time limits.

16. BREAKDOWNS IN SUPPLIED BOATS

16.1 A competitor whose finishing place, through no fault of their own, is made significantly worse because of a breakdown in a supplied boat, may seek redress. This modifies RRS 62.1.

16.2 A boat seeking redress for a breakdown shall inform the Race Committee at the first practicable moment either after retiring or finishing a race.

17. SCORING

17.1 When a team has completed five or fewer races, a boat's regatta score will be the total of its race scores. When a team has completed six or more races, a team's series score will be the total of her race scores excluding the worst score. This changes RRS A2. The Low Point Scoring System of Appendix A will apply.

17.2 One (1) completed race will constitute a regatta for a class.

18. SAFETY REGULATIONS

A boat that withdraws from a race shall notify the Race Committee as soon as practicable.

19. REPLACEMENT OF CREW OR EQUIPMENT

19.1. Substitution of competitors will not be allowed without prior written approval of the Technical Committee.

19.2 Substitution of damaged or lost equipment will not be allowed unless approved by the Technical Committee.

19.3 Competitors using their own boats shall use only one set of sails throughout the regatta.

20. SUPPORT BOATS

Support boats shall register with the Organizing Authority and shall not interfere with boats while racing.

21. BERTHING

Boats shall moor at Burnham Harbor supplied docks only.

22. HAUL-OUT RESTRICTIONS [NP] [DP]

22.1 Supplied boats shall be in the water at Judd Goldman Sailing Center docks in Burnham Harbor prior to the event.

22.2 Boats shall not be hauled out during the regatta without the written permission of the Technical Committee.

23. RADIO COMMUNICATION AND ELECTRONIC WATCHES [NP] [DP]

Except in an emergency, or when directed by the race committee, 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 and other electronic devices. Radios will not be supplied, but competitors are strongly encouraged to bring VHF radios with them. Electronic watches are permitted, including talking watches.

24. DISCLAIMER OF LIABILITY [NP] [DP]

Competitors participate in the regatta entirely at their own risk. See RRS 3, Decision to Race. The JGASF and US Sailing and their officers, directors and employees, the event volunteers and officials, the event sponsors, and any other members of the regatta 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. A waiver shall be signed by all competitors and shall be considered one of the documents governing the regatta.

25. INSURANCE

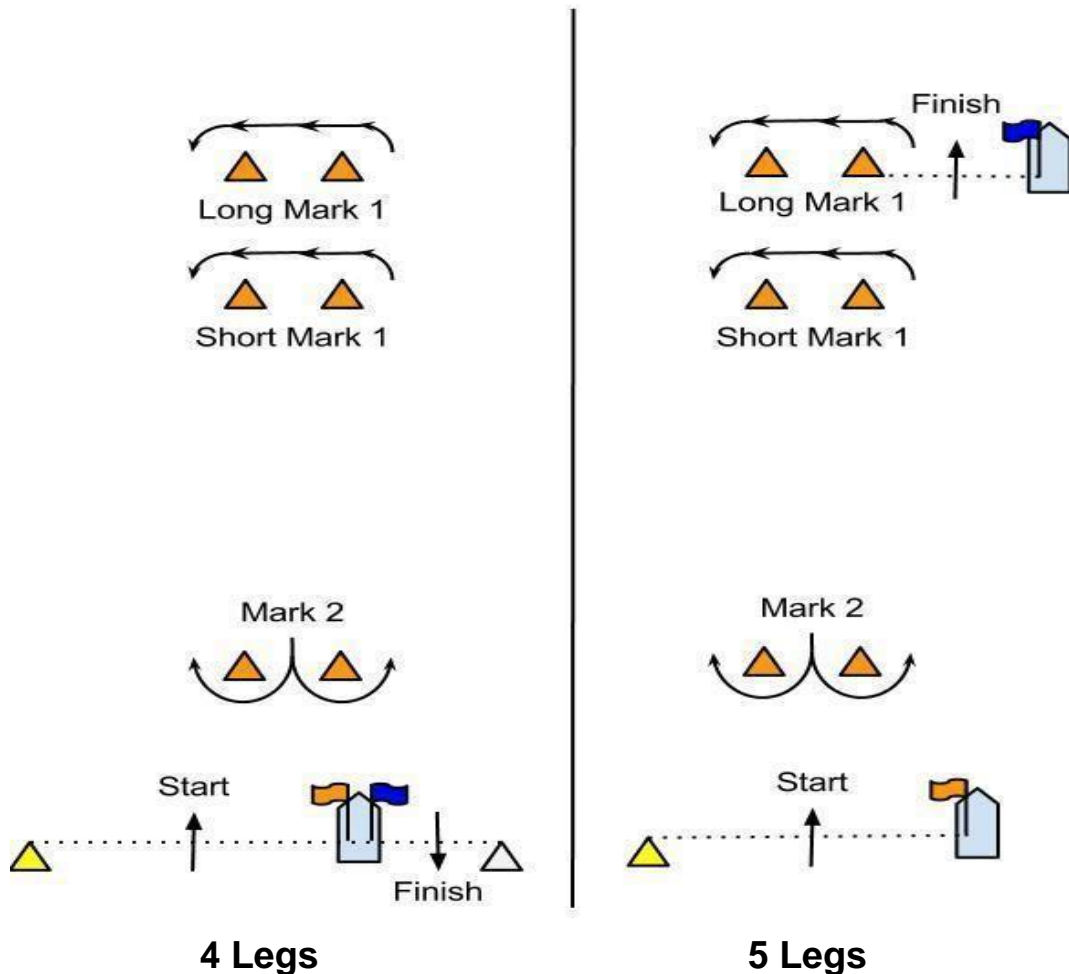
Each participating boat supplied by a participant shall be insured with valid third-party liability insurance with a minimum coverage of \$500,000 per event or the equivalent. Proof of insurance is required at registration.

26. 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. Advertising provided by Organizing Authority or US Sailing must be displayed at the direction of the Organizing Authority.

Illustration 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 A to Sailing Instructions for Independence 20 [DP]

1. Boat and Able-Bodied assistant (AB) Assignments for Independence 20

- a) All boat assignments for each class will be determined by a random drawing conducted by the Organizing Authority 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 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 team shall sail with the same AB for more than one day of the regatta whenever possible. No AB shall give any sailing or tactical advice.
- 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 Independence 20 contestants must use adaptive seats and straps while racing.
- b) An AB will be on board each Independence 20 Class boat during all racing.
- c) The primary duty of the AB is the safety of the other team members and of the boat.
- d) If a boat experiences a breakdown, they shall advise the race committee.
- e) It is the intent of the Organizing Authority 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.
- f) The AB may perform the following activities while racing:
 - i) Assist the disabled Independence 20 team members to "tack" or "gybe" the rotating seats at any time.
 - ii) Steer the Independence 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 Independence 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 Independence 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 mainsheet cleat as the Independence 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.
- g) The AB must remain within the coamings of the Independence 20 cockpit of the boat at all times.
- h) It is the Independence 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.
- i) All boats in a given Independence 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 course board.