



# PARK CITY SAILING ASSOCIATION

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## Park City Sailing Association Fall Regatta

September 10<sup>th</sup> and 11<sup>th</sup>, 2022  
(Optional Junior Practice September 9<sup>th</sup>)

Jordanelle State Park, Utah, USA

### Notice of Race (NoR)

#### 1 RULES

1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing*.

1.2 The US Sailing prescription Appendix U applies and is modified as follows:

In U5 the word "adequate" is deleted.

1.3 The first sentence of RRS 44.1 is modified to read as follows:

"A boat may take a One-Turn penalty when she may have broken one or more rules of Part 2 in an incident while *racing*."

1.4 In the event of any hull to hull, hull to spar or spar to spar contact involving an Elliott 6M boat the protest committee shall consider damage to have occurred even if such damage is not visible.

(For a discussion of the reasoning for and implications of this see attached note A.)

1.5 In order to inform the protestee boats are not required to display a red flag. This changes RRS 61.1.a.2.

1.6 Use of electronic aids to navigation is not permitted while racing in the Elliott 6M fleet.

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## 2 SAILING INSTRUCTIONS

2.1 The sailing instructions will be available no later than 12:00 MST on August 31<sup>st</sup>, 2022 at <https://sailpc.org/official-notice-board>

## 3 COMMUNICATION

3.1 The online official notice board is located at <https://sailpc.org/official-notice-board>. During the regatta notices will be posted in the windows of the Lakeview Center.

## 4 ELIGIBILITY AND ENTRY

4.1 The event is open to all boats of the listed classes.

4.2 Classes are defined as follows:

- Elliott 6M – SailPC Provided Boats Only (Charter agreement required)
- Ultimate 20
- Club J22 – SailPC Provided Boats Only (Charter agreement required)
- ILCA
- RS Tera
- Pram

A minimum of three valid entries is required per class (entry fees will be refunded if this minimum is not met).

4.3 Boats may enter the event by registering online at <https://store.sailpc.org/products/2022-fall-regatta>

4.4 To be considered an entry in the event, a boat shall complete all registration requirements and pay all fees.

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## 5 FEES

5.1 Entry (and, where applicable, charter) fees are listed on the Park City Sailing Association membership web site at <https://store.sailpc.org/products/2022-fall-regatta>

5.2 Other fees:

- Daily entry fees for the Jordanelle State Park are listed at: <https://stateparks.utah.gov/parks/jordanelle/park-fees/>
- Details of annual Utah Park passes are available at: <https://stateparks.utah.gov/resources/passes/>

## 6 SCHEDULE

6.1 Friday, September 9th

- 4:30pm Junior boat assignment, practice, and pizza party

Saturday, September 10th

- 8:30-9:45am: Regatta check-in (north side of Lakeview Center [LVC])
- 10:00am: Skipper's Meeting (south side of LVC, on patio)
- 11:00am: First signal
- 4:00pm: Latest allowed start signal
- 4:00-7:00pm: Post-Race Party (LVC - Food Truck and live music)

Sunday, September 11th

- 8:30-9:45am: Regatta check-in (north side LVC)
- 10:30am: First signal
- 3:00pm: Latest allowed start signal
- 3:30pm: (Or as soon as Jr. racing concludes)  
JUNIOR Regatta Awards/Trophy Presentation (LVC patio)
- 5:00pm: ADULT Regatta Awards/Trophy Presentation (on LVC patio –  
May be earlier if racing concludes early)

6.2 The policy for cancellation of racing is available at <https://sailpc.org/policies>

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## 7 VENUE

7.1 Racing will take place on the Jordanelle Reservoir in Jordanelle State Park Utah.

## 8 COURSES

8.1 Courses shall be described in the Sailing Instructions.

8.2 The marks that may be used are as follows: dropped and fixed marks (details will be provided in the Sailing Instructions).

## 9 SCORING

9.1 Scoring will be in accordance with RRS Appendix A.

9.2 One race is required to be completed to constitute a series.

9.3 Scores will be reported using Clubspot software, accessible at <https://theclubspot.com>

## 10 CHARTERED OR LOANED BOATS

10.1 A chartered or loaned boat may carry national letters or a sail number in contravention of her class rules, provided that the race committee has approved her sail identification before the first race.

## 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.**

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## 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.

## 13 PRIZES

- 13.1 Prizes will be given as follows:

For each series:

- A keeper trophy will be awarded to the first placed boat.
- If there are 5 or more entries, a keeper trophy shall also be awarded to the second placed boat.
- If there are 8 or more entries, a keeper trophy shall also be awarded to the third placed boat.

## 15 FURTHER INFORMATION

- 15.1 For further information please contact: [RaceCommittee@SailPC.org](mailto:RaceCommittee@SailPC.org)

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## Note A:

In the interest of avoiding damage to the club owned Elliott 6m boats, this NoR defines all hull to hull, spar to spar and hull to spar contact between boats when either or both boats is an Elliott 6m as constituting damage whether or not such damage is visible (NoR 1.4).

This rule applies to all boats participating in the series.

RRS 14 states that a boat "shall avoid contact with another boat if reasonably possible."

Under RRS 43 "Exoneration", RRS 43.1.c provides for the exoneration of a "right-of-way boat, or one "sailing within the room to which she is entitled" which breaks rule 14 "if the contact does not cause damage".

NoR 1.4 states that in certain circumstances damage will occur whether or not this is visible. Therefore unless it was NOT reasonably possible for a "right-of-way boat, or one "sailing within the room to which she is entitled" to avoid a contact, that boat has broken a rule and must take a penalty.

For examples of this in practice consider the following scenarios (where either boat is an Elliott 6M):

- 1) Two boats are sailing on a windward leg overlapped on the same tack on parallel courses, with clear water to windward.
  - a) The leeward boat (L) slowly begins to luff and the windward boat (W) holds course.
  - b) L continues to luff until contact is made between the hulls.
  - c) Both boats have broken the rules and are penalised.
    - i) W broke RRS 11 (W did not keep clear of L) and RRS 14 (it was reasonably possible for W to avoid contact with L).
    - ii) L broke RRS 14 (it was reasonably possible for L to avoid contact with W). L is NOT exonerated under 43.1.c because damage (as defined by NOR 1.4) occurred.

*Rather than allow the contact to occur, L should have stopped luffing before contact was made and protested W.*

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- 2) Two boats are sailing on a downwind leg overlapped on the same tack on parallel courses, with clear water to windward.
- The leeward boat (L) slowly begins to luff and the windward boat (W) holds course.
  - L continues to luff until contact is made between W's spinnaker and L's windward shroud. No damage is visible to the spinnaker (or the shroud).
  - Both boats have broken the rules but only W is penalised.
    - W broke RRS 11 (W did not keep clear of L) and RRS 14 (it was reasonably possible for W to avoid contact with L).
    - L broke RRS 14 (it was reasonably possible for L to avoid contact with W). L is exonerated under 43.1.c because damage did not occur. (NoR 1.4 is irrelevant in this case [because the contact was not hull to hull, hull to spar or spar to spar].)
- 3) Shortly before the start signal a boat (W) is approaching the line with sails luffing and moving very slowly. A boat (L) sailing faster approaches from astern on the same tack and becomes overlapped to leeward with her bow 1/8 of a boat length to leeward of W's transom.
- L holds course and W alters course to windward to try to keep clear and avoid contact.
  - W's stern quarter makes contact with L's bow.
  - Both boats have broken rules but only L is penalised.
    - W did not keep clear of L and contact occurred. So W broke RRS 11, however W is exonerated under RRS 43.1.a (L's actions compelled W to break RRS 11). W did not break RRS 14 as it was not reasonably possible for W to avoid contact with L. (Whether damage occurred or not is irrelevant, since W is not exonerated under 43.1.c.)
    - L broke RRS 15 (L did not "initially give the other boat room to keep clear" and RRS 14 (it was reasonably possible for L to have avoided contact with W).  
*L should have given W more space and time to react after L acquired right of way (RRS 15), by approaching from astern further to leeward and/or slower. W was NOT required to proactively respond to L's acquisition of rights which did not occur until the overlap began.*