

NOTICE OF SERIES incorporating Amendments #1 & #2

Objective: *The 2024 GL52 Winter Series is intended to encourage like-minded TP52 type boat owners, with a healthy mix of Corinthian and Pro sailor crews, to compete in similarly configured boats under the ORC on a Time-on-Time basis in a group of buoy races that form a Winter series.*

1 MANAGEMENT

- 1.1 The Macatawa Bay Yacht Club (MBYC) is the Organizing Authority (OA) for the 2024 GL52 Winter Series (Series). Racing at the Southernmost Regatta will be conducted as part of the 2024 GL52 Winter Series by MBYC who will work in concert with Sailing Fleets Inc., the OA for the Southernmost Regatta, in planning and conducting the GL52 portion of that regatta. All race documents for the 2024 GL52 Winter Series will be published by MBYC.
- 1.2 The official notice board (ONB) will be posted on Yacht Scoring.
<https://www.yachtscoring.com/emenu/16306>
- 1.3 Communication with competitors will be through the online ONB and/or email.
- 1.4 On the water, the race committee (RC) will communicate with competitors on VHF radio as specified in the sailing instructions (SIs). All boats shall have an operating VHF radio.
- 1.5 The OA has the authority to interpret the conditions governing the Series and also reserves the right to accept or reject the entry of any boat in the Series in accordance with RRS 76.1.

2 RULES

- 2.1 The Series will be governed by the *rules* as defined in *The Racing Rules of Sailing* (RRS) including:
 - a) Only the US Sailing Prescriptions to RRS 60.3(b), 61.4, 63.2, 67, 76.1, Appendix R, and Appendix V1 and V2 shall apply and will be posted on the regatta website as NOS Addendum A;
 - b) 2023 ORC Rule.
 - c) 2023 US Sailing Monohull SER Nearshore Safety Equipment Requirements with the exclusion of 3.19.1.
 - d) This 2024 GL52 Winter Series Notice of Series (NOS) which also serves as the Notice of Race for both Events in the Series.
 - e) The 2024 GL52 Winter Series SIs. This document serves as the SIs for both Events in the Series.If there is a conflict between rules, the SIs have precedence. This changes RRS 63.7.
- 2.2 The notation '[NP]' in a rule means that a boat may not protest another boat for breaking the rule or request redress. This changes RRS 60.1(a) and RRS 62.1(a). The notation '[DP]' in a rule means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification. This changes RRS 64.2.
- 2.3 NOS 8, Event Scoring, and NOS 9, Series Scoring, change RRS A2.1.
- 2.4 In accordance with RRS 90.2(c), the procedure for the RC on the water to make oral changes to the sailing instructions will be stated in the SIs.
- 2.5 Race Signals and flags used by the race committee may be changed in the SIs.

- 2.6 [NP] Wind limits: Minimum of 5 knots TWS to start a race and maximum 23 TWS sustained with gusts of 25 + knots as observed at local weather stations or by RC. Considerations to start or abandon a race include, but are not limited to, wind velocity, gusts, wind shifts, sea state, and current. These limits, and the decisions of the RC regarding any guidelines, are not subject to protest or request for redress by a boat. This changes RRS 60.1(b) and RRS 62.1(a).
- 2.7 After the first sentence of RRS 63.3(a), ADD the following sentence: "The representative shall be the owner or designated owner substitute, whomever was on board at the time of the incident. In addition, a boat may have a second representative." This changes RRS 63.3(a).

3 ELIGIBILITY & RATING CERTIFICATE

To enter, boats must meet the following requirements and parameters:

- 3.1 Only one (1) 2023 ORCi Certificate configuration is allowed to be used for both events listed in NOS 6 and shall submit their declared configuration to ORC by 2359 EST on January 5, 2024.
- 3.2 LOA Limit - Between 15.500 -15.860m.
- 3.3 TPS Limit - Less than or equal to 9.20m.
- 3.4 ISP Limit
- a) Age Date 2008 and before - less than 23.800m.
 - b) Age Date 2009 and beyond - less than 23.150m.
- 3.5 Draft Limit - Less than 3.765m.
- 3.6 Displacement Limit – Maximum 8500 kg in Measurement Trim.
- 3.7 ORC Certificate Handicap Limit - None.
- 3.8 DELETED
- 3.9 Each boat shall be adequately insured in accordance with NOS 13, Insurance.
- 3.10 [DP] Each crew member shall complete the online Liability and Media Waiver found on the Series website prior to racing, and as described in NOS 14, Disclaimer of Liability and Media Waiver.

4 SAILING CONDITION

All GL52s:

- 4.1 Shall race in the Sailing Trim Condition reflected on the boat's ORC Certificate per NOS 3.1.
- 4.2 Shall race each individual event with the same Crew, as declared on Yacht Scoring submitted by 1800 hours the day prior to the first scheduled race day of each event. A boat submitting her crew list after the deadline shall receive a two-point penalty. A boat not racing with the declared crew, except as permitted below, shall be scored as DNS for any race in which they are not in compliance.
- a) [NP] In the case of an emergency or special circumstance, a request for a crew substitution shall be made in writing to the RC and permission received prior to the boat leaving the dock. The substitute shall be similar in weight to the crew member being replaced and may participate in the sailing of the boat.
 - b) Exceptions for the owner:
 - i. The owner may be transferred onto the race boat after the boat has left the dock, but prior to the warning signal for any race in which the owner will sail.
 - ii. The owner may be transferred off the race boat after the boat has finished a race and cleared the finishing area.
 - iii. If the owner, who is declared on the crew list on Yacht Scoring, is not on board the boat while racing, they shall be replaced by a **Group 1** designated owner substitute. A request for a designated owner substitute shall be made in writing to the RC no later than 1800 on the day

prior to the first scheduled day of racing in each Event comprising the Series and approval by the RC is required. This designated owner substitute shall be similar in weight to the owner and shall fulfill only the roles on board during racing that the owner would fulfill, and shall not perform additional or enhanced roles. The designated owner substitute may be transferred on or off the race boat by a support boat as needed to meet the crew requirements in NOS 4.2.

- iv. If the owner is declared on the crew list, a boat racing without either the owner or the approved designated owner substitute, shall be scored as DNS for any race in which neither is on board the boat from the Warning Signal until finishing. RRS A5.1 is changed to include this NOS 4.2(b)(iv).
- v. [DP] [NP] The protest committee may impose a discretionary penalty less than DSQ for a breach of the restrictions for the designated owner substitute listed in NOS 4.2(b)(iii).

- c) [NP] A similar weight for a substitute is considered +/- 20 lbs. to the sailor/owner being replaced. Specific approval from the RC is necessary for a greater variation in weight.
- d) [DP] In the case of an emergency or special circumstance that occurs *after* the boat has left the dock, a crew member may be removed from the race boat by a support boat. The removed crew shall not be replaced by a substitute. A boat shall report the removal of a crew member to the RC via VHF radio as soon as possible. The protest committee may give a discretionary penalty, which may be no points, for each race in which the boat is not sailing in compliance with her declared crew list. That removed crew member may be put back onboard the boat when not racing with the specific permission of the RC.

4.3 Shall not use MHJ0, MHG, Flying Headsail, LRH, MHA0, FRJ0, FRG, FRA0 even if rated with any of these sails.

4.4 [NP] Shall install a functioning Vakaros Atlas 2 race sense starting system. The mounting location shall be near centerline, just aft of the mast and below the Main Boom gooseneck with clear view to sky for GPS. The mounting position must be approved by the RC. Additional installation details and Login instructions will be distributed by Vakaros.

5 SUPPORT BOATS

Support boats are allowed subject to the following restrictions and requirements:

- 5.1 [DP] No Sail or Gear transfer, including food and beverage, is permitted between the race boat and support boat after race boat departs dock until after the race boat retires for the day or after finishing the last race of the day. No communications, data, vocal or visual signaling of any kind or tactical placement from support boat is permitted after race boat departs dock until after the race boat retires for the day or after finishing the last race of the day.
- 5.2 [DP] No Crew transfer is permitted between the race boat and support boat after the racing boat has departed the dock (except as permitted in NOS 4.2).
- 5.3 [NP] In the event of an emergency, the race boat or support boat shall notify the RC as soon as possible.
- 5.4 [DP] Support boats shall not interfere with or inhibit the performance of any boat that is racing (including causing wake). Event support boats, as designated by the OA, are not subject to protest.

6 EVENTS

6.1 The following Events comprise the 2024 GL52 Winter Series:

Event	OA	Location	Racing Days	Races
Southernmost Regatta	Sailing Fleets Inc.	Key West	January 15-19	(up to 12) races over 5 days
Key West Cup	Macatawa Bay YC	Key West	February 15-18	(up to 9) races over 4 days
Southernmost Regatta	https://www.yachtscoring.com/emenu/16307			
Key West Cup	https://www.yachtscoring.com/emenu/16308			

- 6.2 The scheduled time of the warning signal for the practice race is 1300 on the day prior to the first scheduled day of racing.
- 6.3 The scheduled time of the warning signal for the first race each race day is 1200, with the exception the warning signal on Monday, January 15, will be 1300.
- 6.4 A maximum of three (3) races will be held each day.
- 6.5 On the last scheduled day of racing, no warning signal will be made after 1400.

7 ENTRY & FEES

Eligible boats may register by completing the online entry form and paying the required fee using the online payment system. The non-refundable Entry Fee for the 2024 GL52 Winter Series is \$6,000, due by 2359 EST on January 5, 2024. Entry and payment can be made at <https://www.yachtscoring.com/emenu/16306>. The entry fee includes participation in the Winter Series, as well as each of the Events comprising the Series.

8 EVENT SCORING

Each Event will be scored with ORC TOT method per below:

- 8.1 [NP] W/L 50/50 Five (5) Band (Low, Low/Medium, Medium, Medium/High, High) Handicap selection by the PRO per GL52 Scoring Protocol. This selection is not subject to protest or request for redress by a boat. This changes RRS 60.1(b) and RRS 62.1(a).
- 8.2 Scoring for each Event will be in accordance with Appendix A and no score will be excluded. This changes RRS A2.1.

9 SERIES SCORING

GL52s that meet the requirements in NOS 3, Rating Certificate & Eligibility, and have paid the Entry Fee in accordance with NOS 7, Entry Fee, will be scored in the 2024 GL52 Winter Series. The Series will include all races run in Events listed in NOS 6.1, and will be scored as follows:

- 9.1 Scoring for the Series will be in accordance with Appendix A and no score will be excluded. This changes RRS A2.1.
- 9.2 RRS A5.3 will apply.
- 9.3 Series Prizes: The **2024 GL52 Winter Series - Quantum Sails Trophy** will be awarded to the boat with the lowest overall score counting all race places in the Events comprising the Series (NOS 6.1) with no score excluded.

10 VENUE

Both Events in NOS 6.1 will be held in Key West, FL. The racecourse area will be southwest of Key West and will be described in the SIs.

11 COURSES

Courses will be windward/leeward configuration using inflatable marks or MarkSetBots and will be fully described in the SIs.

12 PENALTY SYSTEM

- 12.1 US Sailing prescription Appendix V, Alternative Penalties, shall apply and will be fully described in the SIs.
- 12.2 The OA may publish SI Appendix UF describing the Umpiring or Limited Umpiring system to be used while racing. If used, Addendum UF will replace or modify the use of Appendix V.

13 INSURANCE

Each participating boat shall be adequately insured with current, valid third-party liability insurance that is appropriate taking into account the value of the boats racing and the type of racing. It is the responsibility of the owner(s) to hold adequate insurance cover for Tort Liability and Third-Party Insurance (Property

and Persons). The Organizing Authority is not responsible for verifying the status or validity of insurance certificates.

14 DISCLAIMER OF LIABILITY AND MEDIA WAIVER

- 14.1 **Liability and Media Waivers:** Each competitor shall sign the online Liability and Media Waiver available on the Series website and submit it prior to leaving the dock on their first day of racing in the Series.
- 14.2 **RISK STATEMENT:** RRS 3, Decision to Race, states: 'The responsibility for a boat's decision to participate in a race or to continue *racing* 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.**
- 14.3 The race organizers (organizing authority, race committee, protest committee, host club, sponsors and affiliated companies, or any other organization or official) will not be responsible for damage to any boat or other property or injury to any competitor, including death, sustained in conjunction with or prior to, during, or after as a result of participation in this Series. Attention is also drawn to USSER 1.02, Overall: Responsibility, as well as the "Liability Waiver" which each competitor shall complete and submit. By participating in this Series, 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.

15 FURTHER INFORMATION

For further information, please visit the Series website or contact Linda Lindquist at: linda@cgthink.com

NOTICE OF SERIES ADDENDUM A – US SAILING PRESCRIPTIONS

The US Sailing prescriptions to the Racing Rules of Sailing in this Addendum shall apply.

Rule 60.3(b) US Sailing prescribes that rule 60.3(b) is changed to:

- (b) request to redress for a boat or call a hearing to consider redress;

Rule 61.4 Add rule 61.4

61.4 Fees for Protests and Requests for Redress

US Sailing prescribes that no fees shall be charged for protests or requests for redress.

Rule 63.2 After rule 63.2 add

US Sailing prescribes that when redress has been requested or is to be considered for one or more boats:

- (a) Any other boat may participate in the hearing.
- (b) The protest committee shall make a reasonable attempt to notify all boats of the time and place of the hearing and the reason for the request or for considering redress, and boats shall be allowed reasonable time to prepare for the hearing.
- (c) The protest committee shall request redress for boats
 - (1) that participate in the hearing, or
 - (2) that request in writing to do so before the hearing begins,making them parties to the hearing. It need not state a reason for such a request; this changes rule 62.2.

Rule 67 After rule 67 add

US Sailing prescribes that:

- (a) A boat that retires from a race or accepts a penalty does not, by that action alone, admit liability for damages.
- (b) A protest committee shall find facts and make decisions only in compliance with the rules. No protest committee or US Sailing appeal authority shall adjudicate any claim for damages. Such a claim is subject to the jurisdiction of the courts.
- (c) A basic purpose of the rules is to prevent contact between boats. By participating in an event governed by the rules, a boat agrees that responsibility for damages arising from any breach of the rules shall be based on fault as determined by application of the rules, and that she shall not be governed by the legal doctrine of 'assumption of risk' for monetary damages resulting from contact with other boats.

Rule 76.1 After rule 76.1 add

US Sailing prescribes that an organizing authority or race committee shall not reject or cancel the entry of a boat or exclude a competitor eligible under the notice of race and sailing instructions for an arbitrary or capricious reason or for reason of race, color, religion, national origin, gender, sexual orientation, or age.

Appendix R Procedures for Appeals and Requests

This appendix is a US Sailing prescription. See rules 70 and 71. This appendix replaces Appendix R as adopted by World Sailing for the purpose of creating a two-level appeals system.

Appendix V Alternative Penalties

This appendix is a US Sailing prescription.

Rules V1 and V2 provide alternative penalties that encourage competitors to take a penalty when they may have broken one or more rules of Part 2 or rule 31 in an incident. One or both of these rules apply only if the notice of race or sailing instructions so state. When rule V2 applies it does not replace any penalty that may be taken under rule 44.1.

Please report your experiences with and evaluations of these rules to US Sailing by sending an email to rules@ussailing.org.

V1 PENALTY AT THE TIME OF AN 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 one or more rules of Part 2 or rule 31 in an incident while *racing*. However, when she may have broken one or more rules of Part 2 while in the *zone* around a *mark* other than a starting *mark*, her penalty shall be a Two-Turns Penalty.'

V2 POST-RACE PENALTIES

- (a) Provided that rule 44.1(b) does not apply, a boat that may have broken one or more rules of Part 2 or rule 31 in an incident may take a Post-Race Penalty at any time after the race until the beginning of a protest hearing involving the incident.
- (b) A Post-Race Penalty is a 30% Scoring Penalty calculated as stated in rule 44.3(c). However, rule 44.1(a) applies.
- (c) A boat takes a Post-Race Penalty by delivering to the race office a written statement that she accepts the penalty and that identifies the race number and where and when the incident occurred.