

MELGES²⁴

Bushwhacker Cup

Nov. 8 -10

2024

NOTICE of RACE



The Organizing Authority (OA) is Pensacola Yacht Club in conjunction with The US Melges 24 Class Association (USM24CA)

1. RULES

- 1.1. The regatta will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS).
- 1.2. US Sailing Prescription to rules RRS 63.2 and 63.2 will not apply.
- 1.3. In any rule governing the Regatta: the notation **[NP]** means that any infraction to the *rule* will not be grounds for a protest by a boat (*Changes rule RRS 60.1 (a)*) and the notation **[SP]** Denotes a rule which a penalty may be applied by the Race Committee (RC) without a hearing (*Changes rule RRS 63.1, A4 and A5*).
- 1.4. **[NP] [DP]** All the sailors and Support Person shall follow any reasonable instruction given by a race officer.

2. GREEN REGATTA

- 2.1 The Melges24 Bushwhacker Cup is a Sailors for the Sea "Clean Regatta" which means that any document used by the OA, RC, Protest Committee (PC), Technical Committee (TC) and Competitors as a way of communication between them will be online.
- 2.2 All communications will be received by each boat in the way established in the Registration Form (email or sms).
- 2.3 A boat may request a communication in paper format only if she is a party in the Protest or Request for redress.
- 2.4 **[NP] [DP]** Rule RRS 47 applies at all times on the water and ashore. Trash may be placed aboard support and RC Vessels while on the water and trash cans. The penalty for breaching rule RRS 47 will be decided by the PC and could be different than a disqualification. (*This changes Preamble of part 4 RRS and rule RRS 47*)
- 2.5 All competitors are encouraged to use refillable water bottles and recycle all appropriate items.

3. ELIGIBILITY AND ENTRY

- 3.1 The regatta is open to all boats of the Melges 24 class that meet the obligations of the Class Rules and, when relevant, their Member National Authority.
- 3.2 Eligible boats may enter by completing online registration at <https://yachtscoring.com/emenu.cfm?eid=16854> no later than November 3, 2024. Entries may be accepted after this date only with approval by the OA on a case-by-case basis.
- 3.3 Only boats that have completed all registration requirements will be allowed to compete. **Note – completed entry includes payment of entry fee.**
- 3.4 The OA will acknowledge completed entries upon receipt via email and post on the official event web site at <https://yachtscoring.com/emenu.cfm?eid=16854>
- 3.5 **[DP]** As a condition of entry, boats shall not be hauled out during the regatta between 1000 hours, November 9, 2024, and the end of the regatta except with and according to the terms of prior written permission of the RC.
- 3.6 The World Sailing Sailor Classification Code (Regulation 22) will apply to teams in the Corinthian Division.
- 3.7 Classification for each sailor and the unique World Sailing sailor ID shall be indicated on the entry form if entering for the Corinthian Trophy.
- 3.8 Each boat shall produce a valid measurement certificate before the close of registration, November 9, 2024.
- 3.9 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$500,000 (USD) per event or the equivalent.
- 3.10 Liability Waiver Form - As a condition of entry, each owner, skipper and individual participating crewmember shall sign a liability waiver/media release. The fully executed Liability Waiver Form shall be submitted at registration prior to racing. The Liability Waiver Form will be posted on the regatta website and will be available at registration.

4. ADVERTISING

- 4.1 Advertising will conform to World Sailing Regulation 20 and the Class Rules.
- 4.2 Boats may be required to display sponsors' advertising for the duration of the event chosen and supplied by the OA.

5. EQUIPMENT INSPECTION and CREW WEIGH-IN

- 5.1 The TC may weigh, measure, or inspect any boat and or her equipment and sails before, during, or after the races.
- 5.2 Registration of sails and limitation stamping will take place during periods stated in NOR 9.
- 5.3 **There will be no facilities for initial measurement.** Sails shall be measured and stamped by an approved measurer before arrival at the Regatta.
- 5.4 **[NP]** A boat chartered or loaned for this event may carry national letters or a sail number in contravention of the Class Rules.
- 5.5 According to Class Rule C 2.2, each crew member may be asked to weigh-in.

6. COMMUNICATION

- 6.1 **[DP]** All boats shall carry a VHF radio capable of communicating on channel 72. Channels 68, 69, and 71 may be used.
- 6.2 **[DP]** From the first warning signal until the end of the last race of the day, except in an emergency or as required by a rule, a boat shall not make voice nor data transmissions and shall not receive voice nor data communication that is not available to all boats.
- 6.3 The RC may broadcast on the designated VHF Channel:
 - a) the course, bearing and distance information before the warning signal, start times, course changes and any other information important to racing.
 - b) Individual recalls and boats penalized under RRS 30.2 or RRS 30.3 using bow/sail numbers. *(This changes RRS 29.1, 30.2 and 30.3)*
- 6.4 Any failure of a boat to receive or properly interpret the information or an action of the RC acting under NoR 6.3 will not be grounds for request a redress *(This Changes RRS 62.1 (a))*

7. FEES

- 7.1 The Entry Fee will be:
 - a) **\$350** up to October 25, 2024
 - b) **\$400** from October 26, 2024 onwards. This will apply to all boats registering after October 25, 2024 or for all boats who have registered but not paid their entry fee by October 25, 2024.
- 7.2 Entry Fee includes launching at commencement and recovery at conclusion of the Regatta at designated times, berthing at the regatta harbour for the dates of the event, trailer storage, hospitality to the events for all competing crew.
- 7.3 Payment of entry fees may be made by observing the guidelines for online registration.

8. CREW LIMITATION

- 8.1 The World Sailing Sailor Classification Code (Regulation 22) will apply to teams competing for the Corinthian Trophy (see RRS 79).
- 8.2 For boats that qualify for the Corinthian division, sailors shall submit a Corinthian Declaration Form that includes sailor classifications, World Sailing sailor ID numbers and date of expiration to USM24CA administration no later than October 25, 2024, by emailing to communications@usmelges24.com. The Corinthian Declaration Form will be posted online at: www.usmelges24.com.
- 8.3 Entries accepted after October 25, 2024, shall not be eligible for the Corinthian Trophy and will sail in the open division.
- 8.4 Full details for the Corinthian Trophy can be found in the IM24CA Championship rules.
- 8.5 Protests regarding World Sailing classification may be submitted starting October 25, 2024, and must be submitted by close of registration. Such protests will be handled by the USM24CA office, whose decision is final.
- 8.6 Should a boat whose Corinthian entry has been checked and accepted need to change a crew member between the closing date of entries and the start of the regatta, the name of the new crew member with their valid World Sailing sailor ID and group number shall be submitted to the OA for approval by the IM24CA Championship Coordinator.

9. SCHEDULE

9.1 The program is as follows:

DAY	DATE	TIME(s)	EVENT
Friday	November 8, 2024	0900 – 1200	Check - in
		1300	Practice Race
		1700	Opening Ceremony
		ASAP	Competitors Meeting
Saturday	November 9, 2024	1100	First Warning Signal
		1800	Buffet Dinner
Sunday	November 10, 2024	1000	First Warning Signal
		1500	No Warning Signal after this time, except as a result of a General Recall
		1600 (Aprox)	Awards Ceremony

9.2 Eight (8) races are scheduled for the regatta.

9.3 The RC shall attempt to complete four (4) races per day.

9.4 The OA reserves the right to modify the program due to weather conditions or other causes.

10. VENUE – RACING AREA

10.1 The venue host address: Pensacola Yacht Club, 1897 Cypress St., Pensacola, FL 32502.

10.2 The location of the racing area is on Pensacola Bay, Southeast of the entrance to Bayou Chico. See Attachment A.

11. PENALTY SYSTEM

11.1 RRS Appendix T and V will apply.

11.2 Rule 44.1 is change as follows:

A boat may take a One-Turn Penalty when she may have broken a rule of Part 2 or Class Rule C.11 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.

11.3 Unless the course is shortened to finish at the windward mark, penalties while in the zone of the windward mark or on the offset leg may be delayed and taken as soon as possible on the downwind leg. (*This changes RRS 44.2.*)

12. SCORING

12.1 One (1) race is required to be completed to constitute the regatta.

12.2 When fewer than six (6) races have been completed, a boat's series score will be the total of her race scores.

12.3 When six (6) or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

13. SAFETY AND SUPPORT PERSON / SUPPORT VESSEL REGULATIONS

13.1 **[DP]** Before the first warning signal of each day, all boats shall sail past the stern of the RC Signal Vessel on starboard tack and check in by hailing their sail/bow number. They shall continue to do so until their sail/bow number is verbally acknowledged by the RC.

13.2 All Melges 24 boats shall proceed to the racing area under their own power.

13.3 **[DP] [NP] [SP]** A boat that retires from a race shall notify the RC before leaving the course area or immediately after arriving ashore via radio contact from PYC (Regatta Director or PYC staff).

13.4 Each support vessel shall have a working VHF radio and monitor the radio, an anchor suitable for anchoring in the waiting area, a basic first aid kit and **a kill-cord attached to the driver at all times while on the water.** **[SP]** No drones are allowed closer than 500 meters from racing areas from the Warning Signal for a race and after the last boat has finished the race. As a penalty for breaching this rule the protest committee may impose a discretionary penalty to all boats associated with the owner / operator of the drone. This *rule* does not apply to the OA drones.

- 13.5 Support persons and Support Vessels shall register with the race office during registration times. They shall declare which boat or boats to which they are attached. Support persons and support vessels shall declare proof of insurance and provide photo ID of the driver. Vessels shall comply with local laws and regulations regarding their operation.
- 13.6 Under all circumstances, coaches and other support vessels are expected to assist any boat in danger.
- 13.7 Coach and support boats shall display a flag, or other identification symbol, as may be required by the race committee.
- 13.8 There shall be no transfer of any goods or equipment until after the finish of the last race of the day between Melges 24 and their support boats.
- 13.9 Support persons shall not communicate with competitors (by any means) from the time the racers leave the dock until completion of the final race (*This changes Preamble of Part 4*).
- 13.10 **[DP] [NP]** Team leaders, coaches and other support personnel shall be outside of the racing area described in SI 20.13 and 20.14 from the Preparatory Signal until the last boat finishes the race or the RC displays a postponement, general recall or abandonment signal, unless they are helping a boat in danger. Breaking this rule will be penalized by the Protest Committee.
- 13.11 **[DP]** Any penalty given by the Protest Committee is at their discretion but shall be applied to the overall score and therefore not discarded. (*This changes Appendix A*)
- 13.12 The **racing area** is defined as a surface which borders are over 100 meters from the layline.
- 13.13 The **starting area** is a rectangle with its borders 100 meters to windward and leeward and 100 meters to pin ends of the starting line.
- 13.14 A boat and its crew shall at all times keep clear of all commercial vessels and shall not maneuver in any manner which would cause a commercial vessel to be unable to sail their proper course or carry out their commercial functions in a normal manner.
- 13.14.1 A boat whose actions or maneuvers result in a Danger Signal (5 Horns or Sounds) from a commercial vessel, shall be protested.
- 13.14.2 **[NP]** A boat in violation of SI 13.14 can only be protested by the RC. (*This Changes RRS 60.1 and 60.3*)
- 13.14.3 The penalty for breaking this SI 13.14 shall be disqualification from the entire regatta in which case rule RRS 36 will not apply. (*This changes RRS 36*)

14. LAUNCHING AND BERTHING

- 14.1 The PYC hoist and launch ramp will be available on demand. Please coordinate with fellow competitors.
- 14.2 **[DP]** Except when sailing, all boats shall be kept in their assigned docks in the PYC harbour. Fenders and mooring lines will be required.

15. PRIZES

- 15.1 Prizes will be given to the top 3 teams overall and the Corinthian Champion.
- 15.2 Other prizes from the OA will be posted in the Notice Board.

16. DISCLAIMER OF LIABILITY

- 16.1 Competitors participate in the event entirely at their own risk. See RRS 3, Decision to Race. The OA 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.
- 16.2 Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor and the responsible adult agree and acknowledges that:
- They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves and their boat to such inherent risk whilst taking part in the event.
 - They are responsible for the safety of themselves, their boat and their other property whether afloat or ashore.
 - They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omission.
 - Their boat is in good order, equipped to sail in the event and they are fit to participate.

- e) The provision of a race management team, patrol boats and other officials and volunteers by the event organizer does not relieve them of their own responsibilities.
- f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.

17. MEDIA RIGHTS AND MEDIA VESSELS REGULATIONS

- 17.1 By participating in this event, competitors automatically grant to the OA and the event sponsors the right, in perpetuity, to make, use, and show, at their discretion, any photography, audio and video recording, and other reproductions of them made at the venue or on the water from the time of their arrival at the venue, until their final departure, without compensation.
- 17.2 All Press and official spectator boats shall be registered by the race organizing authority during registration.
- 17.3 Press and spectator vessels shall display any flag, or other identification symbol as may be required by the Race Committee.
- 17.4 The race organizers may appoint one or more photo vessels, which will be allowed within the race course. The position of these boats shall not be grounds for redress. *(This changes rule RRS 62.1)*
- 17.5 Press and spectator vessels shall not interfere with boats racing or the Regatta Direction in any way.

18. KEY CONTACTS

REGATTA CHAIR

Name: Susan Domagala

E-mail: susan@pycflboard.com

PRINCIPAL RACE OFFICER (PRO)

Name: Hal Smith

Email: hal_smith@mindspring.com



Attachment A – RACE AREA

