

2022 BUTLER CUP

World Sailing Grade 4

November 5-6, 2022
Registration and Practice November 4

SAILING INSTRUCTIONS

Amended 11/4/2022 (Addendum C2)

The Butler Cup will be hosted by Long Beach Yacht Club (LBYC). LBYC is the Organizing Authority. LBYC is located at 6201 Appian Way, Long Beach CA 90803. Phone number is (562) 598-9401. Club and Event information are available at www.lbyc.org.

Abbreviations:

| | |
|-------------------------------|---------------------------|
| PC – protest committee | RC – race committee |
| OA – organizing authority | NA – national authority |
| RRS – racing rules of sailing | SI – sailing instructions |
| PC – Protest Committee | NOR – notice of race |

1 RULES

- 1.1 The Event will be governed by:
 - (a) the 'rules' as defined in the RRS including Appendix C, except as amended by the NOR and these SI.
 - (b) The rules for Handling of Boats (Addendum C of SI) which also applies to any practice sailing. Soling Class Rules shall not apply.
 - (c) Any US Sailing Prescriptions that apply shall be posted on the [Official Notice Board](#).
- 1.2 **[DP]** Competitors and support persons shall comply with any reasonable request from an event official. Failure to comply may be misconduct.
- 1.3 When a boat in a match fails to sail the course, she will be disqualified without a hearing and scored zero points unless both of the boats in the match have sailed the same course in which case the boats will be scored as if they had sailed the course. **This changes RRS 28, 35, 63.1, 90.3(a), A5 and C10.7**
- 1.4 Delete RRS C6.3 and replace with: A boat intending to request redress because of circumstances that arise before or after she finishes or retires shall clearly display a red flag as soon as possible after she becomes aware of those circumstances, but no later than two minutes after finishing or retiring.
- 1.5 A boat may not request redress under RRS 62.1(a). The protest committee may call a hearing to consider redress under that rule if it believes that there is a significant reason for doing so. **This changes RRS 60.1(b) and 62.1(a).**
- 1.6 When the umpires proceed under RRS C8.6 they will follow the guidance in SI Addendum F.
- 1.7 Errors or omissions by the RC will NOT be grounds for redress by a competitor. In the event of an error or omission, the Match or Chief Umpire may notify the RC of the incident and request postponement or abandonment. **This changes RRS 62.1 (a).**

2 ENTRIES and ELIGIBILITY

- 2.1 The event is open to skippers who are a member of a yacht club or sailing association recognized by US Sailing. The registered skippers are listed in SI Addendum A.
- 2.2 To remain eligible, the entire crew shall complete registration, pay entry fee and damage deposit of \$1500 US, and complete crew weighing.
- 2.3 The damage deposit is the limit of liability of each skipper for any one incident. In the event that a deduction is made to the deposit, the skipper will be required to restore the deposit to the original value to maintain eligibility.
- 2.4 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or PC.
- 2.5 After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.
- 2.6 When a registered skipper is unable to continue in the event, the OA may authorize an original crew member to substitute.
- 2.7 When a registered crew member is unable to continue in the event, the OA may authorize a substitute, a temporary substitute or other adjustment.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the [Official Notice Board](#) located on the Long Beach Yacht Club website. As a courtesy, notices may be posted to the physical notice board located on the north-facing window of the Regatta Room.
- 3.2 Signals made ashore will be displayed on the LBYC flagstaff.
- 3.3 Skippers shall attend the first briefing on November 5, 2022 at 1000, unless excused by the OA.
- 3.4 Skippers shall attend the first meeting with umpires immediately following the first briefing.
- 3.5 Skippers shall attend the daily briefing at 1000 on Sunday November 6, 2022.
- 3.6 The RC will announce at the competitor's briefing the VHF channel used to communicate on the water.
- 3.7 On shore postponements (AP Signal) shall be signaled from the RC signal vessel Loynes. Competitors will be notified when allowed to leave the dock.

4 AMENDMENTS TO THE SAILING INSTRUCTIONS

- 4.1 Amendments to the SI made ashore will be posted on the Official Notice Board before 1000 hours on the day it will take effect, except that any change to the schedule of races will be posted by 2000 hours on the day before it will take effect and will be signed by the RC and the PC/IJ.
- 4.2 Code flag Lima over a numeral pennant corresponding to the number of the most recent change will be hoisted from the LBYC flagstaff to signal the change.
- 4.3 Oral amendments made afloat per RRS 90.2(c) will be signaled by the display of the Lima flag with three sound signals. Competitors are then instructed to sail near the RC signal vessel to receive instructions. An umpire may also communicate these changes either verbally or in writing.

5 BOATS AND SAILS

- 5.1 The event will be sailed in Soling type boats, provided by the OA.
- 5.2 Up to eight (8) boats will be provided.
- 5.3 Boats shall be supplied with a mainsail, a jib and a spinnaker. Sails shall remain with the boats.
- 5.4 The OA or RC may require rotation of sails for any reason. Rotation of sails by the OA or RC shall NOT be grounds for redress by a competitor. **This changes RRS 62.1(a).**
- 5.5 The RC will decide which boats are to be used for each stage and when they decide a boat should not be used, the skipper assigned that boat will be given the temporary use of another boat.
- 5.6 The RC may permit a substitute boat or sail when it has determined the original boat or sail is damaged and that repairs in the time available are not practicable.
- 5.7 The sail combination to be used will be signaled from the RC signal vessel before the attention signal of a flight. The signals will have the following meanings:

| <u>Signal</u> | <u>Sail Combination</u> |
|---------------|-------------------------|
| None | Main, Jib, Spinnaker |
| Code Flag Z | Main, Jib, No Spinnaker |

- 5.8 Other restrictions or instructions may be given to the boats verbally by an umpire. Lima flag is not required.

6 IDENTIFICATION AND ASSIGNMENT OF BOATS

- 6.1 Boats will be identified by hull number.
- 6.2 Boats will be allocated by draw, either daily or for each round as decided by the Race Committee (RC).
- 6.3 Boats will be rotated per SI Addendum E.

7 CREW MEMBERS, NUMBER AND WEIGHT

- 7.1 The total number of crew, including the skipper, shall be a minimum of three (3) and a maximum of four (4). All registered crew shall sail all races.
- 7.2 Maximum crew weight is 350 kg (771.6 lbs).

8 EVENT FORMAT AND STARTING SCHEDULES

- 8.1 The event format and match pairing lists are detailed in SI Addendums B and D. The matches to be sailed in a flight will be displayed in order of starting on the RC signal vessel.
- 8.2 The racing days are scheduled as November 5-6, 2022.
- 8.3 The latest time for an attention signal on the last day of racing shall be 1600.
- 8.4 The number of matches to be sailed each day will be determined by the RC.
- 8.5 The RC may change the format, terminate any stage or the event when, in its opinion, it is not practicable to

attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favor of later stages.

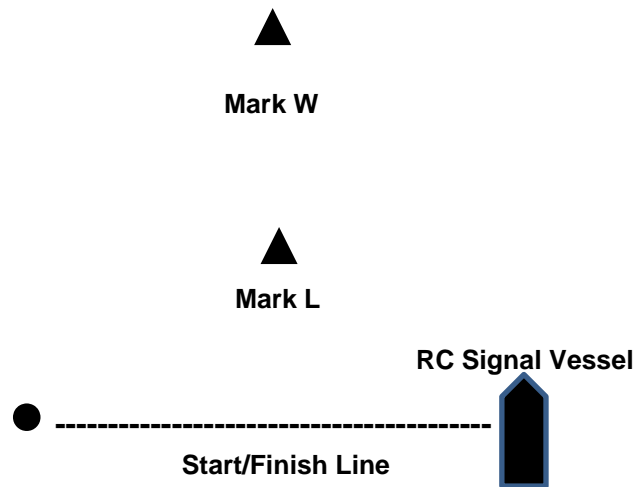
- 8.6 The intended time of the first attention signal each day will be 1130 or as announced at the daily competitors briefing.
- 8.7 Each subsequent flight will be started as soon as practicable after the previous flight.
- 8.8 When a match cannot start at its intended time, the RC may move the signals and starts of the following matches forward. In this event the RC or Umpires will notify the affected boats.

9 RACING AREA

The racing area will be in Long Beach Harbor, near the Belmont Pier on the Congressional Cup Stadium Course.

10 COURSE

10.1 Course Configuration (not to scale)



SIGNAL COURSE

NONE Start – W – L – W – Finish

CODE FLAG “S” Start – W – Finish
(Signaled at Warning Signal – WHITE SQUARE FLAG WITH BLUE SQUARE IN CENTER)

- 10.2 Mark W and Mark L shall be rounded to starboard.
- 10.3 Mark W will be a YELLOW tetrahedron. Mark L will be an ORANGE tetrahedron. New marks as described in SI 13.1 will be either a RED, GREEN or YELLOW tetrahedron.
- 10.4 **Belmont Pier**
The Belmont Pier is a hazard to navigation for boats sailing in the prestart area. In addition to concrete pilings and overhangs, there are light poles and fixtures and other equipment protruding from above.
 - (a) No part of the boat shall come into contact with the Belmont Pier or its fixtures or attachments.
 - (b) This area ranks as an obstruction and is the limit of safe pilotage for the purposes of Part 2 of the RRS.
- 10.5 **East Pier Swimming Area**
There are a number of small buoys laid parallel to the shoreline, just east of the Belmont Pier marking the Swimming area. The buoys are white and may have orange and/or black markings. (SEE AERIAL PHOTO BELOW).
 - (a) No part of the boat shall cross the imaginary straight line between any two adjacent buoys or their extensions.

- (b) This area ranks as an obstruction and is the limit of safe pilotage for the purposes of Part 2 of the RRS.
- (c) There is no penalty for touching the buoys defining this area.

10.6 Breaches of SI 10.4 (a) and 10.5(a) are not open to protest by boats but may be subject to action by the umpires, in accordance with RRS C8.2. The umpires shall penalize a boat if they see a boat break these rules. **This changes RRS C6.2 and C8.2.**

10.7 The starting/finishing mark will be a black and gold inflatable sphere.

10.8 The starting/finishing line will be a straight line between the course side of the Starting/Finishing mark and a staff displaying a black and gold flag on the RC signal vessel.

10.9 RRS 32 is deleted and replaced with: 'After the starting signal the RC may abandon or shorten a match for any reason, after consulting with the match umpires when practical.'

10.10 Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies only to that match.



11 BREAKDOWN AND TIME FOR REPAIRS

11.1 Before the attention signal of a flight or within two minutes of finishing or within five minutes of changing into a new boat, whichever is later, a boat may display flag L to signal breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. **She shall proceed as soon as possible to starboard of the RC signal vessel and remain there, until otherwise directed.**

11.2 The time allowed for repairs shall be at the sole discretion of the RC.

11.3 After the attention signal of a flight, a match will not be postponed or abandoned due to a breakdown unless the breakdown signal was displayed as required by SI 11.1.

11.4 Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. **This changes RRS 62.**

12 STARTING PROCEDURE

12.1 Races will be started in accordance with RRS C3.1.

12.2 The flight number will be displayed as a numeral placard from the RC signal vessel.

13 CHANGE OF THE POSITION OF THE NEXT MARK

13.1 To change the position of the next mark, the RC will lay a new mark as soon as practicable. The change will be signaled before the leading boat has begun the leg toward the new mark, although the new mark may not yet be in position.

13.2 A change of course will be signaled near the mark beginning the leg being changed by an RC vessel that will display code flag "C" over a pennant matching the color of the new mark and a numeral pennant corresponding to the match or matches affected and sound a horn repeatedly. **This changes RRS 33.**

13.3 Signaling Vessel

- (a) When a change of course is made for the **first leg**, the signal shall be displayed from the RC signal vessel with the preparatory signal. The preparatory signal shall be followed by a series of repetitive sound signals.
- (b) When a change of course is signaled after the first leg it shall be displayed from an RC vessel in the vicinity of the leeward mark.

13.4 The starting/finishing mark and/or leeward mark may be adjusted by the RC without a signal if boats are on the first half of the leg.

14 TIME LIMIT

A boat that does not finish within 5 minutes after her opponent has completed the course and finished will be scored DNF. **This changes RRS 35 and A5.**

15 COACH BOATS

15.1 Coach boats shall conspicuously display identification of the team being coached.

15.2 The OA may provide limited berthing for coach boats during the event, subject to availability. To request berthing, a team representative must contact the LBYC Marine Operations Director Craig Jarvis at cjarvis@lbyc.org prior to arrival.

15.3 Any interference by a coach boat with the racing or event organization may result in a penalty applied at the discretion of the PC/IJ to the associated skipper or team.

16 MEDIA, IMAGES AND SOUND

The OA shall have the right to use any and all images and sound recorded during the event free of charge.

17 PRIZES

- 17.1 The principal prize will be the winner's name engraved on the Butler Cup perpetual trophy.
- 17.2 Prizes will be awarded to the top finishing teams based on number of entries.
- 17.3 The OA may reduce or eliminate a prize in the case of misconduct, refusal to comply with any reasonable request, including attendance at the official functions.

18 CODE OF CONDUCT

- (a) Competitors shall comply with any reasonable request from any official, including attendance at official functions, cooperation with event sponsors and shall not behave so as to bring the event into disrepute.
- (b) Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Addendum C.
- (c) The following actions by skippers and/or crew while racing may be considered a breach of sportsmanship under RRS C8.3(c) and may result in an umpire-initiated penalty under RRS C5.2 or C5.3:
1. Excessive attempts to verbally coerce, coach or influence umpire decisions.
 2. Repetitive or ongoing objection to an umpire decision (verbal or otherwise).
 3. Abuse of umpires before or after a decision (See also Call MR13).
- (d) Breaches of this SI may also be referred to the PC. Any penalty will be at the discretion of the PC and may include exclusion from further participation in the event or the withholding of deposits.
- (e) Gross breaches of this SI may be referred to the PC by the OA for action under RRS 69.

19 DISCLAIMER OF LIABILITY

Competitors participate entirely at their own risk and they are reminded of the provisions of RRS 3, Decision to Race. Racing this event is by its nature an unpredictable sport and therefore involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

- (a) They are aware of the inherent element of risk involved in the sport (and these events in particular) and accept responsibility for the exposure of themselves, their crew and any boat supplied to them to such inherent risk whilst taking part in the event.
- (b) They are responsible for the safety of themselves, their crew, their supplied boat and their other property whether afloat or ashore.
- (c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions.
- (d) By participating in any race, they are satisfied that any supplied 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, safety boats, umpires and other officials and volunteers by the organizer does not relieve them of their own responsibilities.
- (f) The provision of safety boat support is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.
- (g) They have considered their own personal insurance position and are satisfied they have adequate cover for the event.

20 FURTHER INFORMATION

| | | | |
|-------------------------------|------------------|--------------------------------------------------------------------------------|----------------|
| Regatta Chairman | Tony Mansour | tony.mansour@gmail.com | (310) 720-0613 |
| Yachting Director | Cameron MacLaren | raceoffice@lbyc.org | (562) 294-5161 |
| Principal Race Officer | Randy Beers | randy.beers.mail@verizon.net | (562) 884-8945 |
| Chief Umpire | Kirk Brown | stmci@ix.netcom.com | (562) 884-9110 |







ATTACHMENTS:

- Addendum A COMPETITOR LIST**
- Addendum B EVENT FORMAT**
- Addendum C RULES FOR HANDLING BOATS**
- Addendum D ROUND ROBIN PAIRING SHEET**
- Addendum E BOAT ROTATION LIST**
- Addendum F DAMAGE PENALTIES**



SAILING INSTRUCTIONS ADDENDUM A

COMPETITOR LIST

| | | SKIPPER | CLUB | BURGEE | WS RANK |
|-------------------------------------------------------------------------------------|-----|-------------------|----------------|---------------------------------------------------------------------------------------|----------------|
|  | CAS | Marilyn CASSEDY | California YC |  | 268 |
|  | OBE | Justin OBERBAUER | St. Francis YC |  | 306 |
|  | EAS | Ryder EASTERLIN | St. Francis YC |  | N/A |
|  | SHA | Allie SHAND | Mission Bay YC |  | N/A |
|  | WHE | Benjamin WHEATLEY | Long Beach YC |  | N/A |



SAILING INSTRUCTIONS ADDENDUM B

EVENT FORMAT

STAGE 1 DOUBLE ROUND ROBIN SERIES

All skippers will sail a Double Round Robin – each skipper sails against all other skippers two times. The pairing lists (SI Addendum D) will be available at the initial skippers briefing.

Skippers shall be ranked from 1st to last based on points from all robins. Ties will be decided as described in RRS C11. In the event that Stage 1 is not completed, RRS C10 shall apply.

If the event format must be changed or shortened and a knockout series is required, the skipper with the higher ranking in the combined completed or partially completed round robins will enter from starboard in the initial match and alternate thereafter.



SAILING INSTRUCTIONS ADDENDUM C

RULES FOR HANDLING OF CLUB SOLING BOATS

1 GENERAL

Boats shall be sailed as rigged. No adjustments, additions or subtractions to the rigging, of any kind, are permitted. While all reasonable steps are taken to equalize the boats, variations will not be grounds for redress. This changes RRS 62.

2 PROHIBITED ACTIONS

Except in an emergency or in order to prevent damage or injury, or when directed by the OA or RC. Otherwise, the following are prohibited:

- 2.1 Any additions, omissions or alterations to the equipment supplied.
- 2.2 The use of any equipment for a purpose other than the intended or specifically permitted.
- 2.3 The replacement of any equipment without the sanction of the RC.
- 2.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 2.5 Moving equipment from its normal position except when being used.
- 2.6 Boarding a boat without prior permission.
- 2.7 Taking a boat from its berth or mooring without having signed the Damage Authorization Form or having permission from the RC, or, on race days, while "AP" is displayed.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Attaching lines to the fabric of spinnakers.
- 2.10 Perforating sails, even to attach tell-tales.
- 2.11 Leaving the dock when sustained winds are over 18 knots.
- 2.12 Using a spinnaker when sustained winds are above 18 knots.
- 2.13 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- 2.14 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.15 Omitting any headsail car or turning block before sheeting.
- 2.16 The use of electronic instruments other than a compass or watch.
- 2.17 The use of the GPS function on a watch or device.
- 2.18 Using the spinnaker pole to wing out a foresail.
- 2.19 Marking directly on the hull or deck with permanent ink.
- 2.20 After the starting signal and while sailing close hauled for more than a few seconds, the main boom position shall be controlled only by using the mainsheet as it exits the block on the mainsheet post and the vang.
- 2.21 The use of shrouds (including any lower shrouds) above the lower turnbuckle to facilitate tacking or gybing, or to aid the projection of a crew member's body position.
- 2.22 Use of duct tape, or any other tape that leaves a residue.
- 2.23 Hiking with legs outside the cockpit.
- 2.24 Hiking off sheets other than working sheets. Halyards and control lines are not working sheets.
- 2.25 A breach of SI C2.18, C2.20, C2.21, C2.23, and C2.24 is subject to action by the umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

3 PERMITTED ITEMS and ACTIONS

The following are permitted:

3.1 Bringing aboard the following items:

- (a) basic hand tools
- (b) watch, timers and handheld compass
- (c) adhesive tape of any color except black, provided it does not leave residue
- (d) shackles and clevis pins
- (e) line (elastic or otherwise of 4 mm diameter or less)
- (f) velcro tape
- (g) pencils
- (h) flags
- (i) tell-tale material

3.2 Using the items in 3.1 to:

- (a) prevent fouling of lines, sails and sheets
- (b) make minor repairs and permitted adjustments
- (c) attach tell tales
- (d) make signals as per Appendix C6
- (e) prevent sails from being damaged
- (f) personal safety
- (g) mark control settings

3.3 Fixing a spinnaker sheet catcher at the bow, providing that it does not extend the length of the boat more than 100 mm and does not require any repair after removal.

3.4 Changing the number of main sheet purchases.

4 MANDATORY ITEMS and ACTION

The following are mandatory

4.1 The completion of a written damage report before leaving a boat and submitting it to the RC, even if no damage or loss is recorded. Reports shall include evidence of matters which could cause damage or disadvantage to the boat in future matches.

4.2 At the end of the sailing day:

- (a) rolling, bagging and placement of the sails as directed
- (b) leaving the boat in the same state of cleanliness as when first boarded that day
- (c) releasing the backstay tension

4.3 At the end of the final day for a particular boat, cleaning the boat (cockpit and decks), removing all trash and removing all tape and marks, except tape applied to turnbuckles and for chafe protection.

4.4 Any requests to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.

4.5 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.

4.6 A breach of 4.2 and 4.3 will be considered as damage.

5 EQUIPMENT LIST

The following items, provided by the OA, are always to be carried on board in their designated place while sailing. Any loss shall be reported on the daily damage report.

5.1 SAILS and SAILING EQUIPMENT

- (a) mainsail with battens installed
- (b) jib
- (c) spinnaker
- (d) one spinnaker pole
- (e) two Spinnaker sheets
- (f) one tiller extension
- (g) one pair of tweakers

5.2 SAFETY GEAR

- (a) first aid kit
- (b) type IV throwable PFD

- (c) bucket with lanyard
- (d) sponge
- (e) paddle
- (f) throwable cushion
- (g) 3 lifejackets
- (h) one whistle/horn
- (i) daytime distress flag

5.3 MOORING LINES and FENDERS

- (a) two dock lines
- (b) two spring lines
- (c) two fenders
- (d) one tow line

5.4 FLAGS

- (a) Yellow
- (b) Blue
- (c) Red
- (d) Lima
- (e) Yankee



**SAILING INSTRUCTIONS
ADDENDUM D**

PAIRING SHEET

Pairing Sheet will be provided at the initial skipper's briefing.



SAILING INSTRUCTIONS ADDENDUM E

BOAT ROTATION SCHEDULE

BOAT ROTATION SCHEDULE WILL BE PROVIDED AT THE COMPETITOR'S BRIEFING AND POSTED ON THE OFFICIAL NOTICE BOARD

| SKIPPER | SATURDAY | SUNDAY |
|----------------|-----------------|---------------|
| CAS | 3 | 4 |
| OBE | 2 | 3 |
| EAS | 5 | 1 |
| SHA | 4 | 5 |
| WHE | 1 | 2 |

Competitors will use initial boat drawn for practice and racing Saturday



SAILING INSTRUCTIONS ADDENDUM F

DAMAGE PENALTIES

Match racing penalties for Damage resulting from contact between boats

Appendix C6.6 and C8.6 permits the umpires or protest committee to decide the penalty when a boat breaks RRS 14. This document explains how damage will be assessed and gives general guidance on the appropriate penalty. When the protest committee has good reason to do so, it may apply a different penalty.

Damage will be divided into 3 levels

| Level | Extent | Effect |
|---------------------------|------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Level A - Minor Damage | Does not significantly affect the value, general appearance or normal operation of the boat. | Boat may race without repair although some minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work. |
| Level B - Damage | Affects the value and/or general appearance of the boat. | The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Requires more than 1 hour of work but should not normally require more than 3 hours of work. |
| Level C - Major Damage | The normal operation of the boat is compromised, and its structural integrity may be impaired. | The boat will need some repair work before racing again. Requires more than 3 hours of work. |

Point Penalties - to be applied without a hearing (this amends Appendix C8.6);

| Level | Round Robin | Knock Outs |
|----------|-------------------|----------------------------------|
| A | None | None |
| B | Half point | Three quarters of a point |
| C | One point | One point |

When both boats break RRS 14, they should both receive a points penalty. If a competitor requests a hearing after a points penalty has been imposed, the protest committee may decide (in the hearing) to give a greater penalty.

Deductions from Damage Deposits

The assessment of damage level is only for the purpose of points penalties, and is not linked to any deductions from the competitor's damage deposits. Monetary deductions are assessed separately after closer inspection by the OA 'boat person', and all damage costs are deducted from damage deposits irrespective of any penalty (or none) imposed under this system.