



International Lightning Class Association 2023 North American Championship

Toms River Yacht Club
1464 Riviera Ave
Toms River, NJ 08753
August 05-11, 2023

NOTICE OF RACE

International Lightning Class Association (ILCA) & Toms River Yacht Club, are the organizing authority.

The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

1. RULES

- 1.1. The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*, the *ILCA Constitution* (<http://www.lightningclass.org/constitution>), *By-Laws* (<http://www.lightningclass.org/bylaws>), Lightning Specifications and the *Document Governing All Sanctioned Lightning Class Championships* (hereafter referred to as Document Governing) (<http://www.lightningclass.org/docgoverning>)
- 1.2. 1.2. US Sailing Prescriptions apply and are available at: <https://www.ussailing.org/wp-content/uploads/2018/01/2021-2024-US-Prescriptions-Final.pdf>
- 1.3. Boats are required to carry portable equipment in accordance with *NOR Addendum ILCA Required Equipment*. (attached)
- 1.4. Appendix T Arbitration applies.
- 1.5. The rules identified below will be changed as noted. The sailing instructions may also change other racing rules.
 - 1.5.1. RRS 27.3 is changed to add the following: "The RC or OA shall not abandon (or cancel) a scheduled race, or races, before the starting signal without approval of the Class Representative.
 - 1.5.2. RRS 42.3(c) is changed to read: "Except on a beat to windward, when surfing (rapidly accelerating down the front of a wave) or planing is possible, the boat's crew may pull the sheet only, (not the guy), in order to initiate surfing or planing, but each sail may be pulled only once for each wave or gust of wind. When the mainsail is pumped, only that part of the sheet between the crew member handling the sheet and the first block on the boom shall be used."
 - 1.5.3. RRS 44 is changed to add the following: "The two turns penalty as provided in RRS Rule 44 will apply with the additional provision that when an infringing yacht has its spinnaker drawing at the time of the infringement, drops it completely (below the gooseneck) while taking her penalty, and resets it immediately and has it drawing after the penalty, the penalty is one turn instead of two."
- 1.6. If there is a conflict between languages, the text written in its original English Document will take precedence.

2. SAILING INSTRUCTIONS

The sailing instructions will be available no later than 08/03/2023 online at <https://www.regattanetwork.com> and will be available at TRYC during registration and check-in times.

3. COMMUNICATION

- 3.1. Use of hand-held VHF radios will be permitted for communication from the Race Committee to competitors on a predetermined channel to be identified in the Sailing Instructions. The Race Committee intends to use VHF radio to identify OCS (On Course Side of the line) boats after starts and otherwise communicate with the fleet on the water. Failure to receive a hail, for a hail to be made, the order of hails made, or receive other communications to the fleet shall not be cause for redress.
- 3.2. Other use of any communication device is prohibited as detailed in NOR Addendum, and such use shall require withdrawal from the race unless determined by the Race Committee to have been for emergency purposes.

4. ELIGIBILITY AND ENTRY

- 4.1. Eligibility for Boats, Skippers and Crew shall be in accordance with Articles V, VI, and XII of the Document Governing. Each US and Canadian entry shall qualify for participation in the NAC by participating or registering in their respective District Championship Regatta. Participants may register in advance of qualifying, but failure to complete the qualification process will void entry. Competitors from other countries may request entry information from the class office.
- 4.2. One or more skippers from the Women's, Juniors and Masters fleets, not previously qualified through their District, may be entitled to enter the 2023 North American Championship Regatta in accordance with the Document Governing. These entries are not included in the 100-boat limit noted in 4.5 and may register immediately after completion of the WJMs.
- 4.3. Eligible boats may enter the Regatta by completing the registration form and paying the registration fee(s) by 07/31/2023, except for participants qualifying via 4.2. Registration is online at <https://www.regattanetwork.com>, and will open on 05/26/2023 at 12:00pm (noon) Eastern Time.
- 4.4. When registering, each competitor will be required to sign a waiver for loss, damage or injury to persons or property incurred in conjunction with the regatta, on the property of TRYC, or on the water, or during participation in any individual race of the regatta, or from the actions of the ILCA, its officers, the protest committee, the race management team and any sponsors of the Regatta and their members, officers, governors and agents, from liability for such damage or injury.
- 4.5. Registration is limited to 100 boats based upon a first come first serve basis who meet the eligibility requirements in section 4.1.

5. FEES

The entry fee is \$595.00 USD. A late fee of \$100.00 USD will be charged for payments received after July 17, 2023.

Competitors will receive:

- Full guest privileges at TRYC (Main Club, Sailing Center, pool, bar, grill)

- Welcome cocktail party, Sunday, August 6: 6:00-8:00
- Continental breakfasts
- Keg / soda / appetizers / snacks after racing
- Cook-out Monday, August 7 (Tuesday, August 8 rain date)
- Saw Mill Restaurant in Seaside, NJ - Wednesday, August 9 - pizza / pasta / salad / soda (cash bar): 6:00-8:00pm
- Awards Banquet at TRYC, Friday, August 11: 5:00pm

6. CREW LIMITATIONS

Crew shall be three, all of whom shall be ILCA members as per ILCA By-Laws.

7. ADVERTISING

Boats may be required to display advertising chosen and supplied by the organizing authority.

8. DIVISIONS

Qualifying Series and Final Series will be sailed in accordance with Document Governing Articles VIII and XIII, this changes RRS Appendix A. The right of appeal may be denied in the Qualifying Series to promptly determine the entries in the Final Series.

9. SCHEDULE

Day	Event	Time
Saturday, 8/5	Registration, Check-in and Measurement (hull, safety check) Sail Measurement	1000 to 1700
Sunday, 8/6	Registration, Check-in and Measurement (all) Competitors Meeting and Welcome Party	1000 to 1700 1800 to 2000
Monday, 8/7	Racing	First warning 1300 * or earlier as breeze allows
Tuesday, 8/8	Racing	First warning 1300 * or earlier as breeze allows
Wednesday, 8/9	Racing	First warning 1300 * or earlier as breeze allows
Thursday, 8/10	Racing	First warning 1300 * or earlier as breeze allows
Friday, 8/11	Racing No warning signal after Dinner, Final awards	First warning 1200 * or earlier as breeze allows 1500 1700

10. EQUIPMENT INSPECTION [DP]

- 10.1. Each boat shall hold and produce a valid Measurement Certificate at measurement and must display a current ILCA membership decal. Boats, sails, and equipment will be measured and inspected in accordance with the Lightning Class By-Laws.
- 10.2. All sails shall have Official ILCA Royalty Labels. Mainsail and spinnaker numbers shall be the same. Spinnaker numbers shall be of a sufficiently contrasted color to make sail number identification possible.
- 10.3. Competitors are advised that the Chief Measurer or a designated representative may make spot measurements and inspection of required equipment on or off the water during the Championship. Boats may be inspected at any time.

- 10.4. Boats shall be available for measurement for 08/05/2023 unless other arrangements are made with the OA.
- 10.5. Boats that pass measurement for the WJM Championship will not have to be re-measured. However, sails will need to be re-stamped (but not measured) in order to comply with the 5-sail limit in the Class rules.

11. CLOTHING AND EQUIPMENT

RRS 50 is not changed.

12. VENUE

Toms River Yacht Club, Barnegat Bay

13. COURSES

Courses will be windward/leeward, triangle or windward/leeward/triangle courses that may include an offset mark and a gate, as described in the sailing instructions.

14. PENALTY SYSTEM

RRS 44 as amended by NOR 1.5.3

15. SCORING

Will be per Appendix A in accordance with the Document Governing Article VIII #4, and in addition for the North American Championship Document Governing Article XIII. They are available at <http://www.lightningclass.org/docgoverning>

16. SUPPORT BOATS [DP]

- 16.1. Support and coach boats must register with the OA during the registration hours.
- 16.2. Team leaders, coaches, and other support personnel shall stay outside the racing area (defined as 100 meters outside the lay lines of the course including the start area) and comply with other requirements as specified in the Sailing Instructions. These requirements begin from the start of the first race of the regatta until the finish of the last race of the regatta. Individual competitors may not use support boats at any time during the regatta unless such support is available to all competitors or is authorized by the Race Committee. The penalty for failure to comply with any of these requirements may result in disqualification of all boats associated with the infringing support personnel.
- 16.3. Spectator boats shall not communicate with competitors on the water unless the RC requests that they do so for safety reasons.

17. CHARTERED OR LOANED BOATS [DP]

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.

18. BERTHING [DP]

Boats shall be kept in their assigned places while they are in the boat park.

19. HAUL-OUT RESTRICTIONS

The organizers plan to allow dry sailing for the event.

20. CLEANING OF BOATS

There will be no undue restrictions on cleaning of boats.

21. SECTION INTENTIONALLY LEFT BLANK

22. RISK STATEMENT

RRS 3 Decision to Race 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.** The organizing authority 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.

23. INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum coverage of US\$300,000 per event or the equivalent. A copy of insurance company documents establishing that such coverage is current shall be produced if requested by the OA.

24. PRIZES

- 24.1. Prizes will be awarded to the top teams in each of the NAC fleets. (1st through 10th in the championship division and 1st through 5th in the other divisions.)
- 24.2. Perpetual Trophies will be awarded to the North American Champion, Runner-up, 2nd Runner-up, and 3rd Runner-up.
- 24.3. Tom Fallon Trophy will be awarded to the last boat to qualify for the Championship Series.
- 24.4. Swanson Trophy will be awarded to encourage and recognize women competitors in the North American Championship.
- 24.5. Thomas McDermott Trophy will be awarded to the skipper who improves the most in position in the Qualifying Series (2021 vs. 2023).
- 24.6. Thermis Trophy will be awarded to the highest placing skipper who is sailing in the Championship division for the first time.
- 24.7. Elfman Trophy will be awarded to the highest placing Master skipper in the North American Championship who also skippered in the 2023 North American Masters Championship.
- 24.8. A prize will be awarded for the highest placing Corinthian helmsman who will have reached his or her 65th birthday by the end of the calendar year. A prize will be awarded for the highest placing Corinthian helmsman who will have reached his or her 75th birthday by the end of the calendar year. A Corinthian sailor is an amateur sailor similar to World Sailing Sailor Classification Code Group 1.

25. FURTHER INFORMATION

International Lightning Class Association

Laura Jeffers - ILCA Executive Secretary

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Toms River Yacht Club – Host club

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Allan Terhune
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Principal Race officer

Jim Walsh
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NOR Addendum ILCA Required Equipment

Portable Equipment

a. Mandatory

- i) A fluke-type anchor weighing not less than 1.8Kg (4lb) with a line not shorter than 15.24m (50ft). The line shall be a minimum of 9.525mm (3/8 inches) in diameter and shall be made of Nylon or Dacron. This line shall be used only for towing or anchoring. Alternatives may be prescribed in the Notice of Race or Sailing Instructions.
- ii) Compass.
- iii) Bucket with a minimum capacity of one gallon.
- iv) Throwable life preserver or cushion with an attached whistle.
- v) Paddle
- vi) Other lifesaving equipment as required by government regulations.

b. Optional

- i) Electronic Equipment – only the following electronic devices may be used aboard a Lightning while competing:
 1. One or more timers:
 - a. For all sanctioned and non-sanctioned regattas and for fleet racing, while on the water, the use of timers shall be limited to the telling of time, the monitoring of the countdown timing sequence for the start of a race, or the monitoring of the count-up sequence for a race's time limit.

- b. While on the water except for emergencies, the use of any watch application, or function, which allows a competitor to gain any advantage by determining a competitor's position relative to a starting line or other competitors on the racecourse, marking waypoints, tracking wind shifts, receiving or sending SMS or email communications, or otherwise locating GPS coordinates shall be grounds for disqualification from a race or races.
2. An electronic digital compass with chronograph (timer and/or clock). The compass must be entirely self-contained with either an internal battery and/or solar power. While on the water, only the current magnetic bearing compass function and timer function may be used.
3. Hand-held communication devices (cell phones, pagers, radios, etc.) with the following restrictions:
 - a. For all sanctioned and non-sanctioned regattas, use of such devices is not permitted while racing except for emergencies. This restriction does not apply to VHF radio communication to or from the Race Committee and from competitors on a predetermined channel.
4. Photographic equipment shall be limited to self-contained cameras, including cameras built into cellular telephones:
 - a. Such cameras may record still images or video images with or without audio.
 - b. Data that is recorded onto the camera storage media or uploaded to cloud in real time may only be reviewed on shore after racing.
 - c. Competitors who use recording devices while sailing Lightnings are encouraged to upload photos and videos to the ILCA social media sites and to their own sites, tagging the ILCA.
 - d. Ownership of such images or audio shall be retained by the respective ILCA Members.
5. Personal medical devices, attached to an individual, required for a person's well-being are allowed if they are medically necessary.
6. A portable music/radio entertainment system may be used while on the water.
7. The prescriptions in this Section notwithstanding, a competitor may collect data in real time to be used while not on the water.
8. In all cases where the use of electronic devices is not permitted, a competitor's use of an electronic device in a manner proscribed in this Section shall require the competitor's withdrawal from the race unless the Race Committee deems that the use was for emergency reasons.

