

WAVE 100 Sailing Instructions, Rules & Conditions of Entry

Aug 12-15, 2024 on Lake Michigan

1. Racing Rules

- 1.1 The regatta shall be governed by the rules as defined in current edition of “The Racing Rules of Sailing” (RRS) and the individual applicable Class Rules of the boats sailing, except as altered by the “Wave 100 Notice of Race” and by these “Sailing Instructions, Rules and Conditions of Entry.”
- 1.2 The official version of the Class Rules will be the Formula Wave Class Rules.

2. Notices to Competitors

- 2.1 The Race Committee reserves the right to amend or append these rules as it deems necessary.
- 2.2 Notices to competitors and/or changes to these Sailing Instructions will be posted on the Regatta Network notice board prior to the race and posted on the Race Committee Board and/or communicated verbally during the Skippers’ Meetings on race days. No signals other than those associated with the starts, finishes, and race status will be made ashore.
- 2.3 Daily briefings (skippers’ meetings) will be conducted prior to the start on each race day, at a time and location to be announced. These meetings are mandatory for all participants to attend. Information provided at these meetings will include checkpoint-specific logistics, local regulations, parking, beach conditions, hotel rules, weather updates, and changes to these Instructions.

3. Schedule of Races

- 3.1 The warning signal for all races will be 09:55 unless otherwise announced.
- 3.2 The race will be conducted in stages with each stage starting and ending on the beach.
 - Day 1 - Monday – welcome in South Haven
 - Day 2 - Tuesday – South Haven to St. Joseph
 - Day 3 - Wednesday – St. Joseph to New Buffalo
 - Day 4 - Thursday – New Buffalo to Michigan City

4. Classes & Scoring

- 4.1 The Race shall be limited to Formula Wave Class catamarans.
- 4.2 Boats must be able to launch from and finish on the beach.
- 4.3 The event will be scored based on overall elapsed time.

5. Event Participation

- 5.1 The Wave 100 race is a private event. As such, the Organizing Authority (OA) reserves the sole right to accept or refuse entry and/or participation to anyone for any reason. Sailors who wish to participate should have extensive sailing experience, proven ability, and be prepared to submit a detailed sailing resume to be considered for entry.

6. Registration and Entry Fee

- 6.1 Registration will be available online.
- 6.2 The entry fee is:
 - \$350 Early Registration (before 2/15/2024)
 - \$400 (2/15/2024-7/14/2024)
 - \$500 late (7/15/2024-event)
- 6.3 The entry fee is due in full prior to the event.
- 6.4 For the purposes of these Sailing Instructions and for consideration of initial starting position (section 16.3), entries will not be considered official until the registration fee is paid in full.
- 6.5 If an entry is not accepted, the registration fee will be returned.
- 6.6 Once paid, entry fees are non-refundable, however at the sole discretion of the OA.
- 6.7 Should the race not start due to the sole fault of the OA or due to an act of God that prevents the race from starting the escrowed funds minus non-refundable regatta expenses will be returned to each competitor.

7. Official Entry

- 7.1 To Qualify as an official Entry, a participant, their On-Shore Managers (OSMs) and all potential on-shore crew shall:
- Complete, sign, and submit participant and OSM registration forms.
 - Complete, sign and submit a waiver for each participant, OSM, and any on-shore crew members.
 - Provide proof of minimum \$100,000 liability insurance.
 - Provide proof sailing ability.
 - Agree to conduct themselves and their on-shore team in accordance with these Rules and Conditions of Entry.

8. Sailing Participants

- 8.1 Each entry shall consist of one sailor and an OSM. OSM and on-shore crew personnel may be registered with multiple sailors.
- 8.2 Each participant shall have a designated on-shore manager (OSM). All official communication with the Race Committee during the race will be made with/by a designated OSM, and not with individual sailors or shore crew members. The Race Committee encourages and welcomes daily communication in this manner.

9. Sponsorship, Hull Decals, and Sponsor Advertising

- 9.1 Advertising will be unlimited, with special provisions below (amends RRS 80 and some class rules).
- 9.2 Competitors may be sponsored and display advertising and/or graphics on their sails, gear, equipment, apparel, vehicles, etc.
- 9.3 Any advertising and/or graphics and anything advertised shall be neat and in good taste and meet generally accepted moral and ethical standards. Any advertising which is political, religious, racial, or propaganda-related shall not be displayed on a boat or personal equipment.
- 9.4 Any advertisement and/or graphics shall not conflict or compete with the race sponsor(s) or the OA.
- 9.5 It is at the sole discretion of the OA to allow or disallow any graphics and/or advertising for any reason.
- 9.6 Boat number shall be visible as stated in the Formula Wave class rules.

10. Required Safety Equipment and Equipment

- 10.1 Lifejacket, as stated in FWC rules, must be worn while racing.
- 10.2 High Visibility top must be worn while racing each day. (Will be provided)
- 10.3 Each boat shall have a minimum of one USCG approved throwable floatation device aboard while racing.
- 10.4 One (1) whistle, secured as personal gear to each sailor while racing.
- 10.5 VHF radio or Cell Phone in waterproof case.
- 10.6 Personal Locator Beacon (PLB) attached to competitor's person
- 10.7 Equipment inspections will be performed before the first race. Additional inspections may be performed at the discretion of the Race Committee before subsequent races or after any leg of the race. Equipment losses or malfunctions during legs of the race shall be corrected before the start of the next leg. [Failure to comply with safety requirements shall result in a penalty that may be less than DSQ at the discretion of the Race Committee and not subject to redress](#)

11. Tracking

- 11.1 Boat tracking is mandatory. Each participant is required to have a Satellite Tracker affixed to their boat. Satellite trackers are required to be activated and functional in "tracking mode" at all times while racing.
- 11.2 Satellite trackers will be provided and installed by the Race Committee, however, Teams shall be responsible for any damage or loss of the device.
- 11.3 This changes RWC rule 12. J.

12. Communication While Racing

- 12.1 Participants, while racing:
 - a) May only communicate by radio or other device with their shore crew or others, provided the OSM is *on shore* or an appendix of the shore.
 - b) May communicate with anyone without restriction or penalty if they are in distress.
- 12.2 Violation of communication rules shall result in immediate disqualification.
- 12.3 It is the responsibility of the OSM to be the point of contact for the participant while the race is underway. The OSM shall be available by mobile telephone at all times while the race is underway.
- 12.4 It is the responsibility of each participant to be in contact with their OSM as soon as reasonably possible after any reportable incident via the use of VHF radio or cellular phone. It is then the responsibility of the OSM to be in contact with the Race Committee as soon as reasonably possible regarding the same.
- 12.5 This changes FWC rule 12L, to allow for non-emergency communication.

13. Sail and Boat Measurements and repair/Replacement

- 13.1 It shall be the responsibility of each sailor to have their sails, and replacement sails, properly measured and marked in conformance with class rules. Participants shall be required to provide a valid measurement and may be measured again at any time during the event at the discretion of the Race Committee.
- 13.2 Sails and boats (including masts and spars) shall be used for the entire race except when damaged beyond repair. Replacement of any major equipment, including sails, will be reported to, and approved by the Race Committee before commencement of the start sequence of the next leg. Note: The definition of major equipment shall be at the sole discretion of the Race Committee.

14. Starts and Course

- 14.1 Beach Starts – for all starts, all boats shall start on land in a line on the beach parallel to the water. The standard five-minute sequence (RRS 26) using visual signals shall be used. Visual Signals shall take precedence over any sound signals. The starting line shall consist of two flags on the beach, approximately parallel to the surf, with signal flags displayed between them. The class or warning flag in all sequences shall consist of a red pennant, similar to the international code flag B. The preparatory flag will be international code flag P. If a boat, including crew and equipment, are on the course side of the starting line during the period one minute prior to the start signal, they will be penalized as described below. The starting line may be divided into two rows, one behind the other. The second row shall start one minute after the first row, depending on conditions, with time calculated from the initial starting signal. If the rearmost row is delayed more than one minute (e.g., postponement), finish and elapsed times will be adjusted accordingly. The second row start shall be signaled with the raising (or unfurling) of the original starting flag with an optional sound signal (these instructions amend RRS 26).
- 14.2 On the Course Side (OCS) and Postponements – for beach starts it is the responsibility of the participant and their on-shore team to know the position of the boat and whether or not they are OCS. No recall flags will be flown (amends RRS 29). **In place of recalls, RRS 29 and 30 are amended as follows: any boat that is OCS within one minute and/or at the start signal shall be assessed a 1 hour penalty.**
- 14.3 Initial start positions for the first leg will be determined in order of official acceptance of registrations. Subsequent leg start positions shall be determined by the uncorrected finish times of the previous leg. Boats that are not in their assigned start position at the time the preparatory flag is displayed may be assigned additional penalties at the discretion of the RC.
- 14.4 Starting boats may be assisted by one ground crew from the beach into the surf on a course perpendicular to the surf only. Surf is defined as that portion of the water between the land and the beginning of shore-breaking waves. These permitted actions change RRS rule 42. While in the surf, a course parallel to the beach may be made only if they do not violate another participant's right of way.

- 14.5 In the event of an on-the-water emergency, assistance is expected to be rendered by other sailing participants. Participants rendering assistance should make every effort to document the time spent lending assistance, which may be subtracted from their finish time at the discretion of the Race Committee. Participants receiving assistance from other competitors will not be penalized for that leg; however, assistance from any source other than another racing competitor may result in a time penalty or disqualification. Failure to render assistance to fellow competitors is also grounds for penalty and/or disqualification at the discretion of the Race Committee. This requirement changes RRS rule 41.
- 14.6 All competitors must start each race leg within one hour of the start signal for that leg or be scored DNS.
- 14.7 DNS penalty is the last-place finisher's elapsed time for the leg plus six (6) hours. Participants that incur 2 DNS penalties are disqualified without a hearing, and without appeal. This changes RSS scoring and redress rules.

15. The Finish

- 15.1 The finish shall be between two flags on the beach forming a gate, approximately parallel to the surf. A strobe light may be visible on the South Flag if the finish is in low light. Ground crew may visually assist participants in finding the finish but may not interfere with other competitors or the Race Committee.
- 15.2 Finishers in the surf immediately in front of the finish line have the right of way over finishers behind them, but once finished, must clear the line as soon as possible. Competitors shall make every effort to avoid contact with a finish gate mark and/or persons holding the mark. Making incidental contact with a gate mark will not be grounds for a penalty, however, if a boat causes the gate to move significantly or be dropped by the attendant, that boat will be required to refinish. This changes RRS 31.
- 15.3 A maximum of two ground members from each on-shore team may be on the course side of the gate to assist a boat with finishing. The OSM is responsible to designate and report these ground crew members to the Race Committee. If a boat receives assistance by more than two on-shore crew while OCS and not finished it may be subject to penalty and/or disqualification at the discretion of the Race Committee. Emergency assistance may be provided in the surf as per SI 17.4.
- 15.4 It is at the sole discretion of the Beach Master/Race Officials on scene as to determine whether emergency assistance is necessary, and only they will indicate when it is allowed for more than two ground crew to be OCS to render assistance without penalty.
- 15.5 Any boat not finishing a leg of any stage will receive a time penalty of the finishing time of the last boat plus three (3) hours without a hearing and without redress. Participants that incur two DNF penalties are disqualified without a hearing, and without appeal. This changes RSS scoring and redress rules.

16. Protests and requests for Redress

- 16.1 A boat intending to protest shall inform the other boat at the first reasonable opportunity by hailing "protest." If the other boat is beyond hailing distance, the protesting boat shall inform the other boat and the PRO within one hour of the finish of the protesting boat (amends RRS 61.1).
- 16.2 The official protest/redress form in the RRS shall be completed and submitted to the PRO no later than ninety (90) minutes after the finish time of the protesting boat and must be presented by the OSM to the PRO or his delegate (This amends RRS 61.2).

17. Release Waiver and Liability and Insurance

- 17.1 It is a mandatory condition of entry that all competitor/on-shore members shall execute a Release Waiver (part of the Entry Form) before participating in this event.
- 17.2 This Waiver states in part that the competitor/on-shore member (signer) has read and fully understands these Rules and Conditions of Entry and that as a condition of their participation in this race they fully and without reservation agree that:
 - a) They shall make every possible effort to comply with these Rules and Conditions of Entry.

- b) That any violation or infringement of these Rules, willful or otherwise, shall be subject to the penalties as set forth in these Rules and Conditions of Entry and in some cases shall result in immediate disqualification.
- c) Their participation in this event is at their own risk, and nothing in these Rules, implied or otherwise, shall reduce or absolve them of their **SOLE AND INESCAPABLE RESPONSIBILITY** for their own safety and wellbeing during this event.

18. Participant Conduct

- 18.1 A participant or on-shore member may be disqualified or refused registration for:
 - a) Any illegal, unsportsmanlike, or disruptive action(s) or behavior.
 - b) Flagrant or repeated violation of these Rules and Conditions of Entry.
 - c) Any action(s) behavior, or encouragement of another to engage in action(s) or behavior, that is intended to circumvent, violate, or disregard any of these Rules and Conditions of Entry.

19. Appeals

- 19.1. There is no right to appeal RC decisions for this event.

20. Interpretation

- 20.1 It shall be the responsibility of each individual participant and on-shore member to thoroughly read and understand these Rules and Conditions of Entry.
- 20.2 Violation of any individual Rule or section of a Rule of these Rules and Conditions of Entry or failure to enforce said violation shall not invalidate or otherwise affect any other Rule(s) or section of a Rule of these Rules and Conditions of Entry.
- 20.3 If there is any question regarding interpretation, definition, or the language of these Rules, then the individual should seek a clarification from the PRO.
- 20.4 The PRO upon receipt of a clarification request in writing shall:
 - a) Respond in writing to the OSM of all registered competitors.
 - b) Note the response in appropriate form (amendment or appendix) and post on the Official Notice Board.