

THE STORM TRYSAIL CLUB
2005 Intercollegiate Offshore Regatta
Presented by Prestige Toyota
October 8-9, 2005 at Larchmont Yacht Club
LARCHMONT, NEW YORK



NOTICE OF RACE

ORGANIZING AUTHORITY: The Storm Trysail Club is the Organizing Authority for this event.

RULES: This event will be governed by the rules as defined in The Racing Rules of Sailing. Particular attention is drawn to the Storm Trysail Club's Prescription on rendering assistance found at the end of this Notice of Race. Approved personal floatation shall be worn at all times during this event.

ELIGIBILITY: All team members must be students of the college or university that their team represents.

ENTRY: Entry in this event will be by invitation from the Storm Trysail Club.

CLASSES: Boats will be placed in classes at the discretion of the Race Committee and shall display the numeral pennant of their class from their backstay.

SCORING: Each class will be scored separately. The Low Point Scoring System of Appendix A will apply except that each boat's series score shall be the total of her race scores. One race shall constitute the series.

PENALTY SYSTEM: The Scoring Penalty, RRS 44.3 will apply. The penalty will be two places.

COURSES AND VENUE: Courses sailed will be windward-leeward. The race area will be in Long Island Sound to the south of Larchmont Harbor.

SCHEDULE:	Saturday, 8 October	Sunday, 9 October
	0900: Skipper's meeting	0930: First warning
	1100: First warning	

It is the intention of the Race Committee to conduct as many races as possible. No race will be started after 1400 on Sunday, 9 October.

PRIZES: Series prizes will be awarded for the 1st, 2nd and 3rd places in each class.

SAILING INSTRUCTIONS: The Sailing Instructions will be available at the Skipper's meeting and will be emailed to entrants approximately 1 week prior to the event.

LIABILITY: The decision to participate in the Storm Trysail Intercollegiate Regatta is the sole responsibility of each participant and not that of The Storm Trysail Club or The Larchmont Yacht Club. As a condition of participation in this event, each participant, boat owner and boat owner's representative will be required to sign an individual waiver releasing The Storm Trysail Club, The Larchmont Yacht Club, their officers, directors, employees, sponsors and agents from all claims, actions, causes of action, and suits whatsoever, in law, admiralty or equity.

CONTACTS:

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THE STORM TRYSAIL CLUB SAFETY PRESCRIPTION FOR RENDERING ASSISTANCE

PREAMBLE

1. The Racing Rules of Sailing (ISAF/US Sailing Appendix G) clearly states that "A boat or competitor shall give all possible help to any person or vessel in danger." This is reinforced by SOLAS Convention Chapter V Regulation 33 also found in Appendix G.
2. Nevertheless, several events of "Man Overboard" (in some cases multiple MOB) have occurred in the past year where nearby boats failed to render any assistance, or rendered inadequate assistance. Fortunately no lives were lost. The Storm Trysail Club (STC) therefore finds it necessary to clarify its view of "rendering assistance."
3. At future events, STC will enforce this Prescription (not Recommendation) for "Rendering Assistance." Boats and their owners (and skippers if different) who in STC's opinion violate this Prescription will be disqualified from the race and possibly be ejected from the series and future STC events. STC requires every competitor to comply with this Prescription and to protest any violations. STC also solicits suggestions from the yachting community as to how to improve this Prescription.

PRESCRIPTION

1. Distress Situations include, but are not limited to:
 - a) Man Overboard
 - b) Fire
 - c) Collision with serious injury or risk of sinking
 - d) Dismasting with serious injury, risk of sinking or immediate grounding
 - e) Grounding with risk of sinking
 - f) Crew injury or life-threatening illness
2. The nearest boat, or boats, depending on the facts and circumstances, to a Distress Situation shall immediately cease racing and render assistance, or standby as the situation warrants. If there is any doubt as to whether a boat should assist, or keep racing, she should err on the side of safety and assist. Use of auxiliary power is permitted.
3. Assisting boats shall endeavor to establish radio and/or cellphone communication with the Race Committee and assist with communications, including a Distress Call, as necessary. Such communications shall continue until the Distress Situation is resolved.
4. In a MOB situation, an Assisting Boat shall immediately endeavor to get flotation to the MOB(s) if necessary, and execute a pick-up unless another vessel (including the MOB boat) is in a more favorable position. Assisting Boat(s) shall not leave the scene until all MOB are safely on deck of another Assisting Vessel or the MOB vessel. If the Assisting Boat makes the pickup and determines that it is unsafe to transfer the MOB back to their boat, then the Assisting Boat may resume racing with the MOB aboard provided that there is no health risk to the MOB.
5. When an Assisting Boat has completed its duty at the scene of a Distress Situation, she may resume racing and apply for Redress. If she has experienced extensive delay, deviation, or damage she may abandon the race and request Redress. As a Guideline only, a fifteen minute delay in a one hour short course race would suggest retiring from the race, whereas five minutes would suggest resuming the race. When considering Redress, the STC will instruct the Jury to evaluate facts and circumstances such as an Assisting Boat's place immediately prior to the Distress Situation, percentage of the race completed, time lost including regaining racing trim (hoisting sails and getting back to speed), and deviation. Redress may be provided in the form of a time adjustment, an assigned finishing place, or average of the boat's other scores.

