



# 59<sup>th</sup> CONGRESSIONAL CUP

Long Beach Yacht Club – OA  
World Sailing Grade WC  
Long Beach, CA

**April 24-28, 2024**

Registration and Practice April 23

## NOTICE OF RACE

Amended October 20, 2023

Amended February 17, 2024

The following abbreviations apply to this Notice of Race and the Sailing Instructions:

PC: Protest Committee or International Jury  
NOR: Notice of Race  
OA: Organizing Authority  
RRS: Racing Rules of Sailing  
SI: Sailing Instruction  
RC: Race Committee  
TD: Technical Delegate  
ONB: Official Notice Board  
[NP]: A boat may not protest as per NOR 1.3

### 1 RULES

- 1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing*, including RRS Appendix C. World Sailing Appendix UF for Umpired Fleet Racing will be in effect for the Fleet Race.
- 1.2 The rules for the handling of boats and the equipment list, detailed as part of the Sailing Instructions, will apply, and will also apply to any practice sailing and sponsor races. Class rules will not apply.
- 1.3 The notation '[NP]' in a rule of the Notice of Race or Sailing Instructions means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).
- 1.4 **Major Alterations to the RRS**
  - (a) RRS C8.6 will be changed in the Sailing Instructions.
- 1.5 ~~Any prescriptions of the national authority that apply will be posted on the ONB. Prescriptions 60.3, 70.5, 76.1 and 88.2 may not be deleted.~~ The notation '[DP]' in a rule of the Notice of Race or Sailing Instructions means that the International Jury may impose a penalty less than disqualification. This changes RRS 64.2.
- 1.6 If there is a conflict between languages the English text takes precedence.
- 1.7 The event has applied for World Sailing Grade WC. This grading is subject to review by World Sailing. The event may be re-graded when there is clear reason to do so.
- 1.8 An International Jury will be appointed in accordance with RRS 91(b) and RRS Appendix N. The right of appeal will be denied in accordance with RRS 70.5.

## 2 SAILING INSTRUCTIONS

The Sailing Instructions will be available after 1800 on April 22, 2024 on the ONB.

## 3 COMMUNICATION

- 3.1 Notices to competitors will be posted on the [Official Notice Board](#) (ONB) which is located online at [www.lbyc.org](http://www.lbyc.org).
- 3.2 As a courtesy, documents and notices may also be posted on a physical notice board located on the north-facing window of the Regatta Room.
- 3.3 Signals made ashore will be displayed from the flagpole on the east deck.

## 4 ELIGIBILITY AND ENTRY

- 4.1 ~~Ten (10)~~ **Twelve (12)** skippers will be invited, including ~~two (2)~~ **three (3)** from the 2024 Ficker Cup. Skippers wishing to receive an invitation may register their request with the OA by submitting the [RFI form](#) posted on the ONB.
- 4.2 Only skippers invited by the OA, and who confirm acceptance as detailed in the letter of invitation, will be eligible to enter this event. Submission of the entry form shall accompany the acceptance of the invitation.
- 4.3 All competitors shall meet the eligibility requirements of World Sailing regulation 19.4.
- 4.4 All competitors shall obtain a World Sailing Sailor ID by registering online at <https://www.sailing.org/inside-world-sailing/organisation/our-family/world-sailing-profile/>. Skippers shall inform the OA of their World Sailing Sailor ID at registration.
- 4.5 The skipper shall complete registration, pay the damage deposit of \$3500 USD and ensure that all crew members complete crew weighing on April 23 between 1000 to 1200 or April 24 between 0900 to 1000 unless extended by the OA. To be considered an entry in the event, the skipper shall complete all registration requirements and pay all fees in USD.
- 4.6 When a skipper accepts an invitation and later withdraws within two months of the event or leaves the event before the end without written approval from the OA, a zero score may be applied to their ranking points for that event by World Sailing. (World Sailing Regulation 27.2.2(d)).

## 5 DAMAGE / DAMAGE DEPOSIT

- 5.1 Each supplied boat is insured by the OA for third-party liability insurance.
- 5.2 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or ~~PC IJ~~. The damage deposit is the limit of liability of each skipper for each incident. In the event that a deduction is made from the deposit, the skipper will be required to restore the deposit to the original value to continue in the event.
- 5.3 The OA will refund any remaining damage deposit within 10 days after the event.

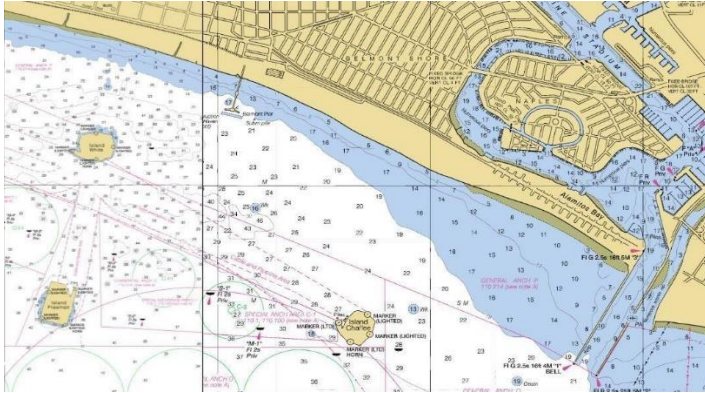
## 6 CREW (INCLUDING SKIPPER)

- 6.1 The total number of crew, including the skipper, but excluding persons placed on board by the OA, shall be 6 or 7. All registered crew shall sail all races.
- 6.2 After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.
- 6.3 When a registered skipper is unable to continue in the event, the OA may authorize an original crew member to substitute.
- 6.4 When a registered crew member is unable to continue in the event, the OA or RC may authorize a substitute, a temporary substitute or other adjustment.
- 6.5 The total weight of the crew, including the skipper, dressed in at least shorts and shirts, shall not exceed 525kg (1157.4 lbs), determined at the time of registration or such time as required by the RC.
- 6.6 Crew weight may be checked during the regatta. When crew weight was checked prior to racing, at any re-weighing the total weight limit is increased by 10 kg. Any crew weighing in excess of this increased limit shall not be penalized, but they shall reduce their weight to the increased weight limit before racing again.
- 6.7 The OA may place a person on each boat as either a guest ~~or cameraman, or umpire observer.~~

## 7 EVENT FORMAT

- 7.1 The OA intends to provide Catalina 37 type boats for racing in the event. Each boat will have the following sails: Mainsail, Genoa, Jib, Spinnaker.
- 7.2 Boats will be allocated as decided by the race committee. The intention of the RC will be to allocate boats by draw, and rotate boats each day. The RC may also require boats to be exchanged in a knock-out stage.
- 7.3 The sails to be used will be allocated by the RC. Competitors may be requested to exchange sails during a series to satisfy sponsorship commitments.

- 7.4 While all reasonable steps are taken to equalize the boats, variations will not be grounds for redress. This changes RRS 62.
- 7.5 The number of matches to be sailed each day will be determined by the RC, with the intention to start each subsequent flight as soon as practicable after the previous flight.
- 7.6 The course will be windward/leeward with starboard roundings, finishing downwind. A leeward gate may be used.
- 7.7 The intended racing area will be the Congressional Cup Stadium Course on Long Beach Harbor, shown in the diagram below.



- 7.8 Seeding and pairing
- Skippers may be seeded into a round robin based on World Sailing ranking list 30 days prior to the event. If the World Sailing Ranking list is not current, the OA will use its discretion to accomplish the seeding.
  - After the First Stage In a Knock-Out Stage, the following will apply:
    - Skippers will be paired based on ranking in the First Stage, with the highest ranked skipper paired with the lowest and the other skippers paired accordingly, unless the stage specifies a different arrangement.
    - In reference to RRS C4.1, the highest ranked skipper from the first stage shall choose their end enter from the starboard end for the first match and boats shall alternate ends every match.
    - Crews will exchange boats after odd matches of the series, unless otherwise agreed upon by both skippers.
    - Further series matches will not be sailed once the first skipper scores the points required for that stage.
- 7.9 The event will consist of the following stages:
- First Stage - Round Robin(s)
    - All skippers will sail a double single round robin.
    - The four highest scoring skippers shall qualify for the next stage Third Stage – Knock-Out Quarter-Final.
    - The six eight lowest scoring skippers shall sail in a Fleet Race on the final day of the event proceed to the Second Stage – Repechage.
  - Second Stage – Repechage
    - All skippers will sail a single round robin.
    - The four highest scoring skippers shall proceed to the Third Stage – Knock-out Quarter-Final.
    - The four lowest scoring skippers shall be placed 9<sup>th</sup> – 12<sup>th</sup>. Skippers finishing 9<sup>th</sup> and 10<sup>th</sup> shall sail in a fleet race on the final day of the event.
  - Third Stage – Knock-Out Quarter-Final
    - The first skipper of each series to score at least three points shall proceed to the Fourth Stage – Knock-out Semi-Final.
    - The four losing skippers shall be placed 5<sup>th</sup> to 8<sup>th</sup> based on finish positions in the First Stage and sail in a Fleet Race on the final day of the event.
  - Second Fourth Stage – Knock-Out Semi-Final
    - The highest placing skipper in the First Stage shall select their opponent when requested by the RC to do so. The remaining two skippers shall race each other.
    - The first skipper of each series to score at least three points shall proceed to the Fourth Sixth Stage – Knock-out Final. The losing skippers shall proceed to the Third Fifth Stage – Knock-out Third and Fourth Place.
  - Third Fifth Stage – Knock-Out Third and Fourth Place
    - The losing semi-finalists shall race to determine third and fourth place.

(2) The first skipper to score at least two points shall be awarded third place, the losing skipper awarded fourth place.

(f) ~~Fourth~~ ~~Sixth~~ Stage – Knock-Out Final

(1) The first skipper to score at least three points shall be awarded first place, the losing skipper awarded second place.

7.10 The RC may change the format, terminate any stage or the event when, in its opinion, it is impractical 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 PROVISIONAL PROGRAM

### 8.1 Schedule

- (a) Race Office open from April 23 at 0900.
- (b) Registration April 23 from 0900 to 1100 or April 24 from 0900 to 1000.
- (c) Crew weighing April 23 from 0900 to 1100 or April 24 from 0900 to 1000.
- (d) Practice April 23 from 1100 to 1350 and 1410 to 1700. The OA will allocate time slots.
- (e) First Briefing April 24 at 1000.
- (f) First meeting with Umpires immediately following First Briefing.
- (g) Daily briefing at 1000.
- (h) Opening Ceremony on April 23 at 1800.
- (i) Racing days are April 24-28.
- (j) The intended time of the first attention signal each day will be 1130 or as announced at the daily briefing.
- (k) The latest time for an attention signal on the last day of racing will be 1700.
- (l) Daily press conference 30 minutes after the last race boat reaches the dock each day.
- (m) Prize giving as soon as practicable after racing on the final day.

8.2 Unless excused by the OA, attendance at the following is mandatory:

- (a) Initial briefing for skippers.
- (b) Daily briefing for skippers.
- (c) Daily press conference for skippers sailing that day.
- (d) Opening Ceremony for skippers and crews.
- (e) Finals day Fleet Race for ~~all non-Semi-Final~~ skippers and crews placed 5<sup>th</sup> – 10<sup>th</sup>.
- (f) Prize giving for the final skippers and crews and winner of the Fleet Race.

## 9 ADVERTISING

[NP] Boats shall display advertising chosen and supplied by the OA.

## 10 [NP] CODE OF CONDUCT

10.1 Competitors and Support Persons shall comply with any reasonable request from any official, including attendance at official functions, co-operation with event sponsors and shall behave so to not bring the event into disrepute.

10.2 Competitors and support persons shall handle any equipment and place advertising provided by the organizing authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.

## 11 [NP] SUPPORT PERSONS

11.1 Support person vessels shall conspicuously display identification of the team being coached.

11.2 Support persons shall stay approximately 100m from the racing area while boats are racing and comply with reasonable requests from the officials.

11.3 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.

11.4 The OA may provide berths for support person vessels.

## 12 [NP] MEDIA, IMAGES, and SOUND

12.1 The OA has the right to use any images and sound recorded during the event free of any charge.

12.2 Competitors shall not interfere with the normal working of the OA-supplied media equipment.

12.3 If required by the OA:

- (a) TV personnel/equipment supplied by the OA shall be on board while racing.
- (b) Competitors shall wear microphones supplied by the OA during racing and be available for interviews when advised by the OA or RC.

- (c) Registered skippers shall wear communications equipment supplied by the OA that will allow commentators to communicate with them during racing.

### 13 DATA PROTECTION

There are no specific data requirements at this event or venue.

### 14 ASSUMPTION OF RISK; WAIVER AND RELEASE

~~All participants in this event, including but not limited to skippers, crew and support personnel, must review and sign and return to the LBYC Race Office, a copy of the Long Beach Yacht Club [Regatta Waiver and Release of Liability](#), available at the LBYC Race Office, or online at the time of entry, or on the [Official Notice Board](#).~~

### RISK STATEMENT

RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue racing 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.**

### 15 PRIZES

15.1 The principal prize for first place will be the skipper's name engraved on the Congressional Cup Perpetual Trophy and a Crimson Blazer. Gold, Silver and Bronze medals will be awarded to the top three teams. Total prize money will be \$75,000 USD.

15.2	First Prize:	\$20,000 USD
	Second Prize:	\$15,000 USD
	Third Prize:	\$10,000 USD
	Fourth Prize:	\$9,000 USD
	Fifth Prize:	\$4,500 USD
	Sixth Prize:	\$4,000 USD
	Seventh Prize:	\$3,500 USD
	Eighth Prize:	\$3,000 USD
	Ninth Prize:	\$2,500 USD
	Tenth Prize:	\$2,000 USD
	Eleventh Prize:	\$1,000 USD
	Twelfth Prize:	\$500 USD
	First Fleet Race:	\$1,500 USD

### 16 FURTHER INFORMATION

Congressional Cup Chairman	Tony Mansour		
LBYC Race Office	Cameron MacLaren	<a href="mailto:raceoffice@lbyc.org">raceoffice@lbyc.org</a>	(562) 294-5161

Event Website: <https://thecongressionalcup.com/>

**Date of Issue: October 12, 2023**