



## 2024 MISSA BAKER QUALIFER

Organized by MISSA  
Hosted at Lake Minnetonka Sailing School  
19802 Minnetonka Blvd  
Excelsior, MN 55331  
May 4<sup>th</sup> – 5<sup>th</sup>, 2024



### Sailing Instructions (SIs)

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

#### 1 RULES

- 1.1 The event is governed by the Racing Rules of Sailing 2021-2024, the prescriptions of US Sailing, ISSA Procedural Rules 2021-2024, MISSA District Rules, the Notice of Race, and these Sailing Instructions.
- 1.2 ISSA Procedural Rules 2021-2024 are available at <https://hssailing.org/resources/rules/>.
- 1.3 MISSA Supplemental Rules are available at <https://missa.hssailing.org/about/missa-district-rules>.
- 1.4 The organizing authority (OA) is MISSA in conjunction with LMSS.
- 1.5 In the event of a conflict between the governing documents, the Sailing Instructions will take precedence.
- 1.6 The following rules are changed or removed for this event:
  - 1.6.1 RRS D4.2(b) is changed by SI 7
  - 1.6.2 ISSA PR 16 through 18 do not apply. See RRS Appendix D for handling protests and hearings.
  - 1.6.3 ISSA PR Appendix 1 does not apply.
- 1.7 Electronic devices with GPS or communication functionality are not allowed.
- 1.8 RRS Appendix D applies. All races will be umpired per RRS Appendix D2.

#### 2 NOTICE TO COMPETITORS

- 2.1 Official notices including changes to SIs will be posted on the official notice board online at the MISSA Baker 2023 Tech Score Website ([scores.hssailing.org](https://scores.hssailing.org)).
- 2.2 Any change to the schedule of races will be posted by 2000 on the day before it will take effect.
- 2.3 Changes to SI 7 may be made on the water and will take effect immediately.

### **3 BOATS/ DAMAGE/ BOSUN**

- 3.1 Club 420s provided by the Lake Minnetonka Sailing School shall be sailed as provided. No modifications are permitted to running or standing rigging except for the following:
  - 3.1.1 The “max on” of the vang cascade may be shortened by taking up line by tying a new bowline on the primary cascade. Should a team want to tighten the vang “max on” they shall ask permission from the OA or Bosun prior to starting any race. Vang max on or max off will not be grounds for redress.
- 3.2 If boat damage cannot be attributed to a team or teams, the repair costs will be divided evenly between all teams competing.
- 3.3 BOSUN - The Bosun is part of the Technical Committee, they shall be on the racecourse taking notes on all boat contact, mark contact and report all information to the OA.
- 3.4 Boats involved in contact must wait in the rotation area leeward of Marks 3 & 4 to report contact to the Bosun. The Bosun shall be hailed on VHF 72.
- 3.5 The boats have been equalized in performance potential to the extent possible and organized into fleets.
- 3.6 An alternate boat may be substituted in case of breakdown. The same set of sails shall be used unless there is damage to the original sails.
- 3.7 Claims regarding the performance of the boats will not be grounds for a redress request. This changes rule 62.1(a).

### **4 CODE OF CONDUCT & SPORTSMANSHIP**

- 4.1. Competitors shall handle the boats and equipment with proper care and seamanship both on land and afloat.
- 4.2 Trash shall be properly disposed of on shore and afloat. Extra garbage bags are available in the Minnetonka Yacht Club clubhouse.
- 4.3 Abnormal cleaning needed after the regatta, by LMSS staff will be assessed and billed to the same degree as SI 3.2.

### **5 SIGNALS MADE ASHORE**

- 5.1 Signals made ashore will be displayed from the race committee start boat.
- 5.2 When flag AP is displayed ashore, ‘1 minute’ is replaced with ‘not less than 30 minutes’ in Race Signals AP.

## **6 SCHEDULE OF RACING**

- 6.1 A meeting of all competitors will be held each morning at 0830 in the Minnetonka Yacht Club clubhouse on Lighthouse Island. A debrief may be offered after racing by the umpires on Saturday or Sunday.

### **Saturday, May 4th, 2024**

- 0745: Shuttles to Lighthouse Island (LHI) begin from Park Avenue
- 0745: Registration and rigging of boats
- 0820 Coaches meeting
- 0830: Registration closes
- 0830: Competitor's meeting
- 0930: First warning, races to continue throughout the day

### **Sunday, May 5th, 2024**

- 0745: Shuttles to Lighthouse Island begin from Park Avenue
- 0745: Rigging of boats
- 0915: Warning signal for first race
- 1600: No warning signal after this time
- \*\*Awards will occur ASAP after racing concludes\*\*

## **7 REGATTA FORMAT**

- 7.1 The intended initial format for the event is:
- 7.1.1 One full round-robin amongst all teams. This may be altered to two round-robins at anytime given time and weather constraints.
  - 7.1.2 A gold or "championship" round comprised of a number of team as determined by the OA, Chief Umpire and PRO.
  - 7.1.3 A silver round comprised of a number of teams as determined by the OA, Chief Umpire and PRO.
  - 7.1.4 Scores carry forward from any and all round-robins onwards to any and all gold/championship or silver rounds, as per RRS Appendix D 4.3(c).
- 7.2 The OA, in consultation with the MISSA Representative, Principal Race Officer and Chief Umpire, may terminate or alter format in progress, change assigned boats, change the order of races or make such other arrangements as may be necessary to conclude the event. This changes RRS D4.2(b) and ISSA PR 12.3.

## **8 RACING AREA**

- 8.1 This event will be sailed in the vicinity of Lighthouse Island on Lake Minnetonka. The distance from shore will be determined by the wind direction.

## **9 COURSE**

- 9.1 The course used for the event will be a Digital N.

- 9.2 Descriptions of course marks will be verbally communicated at the competitors meeting. The OA may change the shape & color of any mark of the course. In the event of course mark descriptions changing on the water, the changes will be described over VHF 72.

## **10 THE START**

- 10.1 The starting line is between a staff displaying an orange flag on the signal vessel at the starboard end and the course side of the yellow port-end starting mark.
- 10.2 A boat that does not start within 2 minutes after her starting signal will be scored Did Not Start (DNS) without a hearing and scored according to RRS Appendix D3.1(a).

## **11 CHANGING THE NEXT LEG OF THE COURSE**

- 11.1 The Race Committee may change the next leg of the course that begins at a rounding mark by changing the position of the next mark or the finishing line, but no mark shall be moved when any boat is on the leg that it terminates.
- 11.2 Subsequent legs may be changed to maintain the course configuration. There will be no visual or audible signals for a course change. No leg of the course will be deleted. This changes RRS 32 and 33.

## **12 THE FINISH**

- 12.1 The finish line is between a staff displaying a blue flag on the signal vessel at the starboard end and the course side of the yellow port-end finishing mark.

## **13 HEARING REQUESTS**

- 13.1 Hearing requests will comply with RRS Appendix D1.2(e).
- 13.2 Hearings will be held on the water during rotations or ashore in the Burton Room of the Minnetonka Yacht Club clubhouse.

## **14 CLOTHING AND EQUIPMENT**

- 14.1 All competitors are required to bring their own dry suit for this event.
- 14.2 Due to water temperature, competitors may be required to wear a dry suit. This requirement will be updated for each day of racing and communicated at the competitors' meetings.
- 14.3 Competitors failure to wear a dry suit while racing on a day where dry suits are required by the OA, the team will be scored DSQ by the RC without a hearing. This changes RRS 63.1

## **15 COACHING & SUPPORT PERSONS**

- 15.1 All coaches shall be registered as a coach on their team's ISSA registration page.
- 15.2 All coaches shall assist when and where necessary for safety or at the request of the Race Committee.
- 15.3 Only registered coaches shall go afloat in the racing or launch from Lighthouse Island on any and all days of racing.
- 15.4 Coaches should be prompt rotating teams and should do so close to the starting area yet in a manner not to interfere with boats within their warning signal.

## **16 RISK STATEMENT**

- 16.1 Competitors participate in the regatta entirely at their own risk. See RRS 3, Decision to Race.
- 16.2 The OA and the Host will not accept any liability for material damage, personal injury, or death sustained in conjunction with or prior to, during or after the regatta.

## **17 FURTHER INFORMATION**

For sailor or parent questions regarding this regatta, please ask your team leader or coach before emailing the host venue.

SAMUEL BARTEL  
Race Director & Event PRO  
Lake Minnetonka Sailing School  
[race@lmss.us](mailto:race@lmss.us)  
952-250-8378

TED ANDERSON  
MISSA District Director  
MISSA Event Representative  
[sailingmissa@gmail.com](mailto:sailingmissa@gmail.com)  
708-420-5233

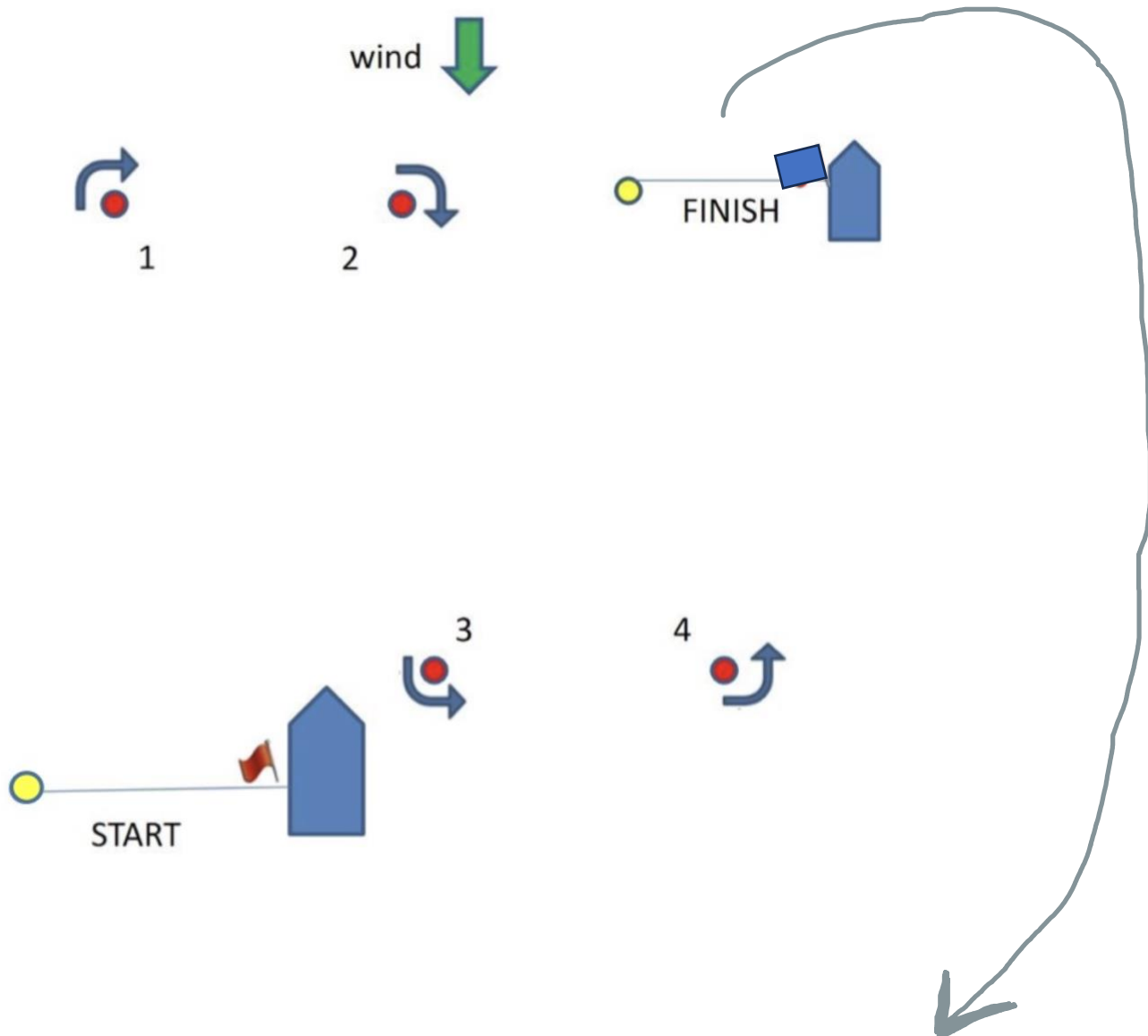
CLIFF BLACK  
Chief Umpire  
[studiodelmar@mac.com](mailto:studiodelmar@mac.com)

# COURSE DIAGRAM

## “Digital N”

Marks 1, 2, 3 & 4 will be orange balls  
Start and finish line port end will be yellow balls

After finishing, competitors should sail to the rotation area to leeward of the start line by sailing wide to starboard around the race course. See grey arrow on course diagram for reference.



ROTATION AREA  
AND  
COACH BOAT VIEWING AREA