



North American & Caribbean Regional Final
Carolina Yacht Club / College of Charleston Sailing
Charleston, SC
November 6-9, 2008

SAILING INSTRUCTIONS

Abbreviations:

PC – Protest Committee	RC – Race Committee
OA – Organising Authority	NA – National Authority
RRS – Racing Rules of Sailing	SI – Sailing Instructions
IJ – International Jury	NoR – Notice of Race
CYC – Carolina Yacht Club	CofC – College of Charleston

1 RULES

- 1.1 The event will be governed by
- (a) The 'rules' as defined in the RRS, including Appendix C
 - (b) The rules for handling the boats set forth in SI Appendix C, which also apply to any practice sailing.
 - (c) Class rules will not apply.

When there is conflict the SIs shall prevail over the NOR. This changes RRS 63.7.

- 1.2 Add to RRS 42: "The use of either the shrouds (including any inner shrouds) above the lower turnbuckle or the wooden hand rail on the cabin top to facilitate tacking or gybing, or to aid the projection of a crew member outboard is prohibited." This changes RRS 42.
- 1.3 Add RRS C8.6: "When the match umpires, and at least one other umpire, decide that a boat has broken RRS 14 and damage results, they may, without a hearing, impose a 0.5 point penalty. A competitor who is so penalized will be informed as soon as practical and may request a hearing. The PC will then proceed in accordance with RRS C6.6. Any penalty decided by the PC may be more than 0.5 point. When the umpires decide that a penalty greater than 0.5 point would be appropriate, they shall act in accordance with RRS C8.4.
- 1.4 Replace final sentence of C11.3 (a): "When the RC decide that a sail off is not practical, the tie shall be decided in favor of the competitor who has the highest score in the round robin after eliminating the score for the first race for each tied skipper or, should this fail to break the tie, the second race for each tied skipper and so on until the tie is broken."
- 1.5 Change the first sentence of C11.1 to "A round-robin series means a grouping of competitors who are all scheduled to sail against each other one or more times."

2 ENTRIES and ELIGIBILITY

- 2.1 Only skippers invited by the OA are eligible for the event. The skippers are listed in SI Appendix A.

- 2.2 To remain eligible the entire crew shall complete registration, complete crew weighing, and pay a non-refundable entry fee of \$350US, a social fee of \$100US, and a damage deposit of \$500US all by 1700 on November 6, 2008, unless extended by the OA.
- 2.3 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 maintain eligibility.
- 2.4 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or IJ.
- 2.5 After the warning signal for a match the registered skipper shall not leave the helm, except in an emergency.
- 2.6 When a registered skipper is unable to continue in the event, the IJ may authorize an original crew member to substitute.
- 2.7 When a registered crew member is unable to continue in the event, the IJ may authorize a substitute, a temporary substitute or other adjustment.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located downstairs at the CYC boathouse.
- 3.2 Signals made ashore will be displayed from the CYC flag pole.
- 3.3 Skippers shall attend the first briefing, which will be on November 6, 2008 at 1800 at the CYC boathouse, unless excused by the OA.
- 3.4 A daily morning meeting will start at 0900 at the CYC boathouse.
- 3.5 Unless excused by the OA, skippers shall be available to the press each day they race, starting approximately 30 minutes after the race committee docks after the last race of the day.

4 AMENDMENTS TO SAILING INSTRUCTIONS

- 4.1 Amendments to the SI made ashore will be posted at least 45 minutes before the start of any race affected and will be signed by the RC and the IJ representative.
- 4.2 Flag L over the numeral pennant of the most recent amendment will be displayed ashore each day until the boats have departed for the race course.
- 4.3 Amendments made afloat will be signaled by the display of flag 3rd substitute with three sound signals. An umpire may communicate these either verbally or in writing.

5 BOATS AND SAILS

- 5.1
 - (a) The event will be sailed in J22 type boats.
 - (b) The sails to be used will be allocated by the RC.
 - (c) Competitors may be requested to exchange sails during a series. This will not be grounds for redress. This changes RRS 62.
- 5.2 The sail combination to be used will be signaled from the RC boat with or before the attention signal. The signals shall have the following meanings:

No signal	Main, jib and spinnaker
Flag O	Main and jib only, no spinnakers

- 5.3 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.
- 5.4 The OA will decide which boats are to be used for each stage and when they decide a boat should not be used, the skipper assigned that boat will be given the temporary use of another boat.
- 5.5 The OA may permit a substitute boat when it is satisfied that the original boat is damaged and that repairs in the time available are not practical.

6 IDENTIFICATION and ASSIGNMENT OF BOATS

- 6.1 Boats will be identified by bow numbers.
- 6.2 Boats will be allocated and exchanged in accordance with the pairing list and race schedule.

7 CREW MEMBERS, NUMBER and WEIGHT

- 7.1 The number of crew (including the skipper) shall be 3 in the Open and 4 in the Women's Division. All registered crew shall sail all races. All crew members (including the skipper) shall be female in the Women's Division.
- 7.2 The maximum total crew weight, including the skipper, when wearing at least shorts and shirts, shall be 262.5 kg (579 lbs) in the Open Division and 272 kg (600 lbs) in the Women's Division, determined at the time of registration or such time as required by the OA.

8 EVENT FORMAT AND STARTING SCHEDULES

- 8.1 The event format and match pairing lists are detailed in SI Appendix B. The matches to be sailed in a flight will be displayed in order of starting on the RC boat.
- 8.2 When a knock-out series between two skippers has been decided, further matches between these two shall not be sailed.
- 8.3 In a knock-out series, crews will exchange boats after odd matches of each series.
- 8.4 The racing days are scheduled as Friday, November 7, through Sunday, November 9.
- 8.5 The latest time for an attention signal on Sunday, November 9 will be 1500.
- 8.6 The number of matches to be sailed each day will be determined by the RC.
- 8.7 (a) The RC may 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.
(b) Add RRS C10.3(b): 'When a single round robin is terminated before completion, or a multiple round robin is terminated during the first round robin, the highest score shall be determined as the average points scored per match sailed by each competitor, unless one or more competitor has completed less than one third of the scheduled matches when the entire round robin shall be disregarded and if necessary the event declared void.'
- 8.8 The intended time of the first attention signal each day is 1100 weather conditions permitting.
- 8.9 Each subsequent flight will be started as soon as practicable after the previous flight.
- 8.10 When a match cannot start at its intended time, the signals and starts of the following matches will remain as originally scheduled, leaving a blank start for the pair not starting. No starting sequence flags will be displayed for a blank start.

- 8.11 When, in a knock-out series, a winner of a particular series has been determined, subsequent starts shall be brought forward to eliminate blank starts. Competitors will be so advised verbally by an umpire.

9 RACING AREA

The racing area will be Charleston Harbor.

10 COURSES

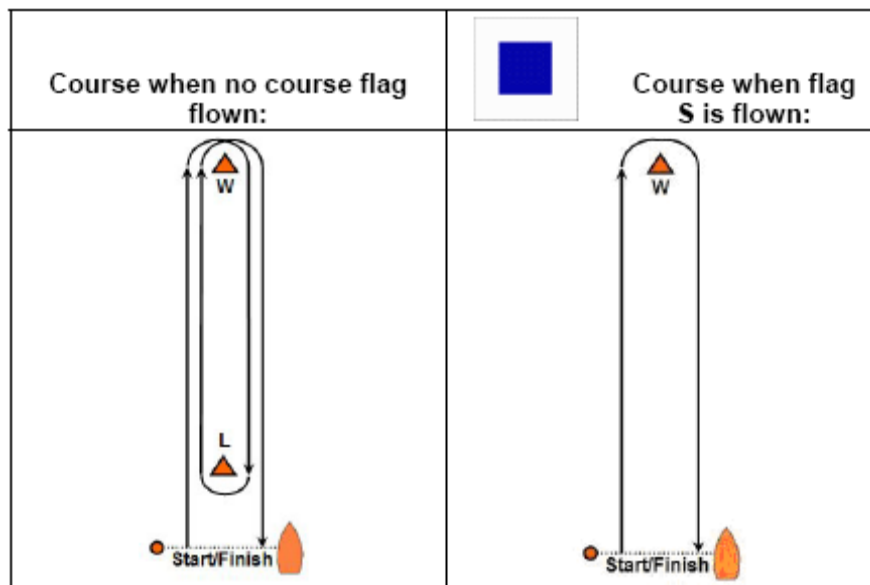


Figure 1: Course Diagrams (not to scale)

10.1 Courses and marks

- Courses are as shown in Figure 1 above.
- Course signals will be displayed from the RC boat at or before the warning signal. Marks W and L shall be rounded to starboard.

Signal	Course
No Signal	Start - W - L - W - Finish
Flag S	Start - W - Finish

(c) Description of Marks

The starting/finishing line mark(s) will be an orange ball.
Marks W and L will be orange tetrahedrons.
The replacement marks will be yellow tetrahedrons.

10.2 Starting/Finishing Line

- The starting/finishing line will be a straight line between the course side of a starting/finishing mark and the staff displaying an orange flag on the RC boat.
- A buoy may be attached to the RC boat anchor line just below keel depth. Boats shall not pass between this buoy and the RC boat at any time. This buoy is part of the RC boat ground tackle

10.3 Course Limits

- A number of small orange buoys may be laid close to the shore or near navigational hazards. While racing, no part of a boat shall cross the imaginary straight line between any two adjacent buoys on the same side of the course.

- (b) These lines rank as obstructions and are the limit of safe pilotage for the purposes of Part 2 of the RRS.
- (c) There is no penalty for touching these buoys or objects defining these areas.
- (d) A breach of this sailing instruction is not open to protest by boats but is subject to action by umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

10.4 **Abandonment and Shortening**

- (a) RRS 32 is deleted and replaced with: 'After the starting signal the RC may abandon or shorten any match for any reason, after consulting with the match umpires when practical.'
- (b) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies only to that match.

11 **BREAKDOWN and TIME FOR REPAIRS**

- 11.1 Before the attention signal of a flight or within two minutes of finishing or within five minutes of changing into a new boat, whichever is later, a boat may display a green flag to signal breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to close to leeward of the RC boat and remain there, unless otherwise directed.
- 11.2 The time allowed for repairs shall be at the discretion of the RC.
- 11.3 After the attention signal of a flight, a match will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 11.1.
- 11.4 Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 62.

12 **STARTING PROCEDURE**

- 12.1 Match warning signals will be in accordance with C.3.1, with the following change: The Attention signal (Flag F displayed) will be displayed 7 minutes before the starting signal of the first match in the flight.
- 12.2 The current flight number and the match pairings for the flight will be displayed on the RC signal boat.

13 **CHANGE OF POSITION OF THE WINDWARD MARK**

- 13.1 A rounding or finishing mark may be moved any time until the first boat of a match rounds the previous mark or, for the first windward mark, starts.
- 13.2 Additional course changes will be signaled prior to the start or at mark L in accordance with RRS 33, Race Signals, SI 13.3, and SI 13.4.
- 13.3 Change of Course Signals (changes RRS 33 and Race Signals)
 - (a) Flag C over a Yellow Flag: 'The next mark is changed to a yellow mark.'
 - (b) Flag C over and Orange Flag: 'The next mark is changed to an orange mark.'
 - (c) When a change of course after starting only affects some matches these shall be designated by the appropriate numeral pennant.
- 13.4 **Signaling vessel**
 - (a) When a change of course is made for the first leg, the signal shall be displayed from the RC boat with the preparatory signal for each match affected. The preparatory signal shall be followed by a series of repetitive sound signals.
 - (b) When a change of course is signaled after the first leg it shall be displayed from a boat in the vicinity of mark L.

14 TIME LIMIT

A boat that does not finish within 5 minutes after her opponent has completed the course and finished will be scored DNF. This changes RRS 35 and A5.

15 COACH BOATS

- (a) Coach boats shall conspicuously display identification of the team being coached.
- (b) The OA will not provide berths for coach boats.
- (c) Any interference by a coach boat with the racing or event organization may result in a penalty applied at the discretion of the IJ to the associated skipper or team.

16 MEDIA, IMAGES and SOUND

16.1 If required by the OA:

- (a) Television personnel and equipment (or dummies) supplied by the OA shall be carried 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 whilst racing.

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

16.3 The OA shall have the right to use any images and sound recorded during the event free of any charge.

17 PRIZES

- (a) Trophies will be awarded to the skipper and crew of boats placing first and second in each division (Open and Women's).
- (b) The winning skipper in each division (Open and Women's) will be invited to the ISAF Nations Cup Grand Final in Porto Alegre, Brazil on March 23-28, 2009. An MNA may substitute the skipper who competed in the Regional Final, but must notify ISAF one (1) calendar month before the Grand Final.

18 CODE of CONDUCT

- (a) Competitors shall comply with any reasonable request from any official, including attendance at official functions, co-operation with event sponsors and shall not behave so as to bring the event into disrepute.
- (b) Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Appendices C and D.
- (c) The penalty for breaking this SI is at the discretion of the IJ and may include exclusion from further participation in the event or the withholding of deposits.

19 DISCLAIMER

All those taking any part in the event do so at their own risk. The OA, its associates and appointees accept no responsibility for any loss, damage, injury or inconvenience incurred, howsoever caused.

SI APPENDIX A - LIST OF ELIGIBLE SKIPPERS

Open Division

Jeremy Lucas	Canada
Dave Perry	USA
Taylor Canfield	US Virgin Islands

Women's Division

Paula Lewin	Bermuda
Lisa Ross	Canada
Anna Tunnicliffe	USA

SI APPENDIX B - EVENT FORMAT and SCHEDULE OF RACES

EVENT FORMAT

Pairing lists are part of SI Appendix B and for Stage 1 are attached to the end of these Sailing Instructions. For Stages 2 – 3 they will be distributed prior to the start of the relevant stage.

This format description is included as a non-binding statement of the intentions of the OA prior to the start of racing. In accordance with SI 8, this event format may be modified as time and conditions require. If there is conflict, SI 8 shall prevail over this Appendix.

1 First Stage – 6 Team Triple Round Robin

- (a) All six skippers (Open and Women's Divisions combined) will sail a triple round robin - each skipper sails each other skipper three times.
- (b) Boats will be drawn prior to the start of Stage 1 and rotated in accordance with the pairing list distributed.
- (c) Each skipper's position at the end of Stage 1 will be determined by his/her total points earned.

For the purpose of the ISAF Nations Cup Qualification the Women's Points and the Open Points within their own Divisions would be final if the Second and Third Stages were to be cancelled.

2 Second Stage

- (a) The second-highest ranked skipper in each division (Open and Women's) from Stage 1 shall sail the third-highest ranked skipper in his/her division.
- (b) The Women's and Open races will be sailed concurrently.
- (c) The first skipper in each division to score at least three (3) points shall proceed to Stage 3.

3 Third Stage Women's and Open Division Finals

- (a) The highest-ranked skipper in each division (Open and Women's) from Stage 1 shall sail the skipper advancing from Stage 2.
- (b) The Women's and Open races will be sailed concurrently.
- (c) The first skipper in each division to score at least four (4) points shall be the champion in his/her division. The other skipper shall place second.

SI APPENDIX C - HANDLING BOATS

1 GENERAL

While all reasonable steps are taken to equalize the boats variations will not be grounds for redress. This changes RRS 62.

2 PROHIBITED ITEMS and ACTIONS

Except in an emergency or in order to prevent damage or injury, or when directed by an umpire otherwise, the following are prohibited.

- 2.1 Any additions, omissions or alterations to the equipment supplied.
- 2.2 The use of any equipment for a purpose other than that intended or specifically permitted.
- 2.3 The replacement of any equipment without the sanction of the RC.
- 2.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 2.5 Moving equipment from its normal stowage position except when being used.
- 2.6 Boarding a boat without prior permission.
- 2.7 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC, or, on race days, while 'AP' is displayed ashore.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Using a flattener as a reef.
- 2.10 Attaching lines to the fabric of spinnakers.
- 2.11 Perforating sails, even to attach tell tales.
- 2.12 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- 2.13 Adjusting or altering the tension of standing rigging other than the rope line to adjust the backstay.
- 2.14 Using a winch to adjust the mainsheet, backstay or vang.
- 2.15 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.16 The use of electronic instruments other than compass and watches.
- 2.17 Using the spinnaker pole to wing out the foresail.
- 2.18 Marking directly on the hull or deck with permanent ink.
- 2.19 The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or gybing, or to aid the projection of a crew member outboard is prohibited.
- 2.20 The use of wooden hand rail on the cabin top to facilitate tacking or gybing or to aid the projection of a crew member outboard is prohibited.
- 2.21 Use of duct tape anywhere on the boat.
- 2.22 A breach of SI C 2.19 or 2.20 are not open to protest by boats but are subject to action by Umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

3 PERMITTED ITEMS and ACTIONS

The following are permitted.

- 3.1 Taking on board the following equipment:
 - (a) basic hand tools
 - (b) adhesive tape
 - (c) line (elastic or otherwise of 4 mm diameter or less)
 - (d) marking pens
 - (e) tell tale material
 - (f) watch, timers and hand held compass
 - (g) shackles and clevice pins
 - (h) velcro tape
 - (i) bosun's chair
 - (j) spare flags
- 3.2 Using the items in 3.1 to:
 - (a) prevent fouling of lines, sails and sheets
 - (b) attach tell tales

- (c) prevent sails being damaged or falling overboard
 - (d) mark control settings
 - (e) make minor repairs and permitted adjustments
 - (f) make signals as per Appendix C6
- 3.3 Fixing a spinnaker sheet catcher at the bow, providing that it does not extend the length of the boat more than 100 mm and does not require any repair after removal.
- 3.4 Changing the number of mainsheet purchases.
- 3.5 Changing the number of foresail sheets purchases between 1:1 and 2:1.
- 3.6 Cross winching foresail sheets.
- 3.7 The use of the following items to facilitate hiking is permitted, provided they are not modified in any way and any loads imposed does not result in damage:
- (a) working sheets
 - (b) fixed equipment

4 MANDATORY ITEMS and ACTIONS

The following are mandatory.

- 4.1 The completion of a written damage report before leaving a boat and submitting it to the RC, even if no damage or loss is recorded. Reports shall include any evidence of matters which could cause damage or disadvantage to the boat in future matches.
- 4.2 At the end of each sailing day:
- (a) rolling/folding, bagging and placement of the sails in the boat's cabin or as directed
 - (b) leaving the boat in the same state of cleanliness as when first boarded that day
 - (c) releasing backstay tension
- 4.3 At the end of the final day for a particular boat, cleaning the boat (cabin and decks), removing all trash and removing all tape and marks.
- 4.4 A breach of items 4.2 and 4.3 will be considered as damage and the cost of rectification will be deducted from the damage deposit.
- 4.5 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- 4.6 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- 4.7 PFDs approved by the USCG or a competitor's NA shall be carried on board by all competitors at all times while on the water. Competitors must supply their own PFDs. This changes RRS 40 and the Preamble to RRS Part 4.
- 4.8 Each skipper shall fly his/her country flag (supplied by the OA) from the designated location on the backstay.

SI APPENDIX D - EQUIPMENT LIST

- 1** The following non-fixed items, provided by the OA, are to be carried on board at all times (except as noted) in their designated place while sailing. Any loss shall be reported on the daily damage report.

SAILS and SAILING EQUIPMENT

- Mainsail and set of battens
- Headsail with battens
- One spinnaker pole
- Two spinnaker sheets
- Two headsail sheets
- Tiller extension
- Two jib cars

SAFETY GEAR

- Life jackets for each crew member
- Bucket
- Bilge pump

GROUND TACKLE

- Anchor and chain
- Anchor line

MOORING LINES and FENDERS

- All permanently attached dock lines
- Two fenders

FLAGS

- Blue, Yellow, Green and Red - on backstay

TO BE KEPT WITH EACH TEAM

- Spinnaker
- Flag "Y"
- One winch handle
- Country flag

STAGE 1 PAIRING LIST
6-Team Triple Round Robin

Flight	Match	Boat #	Port	Starboard
Flight 1	1	0	Ross - CAN W	Tunncliffe - USA W
	2	0	Lewin - BER W	Lucas - CAN O
	3	0	Perry - USA O	Canfield - ISV O
Flight 2	1	0	Tunncliffe - USA W	Lewin - BER W
	2	0	Perry - USA O	Ross - CAN W
	3	0	Canfield - ISV O	Lucas - CAN O

** Rotate Boats

Tunncliffe - USA W switch with Lewin - BER W; Perry - USA O switch with Ross - CAN W
Canfield - ISV O switch with Lucas - CAN O

Flight	Match	Boat #	Port	Starboard
Flight 3	1	0	Ross - CAN W	Lewin - BER W
	2	0	Canfield - ISV O	Tunncliffe - USA W
	3	0	Lucas - CAN O	Perry - USA O
Flight 4	1	0	Lewin - BER W	Canfield - ISV O
	2	0	Perry - USA O	Tunncliffe - USA W
	3	0	Lucas - CAN O	Ross - CAN W

** Rotate Boats

Lewin - BER W switch with Canfield - ISV O; Perry - USA O switch with Tunncliffe - USA W
Lucas - CAN O switch with Ross - CAN W

Flight	Match	Boat #	Port	Starboard
Flight 5	1	0	Lewin - BER W	Perry - USA O
	2	0	Canfield - ISV O	Ross - CAN W
	3	0	Tunncliffe - USA W	Lucas - CAN O
Flight 6	1	0	Tunncliffe - USA W	Ross - CAN W
	2	0	Lucas - CAN O	Lewin - BER W
	3	0	Canfield - ISV O	Perry - USA O

** Rotate Boats

Tunncliffe - USA W switch with Lucas - CAN O; Ross - CAN W switch with Lewin - BER W
Canfield - ISV O switch with Perry - USA O

Flight	Match	Boat #	Port	Starboard
Flight 7	1	0	Lewin - BER W	Tunncliffe - USA W
	2	0	Ross - CAN W	Perry - USA O
	3	0	Lucas - CAN O	Canfield - ISV O
Flight 8	1	0	Lewin - BER W	Ross - CAN W
	2	0	Tunncliffe - USA W	Canfield - ISV O
	3	0	Perry - USA O	Lucas - CAN O

** Rotate Boats

Lewin - BER W switch with Tunncliffe - USA W; Ross - CAN W switch with Perry - USA O
Canfield - ISV O switch with Lucas - CAN O

Flight	Match	Boat #	Port	Starboard
Flight 9	1	0	Canfield - ISV O	Lewin - BER W
	2	0	Tunncliffe - USA W	Perry - USA O
	3	0	Ross - CAN W	Lucas - CAN O
Flight 10	1	0	Perry - USA O	Lewin - BER W
	2	0	Ross - CAN W	Canfield - ISV O
	3	0	Lucas - CAN O	Tunncliffe - USA W

** Rotate Boats

Perry - USA O switch with Tunncliffe - USA W; Lewin - BER W switch with Canfield - ISV O
Ross - CAN W switch with Lucas - CAN O

Flight	Match	Boat #	Port	Starboard
Flight 11	1	0	Ross - CAN W	Tunncliffe - USA W
	2	0	Lewin - BER W	Lucas - CAN O
	3	0	Perry - USA O	Canfield - ISV O
Flight 12	1	0	Tunncliffe - USA W	Lewin - BER W
	2	0	Perry - USA O	Ross - CAN W
	3	0	Canfield - ISV O	Lucas - CAN O

** Rotate Boats

Tunncliffe - USA W switch with Lewin - BER W; Perry - USA O switch with Ross - CAN W
Canfield - ISV O switch with Lucas - CAN O

Flight	Match	Boat #	Port	Starboard
Flight 13	1	0	Ross - CAN W	Lewin - BER W
	2	0	Canfield - ISV O	Tunncliffe - USA W
	3	0	Lucas - CAN O	Perry - USA O
Flight 14	1	0	Lewin - BER W	Canfield - ISV O
	2	0	Perry - USA O	Tunncliffe - USA W
	3	0	Lucas - CAN O	Ross - CAN W

** Rotate Boats

Lewin - BER W switch with Canfield - ISV O; Perry - USA O switch with Tunncliffe - USA W
Lucas - CAN O switch with Ross - CAN W

Flight	Match	Boat #	Port	Starboard
Flight 15	1	0	Lewin - BER W	Perry - USA O
	2	0	Canfield - ISV O	Ross - CAN W
	3	0	Tunncliffe - USA W	Lucas - CAN O

Boats will be drawn at the competitors meeting at 1800 on Thursday, November 6. Revised pairing sheets with boat numbers included will be distributed after boats are drawn.