



**2015 MELGES 24 CANADIAN  
NATIONALS**  
JULY 10 - 12,  
2015  
Windsor ON



Hosted by Windsor Yacht Club

**NOTICE OF  
RACE**

The Organizing Authority (OA) for the 2015 Melges 24 Canadian Nationals is the Windsor Yacht Club and the Canadian Melges 24 Class Association.

**1 RULES**

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS).
- 1.2 The prescriptions of SAIL CANADA will apply, attached as Appendix One.
- 1.3 The current Melges 24 Class Rules will apply, including current amendments.
- 1.5 The Race Committee (RC) may use VHF radio to communicate to the fleet, but failure to make broadcasts, or failure by a competitor to hear a broadcast shall not constitute grounds for granting redress. This changes RRS 62.1
- 1.6 RRS 64.1 will be changed by adding: "A boat found to have broken RRS 55 may be given a warning or a penalty at the discretion of the jury."

**2 ADVERTISING**

- 2.1 Boats may be required to display advertising chosen and supplied by the OA.

**3 ELIGIBILITY, ENTRY, & CLASSIFICATION**

- 3.1 The regatta is open to all boats of the Melges 24 class that meet the obligations of the Class Rules and their National Authority. Proof of Class membership and a valid measurement certificate in the boat owners name will be required at registration. The regatta is not limited to only Canadian boats.
- 3.2 Eligible boats may enter by completing and submitting, by July 10, 2015, online registration at [YachtScoring.com](http://YachtScoring.com)
- 3.3 Only boats that have completed all registration requirements will be allowed to compete.
- 3.4 All boats will sail as one fleet. There will be no separation of Corinthian and open crewed boats.

**4 REGISTRATION**

- 4.1 Registration by June 10, 2015 will be \$165, and boats will receive a commemorative gift upon arriving at the WYC
  - Registration between Jun 10 and July 9, 2015 will be \$165 CDN
  - Late registration on July 10th, will be \$190 CDN

**4.2** This Entry Fee will include berthing, trailer storage, and 1 dinner ticket per boat to each of the Friday night dinner at WYC.

## 5 SCHEDULE

Day	Date	Event	Time
Wed	June 10	\$165CDN registration begins	
Sunday	July 5	On-line registration closes \$165 registration ends \$190 registration begins	
Thursday	July 9	At WYC - Registration, Weigh-In, Launching, Bar party & bar food	1700 - 2000
Friday	July 10	At WYC - Final Registration & Weigh-In, Launching	1000-1200
		WYC - All Boats afloat & Skippers meeting	1200
		Harbour start	1300
		First signal for Day One racing	1400
		Races following	After drop of "B"
		WYC – Dinner	1900
Saturday	July 11	First signal for Day Two racing	1100
		Races following	After drop of "B"
		Crews welcomed to the WYC bar after racing	
Sunday	July 12	First signal for Day Three racing	1000
		No warning signal after 1400	1400
		Return to WYC for Haul Out	
		WYC - Closing ceremonies	ASAP once at WYC

**5.1** Ten (10) races are scheduled for the regatta.

**5.2** The OA and the RC reserve the right to modify the schedule due to weather conditions or other causes.

## 6 MEASUREMENT

**6.1** Each boat shall produce a valid Melges 24 Class Measurement Certificate before the close of registration.

**6.2** Crews will be weighed in at registration

**6.3** The OA may weigh, measure, register, or inspect any boat and/or her equipment and sails before, during or after the races. During the Championship, checks on conformity with the Class Rules, including measurement may be performed at any time at the discretion of the OA.

**6.4** All sails shall be measured and stamped by an approved Class measurer before arrival at the Regatta.

## **7 SAILING INSTRUCTIONS**

7.1 The sailing instructions will be available at registration, or before.

## **8 VENUE**

8.1 The principal racing area will be on Lake St. Clair approximately 3 NM @ 060<sup>o</sup> from the mark DP5 at the mouth of the Detroit River. (ie. The distance from the WYC to the race area is approximately 3 nautical miles.)

8.2 The choice of location for racing is at the sole discretion of the OA and RC.

## **9 THE COURSES**

9.1 The course to be sailed will be windward-leeward.

9.2 Offset marks and leeward gates may be used.

## **10 PENALTY SYSTEM**

10.1 Rule 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

10.2 After a race, a boat that may have broken a RRS under Part 2, or RRS 31 while racing, may take a post-race penalty for that incident. The post-race penalty shall be:

(a) 20%, if taken before the protest time limit has expired, or

(b) 30%, if taken after the protest time limit has expired, but before the beginning of the hearing involving the incident.

10.3 An arbitration meeting will be held prior to a protest hearing for each incident resulting in a protest by a boat involving a RRS of Part 2 or Part 3, or RRS 31, but only if each party is represented by a person who was on board each involved boat at the time of the incident.

## **11 SCORING**

11.1 One race is required to be completed to constitute a series.

11.2 When fewer than 5 races have been completed, a boat's series score will be the total of her race scores.

11.3 When 5 or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

## **12 BERTHING**

12.1 Boats shall be assigned berths WYC. Boat must stay at WYC for the duration of the regatta

## **13 HAUL-OUT RESTRICTIONS**

13.1 Boats shall not be hauled out between the preparatory signal of the first race and the end of the Championship except with and according to the terms of prior written permission of the OA.

## **14 DIVING EQUIPMENT AND PLASTIC POOLS**

14.1 Other than as provided in Class Rule C.6.3, authorizing the use of a mask and snorkel, diving equipment and plastic pools will not be used around boats between the preparatory signal of the first race and the end of the regatta.

## **15 RADIO COMMUNICATION**

**15.1** Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

**15.2** Competitors are encouraged to monitor VHF Channel 69, the RC working channel, particularly during the last minute of the start sequence.

## **16 PRIZES**

**16.1** Prizes will be awarded to the 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> place boats at the end of the 2015 Melges 24 Canadian Nationals.

## **17 DISCLAIMER OF LIABILITY**

**17.1** Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

## **18 INSURANCE**

**18.1** Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$300,000 (CDN) per incident or the equivalent.

## **19 FURTHER INFORMATION**

**19.1** For further information please contact John Marentette at [2015.m24.cdns@gmail.com](mailto:2015.m24.cdns@gmail.com) or RO Alan Johnson at [aj@mdirect.net](mailto:aj@mdirect.net)

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# Sail Canada Prescriptions 2013±2016

Effective 1 January 2013

## Sail Canada prescribes:

### Rule 46 ± Person in Charge

Sail Canada prescribes that the designated person in charge, if resident in Canada, shall be a member of a club affiliated with Sail Canada.

### Rule 61.2 ± Protest Contents

Sail Canada prescribes that no fee shall be charged for delivering a protest or a request for redress.

### Rule 64.3 ± Decisions on Protests Concerning Class Rules (insert directly under the title to the rule)

Sail Canada prescribes that unless otherwise provided in its class rules, the ISAF Equipment Rules of Sailing shall apply to all classes racing in Canada.

### Rule 67 ± Damages

Sail Canada prescribes that a boat that has been found by a protest committee to have broken a rule and caused damage shall be considered at fault for the purposes of rule 67.

### Rule 70.5(a) ± Appeals and Requests to a National Authority

Sail Canada so prescribes.

### Rule 88.2 National Prescriptions

Sail Canada prescribes that the sailing instructions of national or lesser events shall not change or delete any Sail Canada prescription. For events that have a no appeal protest committee or an international jury, prescriptions to rule 61.2 and 67 shall not be deleted.

### Appendix E8 ± Appendix G Changes to Identification on Sails (insert directly under title to the rule)

Sail Canada prescribes that this rule applies to Canadian boats in all classes.

### Appendix R ± Procedures for Appeals and Requests (insert after the preamble)

Sail Canada prescribes that it may delegate an appeal or request for confirmation or correction to an association appeals committee, such as a provincial association appeals committee or a racing association appeals committee. Decisions of an association appeals committee may be further appealed to Sail Canada.

### Appendix R2.1(a) ± Submission of Documents

Sail Canada prescribes that if a written decision, the appellant may send a further appeal and a copy of the protest committee decision to Sail Canada. The appeal shall state why the appellant believes the association appeals decision is incorrect.

### Appendix R2.2 ± Submission of Documents

Sail Canada prescribes that in the case of a further appeal to Sail Canada, this rule shall apply to the appellant as though it was an initial appeal, and to the appealed committee as though it was the protest committee.

### Appendix R3 ± Responsibilities of National Authority and Protest Committee

Sail Canada prescribes that when an appeal is delegated to an association appeals committee, the responsibilities and actions required of the national authority in this rule, and in rules R4, R5, 71.2 and 71.3, shall be performed by the association appeals committee.

When a decision of an association appeals committee is further appealed, Sail Canada shall send to the parties, protest committee and association appeals committee copies of the appeal. No member of the association appeals committee shall take any part in the discussion or decision on the appeal.

### Appendix R4 ± Comments and Clarifications

Sail Canada prescribes that when a decision of an association appeals committee is further appealed, the parties, protest committee and association appeals committee may make comments on the appeal. Comments on the appeal shall be made no later than 15 days after receiving it from Sail Canada. Sail Canada shall send copies of the comments to the parties, protest committee and association appeals committee as appropriate.

## Sail Canada Recommendations when arbitration is offered

When arbitration is offered, the notice of race shall contain a statement to that effect in accordance with Appendix J1.

The sailing instructions shall also conform to Appendix J2. Please see the suggested wording for the sailing instructions below.

## Sail Canada Recommended sailing instructions for arbitration

**ADDENDUM C to the Racing Rules of Sailing, 2013±2016**

### **ARBITRATION**

*The following sailing instructions are recommended when arbitration will be offered. These can be changed to suit the circumstances.*

*\$Q DUEJUDIRU VKRXIG EH IDPULDU ZIK IKH ,6\$) ,QIHUQDILRQDI -XGJHV ODQXDIV VHFILRQ RQ Arbitration, which at the time of publication, could be found at 6DQ &DQDGDIV ZHE VLIH [www.sailing.ca](http://www.sailing.ca).*

### **Add to sailing instruction 14 ± Penalty System:**

- 14.5 Rule 44.1 is changed to permit a boat that has broken a rule of Part 2 or rule 31 to take a penalty after racing but prior to any protest hearing. Her penalty shall be a scoring penalty as calculated in rule 44.3(c) equal to 40% of the number of entries in her class or 50% of the difference between her finishing position and the number of entries in her class, whichever is less. However, if she caused injury or serious damage or gained a significant advantage in the race or series by her breach, her penalty shall be to retire.

### **Insert as a separate sailing instruction after sailing instruction 16 ± Protests and Requests for Redress:**

### **17 ARBITRATION**

- 17.1 For a protest between two boats alleging a breach of a rule of Part 2 or rule 31, an arbitration meeting may be held prior to any protest hearing.
- 17.2 One representative from each boat will meet with the arbitrator. No witnesses will be permitted.
- 17.3 The arbitrator will advise on whether:
- a) One or both boats should take a penalty;
  - b) The protest should be withdrawn; or
  - c) The protest should go to the protest committee for a hearing.
- 17.4 When a boat accepts a penalty or the arbitrator advises that the protest should be withdrawn, the arbitrator will allow the protest to be withdrawn. This changes rule 63.1.
- 17.5 When a protest is withdrawn, it will not be reopened or made the subject of a request for redress.
- 17.6 The penalty is to be calculated according to sailing instruction 14.5.