



2013 North American Championship

September 13-15, 2013

Mississauga, Ontario Canada



SAILING INSTRUCTIONS

1. RULES

- 1.1 The 2013 International Audi Melges 20 North American Championship will be governed by the *rules* as defined in the Racing Rules of Sailing (*RRS*).
- 1.2 The prescriptions of the national authority do not apply except the Sail Canada prescriptions to rules 61.2, 67 and Appendix R apply and are stated in full in Addendum 2.
- 1.3 The International Audi Melges 20 Class Rules (IAM20CR), including Part 3, Section I (EVENT RULES), will apply except as specifically changed in the Notice of Race (NOR) or in the Sailing Instructions (SIs).
- 1.4 These Sailing Instructions (SIs), including amendments, will take precedence in the case of a conflict with the Notice of Race (NOR). This changes RRS 63.7.
- 1.5 The *Equipment Rules of Sailing* (ERS) will apply.
- 1.6 For the purposes of RRS 43.2, the anti-hiking strap does not constitute a lifeline.
- 1.7 RRS 42.3(c) is modified to allow the gennaker sheet to be pumped without restriction to promote surfing or planing.

- 1.7 IAM20CR I.2 (SAIL LIMITATION MARKS) will apply.
- 1.8 Competitor advertising shall conform to the current ISAF Regulation 20 and Class Rules. Boats may be required to display identification numbers and sponsors advertising for the duration of the event in accordance with ISAF Regulation 20.4. These items will be supplied free of charge by the organizing authority (OA) at registration.

2. RADIO COMMUNICATION

- 2.1 All competing boats shall carry a hand held VHF radio capable of transmitting and receiving VHF channels (CAN) for safety purposes and Race Committee communication.
- 2.2 The Race Committee's VHF channel will be Canadian band 71.
- 2.3 Race Committee broadcasts concerning its intentions, the course to be sailed, starting times, course changes, OCS hails, are a courtesy only. Failure of the Race Committee to make a broadcast, the timing of a broadcast, or the failure of a boat to hear a broadcast shall not be grounds for redress requests under rule 62.1(a).
- 2.4 Except from the specified Race Committee VHF channel, no competitor shall make or receive radio or cell phone communications commencing from the first Warning Signal of the day until the conclusion of the day's racing for that competitor, except in the case of an emergency.
- 2.5 The Race Committee will attempt to announce its intentions for the day on the Race Committee VHF radio channel at 0900 each morning of the event.
- 2.6 In the event of an onshore postponement, the Race Committee will make update announcements on the Race Committee VHF radio channel.

3. NOTICES TO COMPETITORS

- 3.1 Notices to competitors will be posted on the Official Notice Board located on the lower patio.

4. CHANGES TO SAILING INSTRUCTIONS

- 4.1 Any changes will be posted by 0830 on the day they will take effect, except that any changes in the schedule of races will be posted no later than one (1) hour after the latest protest time limit on the day before they take effect (SI 16.2). In the event of no racing on a day, any changes in the schedule of races will be posted no later than 1700 hours on the day before they take effect.
- 4.2 Oral changes to the Sailing Instructions may be given on the water. The Race Committee Signal Boat shall display Flag "L" and announce the change on the Race Committee VHF Channel in accordance with rule 90.2(c). Competitors may also approach the Signal Boat and verbally receive the change while Flag "L" is displayed.

5. SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed from the main flagpole behind the Club.
- 5.2 Flag "L", when displayed ashore signifies that a change in Sailing Instructions or other notice to competitors has been posted on the Official Notice Board.
- 5.3 Flag "AP" when displayed ashore means that the start has been postponed. The Warning Signal will be made not less than 60 minutes after the lowering of this signal.

5.4 Flag "N" over "A" and 3 sounds when signaled ashore means that all racing is abandoned for that day.

6. SCHEDULE

6.1 The Skipper's Meeting will be held on the main patio at 1800 on Thursday, September 12.

6.2 Up to 8 races are scheduled on September 13, 14 and 15, 2013.

6.3 The scheduled time for the Warning Signal for the first race each day is 1100 hours.

6.4 The Race Committee Finishing Boat will signal its intent to start another race that day by displaying Flag "R" at the finish of a race. Flag "R" will be lowered with one sound, one minute before the next Warning Signal is made.

6.5 On the final day of the regatta, the Initial Warning Signal for the final race will not be made after 1400 hours. However, after this Initial Warning, any Warning Signal that follows one or more general recalls may occur after 1400.

7. RACING AREAS

7.1 All racing will be held approximately 1.5 NM on a bearing of 145 from the harbor entrance.

8. THE COURSES

8.1 Courses are described below and in "ADDENDUM #1- COURSE ILLUSTRATIONS".

8.2 Course Designations:

COURSE # 4 - Start - W - OS - Leeward Gate - W - OS - Finish

COURSE # 5 - Start - W - OS - Leeward Gate - W - OS - Leeward Gate - Finish

8.3 The Windward Mark (W) and the accompanying offset mark (OS) shall be left to port.

8.4 Courses will be posted on a Race Committee Signal Boat course board prior to the Warning Signal of each race. The number of the course to be sailed, the approximate magnetic compass bearing, and distance from the starting line to the first mark will be displayed. (This changes *RRS 27.1*)

9. MARKS

9.1 The original Windward Mark (W) will be an orange tetrahedron.

9.2 The windward offset mark (OS) will be an orange tetrahedron. The offset mark will be laid to port of the Windward Mark, approximately 100 feet away.

9.3 A Leeward Gate will be used and the original Leeward Gate will be orange tetrahedrons.

9.4 When changing the next leg of the course (SI 12), the new marks, unless the change is for the final leg of course, will be yellow tetrahedrons.

9.5 Except when there is a change of course, the Gate will be located to windward of the Starting Line. Boats shall sail between the Gate marks from the direction of the previous mark and round either Gate mark.

9.6 If one of the Leeward Gate marks is missing, boats shall round the one existing leeward mark to port.

10. THE START

10.1 Races will be started in accordance with *RRS* 26.

10.2 The class flag will be the Audi Melges 20 Insignia on a white flag.

10.3 The starting line will be between a staff displaying an orange flag on the Race Committee Signal Boat and a staff displaying an orange flag on a port end Line Boat. In the event that the port end Line Boat is not on station, it will be replaced by a green inflatable mark.

10.4 An inflatable buoy may be tethered to the stern of the committee boat(s) and will function as an extension of the Race Committee boat. Boats shall not pass between the Race Committee vessel and an inflatable buoy tethered to it.

10.5 A boat starting later than four (4) minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. (This changes *RRS* A4.1)

11. RECALLS

11.1 In the event of an individual recall, the sail numbers, bow numbers or identification of any boat or boats that are identified as OCS may be announced on the Race Committee VHF channel. Failure of a boat to see or hear her recall notification, and the timing and order of such hails, or the length of time it takes to make a notification on the Race Committee VHF channel will not be grounds for redress requests. (This changes *RRS* 62.1 (a).)

11.2 The Race Committee may hail the bow numbers or sail numbers of boats that are over the line in the last one (1) minute of the starting sequence after the I and/or Z Flag has been lowered. Failure of a boat to hear her recall notification, and the timing and order of such hails will not be grounds for redress requests. (This changes *RRS* 29.1 and 62.1 (a).)

12. CHANGING THE NEXT LEG OF THE COURSE

12.1 If the change is for a windward leg, the new mark will be a yellow inflatable mark, unless the change is for the final leg of Course 5, which in that case, the finish line will be in the new position.

12.2 If the change is for a leeward leg, the new gate marks will be yellow inflatable marks, unless the first change is for the final leg of Course 4, which in that case, the finish line will be in the new position.

12.3 The Race Committee will attempt to broadcast any course changes over the Race Committee VHF channel.

13. FINISH

13.1 The Finish Line for leeward finishes (Course 4) will be on the opposite side of the Race Committee Boat from the Starting Line. The Finish Line will be between a staff displaying an orange flag on a Race Committee Boat and a nearby red inflatable mark, or between staffs displaying orange flags on Race Committee Boats.

13.2 The Finish Line for windward finishes (Course 5) will be between a staff displaying an orange flag on a Race Committee Boat and a nearby red inflatable mark to port of the Committee Boat, or between staffs displaying orange flags on Race Committee Boats.

14. PENALTY SYSTEM

- 14.1 RRS 44.1(a) and 44.2 are changed as so the penalty shall be a one turn penalty including one tack and one gybe, except when the infraction occurs within 3 boat lengths of a mark the penalty shall be a two (2) turn penalty with each turn including one tack and one gybe.
- 14.2 Unless the course is shortened to finish at the windward mark, penalties incurred within 3 boat lengths of the windward mark or on the offset leg may be delayed and taken as soon as possible on the downwind leg. This changes RRS 44.2.
- 14.3 The penalty, if any, for a violation of a rule other than a rule of RRS Part 2 and rule 31 will be at the discretion of the Protest Committee and may be other than disqualification. This changes RRS 64.1(a).
- 14.4 If a breach of Class Rules is found, penalties shall be at the discretion of the Protest Committee, in consultation with a non-competing Class Representative.

15. TIME LIMITS

- 15.1 Any race in which no boat rounds the first windward mark within 45 minutes, or finishes within two (2.0) hours of the start shall be abandoned.
- 15.2 Boats failing to finish within 30 minutes after the first boat sails the course and finishes will be scored Did Not Finish (DNF) without a hearing. This changes RRS 35 and A4.2.

16. PROTESTS AND REQUESTS FOR REDRESS

- 16.1 A boat intending to protest is requested to notify a Race Committee Finish Boat of its intention and the identity of the protested boat(s) as soon as possible after finishing.
- 16.2 Protest forms will be available at the Jury desk located at the bottom of the stairs to the Chart Room of Port Credit Yacht Club. Protests and requests for redress shall be delivered to the Jury desk within the protest time limit. The time limit is one (1) hour after the Race Committee Finish Boat docks. Protest hearings will be conducted as soon as possible.
- 16.3 Notices will be posted no later than 15 minutes after the protest time limit to inform competitors of hearings in which they are parties to or named as witnesses. It is each boat's sole responsibility to check the Protest Notice Board to see if she is cited in a protest. Should any party fail to appear when called for a hearing, the Protest Committee may proceed in accordance with RRS 63.3(b). Representatives of boats who are parties to hearings and their witnesses shall remain on call in the vicinity of the Jury desk until excused by the Protest Committee.
- 16.4 On the last day of the regatta a request for reopening a hearing shall be delivered (a) within the protest time limit if the party requesting reopening was informed of the decision on the previous day; (b) no later than 30 minutes after the party requesting reopening was informed of the decision on that day. This changes rule 66.
- 16.5 On the last scheduled day of racing a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes rule 62.2.
- 16.6 If the Race Committee posts the results on the Official Notice Board before the protest time limit, a request for redress based on being scored OCS, ZFP or BFD shall be made

no later than 30 minutes after the protest time limit. This changes the first sentence of rule 62.2

16.7 The representative from each yacht who attends the hearing shall be the owner or the Category 1 helmsman. Category 3 sailors are not allowed in the hearing, or to be in contact with the representatives at the hearing per Class Rules.

16.8 Video and photos taken from any support and/or coach boat shall not be used as evidence at protest hearings. This alters *RRS* 63.6.

17. SCORING

17.1 The Low Point Scoring System, as provided in *RRS* Appendix "A" shall apply, except as changed in this section of these Sailing Instructions as follows:

17.2 When fewer than six (6) races have been completed, a boat's series score will be the total of her race scores. When six or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

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

18. BOW NUMBERS

18.1 Each Melges 20 shall have clearly visible bow numbers as provided by the manufacturer and that bow number shall be properly registered when entering the regatta and confirmed during registration. Boats failing to properly display bow numbers may be subject to protest by the Race Committee only.

19. LAUNCHING & HAUL OUT REQUIREMENTS

19.1 All boats must be in the water by 2000 on the day before racing begins.

19.2 All boats are to remain in the water for the duration of the regatta except according to the terms, and with permission of the Principal Race Officer or the Regatta Chair in the event of a required emergency repair.

20. TEAM AND PRIVATE SUPPORT BOATS

20.1 Competitors are responsible for the compliance of their support boats with the International Audi Melges 20 Class Rules concerning their activities on the water (Part 3, Section 1.4 (Outside Assistance)).

20.2 Support boats are required by the Race Committee to monitor the Race Committee VHF Channel and provide assistance to any competitor in danger if notified to do so by the Race Committee.

21. PRIZES

21.1 The top 3 boats overall will receive prizes.

21.2 The top 3 all corinthian sailed boats will receive a prize.

22. SAFTY REQUIREMENTS

22.1 A boat that retires from a race or does not intend to start a scheduled race shall promptly report this to the Race Committee via hailing or calling on the Race Committee VHF channel, and receive acknowledgement. If this is not possible, she

shall promptly report her actions to the Regatta Office on shore located at the bottom of the stairs to the Chart Room of Port Credit Yacht Club.

23. DISCLAIMER OF LIABILITY

- 23.1 Sailing is an activity that carries with it an inherent risk of damage and injury. Competitors participate in this regatta entirely at their own risk and are reminded to pay special attention to RRS 4, Decision to Race. The race organizers, including the Organizing Authority, Port Credit Yacht Club, Melges Performance Sailboats, Race Committee, Protest Committee, sponsors, volunteers, or any other affiliated organization or official, will not be responsible for damage to any boat or other property or the injury to any competitor, including death, sustained as a result of practice for or participation in this event on the water or ashore. By participating in this event, each competitor agrees to release the race organizers from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law.

PCYC Regatta Chairman: Rhonda Joyce
Principal Race Officer: Taran Teague
IAM20CA Administrator: Joy Dunigan

ADDENDUM #1 - COURSE ILLUSTRATIONS

EXAMPLE: COURSE BOARD DISPLAYED ON R/C SIGNAL BOAT

Course: 4
Distance To W: 1.0
Bearing To W: 120

COURSE # 4 (Leeward Finish)

Start - W - OS - Leeward Gate - W - OS - Finish


(OS) (W)


(Leeward Gate)

Start  -----  R/C  -----  Finish

COURSE # 5 (Windward Finish)

Start - W - OS - Leeward Gate - W - OS - Leeward Gate - Finish

Finish  -----  R/C


(OS) (W)


(Leeward Gate)

Start  -----  R/C

ADDENDUM #2

Applicable Sail Canada Prescriptions to the Racing Rules of Sailing

Rule 61.2 After rule 61.2 add

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

Rule 67 After rule 67 add

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 purposes of rule 67.

Appendix R 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) After Appendix R2.1(a) add

Sail Canada prescribes that no later than 15 days after receiving the association appeals committee's written decision, the appellant may send a further appeal and a copy of the association appeals committee's decision to Sail Canada. The appeal shall state why the appellant believes the association appeals committee's decision or its procedures were incorrect.

Appendix R2.2 After Appendix R2.2 add

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 After Appendix R3 add

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 appeal 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.