

Sailing Instructions

2023 IOM Canadian National Championship Regatta



1. RULES

1.1 The event shall be governed by the Racing Rules of Sailing. RRS Appendix E shall apply.

1.2 The following documents shall also govern the event:

- The International One Metre Class Rules - IOMICA Championship Rules
- Equipment Rules of Sailing
- SHRS Rules
- IRSA Case book

1.3 The Race Committee and/or Regatta Organizer may publish a document setting out an accelerated procedure for protests and requests for redress.

1.4 The following changes to RRS shall apply:

(a) Rule changes are stated in the notice that changes the rule.

1.5 The CRYA National Prescriptions that shall apply are set out in Addendum 1

2. NOTICES TO COMPETITORS

2.1 Notices to competitors shall be posted on the Official Notice Board digitally on the West Coast Radio Sailing Club Website, not at a physical Race Office.

3. CHANGES TO SAILING INSTRUCTIONS

1. 3.1 The PRO/Race Committee and the CRYA event delegate shall approve changes in the Sailing Instructions.
2. 3.2 Any change of the Sailing Instructions shall be posted on the Official Notice Board or via hail to all competitors and shall take effect from the first heat of a new race. However, changes to the Control Area, Launching Area, Waiting Area and Practice Area shall take effect from the next heat. When a notice is posted the race committee shall make a hail to all competitors announcing that a change has been posted or verbally made and later to be posted.

3.3 Any change to the scheduled first warning signal of the day shall be posted by [usually 19:00] or earlier on the day before it shall take effect.

Location: Saltspring Island Sailing Club, Ganges Harbour, Saltspring Island, BC, Canada

4. SCHEDULE OF RACES

4.1 Schedule.

All dates are 2023:

Thursday April 27th: Late Registration, Practice, Equipment Inspection to begin at 1700hrs.

April 28th through April 30th: Racing on Friday April 28th, First start at 10:00am, no individual heat will start after 4:30pm. April 29th, First start at 10:00am, no individual heat to start after 4:30pm. April 30th, First start 9:30am, no race will start after 12:00pm or individual heat to start after 12:20pm to facilitate Sailpast at Saltspring Island Sailing Club and travel off Saltspring Island. The Race Committee may continue racing after 12:00 on Sunday April 30th to complete the heat in progress. Prize giving Ceremony is scheduled immediately after sailing on Sunday April 30th. Location of Prize giving TBD.

4.2. The scheduled time for the first warning signal on all racing days is 2 Minutes prior to scheduled first start. The racing area shall be available for practice on April 27th.

4.3 On all racing days, the first warning signal of a heat shall not be given after the times listed in section 4.1 of this document.

5. COMPETITORS AS OBSERVERS

5.1 The race committee shall appoint designated observers as required. All competitors shall serve as observers as required by the race committee.

5.2 A competitor unable to serve as an observer for a heat shall obtain prior written approval from the race committee. Approval shall normally only be granted if a competitor's boat requires immediate repairs or on medical or safety grounds. Alternatively, the competitor shall nominate a substitute observer, who shall also be a competitor. The competitor shall ensure that the substitute is present in the Control Area as required by S15.3 and that the race committee is notified of the substitute's name and sail number.

5.3 An observer appointed for a heat who is not present in the control area from the Warning Signal until released by the race committee, or who fails to act diligently as an observer, may be protested by the race committee under rule 60.2(a).

6. RACING AREA

6.1 The sailing area shall be located at the Saltspring Island Sailing Club outer wharf.

6.2 Boats may be launched and sailed at any time in the practice area minimum of 50 feet to leeward of the leeward mark(s). Boats practicing shall remain within the practice area. The limits to the practice area shall not be to windward of an imaginary 50 foot line perpendicular to that of the direct line from leeward to windward marks.

6.3 A boat not racing in the heat being sailed shall not sail within 16 metres (50 feet) of either a boat racing or any mark of the racing course.

6.4 Changes to the practice area shall be posted on the Official Notice Board according to SI 3.2.

6.5 A boat infringing SI 6.2 or 6.3 may be penalised by the Race Committee without a hearing. The penalty shall be a One-Turn penalty to be taken according to rule E7(b). This changes rules 63.1, 64.1 and A5.

7. CONTROL AREA AND LAUNCHING

7.1 The limits to the Control Area shall be posted on the Official Notice Board. Competitors shall not leave this area when controlling boats that are racing, except briefly to handle and then release or relaunch the boat

7.2 The Launch Area and Waiting Area will be defined by a notice posted on the Official Notice Board if applicable.

7.3 A boat infringing SI 7 may be penalised by the Race Committee without a hearing. The penalty shall be a One-Turn penalty to be taken according to rule E7(b). This changes rules 63.1, 64.1 and A5.

7.4 Launching and re-launching

(a) A boat scheduled to race in a heat may be launched, held in the launching area, taken ashore or re-launched at any time during the heat. However, she shall not be released for the first time during a heat after the first boat in that heat has *finished*.

(b) Boats shall be launched or recovered only from within the launching area.

(c) While ashore or within the launching area, boats may be adjusted, drained of water or, repaired; have their sails/rigs changed; have entangled objects removed; or have, equipment repaired or changed.

7.5 Changes to the Control Area, Launching Area and the Waiting Area shall be notified as required by SI 3.2

8. COURSES

8.1 The course, including a description of the marks, starting and finishing line, the order in which marks are to rounded, and the side on which each mark is to be left, shall be displayed on the course board as provided in RRS E3.3 before the warning signal of each heat.

9. HEAT COMPOSITION

9.1 The heat composition shall be posted on the Heat Board near the control area. 9.2 Heat selection for Race 1 shall be carried out as follows:

Boats will be ranked according to their finishing positions, if any, in the previous IOM World Championship for Worlds, Continental Championship for Continentals and/or National Ranking Regatta or National Ranking System. Boats without a finishing position in a previous IOM event as described herein shall be ranked according to their finishing positions, if any, in the previous corresponding IOM regatta, after boats already ranked. Remaining boats shall be ranked after boats already ranked according to Registration Order. From this list of ranked boats, boats will be sorted into heats in the order: 1, 2, 1, 2, 1, 2, 1, 2 and so on.

7.3 Boats scheduled to sail in a heat shall not enter the Waiting Area until authorized by the Race Committee.

Boats shall not enter the Launch Area from the Waiting Area until authorized by the Race Committee.

10. THE START

10.1 The Race Committee shall hail the heat and race number of the next heat. It is the competitor's responsibility to hear this call and for the boat to compete in her assigned heat. Failure to hear and comply with the Race Committee's hail shall not be grounds for redress. This changes RRS 62.

10.2 Following a general recall the warning signal shall be made as soon as possible.

11. TIME LIMITS

11.1 No boat shall start after the first boat in the heat has finished.

11.2 Boats starting more than one minute after the starting signal shall hail and receive acknowledgement from the Race Officer that they have started.

11.3 The time limit for the first boat to finish after having sailed the course in accordance with rule 28 shall be 30 minutes.

11.4 The time limit for subsequent boats to finish after the first boat has finished will be 5 minutes.

12. TIME OUT LIMIT

12.1 Except as in SI 12.4, the Time Out Limit for *racing* after the first boat finishes shall be 5 minutes.

12.2 At the expiry of the Time Out Limit:

- If 6 or fewer boats are still *racing* they shall be recorded according to SI 12.3.

- If more than 6 boats are still *racing* the Time Out Limit shall be extended until only 6 boats remain *racing*, at which point they shall be recorded according to SI 12.3.

12.3 Boats failing to finish within the Time Out Limit shall be recorded as DNF, RET, OCS, DNS or DNC in that order, as appropriate. DNF boats still *racing* at the end of the Time Out Limit shall be recorded with

finishing places according to their order on the water. These boats shall be scored according to their finishing places.

12.4 There shall be no Time Out Limit in Race 1.

13. PROTESTS AND REQUESTS FOR REDRESS

13.1 Protests and requests for redress need not be in writing. This changes rule 61.2. The protest committee may take evidence in any way it considers appropriate and may communicate its decision orally.

13.2 Parties to a protest shall be informed orally by hailing that a protest hearing is opening. It is the responsibility of the parties to come to the hearing without delay accompanied by any witness. No other notice of the hearing shall be given. This changes RRS 63.2.

13.3 The IRSA SYRPH (System for Reducing Protest Hearings) shall be used, when applicable, before a formal protest hearing is opened.

13.4 Protests may be heard under rule N1.4(b). The time limit for requesting a hearing by a full Protest Committee is 5 minutes after the parties have been informed of the panel's decision. However, after the warning signal of any heat to which a party to the hearing may be promoted, any decision or redress shall not change the race schedule for that race. This changes rules 64.1 and 64.2

13.5 For the purposes of rule 64.3(b) the 'authority responsible' is the IOMICA Technical Sub- Committee or its official delegate at the event.

13.6 Decisions of the Race Committee and Protest Committee shall be final as provided in rule 70.5. By participating in this event, competitors shall forfeit any rights for appeal.

14. SCORING SYSTEM

14.1 SHRS shall apply.

14.2 Three races are required to be completed to constitute a series.

14.3 A boat finishing in a heat to which she has not been assigned shall be scored DNS for the heat to which she was assigned. She shall not sail in her assigned heat.

15. REPLACEMENT OF EQUIPMENT

15.1 Substitution of damaged or lost equipment shall not be allowed unless authorized by the race committee. Requests for substitution shall be made to the committee at the first reasonable opportunity.

16. EQUIPMENT AND MEASUREMENT CHECKS

16.1 A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions. On the water, a boat can be instructed by a race committee, equipment inspector or measurer to proceed immediately to a designated area for inspection.

17. TRANSMITTERS

17.1 Unless the Race Committee prohibits their use, competitors not racing may use their transmitters at any time for the purpose of tuning or practice sailing.

18. PRIZES

Prizes shall be awarded to the first 3 positions or more in the final results for each fleet (ex: Gold, Silver, etc). Top Wood construction boats will have their scores extrapolated from the overall scoring to create a separate scoring for the Canadian National Woody Championship. Other prizes will be awarded at the discretion of the event organizers.

19 RISK STATEMENT

19.1 RRS 4 of the Racing RRSs of Sailing states: "The responsibility for a boat's decision to participate in a heat or to continue racing is hers alone."

Sailing is by its nature an unpredictable sport and therefore involves an element of risk. By taking part in any of the events covered by this notice of race, each competitor agrees and acknowledges that:

- a. They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves and their boat to such inherent risk whilst taking part in the event;
- b. They are responsible for the safety of themselves, their boat and their other property whether afloat or ashore;
- c. They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- d. Their boat is in good order, equipped to sail in the event and they are fit to participate;
- e. The provision of a race management team, patrol boats, umpires and other officials and volunteers by the organiser does not relieve them of their own responsibilities;
- f. The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.

20. INSURANCE

20.1 Each boat shall be insured with valid third-party liability insurance as provided by their national authority where the competitor must be in good standing; or in the absence of an insurance policy from a competitor's NCA, \$100,000 limit coverage will be required. For the purposes of NOR 11 the term 'boat' includes the designated competitor. If not available, purchase of third-party liability event insurance is mandatory.

21. CONDUCT

21.1 Major regattas offer significant public exposure to our sport. Inappropriate competitor behaviour can reflect negatively on that exposure. All participants are advised that their actions shall be under scrutiny, not only by the public, but also by the race officials and fellow competitors. Kindly behave with dignity and respect.

Any behaviour that breaches good manners or sportsmanship or that brings our sport into disrepute shall result in a hearing under RRS 69 (Allegations of gross misconduct).

Penalties may include Race Committee or Protest Committee-given penalty turns (under IRSA Addendum Q, penalty taken immediately to avoid a protest hearing), disqualifying a boat from the race in question or subsequent races, exclusion from the regatta, or other action within the PRO/Race Committee's jurisdiction.