



Shark World Championships 2014

August 23-29, 2014

The Organizing Authority for this regatta is The National Yacht Club (NYC) in conjunction with the Canadian Shark Class Association (CSCA) and the International Shark Class Association (ISCA).

National Yacht Club, Toronto, Canada

SAILING INSTRUCTION

1. RULES

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2 The prescriptions of Sail Canada will apply and are attached below.
- 1.3 All Boats may be subject to random weighing and inspection by a designated regatta representative to confirm compliance with the General Class Rules and Specifications. Boats shall have appropriate lifting apparatus for use with the class scales.
- 1.4 The International Shark Class Association (ISCA) General Class Rules and Specifications will apply, including Championship Rules.
- 1.5 Racing rule(s) 28.1, 35, 60.1(a), 62.2, 66, 75.1, A2, A4 and A5 will be changed as follows:
 - (a) 28.1 - the race committee may award a finishing position to the last boat(s) while she (they) is (are) still racing.
 - (b) 35, A4 and A5 – boats failing to finish 30 minutes after the first boat to finish will be scored DNF.
 - (c) 60.1(a) – some instructions will not be grounds for protest by boats.
 - (d) 62.2 – times for requesting a redress on the last day of racing are modified.
 - (e) 66 – times for reopening a hearing on the last day of racing are modified.
 - (f) 75.1 - In addition to the requirements of RRS 75.1,
 - (i) a boat shall be entered by a full member in good standing of the International Shark Class Association, and that person shall be the “person in charge” (RRS 46).

(ii) Crew

1. Each boat shall carry at least three persons
2. The "person in charge" shall be identified at the time of registration
3. All crew shall be identified at the time of registration
4. Alternate crew but not the person in charge may be designated for specified days of the regatta provided all eligibility rules are met
5. Crew substitutions may be requested by submitting in writing the reasons for the substitution to the Regatta Headquarters for approval by the Race Committee

(g) Part 5, Section B - modified to allow for protest arbitration.

(h) A2 – the score for a disqualification under rule 78.1 shall not be discarded.

(i) A4 – boats failing to start within 4 minutes will be scored DNS.

1.6 If there is a conflict between languages the English text will take precedence.

2 NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board located in the chart room in the NYC main clubhouse.

3 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted no less than 1 ½ hours before the first scheduled start on the day it will take effect, except that any change to the schedule of races will be posted by 1900 on the day before it will take effect.

4 SIGNALS MADE ASHORE

4.1 Signals made ashore will be displayed at the Flag Pole on the West side of the NYC Club House.

4.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in the race signal AP.

4.3 When flag Y is displayed ashore, rule 40 applies at all times while afloat. This changes the Part 4 preamble.

5 SCHEDULE

5.1 Date of practice race: Sunday August 24, 2014.

5.2 Dates of racing: Monday August 25-29, 2014.

5.2 Number of races: 10 races are scheduled including a distance race. Maximum of 3 races per day.

5.3 Scheduled Warning Signals:

The scheduled time of the warning signal for the practice race is 1400h.

The scheduled time of the warning signal for the first race each day is 1000h.

5.4 The distance race may be scheduled to be run on Wednesday Aug 27th or Thursday August 28th. **An amendment to the sailing instructions regarding the long distance race shall be published no later than 1900 the day before it is scheduled.**

5.5 On the last day of the regatta no warning signal will be made after 1430.

6 CLASS FLAGS

The class flag will be the Shark insignia on a contrasting background.

7 RACING AREAS

The racing will take place on Lake Ontario in an area centred approximately 2 nautical miles at 200 degrees from the Dufferin Fairway Buoy ('T' in Attachment A).

8 THE COURSES

8.1 For Course Races

8.1.1 The diagrams in Attachment B show the courses, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.

8.1.2 No later than the warning signal, the race committee signal boat will display the Course description, the approximate compass bearing and length of the first leg.

8.1.3 When there is a leeward gate, boats shall sail between the gate marks from the direction of the previous mark and round either gate mark.

8.1.4 If one of the leeward gate marks is missing boats shall round the existing leeward mark leaving it to port.

8.2 For Distance Race

8.2.1 The amendment to the sailing instructions regarding the long distance race will include diagrams of the course to be sailed. The diagrams will include the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.

8.2.2 No later than the warning signal, the race committee signal boat will display the Course description, the approximate compass bearing and length of the first leg.

9 MARKS

9.1 For Course Races

9.1.1 Rounding marks will be Orange Inflatables.

9.1.2 New marks, as provided in instruction 12.1, will be Yellow Inflatables. The rest of the original course marks may be adjusted to configure the course, their colours will not change.

9.1.3 The starting and finishing marks will be Orange Inflatables which may or may not be attached to a Race Committee boat.

9.1.5 A race committee boat signalling a change of a leg of the course is a mark as provided in instruction 12.6.

9.2 For Distance Race

9.2.1 The amendment to the sailing instructions regarding the long distance race will include descriptions of the marks.

10 AREAS THAT ARE OBSTRUCTIONS

The area defined by a line connecting the white buoys at the ends of the Toronto Island airport shall be considered an obstruction. Boats shall keep out of this area.
This area is described in Attachment A.

11 THE START

11.1 The starting line will be between the orange Flag on the Race Committee boat and the start mark.

11.2 A boat starting later than 4 minutes after her starting signal will be scored Did Not Start without a hearing. This changes rule A4.

12 CHANGE OF THE NEXT LEG OF THE COURSE for COURSE RACES

12.1 To change the next leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

12.2 If the windward marks (Mark 1 and offset) are changed they will be replaced by a single mark.

12.3 If the leeward marks (Mark 2P and 2S) are changed they will be replaced by a single mark.

12.4 Courses may be shortened at any mark except an offset mark.

12.5 Courses will not be shortened to less than 3 legs in length. The offset leg is not considered a leg of the course for this purpose.

12.6 Except at a gate, boats shall pass between the race committee boat signalling the change of the next leg and the nearby mark, leaving the mark to port and the race committee boat to starboard. This changes rule 28.

13 THE FINISH for COURSE RACES

13.1 The finishing line will be between the orange Flag on the Race Committee boat and the finish mark.

14 PENALTY SYSTEMS

14.1 A boat that may have broken a rule of Part 2 while racing may take a penalty at the time of the incident by promptly making a 2-turns penalty after the incident in compliance with RRS 44.2 or by taking a 40% Scoring Penalty in compliance with RRS 44.3(c) as amended by Sailing Instruction 14.2.

14.2 RRS 44.1 is modified to allow a boat to take an Arbitration Penalty for a breach of a rule of Part 2 after the incident but prior to the protest hearing by acknowledging the breach before arbitration or by accepting the opinion of the arbitrator. This Arbitration Penalty shall be 40% of the number of boats entered (rounding 0.5 upward), but shall not be less than four places, added to her finish position. However she shall not be scored worse than "Did not finish".

15 TIME LIMITS AND TARGET TIMES

- 15.1** If no boat has passed Mark 1 within 45 minutes of the start the race shall be abandoned.
- 15.2** If no boat sails the course and finishes within 2 hours after the start the race shall be abandoned.
- 15.3** Boats failing to finish within 30 minutes after the first boat sails the course and finishes will be scored Did Not Finish without a hearing. This changes rules 35, A4 and A5.

16 PROTESTS AND REQUESTS FOR REDRESS

- 16.1** Protest forms are available at the race office, located at NYC. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.
- 16.2** The protest time limit is 45 minutes after the Signal Boat signals her return to the Dock. This time will be posted on the notice board.
- 16.3** Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest room, located at National Yacht Club, beginning at the time posted.
- 16.4** Notices of protests by the race committee or protest committee will be posted to inform boats under rule 61.1(b).
- 16.5** Breaches of instructions 10, 18, 22, 24, 25, 26, 27 and 28 will not be grounds for a protest by a boat. This changes rule 60.1(a). Penalties for these breaches may be less than disqualification if the protest committee so decides.
- 16.6** On the last scheduled day of racing a request for reopening a hearing shall be delivered
- (a) within the protest time limit if the requesting party was informed of the decision on the previous day;
 - (b) no later than 30 minutes after the requesting party was informed of the decision on that day.
- This changes rule 66.
- 16.7** 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.

17 ARBITRATION

- 17.1** For protests involving an alleged breach of a rule of Part 2 or rule 31, a short arbitration hearing of not more than 10 minutes will be held prior to a protest hearing. This changes Part 5, Section B of the RRS.
- 17.2** After a written protest is delivered to the Protest Desk, one representative from each boat will meet with the arbitrator unless the protestor requests that the protest be withdrawn. No witnesses will be allowed. Protests not resolved by arbitration will be forwarded to the Jury.
- 17.3** A boat that accepts the arbitrator's opinion that she broke a rule of Part 2 shall receive a penalty score of 40% as detailed in Sailing Instruction 14.2.
- 17.4** The acceptance of an Arbitration Penalty cannot be grounds for redress or be appealed.

17.5 The arbitrator will not be a member of the Jury that hears the protest but will be permitted to observe the testimony given to the Jury and offer testimony.

18 SCORING

18.1 4 races are required to be completed to constitute a series.

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

18.3 When from 5 to 10 races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

19 SAFETY REGULATIONS

19.1 Before the warning signal of her first race each day, each boat shall sail past the stern of the Signal Boat, hail her sail number, and be acknowledged by a member of the race committee. A boat failing to do so may be scored DNC without a hearing.

19.2 A boat that retires from a race shall notify the race committee as soon as possible.

20 REPLACEMENT OF CREW OR EQUIPMENT

20.1 Substitution of competitors will not be allowed without prior written approval of the race committee.

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

21 EQUIPMENT AND MEASUREMENT CHECKS

21.1 Each boat shall produce a valid measurement certificate. In addition the following measurements may be taken:

- All sails,
- Boat all up weight,
- Required equipment,
- Motor weight,
- Corrector weights,
- Mast, boom and spinnaker pole,
- J measurement,
- Keel and rudder, and
- Any others as determined by the measurement committee

21.2 Prior to being eligible to race, each boat shall be measured for compliance with its all-up racing weight, motor weight and confirmation that all required correctors are affixed. Each boat shall be required to produce a copy of its inventory list (including all safety items) which list shall remain available for inspection during the regatta.

21.3 Prior to being eligible to race, each boat shall have all sails measured for compliance with Shark class rules. Compliant sails will be stamped by measurers, and only these sails may be used in competition.

21.4 A boat or equipment may be re-weighed, re-measured or re-inspected at any time. Boats shall have appropriate lifting apparatus for use with the class scales. A boat failing any such re-weighing, re-measurement or re-inspection may be protested and penalized by the Protest Committee and additionally, in the event of any non-compliance, may be prevented from further competition until it has received clearance from the Measurement Committee.

21.5 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.

22 EVENT ADVERTISING

Boats shall display event advertising supplied by the organizing authority.

23 OFFICIAL BOATS

Official boats will be marked as described on the Notice Board.

24 SUPPORT BOATS

Team leaders, coaches and other support personnel shall stay outside areas where boats are racing from the time the boat leaves her mooring for the first race of the day until all boats have been cleared from inspections.

25 TRASH DISPOSAL

Trash may be placed aboard support or official boats.

26 HAUL-OUT RESTRICTIONS

Boats shall not be hauled out during the regatta except with and according to the terms of prior written permission of the race committee.

27 DIVING EQUIPMENT AND PLASTIC POOLS

Underwater breathing apparatus and plastic pools or their equivalent shall not be used around boats between the preparatory signal of the first race and the end of the regatta.

28 RADIO COMMUNICATION

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.

The race committee may communicate information on VHF 69. Failure to make these communications or the sequence in which they are made shall not be ground for redress.

29 PRIZES

29.1 The Shark World Cup will be awarded to the first place boat, based on final point score.

- 29.2 Prizes will be awarded to the first ten boats, based on final points score.
- 29.3 The Metzger Trophy will be awarded to the boat with the best score counting the practice race, the distance race, and the final course race.

30 DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See rule 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.

31 INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$2,000,000 Canadian per incident or the equivalent.

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 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 – 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.

