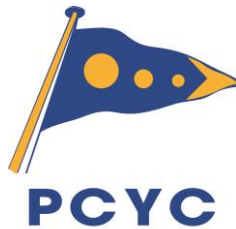




2015 Canadian Championship

Mississauga, Ontario Canada



Sailing Instructions

May 29th – 31st, 2015

Hosted by Port Credit Yacht Club

1. RULES

- 1.1 The regatta will be governed by the *rules* as defined in the *Racing Rules of Sailing* (RRS). The prescriptions of Sail Canada will apply and be stated in full in Sailing Instruction (SI) Appendix 2.
- 1.2 The International Audi Melges 20 Class Rules 2015 (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).
- 1.3 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.
- 1.4 *The Equipment Rules of Sailing* (ERS) will apply.
- 1.5 For the purposes of RRS 43.2, the anti-hiking strap does not constitute a lifeline.
- 1.6 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 on the Official Notice Board on the patio of the Port Credit Yacht Club.

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 requesting redress under RRS 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 09:00 each morning of the event.

2.6 In the event of an onshore postponement, the Race Committee may 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 patio of the Port Credit Yacht Club.

4. CHANGES TO SAILING INSTRUCTIONS

4.1 Any changes will be posted by 08:30 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 17:00 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 RRS 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 10:00 on Friday, May 29th.
- 6.2 Up to nine (9) races are scheduled between May 29th, 30th, 31st, 2015.
- 6.3 The scheduled time for the Warning Signal for the first race each day is 11:55 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 14:30 hours. However, after this Initial Warning, any Warning Signal that follows one or more general recalls may occur after 14:30.

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 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 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 Warning signal will be the Audi Melges 20 Insignia on a white background OR Code Flag "W".
- 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 Pin End 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 to request redress. (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 to request redress. (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 tetrahedron, 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 tetrahedrons, 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. Failure of a boat to hear such a broadcast on the Race Committee VHF channel will not be grounds to request redress. (This changes RRS 62.1(a))

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 tetrahedron, 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 tetrahedron 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.
- 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) 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 RRS 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 RRS 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 RRS 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 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 (1) 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 11:00 on the day 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 winner will be named Champion, Melges 20 Canadians.

21.2 In addition, prizes for 2nd, 3rd, and top Corinthian boat.

22. SAFETY 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 (OA), 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 Chairperson: Rhonda Joyce

Race Officer: Paul Clissold

Jury Chair Katie Nicoll

ADDENDUM #1 - COURSE ILLUSTRATIONS

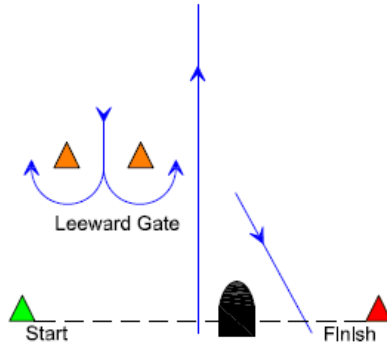
EXAMPLE: COURSE BOARD DISPLAYED ON R/C SIGNAL BOAT

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

COURSE # 4 (Leeward Finish)

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

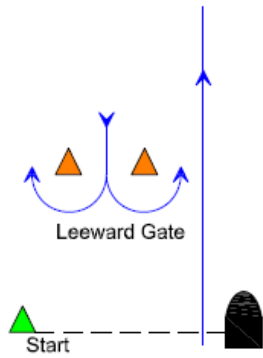
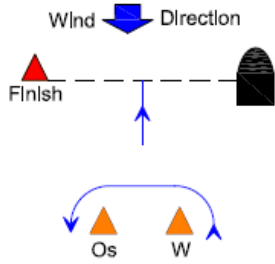
Wind  Direction



Note: The Leeward Gate are not marks of the course on leg four (4)

COURSE # 5 (Windward Finish)

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



Note: The Windward and Offset Marks are not marks of the course on leg five (5)

ADDENDUM #2

Applicable Sail Canada Prescriptions to the Racing Rules of Sailing

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.

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.

An arbitrator should be familiar with the ISAF International Judges Manual's section on Arbitration, which at the time of publication, could be found at Sail Canada's web site: 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.