



International Lightning Class Association  
66<sup>th</sup> South American Championship

Salinas Yacht Club  
Salinas, Ecuador  
December 15 – 18, 2021



## NOTICE OF RACE

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International Lightning Class Association (ILCA), Clase Lightning del Ecuador, Salinas Yacht Club (SYC) y Federación Ecuatoriana de Vela (FEVELA) are the organizing authority.

*The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).*

### 1. RULES

- 1.1. The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*, the *ILCA Constitution* (<http://www.lightningclass.org/constitution>), *By-Laws* (<http://www.lightningclass.org/bylaws>), *Lightning Specifications* and the *Document Governing All Sanctioned Lightning Class Championships* (**hereafter referred to as Document Governing**) (<http://www.lightningclass.org/docgoverning>)
- 1.2. National Prescriptions will not apply.
- 1.3. Boats are required to carry portable equipment in accordance with *NOR Addendum ILCA Required Equipment*. (attached)
- 1.4. Appendix T Arbitration applies. [T2, T3 and T4 are deleted]
- 1.5. The rules identified below will be changed as noted. The sailing instructions may also change other racing rules.
  - 1.5.1. RRS 42.3(c) is changed to read: "Except on a beat to windward, when surfing (rapidly accelerating down the front of a wave) or planing is possible, the boat's crew may pull the sheet only, (not the guy), in order to initiate surfing or planing, but each sail may be pulled only once for each wave or gust of wind. When the mainsail is pumped, only that part of the sheet between the crew member handling the sheet and the first block on the boom shall be used."
  - 1.5.2. RRS 44 is changed to add the following: "The two turns penalty as provided in RRS Rule 44 will apply with the additional provision that when an infringing yacht has its spinnaker drawing at the time of the infringement, drops it completely (below the gooseneck) while taking her penalty, and resets it immediately and has it drawing after the penalty, the penalty is one turn instead of two."
- 1.6. If there is a conflict between languages, the text written in its original document will take precedence.

## **2. SAILING INSTRUCTIONS**

The sailing instructions will be available online no later than December 13, 2021, at (<https://yachtscoring.com/emenu.cfm?eid=14826>)

- 2.1. The Official Notice Board will be online, location to be announced in the Sailing Instructions. It is up to each team member to provide an electronic device with internet access. A physical notice board in the venue will replicate the communications.
- 2.2. Other use of any communication device is prohibited, and such use shall require withdrawal from the race unless determined by the Race Committee to have been for emergency purposes.

## **3. COMMUNICATION**

- 3.1. The Official Notice Board will be online, location to be announced in the Sailing Instructions. It is up to each team member to provide an electronic device with internet access. A physical notice board in the venue will replicate the communications.
- 3.2. Use of hand-held VHF radios will be permitted for communication from the Race Committee to competitors on a predetermined channel to be identified in the Sailing Instructions. The Race Committee intends to use VHF radio to identify OCS (On Course Side of the line) boats after starts and otherwise communicate with the fleet on the water. Failure to receive a hail, for a hail to be made, the order of hails made, or receive other communications to the fleet shall not be cause for redress.
- 3.3. Other use of any communication device is prohibited, and such use shall require withdrawal from the race unless determined by the Race Committee to have been for emergency purposes.

## **4. ELIGIBILITY AND ENTRY**

- 4.1. The event is open to all boats of the Lightning Class.
- 4.2. Regulations for entry and boats assignment for South American championships will apply (Addendum 1).
- 4.3. When registering, each competitor may be required to sign a waiver for loss, damage or injury to persons or property incurred in conjunction with the regatta, on the property of the club, or on the water, or during participation in any individual race of the regatta, or from the actions of the ILCA, its officers, the protest committee, the race management team and any sponsors of the Regatta and their members, officers, governors and agents, from liability for such damage or injury.

## **5. FEES**

- 5.1. The entry fee is \$600 USD. An additional late fee of \$100 USD will be charged for payments received after November 15, 2021. On-line registration will be available at: <https://yachtscoring.com/emenu.cfm?eid=14826>
- 5.2. A deposit of USD \$ 500.00 in cash (5 hundred US dollars) per loaned boat is required at registration to cover possible damages. Deposit will be returned at the end of the championship if there has been no damage or missing parts on the boat loaned.

5.3. The registration fee includes all the social events and dinners specified in the program for the entire crew. However, if non competitors are to attend, tickets will be available to be purchased at the registration table.

Competitors will receive:

- Opening Ceremony and dinner
- Awards Ceremony
- Awards and Prizes
- Full guest privileges at the club, including all on site dining and bar services.

## 6. CREW LIMITATIONS

Crew shall be three, all of whom shall be ILCA members as per ILCA By-Laws.

## 7. ADVERTISING

7.1. Boats may be required to display advertising chosen and supplied by the organizing authority.

7.2. As per World Sailing Regulation 20 (the Advertising Code) the International Lightning Class Association restricts competitor advertising to hulls only.

## 8. QUALIFYING SERIES AND FINAL SERIES

The event will be run as a single series in one fleet and there will be no qualifying series or final series.

## 9. SCHEDULE

9.1. Schedule

Day	Event	Time
Monday 12/13	Registration, Check-in and Measurement (hull, safety check) Sail Measurement	9:00 to 17:00
Tuesday 12/14	Registration, Check-in and Measurement (hull, safety check) Sail Measurement Boats raffle	9:00 to 17:00 19:00
Wednesday 12/15	Registration, Check-in Practice Race Warning Signal Opening Ceremony and Welcome Dinner	9:00 to 12:00 14:00 19:00
Thursday 12/16	First Warning Signal	13:00
Friday 12/17	First Warning Signal	13:00
Saturday 12/18	First Warning Signal Award Ceremony	13:00 19:00

9.2. The number of races scheduled shall be 9.

9.3. 3 races per day are scheduled, however one extra race per day may be sailed provided that the event does not become more than one race ahead of schedule.

9.4. On the last day of the regatta, no warning signal will be made after 16:30 hrs.

## **10. EQUIPMENT INSPECTION [DP]**

10.1. Each boat shall hold and produce a valid Measurement Certificate at measurement and must display a current ILCA membership decal. Boats, sails, and equipment will be measured and inspected in accordance with the Lightning Class By-Laws.

10.2. All sails shall have Official ILCA Royalty Labels. Mainsail and spinnaker numbers shall be the same. Spinnaker numbers shall be of a sufficiently contrasted color to make sail number identification possible.

10.3. Competitors are advised that the Chief Measurer or a designated representative may make spot measurements and inspection of required equipment on or off the water during the Championship. Boats may be inspected at any time.

10.4. Boats shall be available for measurement for December 13, 2021, unless other arrangements are made with the OA.

## **11. CLOTHING AND EQUIPMENT**

RRS 50 is not changed.

## **12. VENUE & RACING AREA (Addendum No. 2)**

Location of Salinas Yacht Club: Avenida Malecón y Calle Eleodora Peña S/N, Chipipe  
Salinas, Santa Elena, Ecuador.

2°11'59.9"S - 80°58'29.0"W

NoR Addendum No. 2 shows the venue and race area locations.

## **13. COURSES**

Courses will be windward/leeward that may include an offset mark and a gate, as described in the sailing instructions.

## **14. PENALTY SYSTEM**

RRS 44 as amended by NOR 1.5.2

## **15. SCORING**

15.1. Will be per Appendix A in accordance with the Document Governing.

15.2. 3 Races are required to be completed to constitute a series.

15.3. When fewer than 6 races have been completed, a boat's series score will be the total of her race scores.

15.4. When 6 or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

## **16. SUPPORT VESSELS [DP]**

16.1. Support and coach vessels must register with the OA during the registration hours.

- 16.2. Team leaders, coaches, and other support personnel shall stay outside the racing area (defined as 100 meters outside the lay lines of the course including the start area) and comply with other requirements as specified in the Sailing Instructions. These requirements begin from the start of the first race of the regatta until the finish of the last race of the regatta. Individual competitors may not use support boats at any time during the regatta unless such support is available to all competitors or is authorized by the Race Committee. The penalty for failure to comply with any of these requirements may result in disqualification of all boats associated with the infringing support personnel.
- 16.3. The Organizing Authority may, at its discretion, refuse support vessels entry to the venue if they are deemed unsuitable. Generally, open boats less than 7.6 meters in length, having minimal or no superstructure (cabin, coach house, bridge etc.), will be considered suitable.
- 16.4. [DP] Support vessels shall always display the country code(s) of the country/countries on board while on the water. Identification will not be provided by the Organizing Authority.
- 16.5. [DP] [NP] All personnel on board support vessels shall always wear life jackets.
- 16.6. Spectator vessels shall not communicate with competitors on the water unless the RC requests that they do so for safety reasons.

## **17. CHARTERED OR LOANED BOATS**

- 17.1 A chartered or loaned boat may carry national letters or a sail number in contravention of her class rules, provided that the race committee has approved her sail identification before the first race.
- 17.2. Damages or failures in the boats supplied by the Organizing Authority, due to their use and natural wear and tear will not be grounds for redress. This modifies rule RRS 60.1 (b).

## **18. BERTHING [DP]**

Boats shall be kept in their assigned places while they are in the boat park.

## **19. SECTION INTENTIONALLY LEFT BLANK**

## **20. CLEANING OF BOATS**

There will be no undue restrictions on cleaning of boats.

## **21. SECTION INTENTIONALLY LEFT BLANK**

## **22. RISK STATEMENT**

RRS 3 Decision to Race states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.** 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.

## **23. SECTION INTENTIONALLY LEFT BLANK**

## 24. PRIZES

24.1. Prizes will be awarded as follows:

- (a) Trophies to the first five overall classified boats.
- (b) Perpetual Class Trophies to the Champion, Runner-up and Third Place.
- (c) The first classified boat will receive the title of South American Champion, even if it does not belong to a South American country.

## 25. FURTHER INFORMATION

### **International Lightning Class Association**

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### **Event Chairman**

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### **Lightning Class Ecuador**

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## **Addendum No. 1 Regulations for entry and boats assignment for South American Championships**

### **RULES FOR THE ALLOCATION OF BOATS SOUTH AMERICAN LIGHTNING CHAMPIONSHIP**

All the available boats of the host country may participate if the following requisites are fulfilled:

1. The Host country has the right to participate with at least the first six boats that classified in its country.
2. The Commodore of the Class of the Host country has the right to participate using its own boat.
3. The Host country will allocate one boat for the previous South American Champion, who will have the right to choose its boat before any other competitors.
4. The Host country shall designate at least two boats per each visiting country. All efforts shall be made so that the boats to be lent are in equal competitive condition.
5. The Host country shall make available to the visiting countries, all the boats that will participate in the Championship, except for the six first boats of the national classification and the Commodore of the Class.
6. A boat not classified within the first 6 boats of the Host country MAY NOT participate in the Championship if it has not been made available to the foreign sailors.
7. The boats of the Host country shall not be offered for individual lease nor charter.
8. The foreign sailors shall form groups depending on their classification in their respective country and shall raffle the boats accordingly.
9. First, the raffle shall be made among the first classified for each country, after all of them have chosen their boats, the second classified shall choose their boats by raffle, and so on.
10. From the boats of the Host country left available, the not classified local sailors will choose their boats commencing with the seventh classified sailor, and so on, with the possibility of choosing a boat even if it's not their own.
11. The Championship is open to all foreign sailors not residing in the Host country, who bring their own boats.
12. The foreign countries have at least 10 slots, that will be allocated with two boats per country, in principle, and if there are any slots available, the allocation may be of more two boats per country, with priority based on the registration date.
13. As an alternative of the above format, in the case of a country that does not have enough boats available, the rotation system as the one used in the Youth World Championship is proposed. But the adoption of the latter shall be unanimously accepted by all the participating countries 60 days before the Championship.
14. The South American Championship is declared as an open Championship.
15. Non- South American sailors may participate without slot limit if they bring their own boats,

or, they may participate in the raffle along with all the foreign South American sailors, in which case, they shall have a maximum of three slots

16. The non-South American competitors may win the open championship and receive the corresponding trophies and may also obtain the titles of South American Champion, First Runner Up, and Second Runner Up, and shall have the right to inscribe their names in the respective permanent trophies.

**OBJECTIVES OF THIS FORMAT:**

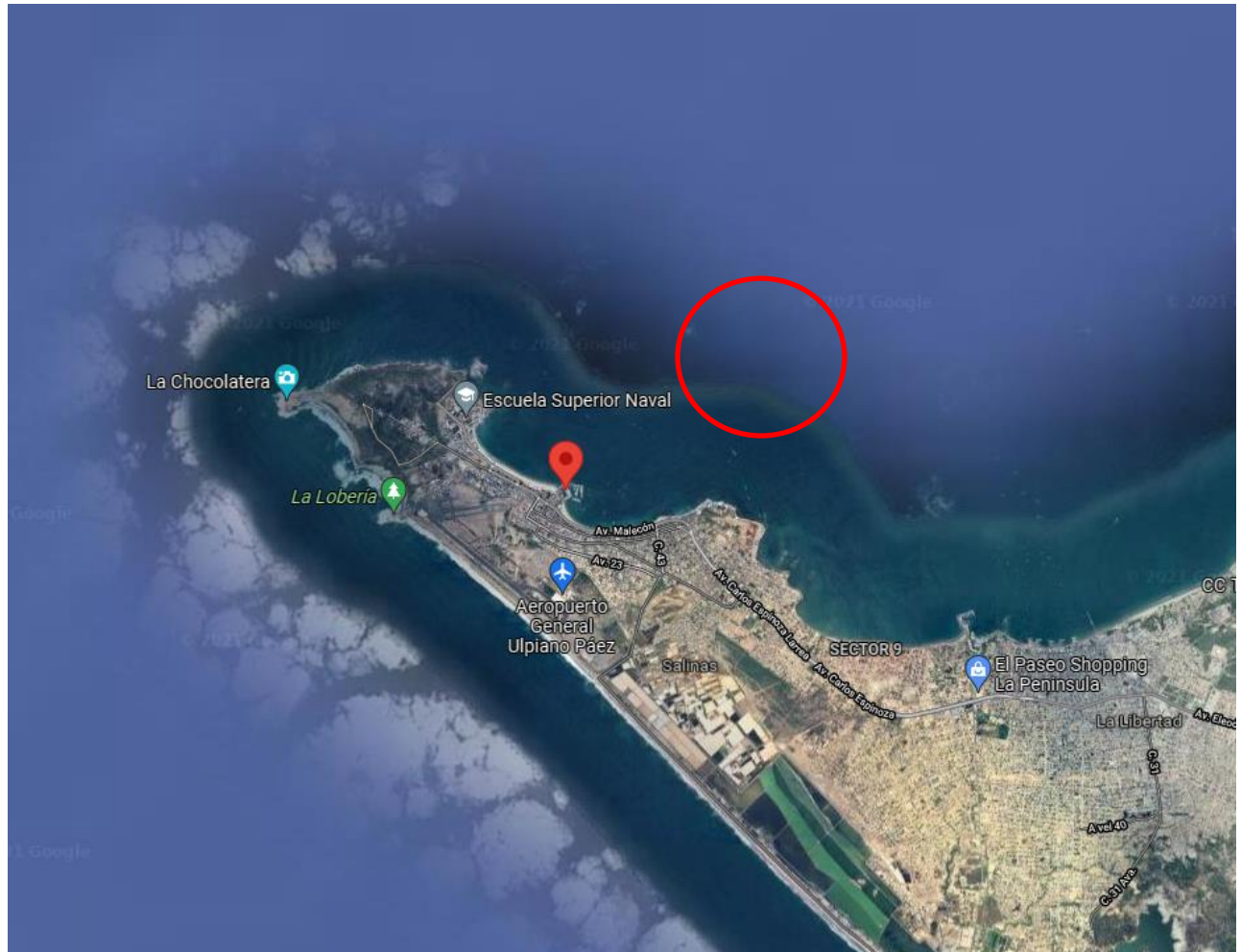
1. To secure the larger participation possible of national and foreign crews.
2. To secure that the foreign sailors are given the best boats possible encouraging the international participation and strengthening the Class in South America.



**Addendum No. 2 Venue Location and Racing Area**

**Salinas Yacht Club**

2°11'59.9"S 80°58'29.0"W



## Addendum No. 3 ILCA Required Equipment

### Portable Equipment

#### a. Mandatory

- i) A fluke-type anchor weighing not less than 1.8Kg (4lb) with a line not shorter than 15.24m (50ft). The line shall be a minimum of 9.525mm (3/8 inches) in diameter and shall be made of Nylon or Dacron. This line shall be used only for towing or anchoring. Alternatives may be prescribed in the Notice of Race or Sailing Instructions.
- ii) Compass.
- iii) Bucket with a minimum capacity of one gallon.
- iv) Throwable life preserver or cushion with an attached whistle.
- v) Paddle
- vi) Other lifesaving equipment as required by government regulations.

#### b. Optional

- i) Electronic Equipment – the following electronic devices are allowed aboard a Lightning in 2021:
  - 1) Battery-powered wrist watches.
  - 2) An electronic digital compass with chronograph (timer and/or clock). The compass must be entirely self-contained with either an internal battery and/or solar power. The compass shall have no external connection and shall neither provide wind or boat speed nor compute correlations between time and distance.
  - 3) Other hand-held navigational devices. Use while racing is not permitted except for emergencies.
  - 4) Hand-held communication devices (cell phones, pagers, radios, etc.) with the following restrictions:
    - a) For this regatta, use is not permitted on the water except for emergencies. This restriction is modified to allow communication from the Race Committee to competitors on a predetermined Marine VHF channel.
    - b) The RC intends to communicate with competitors using a VHF Channel to be announced and will attempt to communicate to OCS boats using the same VHF Channel. Competitors should bring their own VHF radio. Failure or delay in this procedure shall not be grounds for redress. This changes rule 60.1 (b).
  - 5) Personal medical devices, attached to an individual, required for a person's well-being are allowed if they are medically necessary.
  - 6) In all cases where the use of electronic devices is not permitted, a competitor's use shall require withdrawal from the race unless the Race Committee deems use was for emergency reasons.