



**South American Championship
Masters' Lightning World Championship**
CARTAGENA, Colombia
November 23 – November 27, 2023

NOTICE OF RACE

International Lightning Class Association (ILCA),
Clase Lightning Colombia, Club Náutico El Portillo and the
Federación Colombiana de Vela 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.
- 1.5 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."
- 1.6 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."
- 1.7 If there is a conflict between languages, the text written in its original document will take precedence.

2 SAILING INSTRUCTIONS

- 2.1 The sailing instructions will be available no later than November 22, 2023 online

at www.yachtscoring.com and will be available at the Registration Desk during registration and check-in times.

- 2.2 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 COMMUNICATION

- 3.1 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.
- 3.2 Other use of any communication device is prohibited as detailed in NOR Addendum 2, 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 Masters World Championship is open event to ILCA Members where skipper/helmsman is 55+ and the total combined crew age is 130+ as of 31 December 2023. Masters teams may register with co-skippers within the team of three, so long as each skipper meets the age requirement herein. No substitution of skippers or crew members is permitted within the team of three as proscribed by Document Governing All Sanctioned Lightning Class Championships Article VII. In addition, teams with co-skippers will not be eligible for automatic qualification to future Championships.
- 4.2 The South American Championship is an open event.
- 4.3 Regulations for entry and boats assignment for South American championships will apply (<https://www.lightningclass.org/sachampionship>).
- 4.4 All participants shall sign a disclaimer of liability of behalf of the Club Naval de Castillogrande, Club Náutico El Portillo, Lightning Fleet #503, the Colombian Sailing Federation, the ILCA, its officers, the protest committee, the race management team and any sponsors of the Regatta and their members, officers, governors and agents, releasing them from the responsibility of deaths, damages to properties, personal injuries, caused before, during or after the event, understanding they participate under their own responsibility according to RRS Rule 3.

5 FEES

- 5.1 The entry fee for the South American or Masters is \$450 USD if paid before September 15th, 2023. A fee of \$550 USD is available for entry to both South American and Masters, if paid before September 15th, 2023. After this date, a USD \$100 late fee will be added which must be paid before the 15th of October. On-line registration will be available at: <https://yachtscoring.com/> and closes on October 15, 2023.
- 5.2 A deposit of USD \$ 500.00 in cash (five 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 for purchase at the registration table.
- 5.4 Competitors will receive:
 - Opening Ceremony and Dinner
 - Awards Ceremony
 - Awards and Prizes

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
November 23, Thursday	Registration check-in, boat and sail measurement	9:00 am - 6:00 p.m.
November 24, Friday	Registration check-in, boat and sail measurement	9:00 am - 4:00 p.m.
	Practice race warning signal	1:00 p.m.
	Competitor's Meeting	6:00 p.m.
	Welcome Celebration	7:00 p.m.
November 25, Saturday	Warning signal first race of the day	12:00
November 26, Sunday	Warning signal first race of the day	12:00
November 27, Monday	Warning signal first race of the day	12:00
	Awards Banquet at Club Naval	7:00 p.m.

- 9.2 The number of races scheduled shall be six (6).
- 9.3 Two (2) races per day are scheduled for the South American Championship, 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 The Race Committee will hold no more than two (2) races each day for the Masters, provided however that a maximum of three (3) races may be sailed if determined necessary by the PRO given weather conditions to achieve a six-race series, and in accordance with the guidelines contained in the ILCA Instructions to Race Committees for Lightning Class Regattas <https://lightningclass.org/docs.ashx?id=368809>.
- 9.5 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 November 23, 2023, unless other arrangements are made with the OA.
- 11 CLOTHING AND EQUIPMENT**
RRS 50 is not changed.
- 12 VENUE & RACING AREA**
NoR Addendum No. 1 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 1.6
- 15 SCORING**
- 15.1** Will be per Appendix A in accordance with the Document Governing.
- 15.2** Three (3) Races are required to be completed to constitute a series.
- 15.3** For the South American Championship, when fewer than six (6) races have been completed, a boat's series score will be the total of her race scores. When six (6) races have been completed, a boat's series score will be the total of her race scores excluding her worst score. This changes RRS A2.
- 15.4** For the World Master's Championship, when fewer than four (4) races have been completed, a boat's series score will be the total of her race scores. When four (4) or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score. This changes RRS A2.
- 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 [DP]**
- 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 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.

22 SECTION INTENTIONALLY LEFT BLANK

23 PRIZES

Prizes will be awarded as follows:

- Trophy for the ILCA World Masters Champion
- Trophy for the ILCA South American Champion
- Trophies for places 1, 2 & 3 of the South American Championship
- Trophies for places 1, 2, 3, 4 & 5 of the ILCA World Masters Championship
- Individual Race Winner Flags will be awarded to each Fleet

24 FURTHER INFORMATION

International Lightning Class Association

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NOR Addendum 1

VENUE AND RACE AREAS



NOR Addendum 2

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 – only the following electronic devices may be used aboard a Lightning while competing:
 1. One or more timers:
 - a. For all sanctioned and non-sanctioned regattas and for fleet racing, while on the water, the use of timers shall be limited to the telling of time, the monitoring of the countdown timing sequence for the start of a race, or the monitoring of the count-up sequence for a race's time limit.
 - b. While on the water except for emergencies, the use of any watch application, or function, which allows a competitor to gain any advantage by determining a competitor's position relative to a starting line or other competitors on the racecourse, marking waypoints, tracking wind shifts, receiving or sending SMS or email communications, or otherwise locating GPS coordinates shall be grounds for disqualification from a race or races.
 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. While on the water, only the current magnetic bearing compass function and timer function may be used.
 3. Hand-held communication devices (cell phones, pagers, radios, etc.) with the following restrictions:
 - a. For all sanctioned and non-sanctioned regattas, use of such devices is not permitted while racing except for emergencies. This restriction does not apply to VHF radio communication to or from the Race Committee and from competitors on a predetermined channel.
 4. Photographic equipment shall be limited to self-contained cameras, including cameras built into cellular telephones:

- a. Such cameras may record still images or video images with or without audio.
 - b. Data that is recorded onto the camera storage media or uploaded to cloud in real time may only be reviewed on shore after racing.
 - c. Competitors who use recording devices while sailing Lightnings are encouraged to upload photos and videos to the ILCA social media sites and to their own sites, tagging the ILCA.
 - d. Ownership of such images or audio shall be retained by the respective ILCA Members.
5. Personal medical devices, attached to an individual, required for a person's well-being are allowed if they are medically necessary.
6. A portable music/radio entertainment system may be used while on the water.
7. The prescriptions in this Section notwithstanding, a competitor may collect data in real time to be used while not on the water.
8. In all cases where the use of electronic devices is not permitted, a competitor's use of an electronic device in a manner proscribed in this Section shall require the competitor's withdrawal from the race unless the Race Committee deems that the use was for emergency reasons.