



South American Championship 2024 International Lightning Class Association

Organizing Authority: Salinas Yacht Club (SYC), Ecuadorian Lightning Class Fleet 405 and
the Ecuadorian Sailing Federation (FEVELA)
December 11 – 14, 2024
Salinas, Ecuador

NOTICE OF RACE

[NP] 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).

[SP] The notation '**[SP]**' in a rule means that the penalty for breaking that rule is a standard penalty and can be applied without a hearing. This changes RRS 63.1.

1. RULES.

1.1. The event will be governed by the rules as defined in the World Sailing Racing Rules of Sailing 2021-2024.

1.2. The event will be considered a Sanctioned Championship according to the following documents: 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>), with the following changes:

1.2.1. Article VI.2 (Eligibility) of the document governing all sanctioned lightning class championships is changed as follows: making it non mandatory and leaving it to the discretion of each boat to comply with the following safety measures: anchor and its line, bucket, paddle, throwable life preserver (cushion) and whistle. The use of a personal flotation device (PFD) is mandatory if the wind increases to 15 knots or higher and is always mandatory to carry at least three (03) PFDs onboard. It is mandatory to carry a tow line of at least 50 feet long. A detailed list of mandatory and optional equipment is included in Addendum #1 of this document.

1.3. National Prescriptions will not apply.

1.4. All competitors must comply with ILCA membership requirements.

1.5. The official language is Spanish. If there is a conflict between languages, the text written in its original language will take precedence.

1.6. RRS 90.3(e) applies.

1.7. The rules identified below will be changed as noted:

1.7.1. 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 planning is possible, the boat's crew may pull the sheet only, (not the guy), in order to initiate surfing or planning, 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."

1.7.2. 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".

1.7.3. Race Signals: Ashore, when the AP flag is displayed, "1 minute" is replaced with "no less than 30 minutes".

2. VENUE & RACING AREA.

2.1. The venue will be the Salinas Yacht Club located at:

Avenida Malecón y Calle Eleodora Peña S/N, Chipipe, Salinas, Santa Elena, Ecuador. LAT S02°12.000'/LONG W80°58.480'.
<https://maps.app.goo.gl/fo34EMskPyBrb5CL8>. Venue website: Website: www.salinasyachtclub.com.

2.2. NoR Addendum #2 shows the venue and race area locations.

3. SCHEDULE.

3.1. Schedule of the event:

Day	Description	Time
Monday Dec 09	Registration confirmation, Check-in and Measurement (hull, sails, safety check)	09h00 to 17h00
Tuesday Dec 10	Registration confirmation, Check-in and Measurement (hull, sails, safety check) Boats raffle	09h00 to 17h00 10h00
Wednesday Dec 11	Registration confirmation, Check-in Practice Race Warning Signal Opening Ceremony and Welcome Dinner	09h00 to 12h00 14h00 19h00
Thursday Dec 12	First Warning Signal	13h00
Friday Dec 13	First Warning Signal	13h00
Saturday Dec 14	First Warning Signal Award Ceremony	13h00 19h00

3.2. The number of races scheduled shall be nine (09).

3.3. Three (03) races per day are scheduled, however one (01) extra race per day may be sailed provided that the event does not become more than one race ahead of schedule.

3.4. On the last day of the event, no warning signal will be made after 16h30.

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, and the translation of the process in English can be found in Addendum #3 of this document.

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 event, on the property of the club, or on the water, or during participation in any individual race of the event, or from the actions of the ILCA, its officers, the protest committee, the race management team and any sponsors of the event and their members, officers, governors and agents, from liability for such damage or injury.

5. FEES.

5.1. The entry fee is USD \$600. For crews that bring their own boats, the entry fee is USD \$400.

5.2. A late fee of USD \$100 will be charged for registrations received after November 11, 2024.

5.3. A deposit of USD \$500 in cash per loaned boat is required at registration to cover possible damages. The deposit will be returned at the end of the event if there has been no damage or missing parts on the boat loaned.

5.4. 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 Regatta Office.

5.5. 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. PRIZES

6.1. Prizes will be awarded as follows:

6.1.1. Trophies to the first five overall classified boats.

6.1.2. Perpetual Class Trophies to the Champion, Runner-up and Third Place.

6.1.3. The first classified boat will receive the title of South American Champion, even if it does not belong to a South American country.

7. COMMUNICATIONS.

7.1. The Official Notice Board (ONB) will be in front of the Regatta Office of the Salinas Yacht Club. Official communications will be made on the ONB, with additional and courtesy communications through virtual means (website, email and/or WhatsApp). A failure in communications through virtual means shall not be grounds for a request for redress. This changes RRV 62.1 (a).

7.2. Except in an emergency, no boat shall make or receive radio or data transmissions that cannot be received by other boats. This restriction also applies to mobile phones. See Addendum #1 for changes to ILCA By-Laws Article VIII.

7.3. The use of portable VHF radios is permitted and the official radio channel for the duration of the event is 65VHF. 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. A failure in this communication to the fleet shall not be grounds for a request for redress. This changes RRS 62.1(a).

8. SAILING INSTRUCTIONS.

8.1. The Sailing Instructions will be available online no later than December 09, 2024.

9. CREW LIMITATIONS.

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

10. ADVERTISING.

10.1. [NP] Boats may be required to display advertising chosen and supplied by the organizing authority on 25% of each side of the hull, measured from bow to stern; while ashore, boats may be required to display flags on their back stays.

10.2. By participating in the event, competitors automatically grant to ILCA, the OA and their sponsors, the right in perpetuity to make, use and show, at their discretion, any motion pictures and live, taped or filmed television and other reproductions of the competitors during the period of the South American Championship 2024 without any type of compensation. Competitors may be asked to be available for interviews and media conferences.

11. QUALIFYING SERIES AND FINAL SERIES.

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

12. EQUIPMENT INSPECTION.

12.1. [DP] Each boat shall hold and produce a valid Measurement Certificate 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 and ILCA Lightning Specifications documents.

12.2. [DP] All sails shall have Official ILCA Royalty Labels. Mainsail and spinnaker numbers shall be the same as per RRS Appendix G. Spinnaker numbers shall be of a sufficiently contrasted color to make sail number identification possible.

12.3. [DP] 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 event. Boats may be inspected at any time while not racing.

12.4. [DP] Boats shall be available for measurement on December 09, 2024, unless other arrangements are made with the Organizing Authority.

13. COURSES.

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

14. PENALTY SYSTEM.

14.1. Decisions of the Protest Committee will be final according to RRS 70.5.

15. SCORING.

15.1. Three (03) races are required to be completed to constitute a series.

15.2. Will be per Appendix A in accordance with the Document Governing, with the following changes:

a) When fewer than six (06) races have been completed, a boat's series score will be the total of her race scores.

b) When six (06) or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score (01 discard).

16. SUPPORT PERSONS.

16.1. [NP] 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 event until the finish of the last race of the event. Individual competitors may not use support boats at any time during the event 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. This changes RRS 64.5(b).

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.

16.7. Fuel and other expenses related to the use of support vessels will not be covered by the OA.

17. BOATS PROVIDED BY THE ORGANIZING AUTHORITY.

17.1. A loaned boat may carry national letters or a sail number in contravention of her class rules, provided that the Race Committee or Technical 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 changes RRS 60.1 (b).

18. BERTHING AND BOAT PARK.

- 18.1. [DP] Boats shall be kept in their assigned places while they are in the boat park.
- 18.2. While not racing, boats shall remain in the venue for the entire duration of the event.
- 18.3. Boats shall be hoisted ashore at the end of each day; each crew is responsible for supervising the procedure.

19. CLEANING OF BOATS.

- 19.1. There will be no undue restrictions on cleaning of boats.

20. RISK STATEMENT.

20.1. 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 event.

21. FURTHER INFORMATION

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Addendum #1. ILCA rules on equipment:

1. **Mandatory:**
 - a. Compass.
 - b. At least three (03) personal flotation devices (PFD).
2. **Optional:**
 - a. Battery-powered wrist watches.
 - b. 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.
 - c. Other hand-held navigational devices: use while racing is not permitted except for emergencies.
 - d. Hand-held communication devices (cell phones, pagers, radios, etc.) with the following restrictions: for this event, use is not permitted while racing except for emergencies. This restriction is modified to allow communication from the Race Committee to competitors on Marine VHF channel 65.
 - e. Personal medical devices, attached to an individual, required for a person's well-being are allowed if they are medically necessary
 - f. **[SP]** In all cases where the use of electronic devices is not permitted, a competitor's use shall require withdrawal from the race with a score of RET, unless the Race Committee deems its use was for emergency reasons.

Addendum #2. Venue and racing area.



Salinas Yacht Club: LAT S 02°12.000' / LONG W 80°58.480'.
Racing area: LAT S 2° 10.000' / LONG W 80° 57.700'.

Addendum #3. Translation of the 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 conditions.
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 than 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. Since 2008, 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 boats.
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.