

SAILING INSTRUCTIONS
2022 INTERNATIONAL 505 NORTH AMERICAN
CHAMPIONSHIP
&
MIDWINTER REGATTA

February 12-20th, 2022

Clearwater Community Sailing Center

Organizing Authority

ALL TIMES ARE EASTERN STD TIME

Event website:

**[https://www.regattanetwork.com/clubmgmt/applet_club_events.php?](https://www.regattanetwork.com/clubmgmt/applet_club_events.php?CLUB_ID=1124)
CLUB_ID=1124**

The notation '[DP]' in a rule in the sailing instructions (SIs) or notice of race (NoR) means that the penalty for a breach of that rule may, at the discretion of the jury, be less than disqualification. The notation '[NP]' in a rule of the SIs or NoR means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a). The notation '[GP]' in a rule of the SIs or NoR means that if a boat breaks an instruction marked [GP] and is identified, she will be disqualified without a hearing, even if the race is restarted, re-sailed, or rescheduled. The term 'technical committee' in these SIs refers to a committee appointed by the organizing authority and acting in accordance with RRS 92.

1 RULES

- 1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS).
- 1.2 **[NP] [DP]** RRS 40 is replaced with: "Competitors shall wear personal flotation devices, at all times when on the water, except briefly while changing or adjusting clothing or personal equipment. Wet suits and dry suits are not personal flotation devices. Inflatable floatation devices are not acceptable.
- 1.3 RRS 41 shall be changed so that crew can be returned to their dinghy.
- 1.4 RRS 42.3(c) is substituted by 505 Class Rule B13 as follows: Except on a beat to windward, when surfing (rapidly accelerating down the face of a wave) or planing is possible, the boat's crew may pull any sail in order to initiate or maintain surfing or planing, but not more than three repeated pulls and releases of the sail may be made for each wave or gust of wind.
- 1.5 RRS Appendix T1, Post-Race Penalties, will apply.
- 1.6 If there is a conflict between languages the English text will take precedence.
- 1.7 If there is a conflict between these Sailing Instructions and the Notice of Race, the Sailing Instructions will take precedence unless specifically stated otherwise.

2 NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the official notice board located [enter location]and maybe online at:
https://www.regattanetwork.com/clubmgmt/applet_notice_board.php?regatta_id=23611
https://www.regattanetwork.com/clubmgmt/applet_notice_board.php?regatta_id=23362

3 CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any change to the schedule of races will be posted by 2000 on the day before it will take effect.
- 3.2 Any other change to the sailing instructions will be posted no later than 90 minutes before the scheduled warning signal for the first race on the day it will take effect.

4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed on the flagpole located near the launching ramps at CCSC.
- 4.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in RRS Race Signals.

4.3 [DP] flag D with one sound means 'The warning signal will be made not less than 90 minutes after flag D is displayed. Boats are requested not to leave the harbor until this signal is made.'

5 SCHEDULE OF RACES

5.1 Schedule as follows

Date	Event/Race	Details	Time of Event / Warning Signal
February 11	Rig up and practice day		
February 12	Midwinters Racing Daily Presentations	Up to 4 races	First possible warning 1100
February 13	Midwinters Racing Awards Presentation	Up to 4 races	First possible warning 1000 Last possible warning 1530
February 16	Measurement and registration of all boats. Informal General Meeting Opening evening		0900 Apx 1700
February 17	NA's Racing Daily Presentations & debrief	3 races	first possible warning 1100
February 18	NA's Racing Daily Presentations & debrief	3 races	first possible warning 1100
February 19	NA's Racing Daily Presentation & debrief	3 races	first possible warning 1100

February 20	NA's Racing Final Awards Presentation	3 races	first possible warning 1000. last possible warning 1500
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(Racing, Social events and shore times are all subject to change to suit the weather and racing program)

- 5.2 The warning signal for each succeeding race in a day will be made as soon as practicable after the previous race.
- 5.3 Twelve races are scheduled for the NA's and eight races for the Midwinters.
- 5.4 A maximum of four races may be sailed each day for the Midwinters, and 3 races each day for the North American's.
- 5.5
- 5.6 On the last scheduled day of racing, no warning signal will be made after 1530 for the Midwinters and 1500 for the North American's..

6 CLASS FLAG

The class flag will be a blue class Logo on a white flag.

7 RACING AREAS

The racing area will be in [insert] as shown in Attachment A.

8 COURSES

- 8.1 Courses are shown in Attachment B.
- 8.2 No later than the warning signal, the race committee signal vessel will display the approximate compass bearing and length of the first leg.
- 8.3 If either gate mark 3s or 3p is missing, boats shall round the remaining gate mark to port.

9 MARKS

- 9.1 Marks 1, 1a 2, 3s and 3p will be Orange Tetrahedrons. Mark 4 will be a green tetrahedron buoy.
- 9.2 As provided in SI 13, new marks will be a yellow cylinder without a Mark 1a offset
- 9.3
- 9.4 The starting marks will be the port limit mark, an orange sphere to starboard of and close to the race committee signal vessel, the pathfinder, and the gate boat (displaying flag G) Finishing marks will be a race committee vessel at the one end, and a boat or orange sphere at the other end.

10 THE START

- 10.1 Gate Starts will be used.
- 10.2 Races will be started using RRS 26.
- 10.3 Starting Area: The race committee signal vessel will be in the starting area, which will be to leeward of the course.
- 10.4 To alert boats that a race will begin soon, the race committee signal vessel will display an orange flag and Flag G, with one sound at least five minutes before a warning signal is

displayed.

- 10.5 Prior to the warning signal, the race committee signal vessel will display the time between the starting signal and the time at which the gate boat will stop at the starboard end of the starting line.
- 10.6 The starting line (except for the pathfinder) will be between the port limit mark and the center of the stern of the gate boat.
- 10.7 **[GP]** All boats (except for the pathfinder) shall start by crossing the starting line on starboard tack after the starting signal and before the gate closes.
- 10.8 **[GP]** A boat that has not already started correctly, and that is on the course side of the gate boat while the gate is open, shall not cross the starting line from the course side.
- 10.9 **[NP]** A boat that has not started at the close of the gate will be scored DNS without a hearing. This changes RRS A4.

11 THE PATHFINDER

- 11.1 The race committee will appoint a pathfinder and a reserve pathfinder for the first race of the first event. Thereafter, the pathfinder will be the 5th boat in the preceding race. (The Midwinters & North Americans are considered 2 separate events) When she is unable to race, or has been the pathfinder previously in the event, the pathfinder will be the 5th boat in the preceding race and so on. The reserve pathfinder will then be the next boat in the preceding race. The 5th place finisher of the midwinters will be the pathfinder for the first race of the North Americans.

The sail numbers of pathfinder and reserve for the first race of each day will be posted on the official notice board and will be displayed on the race committee signal vessel before flag G is displayed. If more than one race is sailed on the same day, the numbers will be displayed on the race committee signal vessel before flag G is displayed for each successive race.

The pathfinder and reserve shall report to the race committee signal vessel after their numbers are displayed and before the warning signal is displayed. A pathfinder or reserve that fails to report will be scored Did Not Start. This changes RRS A4 and A5.

- 11.2 **[NP] [GP]** Prior to the preparatory signal being lowered, the pathfinder shall report to the gate boat (displaying flag G and located near the race committee signal vessel) and follow the race committee's instructions.
- 11.3 **[NP]** Shortly before the starting signal the pathfinder will position itself near the port limit mark and shall sail as close as possible to the starting signal (not before and within 10 seconds after) from the port limit mark on a close-hauled port tack. The gate boat will keep station close astern and slightly to leeward of the pathfinder. The line is open as soon as the gate boat clears the starting pin.
- 11.4 **[NP]** The pathfinder shall sail a close-hauled course until it is released by hail from the gate boat, after which the pathfinder may continue or tack. When she tacks or when the gate has been opened for the period signaled, she ceases to be a starting mark.
- 11.5 After the release of the pathfinder, the gate boat will continue its course and speed until the gate has been opened for the period signaled. It will then stop, make a long sound signal, drift for two minutes, and signal the close of the gate by lowering their G flag with a short sound signal.

12 STARTING INFRINGEMENTS

- 12.1 From the time the pathfinder is approaching the port limit mark to start until the pathfinder or gate boat cease to be a starting mark, a boat must not touch the pathfinder or obstruct the pathfinder or gate boat in any way that causes the start to be abandoned.
- 12.2 If a boat breaks SI 12.1 and is identified, she will be disqualified without a hearing, even if the race is restarted, re-sailed, or rescheduled. If a general recall is signaled or the race is abandoned after the starting signal, the race committee will display the boat's sail number for at least 3 minutes before the next warning signal for that race, and if the race is restarted or re-sailed, she shall not sail in it. However, a boat may participate in the restarted race providing she notifies the race committee prior to the warning signal that she intends to protest another boat and/or request redress in connection with the incident. If she sails in the race and does not file a valid protest or request for redress, she shall be scored DNE. If her protest is dismissed or her request for redress is denied, she shall be scored DSQ. This changes RRS 36, 62.2, 63.1, and A5.
- 12.3 A boat that cannot avoid touching the gate boat but the contact does not result in the abandonment of the start, shall retire or take a penalty as set out in SI. 16.2

13 CHANGE OF THE NEXT LEG OF THE COURSE

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. Race committee may adjust the course bearing of the next leg of the course by up to 10 degrees without signal. This changes rule 33.

14 THE FINISH

The finishing line will be between the staff displaying a solid blue flag on the race committee signal vessel and a staff displaying an orange flag on the pin end finishing mark or the course side of the orange finishing buoy.

15 TIME LIMITS

- 15.1 The target times in minutes are as follows:

Event:	Races/day:	Target time:
All	3	60
	4	45

Failure to meet the target time will not be grounds for redress. This changes RRS 62.1(a).

- 15.2 If no boat has passed mark 1 within 45 minutes of the start, the race will be abandoned.
- 15.3 If no boat sails the course and finishes within 120 minutes, the race will be abandoned.

- 15.4 Boats still racing and failing to finish within 15 minutes after the first boat sails the course and finishes, and not subsequently retiring, penalized or given redress, will be scored TLE (Time Limit Expired, see SI 16.4) without a hearing. This changes RRS 35, 63.1, A4 and A5.

16 PENALTY SYSTEM

- 16.1 RRS Appendix P, Special Procedures for RRS 42, will apply as modified in these SI's.

16.2 RRS 44.1 and P2.1 are changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

- 16.3 RRS Appendix T1, Post-Race Penalties, will apply.

- 16.4 Exoneration penalty. A boat that may have broken a rule of RRS Part 2, may, after finishing the race concerned and before the start of a related protest hearing, notify the race committee that she accepts an Exoneration Penalty for the race in which the offense took place. This penalty does not reverse an OCS score, a disqualification under RRS 30.3 or a penalty under RRS Appendix P. It is not available for a breach of RRS 2 or of class rules or for gross misconduct under RRS 69. Nor is it available to a boat that caused injury or serious damage, or gained a significant advantage by her breach: in these circumstances, her penalty is to retire.

Any boat that takes an Exoneration Penalty as above shall make a report on a penalty acknowledgement form, which are available from the race office, within 90 minutes after the last boat has finished the last race of the day or the race committee signals no more racing today or within 30 minutes of the last placed boat back on beach at CCSC, whichever is later.

When an Exoneration Penalty is accepted:

Points equal to 25% of the boats that started the race in which the penalty is applied shall be added to the score of the boat that is taking the penalty

Neither the boat nor a jury may then revoke or remove the penalty unless it is removed by the jury as a result of a hearing relating to the same incident.

The boat shall not be penalized further in a protest hearing when the Jury decides that it was appropriate to the facts found and the applicable rules.

After application of a penalty the scores of other boats will not be changed, therefore, two boats may receive the same score.

- 16.5 Any boat that retires from a race after finishing shall sign the retirement form, located in the race office, before the end of the protest time limit.

17 PROTESTS AND REQUESTS FOR REDRESS

- 17.1 Protest forms are available at the race office located in the clubhouse at CCSC. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.
- 17.2 The protest time limit is 60 minutes after the arrival of the race committee signal vessel at the dock. The race committee will post its arrival time on the notice board.
- 17.3 Post-Race Penalties may be taken by submitting a Penalty Acceptance Form at the race office.
- 17.4 Scoring inquiries may be made by submitting a Scoring Inquiry Form at the race office.
- 17.5 Notices will be posted on the official notice board no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as

witnesses and the location of the hearing. Hearings will be held as soon as practical after sailing.

- 17.6 Notices of protests by the race committee, technical committee or jury will be posted on the official notice board to inform boats under RRS 61.1(b).
- 17.7 On the last scheduled day of racing a request for redress based on a jury decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.
- 17.8 Decisions of the international jury will be final as provided in RRS 70.5.

18 SCORING

- 18.1 RRS Appendix A4, Low Point System, will apply.
- 18.2 Four races are required to be completed to constitute a series.
- 18.3 (a) When fewer than five races have been completed, a boat's series score will be the total of her race scores.
 - (b) When from five to eight races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
 - (c) When nine or more races have been completed, a boat's series score will be the total of her race scores excluding her 2 worst scores.
- 18.4 The score (prior to application of other penalties) for boats scored TLE will be points equal to the number of boats that sailed the course and finished within the finishing window plus two points by the race committee without a hearing. This changes RRS A4.2, A5, and A11.

19 [DP] [NP] SAFETY REGULATIONS

- 19.1 A boat that retires from a race shall notify the race committee as soon as possible.
- 19.2 [DP]A boat receiving outside assistance shall report that assistance to the Dinghy Clubhouse and complete the outside assistance form, within the protest time limit.

20 [DP] REPLACEMENT OF CREW OR EQUIPMENT

- 20.1 Substitution of competitors will not be allowed without prior written approval of the class officers.
- 20.2 Substitution of damaged or lost equipment will not be allowed unless authorized by the class officers. Requests for substitution shall be made to the class officers at the first reasonable opportunity.
- 20.3 Requests to the technical committee can be made at the CCSC.

21 EQUIPMENT AND MEASUREMENT CHECKS

A boat or its equipment may be inspected by the technical committee at any time for compliance with the class rules and sailing instructions. On the water, a boat can be instructed by the technical committee to proceed immediately to a designated area for inspection. See Attachment E for measurement methodology and protocols.

22 [DP] SUPPORT VESSELS

- 22.1 All support persons shall comply with the Support Vessel Regulations published on the

notice board.

- 22.2 From the time a boat leaves the harbor until returning to the harbor after racing, competitors shall not receive any on-water assistance whatsoever from a support person whose registration has been revoked. If this rule is broken, the penalty will be in accordance with RRS 64.4(b).

23 [DP] TRASH DISPOSAL

Boats shall not intentionally put trash in the water. Trash may be placed aboard support, race committee and jury vessels. RRS 41 is changed to permit a boat to place trash on a race committee or jury vessel after her preparatory signal.

24 [DP] RADIO COMMUNICATION

- 24.1 The race committee intends to use VHF radio channel 72 to communicate information to competing boats and support vessels. Competitors are encouraged to carry VHF radios for safety.
- 24.2 Except in an emergency, from the preparatory signal a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats except when using equipment provided by the OA.

25 PRIZES

- 25.1 Prizes will be awarded as follows:
- (a) First three teams in the Midwinters Championship
 - (b) First five teams in the North American Championship
- 25.2 Additional prizes may be awarded.

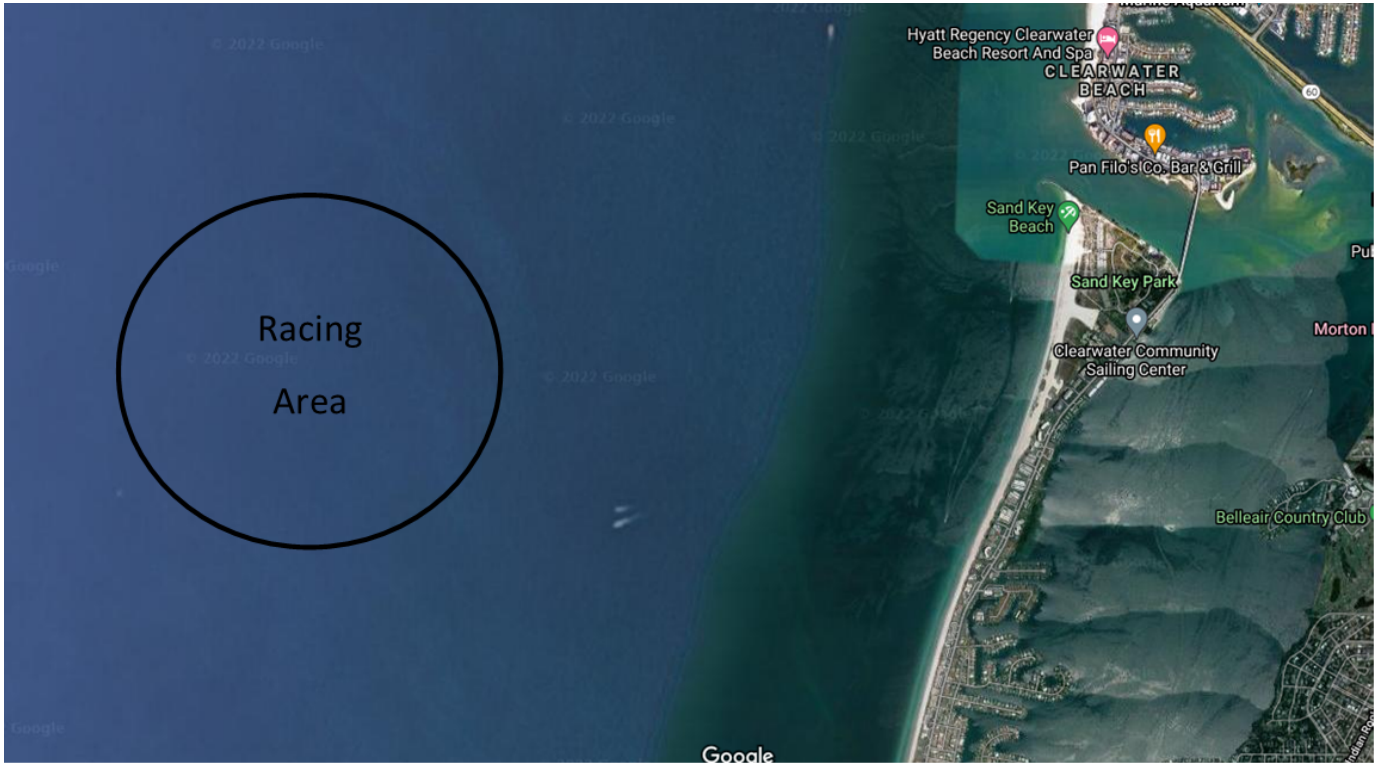
26 DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See RRS 3, 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.

27 INSURANCE

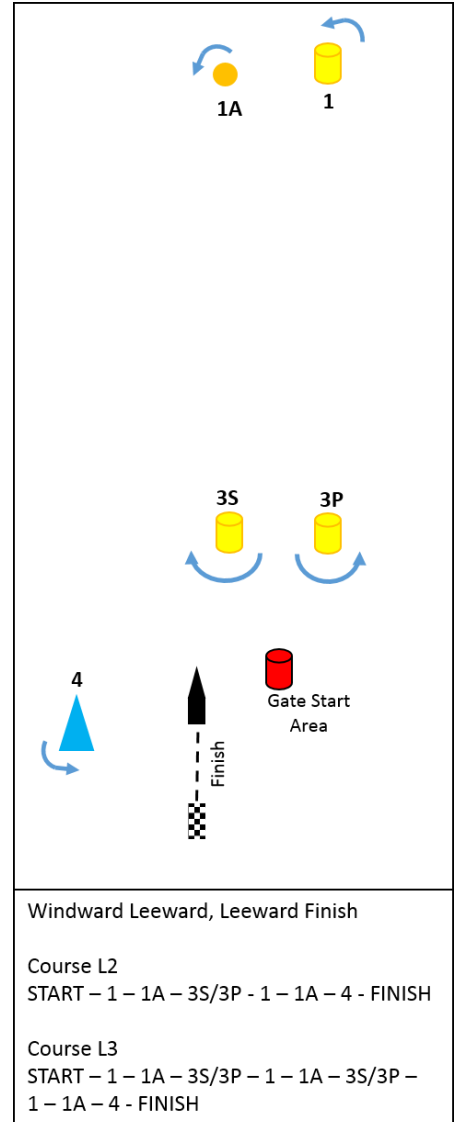
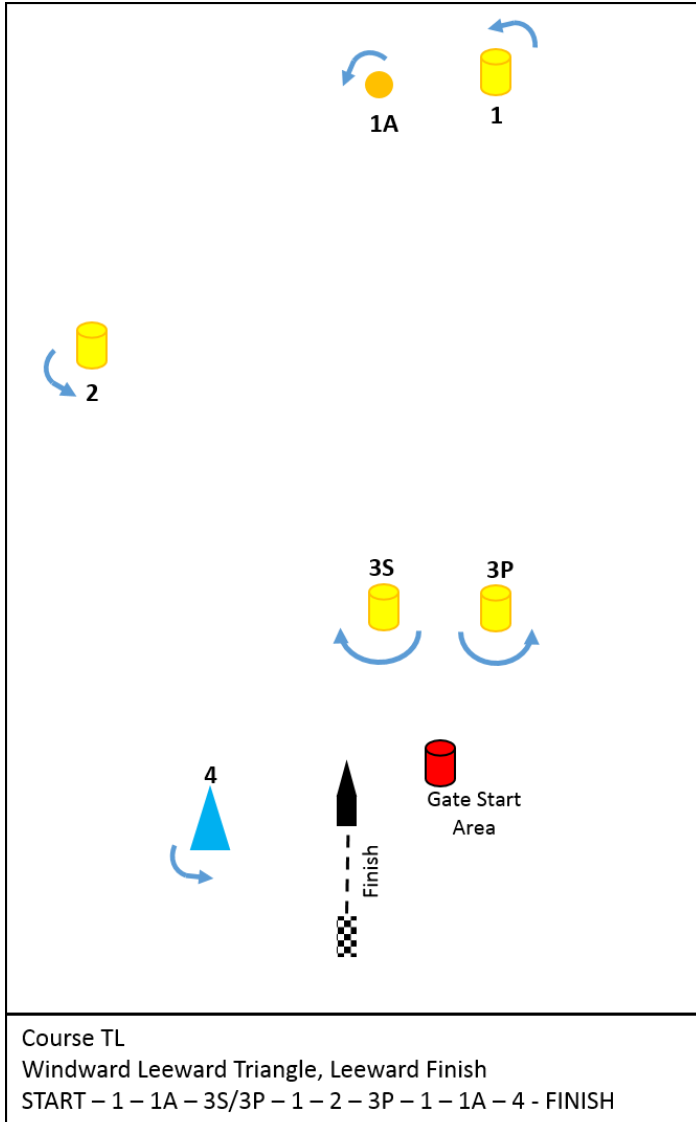
Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of USD\$ 375,000 per event or the equivalent.

ATTACHMENT A - RACING AREA



ATTACHMENT B - COURSES

NOTE: These courses are designed so the committee boat does not need to move between the start and finish of leeward finish races.
 The distance between the leeward gate and the start finish area should be increased to help meet target times. (ie the first work and last run can be longer than the middle laps)



ATTACHMENT E - EQUIPMENT AND MEASUREMENT CHECKS

All boats not weighed at the Newport 2021 NA's will be weighed but where rigs, sails and hulls have been previously checked and competitors are sure their boat and equipment comply with Class Rules, Notice of Race and Sailing Instructions, there will be no compulsory formal measurement.

All competitors are responsible for ensuring their boat and equipment comply.

Spot checks may be carried out during the Regatta. Penalties may apply if equipment is found not to comply.

Full measurement will be available during the official measurement times should a Competitor wish to have anything checked. However, if you are not sure or comfortable checking your own equipment it is recommended you enlist help from knowledgeable fellow competitors in the boat park or before you ship the boat.

THE MEASUREMENT PROCESS

WEIGHING.

ALL competitors must present their boat and equipment needing measurement to the measurement area during the times stipulated in the Sailing Instructions to check the sailing weight complies with the Class Rules.

MAST, BOOM, SPINNAKER POLES, RUDDER, AND CENTREBOARD.

Competitors will be allowed to use the following measured equipment as follows:

- 1 only Mast
- 1 only Boom
- 1 or 2 two spinnaker poles
- 1 only Center Board
- 1 only Rudder
- **SAILS.** Sails that competitors plan to use during these Championships must be stamped with a measurement stamp. Two of each sail may be presented for stamping. Only stamped sails may be used during the Championship. Sails should be presented for stamping during the measurement times stipulated in the Sailing Instructions

SAFETY EQUIPMENT Competitors must ensure they have on board at all times

- A tow line of at least 10 meters in length and 6mm in diameter;
- A paddle with a minimum length of 750mm;
- An approved personal flotation device (to the American Standard or equivalent International Standard) for each crew member and to be worn at all times while afloat.

MEASUREMENT CHECKS DURING THE REGATTA.

A boat or its equipment may be inspected at any time for compliance with the Class Rules, NOR and Sailing Instructions.

Spot Checks may be carried out after racing each day.

Boats finishing in predetermined positions in the last race of the day may be selected for measurement checks when they return to the boat park. These finishing positions and the items to be checked will be selected in advance by the Jury.

Boats, or equipment found not to comply with Class Rules, the NOR or the SIs may be penalized or disqualified from the most recent race.

Consequences of a boat or item of equipment found not to comply in a Spot Check.

If a measurement is found to be wrong, it will be referred to the Technical Committee. Where

the quantum of the measurement is small and deemed to be non-material, the Competitor will be required to fix the item in question before the next race and there will be no penalty. Where a required Band of contrasting color is found to be missing or in the wrong place the Competitor will be required to fix the Band in question before the next race and there will be no penalty. If that Competitor is subsequently found to have that or any other Band wrong (a second offense), the Technical Committee will Protest that boat for a breach of the Class Rules. The Penalty if the Jury finds there is a breach of the Rules will be a DSQ in the most recent race.

If an item of Safety Equipment is found to not have been on board during the day's racing, the Technical Committee will Protest that boat for a breach of the SIs. The Penalty if the Jury finds there is a breach of SI (or NOR) will be a 5 point scoring penalty for a first offense and a DSQ in the most recent race for a subsequent offense.

Where a sail used racing is found not to have a Regatta Stamp or a piece of equipment is found not to have the Regatta Sticker, the Technical Committee will Protest that boat for a breach of Class Rules. The Penalty if the Jury finds there is a breach of Class Rules will be a disqualification from the last race sailed.

THE TECHNICAL COMMITTEE

The Technical Committee will be appointed by the Organizing Authority

SUPPORTING INFORMATION – EXTRACTS FROM CLASS RULES TO ASSIST COMPETITORS

Contrasting Bands on Masts

Limit marks not less than 10mm in width shall be placed round the mast at the following three positions measured with the mast standing perpendicular to the baseline.

- Deck limit mark: upper edge level with the top of the deck. - tolerance 1 mm (mast datum point).
- Lower limit mark: upper edge not less than 381mm above the mast datum point (lower point).
- Upper limit mark: lower edge not more than 6858mm above the mast datum point (upper point).
- The top point of the mast spar shall be not more than 7011mm above the mast datum point.

Contrasting Bands on Booms

An outer limit mark not less than 10mm in width shall be placed around the boom spar. The outer point distance shall not exceed 2858mm.

Centerboard

The centreboard shall fit within the centreboard case not extending below the bottom of the hull when fully raised. The trailing edge may project above the centreboard case top when in the raised or partly raised position. No part of the leading edge which is more than 300mm from the tip and is capable of protruding below the hull shall be capable of being raised more than 200mm above the bottom of the hull. No part of the centreboard shall be capable of protruding more than 1450mm below the hull.
