

2022 ILCA District 13 Championship
Sarasota Sailing Squadron, December 3-4
(as amended December 2, 2022 at 1600)

SAILING INSTRUCTIONS

The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. The notation '[DP]' in a rule means that the rule is subject to a discretionary penalty which can be less than disqualification.

1. RULES

The event is governed by the rules as defined in *The Racing Rules of Sailing* (RRS).

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1. Any changes to the Sis will be posted before 0930 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.
- 2.2. Oral changes to these Sis may be given on the water by hail from the RC Signal vessel in accordance with RRS 90.2©. The RC Signal vessel will display code flag L with one sound and communicate the changes before the next warning signal.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1. Notices to competitors will be posted on the official notice board located in the Squadron pavilion. On the water, the race committee (RC) intends to monitor and communicate over VHF 69.

4. [DP] CODE OF CONDUCT

Competitors and support persons shall comply with reasonable requests from race officials.

5. SIGNALS MADE ASHORE

- 5.1. Signals made ashore will be displayed from the Squadron flagpole.
- 5.2. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in Race Signals.

6. SCHEDULE OF RACES

Day	Date	Time	Event
Friday	Dec. 2	1700-1900	Check-In
Saturday	Dec. 3	0800-1000	Check-In
		1015	Competitor Briefing
		1130	First Warning
	Approx.	1700	Dinner
Sunday	Dec. 4	1030	First Warning
		1430	No Warning after this time.
Awards as soon as practicable after racing.			

7. CLASS FLAGS

- 7.1. ILCA 7: white flag with red ILCA logo.
- 7.2. ILCA 6: green flag with red ILCA logo.
- 7.3. ILCA 4: yellow flag with red ILCA logo.

8. RACING AREA

The racing area will be Sarasota Bay as shown in SI Attachment 2 – Course Area.

9. COURSES

- 9.1. The courses are described in SI Attachment 1.
- 9.2. The course to be sailed will be posted on a board on the RC Signal vessel at least 1 minute before the warning signal for that fleet.
- 9.3. If one of the leeward gate marks is missing, boats shall leave the existing mark to port.

10. MARKS

Mark	Original mark description	Change mark description
1, 2, 2s/2p, 3s/3p, 4s/4p	Orange Tetrahedron	Yellow Tetrahedron
S	Green Tetrahedron	Yellow Tetrahedron Small Red Tetrahedron
Finish Mark	Green Tetrahedron	
Alternate Start Mark	Green Tetrahedron Orange Sphere	
1a	Small ball type mark	

11. THE START

- 11.1. Races will be started using RRS 26.
- 11.2. The starting line is between staffs displaying orange flags on RC vessels at each end of the line. In the event the port end mark vessel is not present displaying an orange flag, it will be replaced by the "Alternate Start Mark".
- 11.3. [DP] [NP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 11.4. A boat that does not *start* within five minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.
- 11.5. The race committee will not hail OCS boats at the start.

12. CHANGE OF THE NEXT LEG OF THE COURSE

- 12.1. Course marks may be adjusted slightly to compensate for wind/current differences without signals or change marks, provided the adjustment is made before any boat begins that leg.
- 12.2. To change the next leg of the course, RC will lay a new mark 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.

13. THE FINISH

- 13.1. The finishing line is between a staff displaying a blue flag on the RC finish vessel and the course side of a nearby finishing mark.

14. PENALTY SYSTEM

- 14.1. RRS Appendix V shall apply.

15. TIME LIMITS AND TARGET TIMES

- 15.1. The time limit for the first boat to finish in each fleet is 90 minutes.
- 15.2. The target time for races is 40-55 minutes.
- 15.3. The finishing window is 20 minutes after the first boat in her fleet sails the course and finishes. Boats failing to finish within the finishing window, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place two more than the points scored by the last boat that finished within the finishing window but not worse than DNF. This changes RRS 35, A5.1, A5.2 and A10.
- 15.4. Failure to meet target times will not be grounds for redress. This changes RRS 62.1 (a).

16. HEARING REQUESTS

- 16.1. The protest time limit is 60 minutes after the RC Signal vessel docks. The time will be posted on the official notice board.
- 16.2. Hearing request and scoring inquiry forms will be available at the official notice board.
- 16.3. Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest room, located in the Squadron office.

17. SCORING

- 17.1. The scoring system in RRS Appendix A4 will be used.
- 17.2. Six total races are planned for each fleet.
- 17.3. When fewer than six races have been completed, a boat's series score will be the total of her race scores. When six races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
- 17.4. One race in a fleet is required to be completed to constitute a series for that fleet.

18. [DP] [NP] SAFETY REGULATIONS

- 18.1. Check-In with the Designated Check-In Boat before the initial warning signal of a competitor's first race of each day by sailing near the Designated Check-In Boat's stern and hailing your sail number until acknowledged by the Designated Check-In Boat. The Designated Check-In Boat will be located approximately 100 yards to leeward of the Signal Boat displaying a "Lima" flag. If the Designated Check-In Boat is not on station check-in with the Signal Boat. Failure to check-in may result in a penalty.
- 18.2. A boat that retires from a race shall notify a Race Official at the first reasonable opportunity. A boat that withdraws from a race or does not intend to start a scheduled race shall inform a Race Official as soon as possible.
- 18.3. PFDs must be worn at all times while on the water except while changing or adjusting clothing or personal equipment.
- 18.4. Any official or support vessel may assist any competitors in the case of an emergency.

19. [DP] REPLACEMENT OF EQUIPMENT

- 19.1. Substitution of damaged or lost equipment is not allowed unless authorized in writing by the PRO, which shall be made aware at the first reasonable opportunity, which may be after the race.

20. [DP] [NP] SUPPORT TEAMS

- 20.1. Team leaders, coaches, and other support persons shall stay a minimum of 100 yards outside areas where boats racing from the time of the preparatory signal for the first fleet to start until all fleets have finished or retired or the RC signals a postponement, general recall, or abandonment. This shall not apply if asked to assist by a Race Official or in the case of an emergency.
- 20.2. All coach and support vessels are required to carry a VHF radio capable of transmitting and receiving normal channels, be ready to assist with safety if requested and monitor the RC working channel.
- 20.3. All support boats shall be equipped with an emergency engine cutoff switch. The operator shall wear the associated lanyard when in the vicinity of competitors, the sailing area, and the Sailing Squadron.

21. TRASH DISPOSAL

- 21.1. Trash and empty water bottles may be placed aboard support or race official vessels.

22. PRIZES

- 22.1. Prizes will be given as follows: top three (ILCA 7), top five (ILCA 6 and ILCA 4).
- 22.2. Top Masters divisions: Apprentice Master, Master, Grand Master, Great Grand Master and Legend.

23. RISK STATEMENT

RRS 3 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.**

24. FURTHER INFORMATION

For further information please contact:

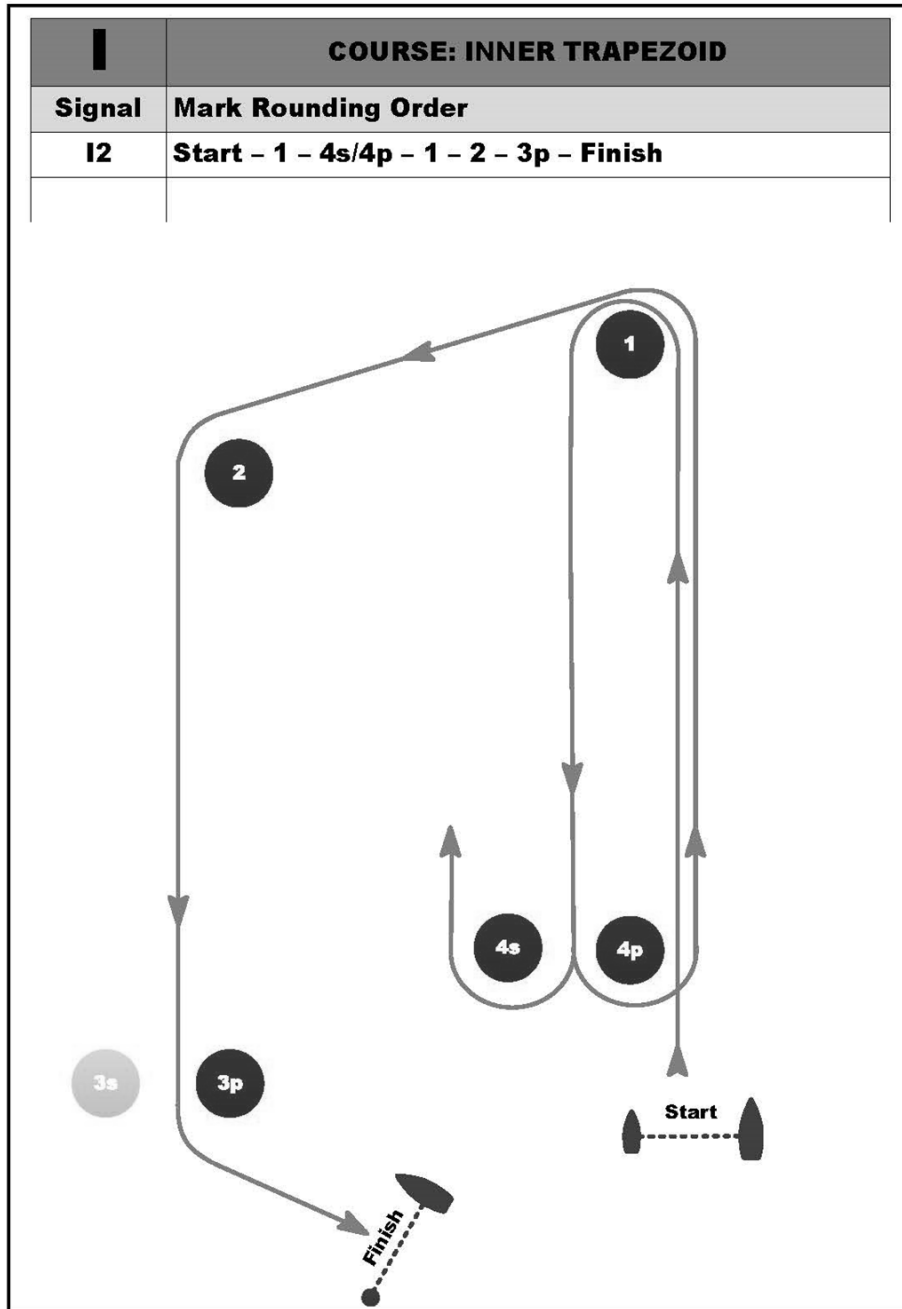
Regatta Chairman, Dave Hillmyer 941-284-5901 dhillmyer@mac.com

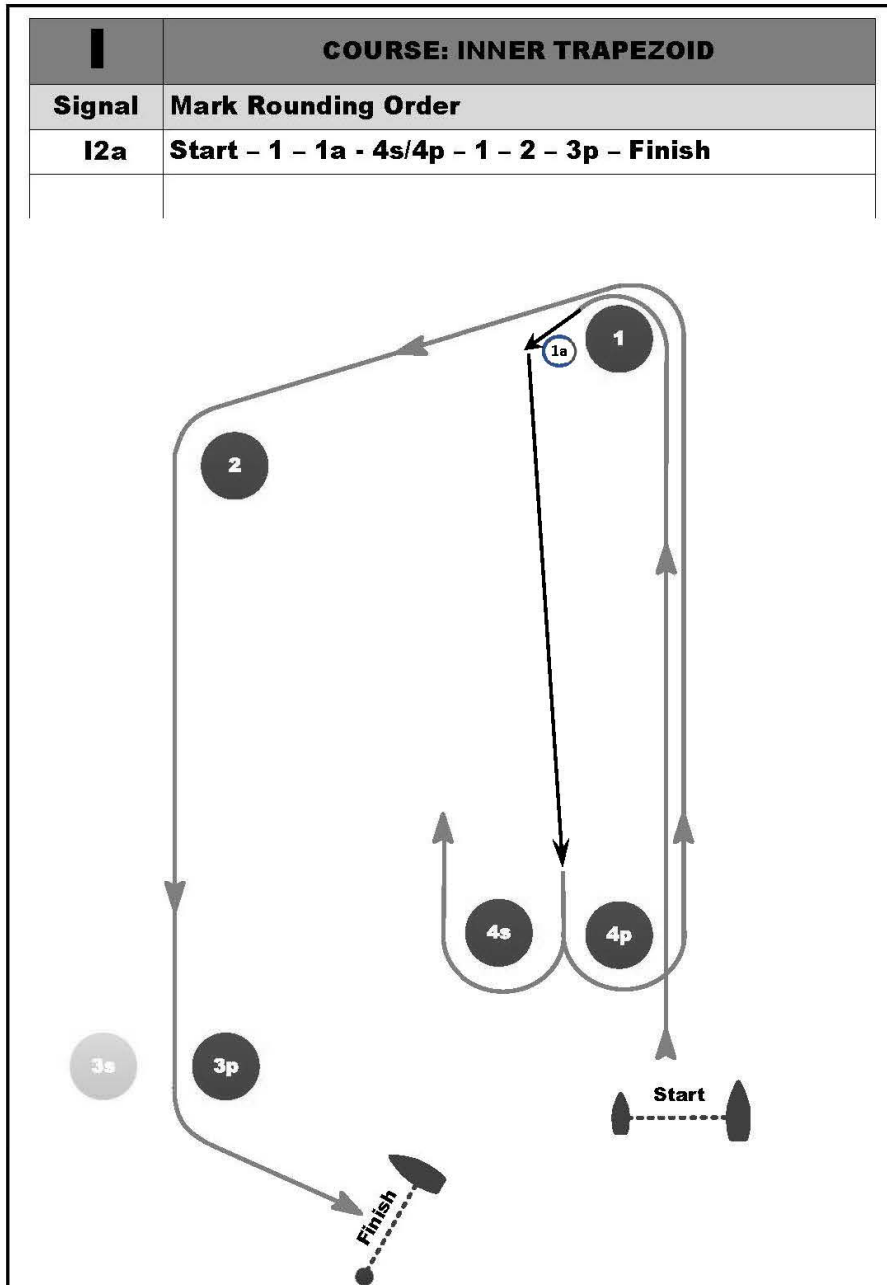
PRO, Taran Teague 703-851-2552 janetaranteague@gmail.com

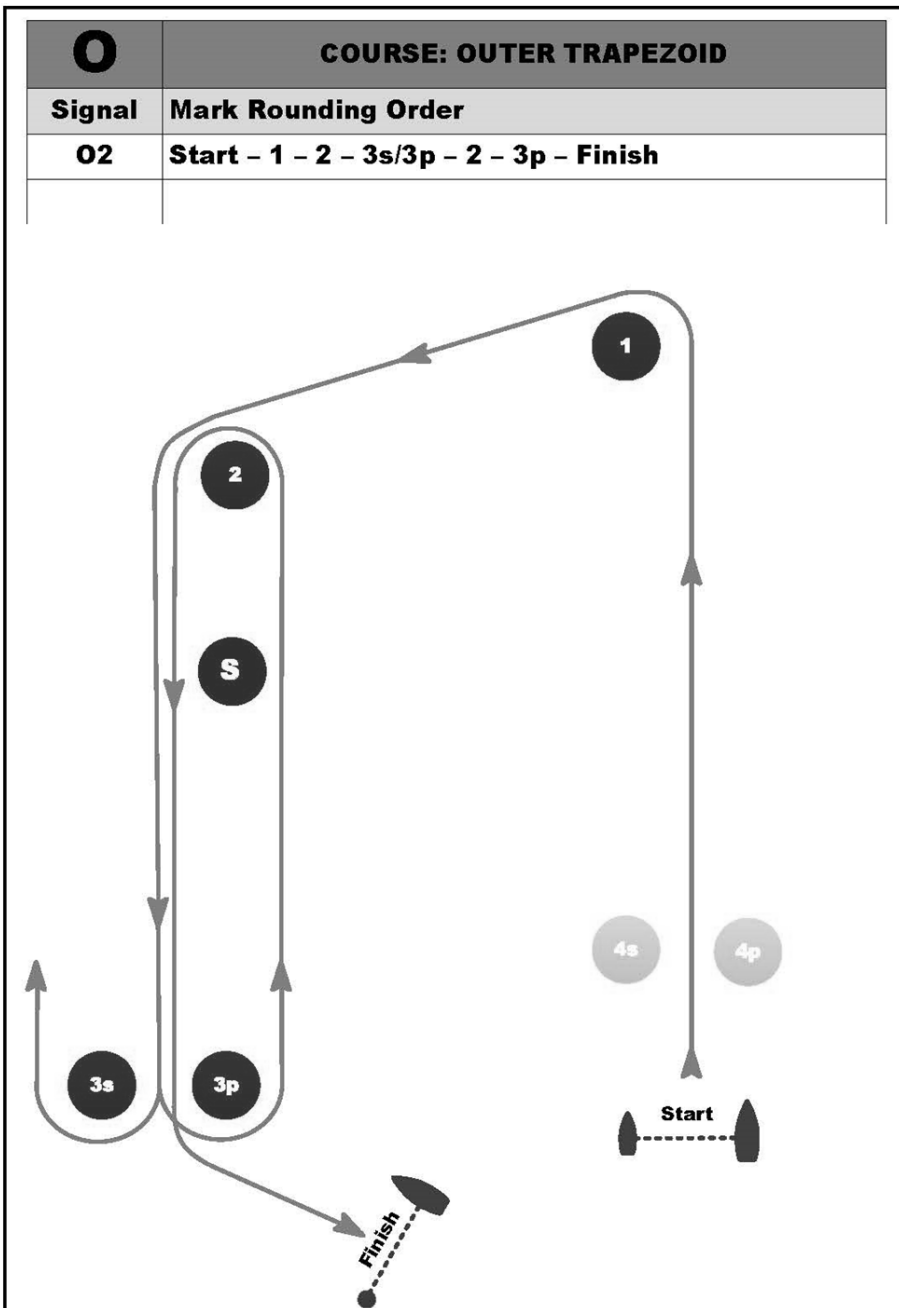
Chief Judge, Herb Larrabee 703-581-2865 herb.larrabee@larrabee.biz

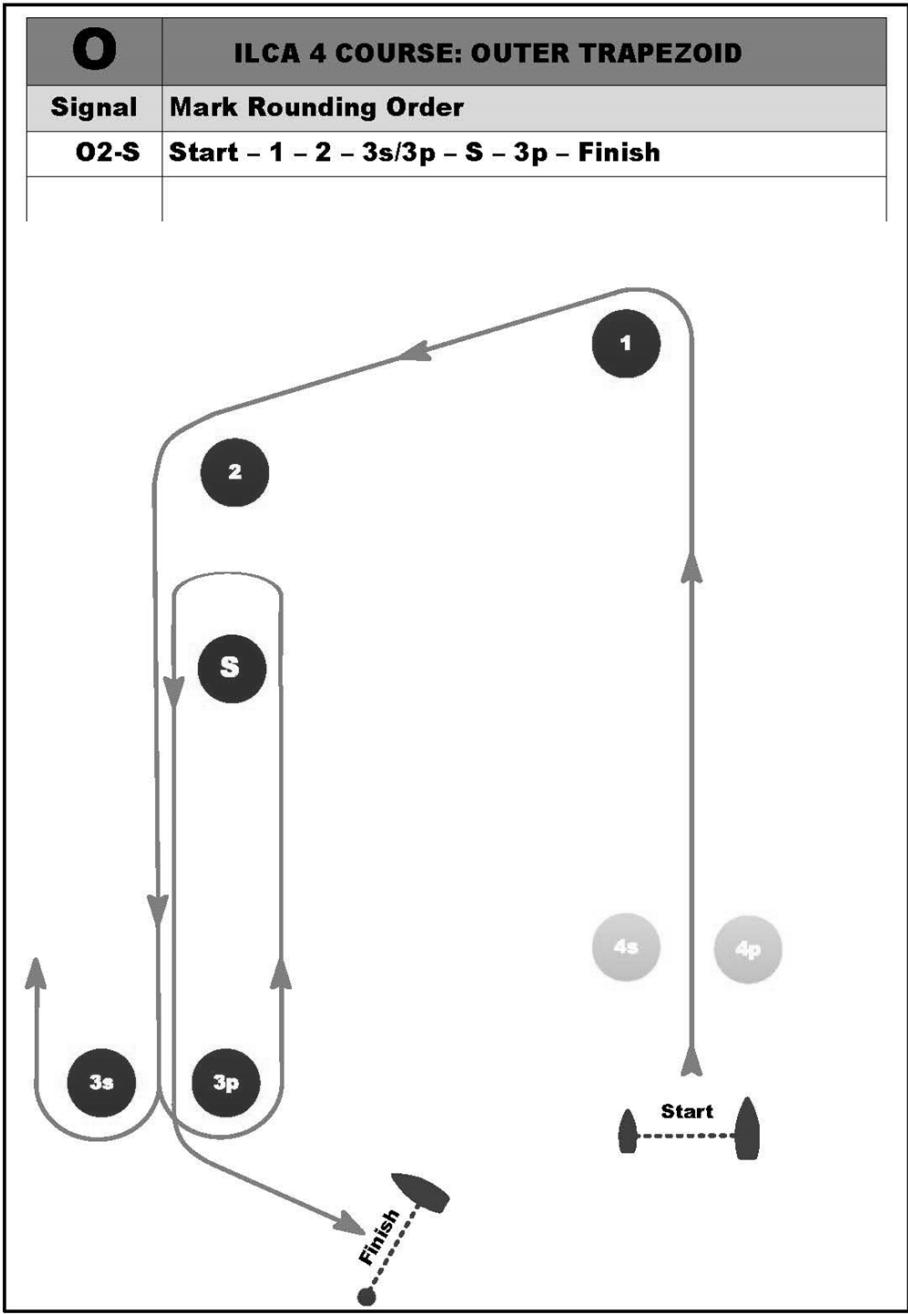
SI Attachment 1 – COURSES

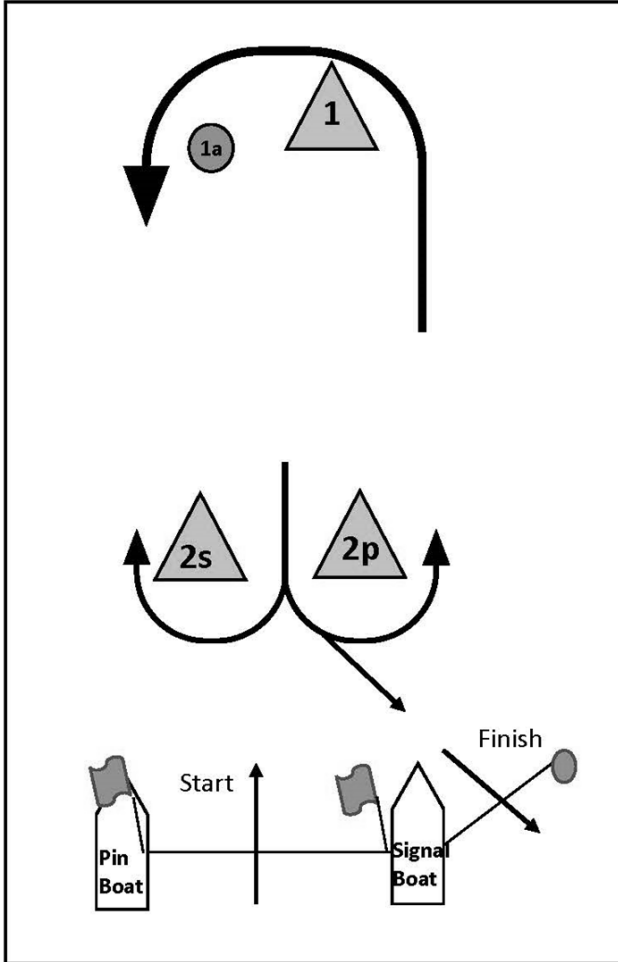
(for diagram purposes only – not to scale – actual marks may differ in shape, size and color)











Course LAD – Windward/Leeward Offset Mark, Reach Finish	
Signal	Mark Rounding Order
LAD2	Start – 1- 1a – 2S/2P – 1 – 1a – 2P -Finish

SI Attachment 2 – RACE AREA
(for diagram purposes only – not to scale)

