

LASER NORTH AMERICAN CHAMPIONSHIPS

SAILING INSTRUCTIONS

[DP] denotes a rule for which the penalty is at the discretion of the protest committee (see SI 16).

[NP] denotes that a breach of this rule will not be grounds for a protest by a boat.

1 RULES

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2 The applicable prescriptions of Sail Canada that will apply and are listed in Addendum C.
- 1.3 The regatta is an International Sailing Federation 100 point event. Reference [http://www.sailing.org/tools/documents/2013RegulationsUpdatedMay2013-\[15109\].pdf](http://www.sailing.org/tools/documents/2013RegulationsUpdatedMay2013-[15109].pdf) - paragraph 27.1.3
- 1.4 RRS Appendix P, Special Procedure for RRS 42 will apply.

2 NOTICES TO COMPETITORS

Notices to competitors will be posted on the regatta official notice boards in the sail measurement hall located in the Portsmouth Olympic Harbour building. Notices concerning protest and redress hearings status and timing will be posted on the white board at the protest committee desk.

3 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions 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.

4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed at the official flagpole located mid-harbour at Portsmouth Olympic Harbour. When a signal is displayed over a class or fleet flag it applies to that class or fleet only.
- 4.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 45 minutes' in the race signal AP.
- 4.3 [DP] Boats may NOT launch until flag D is displayed with one sound. The warning signal will be made not less than 60 minutes after flag D is displayed.

5 RACE FORMAT

The Laser Standard, Laser Radial and Laser 4.7 classes will have separate starts. For each class, the regatta may consist of a single series or may be split into a Qualifying and Final Series, as described in Addendum A. The decision will be made at the end of registration Wednesday, July 24th.

6 SCHEDULE OF RACES

- 6.1 Dates of racing:

Date	For Split Fleets	For Non-split Fleets
Wednesday, July 24	Registration	Registration
Thursday, July 25	Qualifying Series	Racing
Friday, July 26	Qualifying Series	Racing
Saturday, July 27	Final Series	Racing
Sunday, July 28	Final Series	Racing

- 6.2 Number of races & scheduled warning signal times are as follows (This changes NOR 5.): Note that for qualifying series a race consists of 2, 3, or 4 starts depending on the number of fleets.

Class	Number	Races per day	Warning Signal
Laser Standard	12	3	1300 the first day and 1200 thereafter
Laser Radial	12	3	1200 the first day and 1100 thereafter
Laser 4.7	12	3	1300 the first day and 1200 thereafter

One extra race per day may be sailed, provided that no class becomes more than one race ahead of schedule.

- 6.3 After a long postponement, to alert boats that a race or sequence of races will begin soon, an orange flag will be displayed with one sound five minutes before the next warning signal.
- 6.4 On the last day of the regatta no warning signal will be made after 1500.

7 CLASS/FLEET IDENTIFICATION

- 7.1 Class/fleet flags will be:

Class	Flag
Laser Standard	Laser Insignia
Laser Radial	"R" on contrasting background
Laser 4.7	Black 4.7 on white field
Split Fleets	
Yellow	Yellow
Blue	Blue
Red	Red
Gold	Yellow
Silver	Blue
Bronze	Red

- 7.2 When checking-in at the regatta office, each boat will be issued coloured bands to be used during a qualifying series. Daily fleet assignments will be posted on the official notice board in accordance with Addendum A.
- 7.3 *[DP] [NP]* While racing, each boat shall display a coloured band corresponding to the fleet to which she has been assigned. The band shall be placed on the bottom mast between the boom vang fitting and the boom.

8 RACING AREAS

- 8.1 The signal boat for each race course will fly the Race Area Flag corresponding to their Racing Area when leaving the harbour until a few minutes before the warning signal for the first race of the day when it will be replaced by the orange start line flag. Failure of the race committee to follow this procedure will not be grounds for redress.
- 8.2 The race areas will be in Kingston Harbour. A map of the race areas will be posted on the official notice board. Race areas are assigned as follows:

Class	Racing Area	Racing Area Flag
Laser Standard	Golf	numeral pennant 1
Laser Radial	Alpha	numeral pennant 2
Laser 4.7	Golf	numeral pennant 1

9 THE COURSES

- 9.1 The diagrams in Addendum B show the courses, including the course designations, course signals, approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.
- 9.2 In response to course conditions, the race committee may move one or the other gate mark without a signal.
- 9.3 Where there is a gate if one of the gate marks is missing the remaining gate mark will be left to port.
- 9.4 The course to be sailed will be signalled by means of dark lettering on a white board displayed off the transom of the signal boat.

10 MARKS

Will be inflatables of the following colour:

Course	Course Marks	New Mark
Alpha (Radials)	Orange Tetras	Orange Cylinder
Golf (Laser Std, & 4.7)	Yellow Tetras	Yellow Cylinder

For any subsequent change, the previous shape will be used.

The Start and Finish Marks will be Orange Flags displayed on the Start and Finish Signal boats and on the staff at the port end.

11 THE START

- 11.1 Races will be started by using RRS 26.
- 11.2 The starting line will be between a staff displaying an orange flag on a race committee boat and the course side of the port-end starting mark.
- 11.3 A “mid-line” mark may be used to assist with the start. It is not a mark of the course and may not be positioned on the starting line.
- 11.4 *[DP] [NP]* When a start sequence is in progress, boats not racing or whose starting sequence has not commenced shall remain at least 25 metres below the starting line or its extensions.
- 11.5 A boat starting later than 4 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A4 and A5.

12 CHANGE OF THE NEXT LEG OF THE COURSE

A change of the next leg of the course will first be attempted by changing the position of the original marks. When this is not possible the course will be reset using one or more alternate marks (described in SI 10). When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

13 ABANDONING A RACE

Under RRS 32.1, the race committee may abandon the race because of a major wind shift or irregular winds or when the wind speed drops below 5 knots (2.5 m/s) as measured by the race committee. RRS 62.1(a) is changed such that an action or inaction of the race committee under this SI will not be grounds for redress..

14 THE FINISH

- 14.1 The finishing line will be between a staff displaying an orange flag on a race committee boat and the finishing mark.
- 14.2 Flag “A” displayed, with no sound, while boats are finishing means “no more racing today”.

15 TIME LIMITS AND TARGET TIMES

- 15.1 Time limits and target times are as follows: (All times are in minutes.)

Class	Time Limit	Mark 1 Time Limit	Target Time
Laser Standard	90	25	60
Laser Radial	90	25	60
Laser 4.7	90	25	60

If no boat has passed Mark 1 within the Mark 1 time limit the race will be abandoned. Failure to meet the target time will not be grounds for redress. This changes RRS 62.1(a).

- 15.2 Boats failing to finish within 30 minutes after the first boat sails the course and finishes will be scored the average of the remaining places. This changes RRS 35, A4 and A5.
- 15.3 Prior to the expiration of the time limit of SI 15.2, the race committee may award finishing places to boats which are delaying the start of the next race. This changes RRS 35, A4 and A5.

16 PROTESTS AND REQUESTS FOR REDRESS

- 16.1 Protests shall be in writing and delivered to the protest committee within the protest time limit. Protest forms will be available at the protest committee desk. The protest time limit will be posted on the official notice board by the Protest Committee and may be different for each class/fleet.
- 16.2 Protest time limit will be 90 minutes after the last boat finishes on each course. Protest notices will be posted within 30 minutes of the protest time limit for each class/fleet. Protests will be heard at the protest committee office.
- 16.3 Notices of protests by the race committee or protest committee will be posted before the end of the protest time limit to inform boats under RRS 61.1(b).
- 16.4 On the last day of the qualifying series and on the last scheduled day of racing a request for a reopening of a hearing under RRS 66 shall be delivered:
 - (a) within the protest time limit if the party requesting reopening was informed of the decision on the previous day;
 - (b) no later than 30 minutes after the party requesting reopening was informed of the decision on that day.
 - (c) If no racing has taken place on that day, no later than 30 minutes after 'AP over A' is displayed ashore.
- 16.5 On the last day of the qualifying series or the last scheduled day of racing, a request for redress based on a Protest Committee decision under RRS 62.2 shall be delivered no later than 30 minutes after the decision was posted.
- 16.6 Penalties for breaches of sailing instructions marked *[DP]* or class rules, are at the discretion of the protest committee. A boat may accept a discretionary penalty before a hearing concerning the same incident by completing a form available at the jury desk.
- 16.7 Breaches of sailing instructions marked *[NP]* will not be grounds for a protest by a boat. This changes RRS 60.1(a).
- 16.8 To request correction of an alleged error in posted race or series results, a boat shall complete a Scoring Enquiry Form available at the protest committee desk.
- 16.9 Notice of scoring actions and penalties for breaking rule 42 will be posted on the official notice board. When this posting is made prior to the protest time limit, requests for redress based on these actions or penalties shall be filed no later than 30 minutes after the protest filing deadline.

17 ARBITRATION

- 17.1 RRS 44.1 is modified to allow a boat to take an arbitration penalty for a breach of a rule of Part 2 or rule 31 after the incident but prior to the protest hearing by acknowledging the breach before arbitration or by accepting the opinion of the arbitrator.
- 17.2 For protests involving an alleged breach of a rule of Part 2 or rule 31, a short arbitration hearing of not more than 10 minutes will be held prior to a protest hearing. This changes Part 5, Section B of the RRS.
- 17.3 A boat that accepts the arbitrator's opinion that she broke a rule of Part 2 or rule 31 shall receive a penalty score of 40% as detailed in RRS 44.3(c).
- 17.4 The acceptance of an Arbitration Penalty cannot be grounds for redress or be appealed.
- 17.5 The arbitrator will not be a member of the protest committee that hears the protest but may observe the hearing. This changes RRS 63.3(a).

18 SCORING

- 18.1 The Low Point System of Appendix A will apply.
- 18.2 A minimum of three races must be completed to constitute a regatta for each class. In the case of split fleet racing all fleets must have completed at least three races.

- 18.3 Qualifying Series:
- (a) If at the end of 2 days of racing 4 races have not been completed by all fleets then the qualifying series will be extended by one day.
 - (b) If at the end of the qualifying series some boats have more race scores than others, scores for the most recent races will be excluded so that all boats have the same number of race scores.
 - (c) RRS A4.2 is changed so that the scores are based on the number of boats assigned to the largest fleet.
 - (d) Except for race scores excluded under SI 18.3(b), a boat's series score for the regatta will be the total of her race scores from those qualifying races completed by all fleets and her final races. Different final-series fleets need not have completed the same number of final races. The boats in the Gold fleet will be ranked highest, etc., in the regatta except for a boat disqualified from a final race under RRS 5 or 69.
- 18.4
- (a) When fewer than 5 races have been completed, a boat's series score will be the total of her race scores.
 - (b) When from 5 to 10 races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
 - (c) When 11 or more races have been completed, a boat's series score will be the total of her race scores excluding her two worst scores.
- 18.5 Results will be posted on the course notice boards and copies will be made available as soon as practicable.

19 SAFETY REGULATIONS

- 19.1 *[DP] [NP]* Competitors will check-out and check-in strictly in accordance with check-in/check-out procedures posted on the official notice board.
- 19.2 Failure to comply with SI 19.1 by the end of protest time shall result in a competitor having points equal to 10% of the fleet* rounded upwards to the nearest whole number added to their score without a hearing for the first violation, and 20% for the second violation. Additional alleged violations are subject to protest and, following a hearing, a penalty may include disqualification. This changes RRS 63.1, A3 and A5. Any boat so penalized may request redress under RRS 62.1 if the competitor believes the race committee made an error.
- * In the case where a class is split this refers to the fleet to which the competitor is assigned that day.
- 19.3 Competitors shall wear a life jacket or other adequate personal buoyancy securely fastened at all times when afloat except briefly while changing or adjusting clothing or personal equipment. Wet suits and dry suits do not constitute adequate personal buoyancy. Flag Y will not be flown. This changes the preamble to part 4 and RRS 40.
- 19.4 *[DP] [NP]* Prior to the first race of the day, each boat shall check-in with the signal boat and receive an acknowledgement.
- 19.5 *[DP] [NP]* All boats shall return directly to the harbour after completing their last race of the day.
- 19.6 *[DP] [NP]* A boat that retires from a race shall notify the race committee as soon as possible.

20 REPLACEMENT OF EQUIPMENT

[DP] In the event of damage, boats and equipment may only be substituted with the written permission of the race committee. If the damage occurs less than 2 hours before the first scheduled start on a racing day, and before the start of the last race of the day, provisional verbal permission shall be obtained from the protest or race committee and the written permission of the race committee shall be requested before the end of the protest time limit at the end of the day in which the substitution takes place. Equipment Substitution Forms will be available at the protest desk.

21 EQUIPMENT AND MEASUREMENT CHECKS

- 21.1 A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions. On the water, a boat can be instructed by a race committee to proceed immediately to a designated area for inspection.
- 21.2 A boat will register only one sail number and will have that number on the main sail. A boat which races with no number or a number other than the one registered with the organizing authority may be protested and subsequent disqualification from one or more races or such other penalty as may be assessed by the protest committee.

- 21.3 For recording purposes, the organizing authority reserves the right to require numbers or letters on a sail to be adjusted, repaired, outlined in black or replaced.

22 ADVERTISING

[DP] [NP] Boats may be required to display advertising supplied by the organizing authority.

23 OFFICIAL BOATS

Official boats will be marked as follows: patrol boats will display a distinctive yellow and red flag, and protest committee boats will display a flag with a black "J" on a white background. Media boats will display a flag with a black M on white background.

24 SUPPORT BOATS

- 24.1 Team leaders, coaches and other support personnel shall stay outside areas where boats are racing from the time of the preparatory signal for the first start until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment.
- 24.2 Support boats shall register with the organizing authority prior to the first scheduled race. Support boats shall be marked with a numbered identification flag.
- 24.3 *[DP] [NP]* If the protest committee receives a report of the support boat violating any provision of SI 24, the protest committee may call a hearing to investigate the incident. The protest committee may report the incident to their yacht club and or their national authority; bar their support boats from the premises or penalize their competitors.
- 24.4 In general emergency situations, the signal boat will fly the yellow and red safety flag and all support boats will come under the direction of the race committee.

25 HARBOUR AND SITE REGULATIONS

- 25.1 *[DP] [NP]* All boats shall be launched and hauled out as directed by the organizing authority. At the sole discretion of the organizing authority, dollies and trailers with protrusions may be prohibited from the launch area.
- 25.2 *[DP] [NP]* No boat, except those on assigned moorings, shall be left unattended in the water.
- 25.3 *[DP] [NP]* Automobiles and other vehicles must be parked only in accordance with Portsmouth Olympic Harbour, the City of Kingston and the organizing authority's regulations.
- 25.4 Camping is not permitted at Portsmouth Olympic Harbour.
- 25.5 Failure to follow these regulations by any competitor or the support personnel for that competitor may result in the rescinding of the entry for that competitor, or protest and subsequent disqualification from one or more races, or such other penalty as may be assessed by the protest committee.

26 TRASH DISPOSAL

[DP] [NP] As sailors, we seek to protect and restore our lakes. Boats shall not intentionally put trash in the water (RRS 55). Trash may be placed aboard support and race committee boats.

27 BERTHING

[DP] [NP] Boats shall be kept in their assigned places in the boat park.

28 PRIZES

Prizes will be awarded as follows: 3 entries = one, 4-5 entries = two, 6 or more entries = three. In classes where numbers warrant, other prizes may be given. Class trophies or prizes may be awarded in accordance with class association requirements.

29 DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. Athletes are entirely responsible for their own safety whether afloat or ashore and nothing reduces this responsibility. It is for athletes to decide whether their boat is fit to sail in the conditions in which it will find itself. By launching or going to sea athletes confirm the boat is fit for those conditions and they are competent to sail and compete in them. 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. Nothing done by the organizers can reduce the responsibility for the owners and/or athletes, nor will it make the organizers responsible for any loss, damage, death or personal injury,

however it may have occurred as a result of the boat taking part in the racing. “The organizing authority” encompasses everyone helping to run the event. The provision of patrol boats does not relieve owners and athletes of their responsibility. The act of registration confirms that competitors have read and accept these conditions.

30 RIGHTS TO USE NAME AND LIKENESS

By participating in this event, competitors automatically grant to the organizing authority and the event sponsors the right, in perpetuity, to make, use, and show, at their discretion, any photography, audio and video recordings, and other reproductions of them made at the venue or on the water from the time of their arrival at the venue, until their final departure, without compensation.

NOTE:

All competitors are required to sign out before leaving for the race course and sign in immediately upon returning to harbour. The sign in – sign out sheets will be located on tables just outside the CORK office.

ADDENDUM A

Qualifying and Final Series Formats

1 INTRODUCTION

This addendum applies when boats are divided into fleets to sail a qualifying series and a final series.

2 QUALIFYING SERIES

- 2.1 For the qualifying series boats will be assigned to fleets of, as near as possible, equal size and ability.
- 2.2 Initial assignments will be made by a seeding committee appointed by the organizing authority and will be posted by 2000 on the last day of registration.
- 2.3 In the qualifying series boats will be reassigned to fleets after each day of racing, except if on the first day only one race is completed. If all fleets have completed the same number of races, boats will be reassigned on the basis of their ranks in the series. If all fleets have not completed the same number of races the series scores for reassignment will be calculated for those races, numbered in order of completion, completed by all fleets.
- 2.4 Reassignments will be made as follows:

Rank in Series	Fleet Assignment	
	Two fleet format	Three fleets format
1 st	Yellow	Yellow
2 nd	Blue	Blue
3 rd	Blue	Red
4 th	Yellow	Red
5 th	Yellow	Blue
6 th	Blue	Yellow
7 th	Blue	Yellow
8 th	Yellow	Blue
9 th	Yellow	Red
And so on...		

- 2.5 Reassignments will be based on the ranking available at 2100 that day regardless of protests or requests for redress not yet decided.
- 2.6 If all fleets have not completed the same number of races by the end of a day, the fleets with fewer races will continue racing the following day until all fleets have completed the same number of races. All boats will thereafter race in the new fleets.
- 2.7 If four races have not been completed on the last scheduled day of the qualifying series, the qualifying series will continue until the end of the racing day in which a fourth qualifying race is completed.

2.8 If at the end of the qualifying series some qualifying series fleets have more race scores than others, any extra races will be abandoned so that all boats in the qualifying series have the same number of race scores.

3 FINAL SERIES

- 3.1 Boats will be assigned to final series fleets on the basis of their ranks in the qualifying series.
- 3.2 There will be the same number of fleets in the final series as there were in the qualifying series.
- 3.3 The final series fleets will be, as nearly as possible, of equal size but so that the Silver fleet is not larger than the Gold fleet and the Bronze fleet (where it exists) is not larger than the Silver fleet and the Emerald fleet (where it exists) is not larger than the Bronze fleet. Boats with the best qualifying series ranks will race all final series races in the Gold fleet; boats with the next best qualifying series ranks will race in the Silver fleet; boats with the next best qualifying series ranks will race in the Bronze fleet (where it exists); and boats with the next best qualifying series ranks will race in the Emerald fleet (where it exists).
- 3.4 Any recalculation of qualifying series ranking after boats have been assigned to final series fleets will not affect the assignments except that a redress decision may promote a boat to a higher fleet.
- 3.5 Different final series fleets need not have completed the same number of final races. The boats in the Gold fleet will be ranked highest, except for a boat disqualified from a final series race under RRS 5 or 69.

ADDENDUM B

Course Illustrations

Course	Description	
	<i>Five mark trapezoid</i>	
	Signal	Mark Rounding Order
	O 1	Start-1-2-3p-5-Finish
	I 2	Start-1-4s/4p-1-2-3p-5-Finish
	O 2	Start-1-2-3s/3p-2-3p-5-Finish

ADDENDUM C

2013-2016 Sail Canada Prescriptions

Sail Canada Prescriptions 2013–2016 that will apply are stated below:

Effective 1 January 2013

Sail Canada prescribes:

Rule 46 – Person in Charge

Sail Canada prescribes that the designated person in charge, if resident in Canada, shall be a member of a club affiliated with Sail Canada.

Rule 61.2 – Protest Contents

Sail Canada prescribes that no fee shall be charged for delivering a protest or a request for redress.

Rule 64.3 – Decisions on Protests Concerning Class Rules (insert directly under the title to the rule)

Sail Canada prescribes that unless otherwise provided in its class rules, the ISAF Equipment Rules of Sailing shall apply to all classes racing in Canada.

Rule 67 – Damages

Sail Canada prescribes that a boat that has been found by a protest committee to have broken a rule and caused damage shall be considered at fault for the purposes of rule 67.

Rule 70.5(a) – Appeals and Requests to a National Authority

Sail Canada so prescribes.

Rule 88.2 National Prescriptions

Sail Canada prescribes that the sailing instructions of national or lesser events shall not change or delete any Sail Canada prescription. For events that have a no appeal protest committee or an international jury, prescriptions to rule 61.2 and 67 shall not be deleted.

Appendix E8 – Appendix G Changes to Identification on Sails (insert directly under title to the rule)

Sail Canada prescribes that this rule applies to Canadian boats in all classes.

Appendix R – Procedures for Appeals and Requests (insert after the preamble)

Sail Canada prescribes that it may delegate an appeal or request for confirmation or correction to an association appeals committee, such as a provincial association appeals committee or a racing association appeals committee. Decisions of an association appeals committee may be further appealed to Sail Canada.

Appendix R2.1(a) – Submission of Documents

Sail Canada prescribes that no later than 15 days after receiving the association appeals committee's written decision, the appellant may send a further appeal and a copy of the association appeals committee's decision to Sail Canada. The appeal shall state why the appellant believes the association appeals committee's decision or its procedures were incorrect.

Appendix R2.2 – Submission of Documents

Sail Canada prescribes that in the case of a further appeal to Sail Canada, this rule shall apply to the appellant as though it was an initial appeal, and to the appealed committee as though it was the protest committee.

Appendix R3 – Responsibilities of National Authority and Protest Committee

Sail Canada prescribes that when an appeal is delegated to an association appeals committee, the responsibilities and actions required of the national authority in this rule, and in rules R4, R5, 71.2 and 71.3, shall be performed by the association appeals committee.

When a decision of an association appeals committee is further appealed, Sail Canada shall send to the parties, protest committee and association appeals committee copies of the appeal. No member of the association appeals committee shall take any part in the discussion or decision on the appeal.

Appendix R4 – Comments and Clarifications

Sail Canada prescribes that when a decision of an association appeals committee is further appealed, the parties, protest committee and association appeals committee may make comments on the appeal. Comments on the appeal shall be made no later than 15 days after receiving it from Sail Canada. Sail Canada shall send copies of the comments to the parties, protest committee and association appeals committee as appropriate.