

# 2023 Deep Creek ILCA Invitational Regatta

July 8-9, 2023

## Sailing Instructions (SI's)

The notation '[NP]' in a rule of the sailing instructions (SI's) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a). The notation '[DP]' in a rule of the SI means the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.

### **1 RULES**

1.1 In addition to the rules listed in the NOR, the prescriptions of USSailing will apply.

### **2 CHANGES TO THE SAILING INSTRUCTIONS**

2.1 Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 1800 on the day before it will take effect.

### **3 COMMUNICATIONS WITH COMPETITORS**

3.1 Notices to competitors will be posted on the official notice board located on the outside of the temporary bar building.

3.2 On the water, the race committee intends to monitor and communicate with competitors via VHF radio on channel 19A.

3.3 [DP] From the first warning signal until the end of the last race of the day, except in an emergency, a boat shall not make any voice or data transmissions and shall not receive any voice or data communication that is not available to all boats.

### **4 CODE OF CONDUCT**

4.1 [DP] 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 flagpole on the lake side of the Turkey Neck club.

**5.2** When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes'.

## **6 SCHEDULE OF RACES**

**6.1** The number of races will be at the discretion of the race committee.

**6.2** The classes may not sail the same number of races.

**6.3** The scheduled time of the warning signal for the first race of each day is 1100.

**6.4** On the last scheduled day of racing, no warning signal will be made after 1430.

## **7 CLASS FLAGS**

**7.1** No class flags will be used. Verbal hail will alert classes to the starting sequence.

## **8 RACING AREA**

**8.1** The racing area will be in the vicinity of the Deep Creek Yacht Club at Turkey Neck.

## **9 COURSES**

**9.1** The diagram(s) in SI Addendum 1 show(s) the course(s), the order in which marks are to be passed, and the side on which each mark is to be left.

**9.2** No later than the warning signal, the race committee signal vessel will display the course from the starboard side of the committee boat.

**9.3** [NP] A boat sailing between a Turkey Neck mooring and the Turkey Neck shoreline while racing will be disqualified. This changes RRS60.1(a).

## **10 MARKS**

**10.1** Primary marks will be orange tetrahedrons.

**10.2** The windward offset will be a white sphere.

**10.3** The starting mark will be a yellow cylinder.

**10.4** The finish mark will be a red sphere.

**10.5** New marks, as provided in SI 13, will be orange spheres.

## **11 OBSTRUCTIONS**

**11.1** The Turkey Neck mooring field shall be an obstruction.

## **12 THE START**

**12.1** Races will be started using Appendix U. There will be multiple short sound signals to alert the competitors of a pending starting sequence.

**12.2** The Race Committee may elect to utilize RRS 30.1 (the I flag rule) for starts after a general recall. The I flag will be displayed at the warning signal (3 minutes) and removed at the start. This changes RRS 30.1.

**12.3** The starting line is between a staff displaying an orange flag on the signal vessel at the starboard end and the course side of the port end starting mark.

**12.4** [NP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

**12.5** If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the Race Committee will attempt to hail her number. Failure of her to hear such a hail, or the order in which the boats are hailed will not be grounds for a request for redress. This changes RRS 62.1(a).

**12.6** A boat that does not start within 3 minutes of her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

## **13 CHANGE OF THE NEXT LEG OF THE COURSE**

**13.1** To change the next leg of the course, the race committee will lay a new mark (or move the finish line) and remove the original mark as soon as practicable.

## **14 THE FINISH**

**14.1** The finishing line is between a staff displaying an orange flag on the committee boat and the course side of the port end finishing mark.

## **15 PENALTY SYSTEM**



**15.1** USSailing Appendix V shall apply.

## **16 TIME LIMITS [AND TARGET TIMES]**

**16.1** The Mark 1 Time Limit is 20 minutes; the Race Time Limit (see RRS 35) is 60 minutes; and the Finishing Window is 20 minutes.

**16.2** If no boat has passed the first mark within the Mark 1 Time Limit, the race shall be abandoned.

**16.3** The Finishing Window is the time limit for boats to finish after the first boat sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored 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. This changes RRS 35, A5.1, A5.2 and A10.

**16.4** Failure to meet the target time will not be grounds for redress. This changes RRS62.1(a).

## **17 HEARING REQUESTS**

**17.1** The protest time limit is 45 minutes after the committee boat docks after the last race of the day or the committee boat signals no more racing today, whichever is later. The time will be posted on the official notice board.

**17.2** Hearing request forms are available from the notice board.

**17.3** 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. Hearing will be heard in the sailing school classroom on the lower level of the club, beginning at the time posted.

**17.4** Competitors intending to protest shall inform the race committee immediately after finishing and before communicating with coaches or spectators. Boats should sail to the non-course side of the finish boat to report their intentions. Boats that do not finish should report their intentions to any race committee boat at the first reasonable opportunity. This adds to RRS 61.1(a).

**17.5** RRS 62.2(a) and 66.2(a) do not apply.

## **18 SCORING**

**18.1** The scoring system is as follows: Low Point Scoring of Appendix A, except as modified here.

**18.2** 1 race is required to be completed to constitute a series.

**18.3** The open class (regardless of sail use) and the radial class will be scored separately.

**18.4** After 6 races have been completed, a boats series score will be the total of her race scores excluding her worst score.

## **19 SAFETY REGULATIONS**

**19.1** All boats shall check in by rounding the stern of the committee boat while sailing on starboard tack and hailing their sail number. The committee boat shall respond to acknowledge the boat checking in.

**19.2** [DP] A boat that retires from a race shall notify the race committee as the first reasonable opportunity.

## **20 TRASH DISPOSAL**

**20.1** Trash may be placed aboard official [or support person] vessels.

## **21 RISK STATEMENT**

**21.1** 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.