



Club Championship

Championship October 2 (& 3), 2021

Qualifying September 11, 18, (25), 2021

The Royal St Lawrence Yacht Club

SAILING INSTRUCTIONS (SIs)

1 RULES

- 1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing*.

2 CHANGES TO 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 2000 on the day before it will take effect.
- 2.2 Changes to a sailing instruction may be made on the water by verbal instruction from the principal race officer.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located at <https://rstlyc.qc.ca/notice-of-race>.
- 3.2 While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed on the flag pole located in the centre of the front lawn.
- 4.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 45 minutes' in Race Signals AP.

5 SCHEDULE OF RACES

- 5.1 The scheduled time of the warning signal for the first race each day is 1000.
- 5.2 To alert boats that a race will begin soon, the orange starting line flag will be displayed one minute before a warning signal is made.



6 RACING AREA

- 6.1 The racing area will be communicated by the principal race officer at the boat draw each day as set out in the notice of race.

7 COURSE

- 7.1 The course will be windward, leeward, twice around. Marks are to be left to Port. The location of the course will be determined by the race committee.

8 MARKS

- 8.1 Marks are inflatable yellow balls.

9 THE START

- 9.1 Races will be started using RRS 26 with the warning signal made 5 minutes before the starting signal.
- 9.2 The starting line is between a staff displaying an orange flag on the race committee vessel at the starboard end and the course side of the port-end starting mark.
- 9.3 A boat that does not start within 4 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

10 CHANGE OF THE NEXT LEG OF THE COURSE

- 10.1 To change the next leg of the course, the race committee will move the original mark or the finishing line to a new position.

11 THE FINISH

- 11.1 The finishing line is between a staff displaying a blue flag on race committee vessel and the course side of the finishing mark.

12 PENALTY SYSTEM

- 12.1 RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.



13 TIME LIMITS

13.1 The Mark 1 Time Limit, Race Time Limit (see RRS 35), and the Finishing Window are shown in the table below.

Mark 1 Time Limit	Race Time Limit	Finishing Window
<i>20 minutes</i>	<i>1 hour</i>	<i>15 minutes</i>

13.2 If no boat has passed the first mark within the Mark 1 Time Limit, the race will be abandoned.

13.3 The Finishing Window is the time 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 Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place one 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.

13.4 Failure to meet the Target Time will not be grounds for redress. This changes RRS 62.1(a).

14 HEARING REQUESTS

14.1 The protest time limit is one hour after the last boat finishes the last race of the day or the race committee signals no more racing today, whichever is later.

14.2 Hearing request forms are available from the race office at <https://rstlyc.qc.ca/notice-of-race>.

14.3 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 person at RStLYC or electronic means, at the time posted.

15 SCORING

15.1 Club Championship: one race is required to be completed to constitute a series. A maximum of four races may be held.

15.2 Qualifying series: see NOR 7

15.3 A boat's series score is the total of her race scores.

16 SAFETY REGULATIONS

16.1 A boat that retires from a race shall notify the race committee at the first reasonable opportunity.



17 REPLACEMENT OF CREW OR EQUIPMENT

- 17.1 Substitution of competitors is not allowed without prior written approval of the Regatta Chair or Sailing Committee.
- 17.2 Substitution of damaged or lost equipment is permitted. Substitution shall be reported to the race committee at the first reasonable opportunity.

18 EQUIPMENT AND MEASUREMENT CHECKS

- 18.1 A boat or equipment may be inspected at any time for compliance with the class rules, notice of race and SIs.

19 SUPPLIED BOATS

- 19.1 Boats will be supplied by the organizing committee. See NOR 8 and SI Addendum A.

20 TRASH DISPOSAL

- 20.1 Trash may be placed aboard official vessels.

21 BERTHING

- 21.1 Boats shall be kept in their assigned places while in the harbour.

22 HAUL-OUT RESTRICTIONS

- 22.1 Boats shall not be hauled out during the event except with and according to the terms of prior written permission of the race committee.

23 DIVING EQUIPMENT AND PLASTIC POOLS

- 23.1 Underwater breathing apparatus and plastic pools or their equivalent shall not be used around keelboats between the preparatory signal of the first race and the end of the last race of the event.
- 23.2 Keelboats shall not be cleaned below the waterline by any means.

24 PRIZES

- 24.1 Prizes will be given at the RStLYC prizegiving.

25 RISK STATEMENT

- 25.1 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.

26 INSURANCE

- 26.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$2 million per incident or the equivalent.



SI ADDENDUM A

BOATS SUPPLIED BY THE ORGANIZING AUTHORITY

A1 BOATS

- A1.1 Boats will be supplied for all competitors, who shall not modify them or cause them to be modified in any way except that
- (a) a compass may be tied or taped to the hull or spars;
 - (b) wind indicators, including yarn or thread, may be tied or taped anywhere on the boat;
 - (c) hulls (above waterline), spars and rigging may be cleaned, but only with water;
 - (d) adhesive tape may be used anywhere above the water line;
 - (e) all fittings or equipment, except standing rigging, designed to be adjusted may be adjusted, provided that the class rules are complied with;
 - (f) The inner jib/genoa track shall not be used.
- A1.2 All equipment supplied with the boat for sailing purposes shall be in the boat while afloat.
- A1.3 The penalty for not complying with one of the above instructions is disqualification from all races sailed in which the instruction was broken.
- A1.4 Competitors shall report any damage or loss of equipment, however slight, to the organizing committee's representative immediately after each race. The penalty for breaking this instruction, unless the protest committee is satisfied that the competitor made a determined effort to comply, is disqualification from the race most recently sailed.
- A1.5 Class rules requiring competitors to be members of the class association do not apply.