



# 2024 ILCA MASTERS NORTH AMERICAN CHAMPIONSHIP

Thursday thru Sunday, August 15-18, 2024  
Marina del Rey, California USA



## SAILING INSTRUCTIONS

### GENERAL INFORMATION

The Organizing Authority (OA) is California Yacht Club (CYC) located at 4469 Admiralty Way, Marina del Rey, CA 90292  
Phone: 310.823.4567 | Web: [www.calyachtclub.com](http://www.calyachtclub.com)  
Event Chair: Janice Pearson | [Janice\\_pearson@yahoo.com](mailto:Janice_pearson@yahoo.com) or 323.513.6396.

### 1. CHANGES TO SAILING INSTRUCTIONS

Any change to the Sailing Instructions (SIs) will be posted by 0930 on the day it takes effect, except that any change to the schedule of races will be posted by 2000 on the day before it takes effect.

### 2. COMMUNICATIONS WITH COMPETITORS

Notices to competitors will be posted on the Official Notice Board which is the [CYC ILCA Masters NA](http://CYC_ILCA_Masters_NA) webpage on the CYC website.

### 3. SIGNALS MADE ASHORE

- 3.1 Signals made ashore will be displayed on the flagpole located on the CYC front lawn.
- 3.2 When the Answering Pennant (AP) is displayed ashore, "1 minute" is replaced with "not less than sixty (60) minutes" in The Racing Rules of Sailing (RRS) Race Signals AP.

### 4. SCHEDULE OF RACES

- 4.1 Nine (9) races are scheduled: three (3) races on Friday, three (3) races on Saturday, and three (3) races on Sunday.
- 4.2 The race committee (RC), at its discretion, may run more or fewer races each day.
- 4.3 The scheduled time of the first warning signal on **Friday is 1300**. The scheduled time of the first warning signal on **Saturday and Sunday is 1230**. Subsequent races will start as soon as practicable.
- 4.4 On the last scheduled day of racing, no warning signal will be made after 1530. In the case of one or more general recall(s) when the initial warning signal was made prior to 1530, subsequent warning signals may be made after that time. This exception does not apply to a race that is postponed or abandoned.
- 4.5 The RC may display flag A (with no sound) while boats are finishing to signal that there will be no more races conducted that day.

### 5. CLASS FLAG

The class flag is a white flag with red ILCA lettering.

### 6. RACING AREA

The racing area is on Santa Monica Bay with the starting area approximately one (1) nautical mile northwest of the Marina del Rey breakwater as shown on SI Addendum B.

### 7. MARKS

Marks are described in SI Addendum A.

### 8. COURSES

Courses are described in SI Addendum A.

### 9. THE START

- 9.1 To alert boats of an upcoming race, an attention signal will be made approximately one (1) minute before the warning signal is made.
- 9.2 The starting line is between the staff displaying an orange and white checkered flag on the RC line boat at its port end and the staff displaying an orange and white checkered flag on the RC signal vessel at its starboard end. (See SI Addendum A.)
- 9.3 A boat that starts more than five (5) minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This change is added to RRS A5.1 and A5.2 (Scores Determined by the Race Committee).

### 10. CHANGE THE NEXT LEG OF THE COURSE

To change the next leg of the course, the RC will move the original mark (or move the finishing line) to a new position.

## 11. THE FINISH

- 11.1 The finishing line is between the staff displaying a blue flag on the RC line boat at its port end and the staff displaying a blue flag on the RC signal vessel at its starboard end. (See SI Addendum A.)
- 11.2 Competitors are reminded that RRS 23.1 (Interfering with Another Boat) prohibits a boat that has finished from interfering with boats still racing.

## 12. PENALTY SYSTEM

- 12.1 US Sailing Prescription Appendix V, Section V1 (Penalty at the Time of an Incident) applies.
- 12.2 Appendix P, Special Procedures for RRS 42 (Propulsion), applies with the following changes: in P2.1 – *First Penalty*, the word “first” in the title and the word “first” in the first sentence is deleted. P2.2 and P2.3 are deleted.
- 12.3 The judge/observer boats will display code flag “J” and may be positioned anywhere on the course area. Their position at any time will not be grounds for a request for redress. This changes RRS 60.1(b) (Right to Protest; Right to Request Redress or Rule 69 Action).

## 13. TIME LIMITS

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

Mark 1 Time Limit	Race Time Limit	Finishing Window
25	70	15

- 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 within the race time limit. 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 (1) more than the points scored by the last boat that finished within the Finishing Window. This changes RRS 35 (Race Time Limit and Scores) and is added to RRS A5.1, 5.2 and A10 (Scores Determined by the Race Committee; Scoring Abbreviations).

## 14. HEARING REQUESTS

- 14.1 The protest time limit each day is forty-five (45) minutes after the RC signal vessel docks on that day. This time will be posted at the *Protest Time Limit and Hearing Schedule* link located on the [Official Notice Board](#) no later than fifteen (15) minutes after the RC signal vessel docks.
- 14.2 A breach of SI 16, 18, as well as any class rule other than class equipment measurement rules, will not be grounds for protest by a boat. This changes RRS 60.1(a) (Right to Protest; Right to Request Redress or Rule 69 Action).
- 14.3 RRS 62.2 (Redress) is modified as follows:
  - (a) The second sentence of RRS 62.2 (Redress) is replaced with: “If the request is based on an incident in the racing area, it shall be filed within the protest time limit for that day.”
  - (b) A notice of boats scored per RRS A5.1 (Scores Determined by the Race Committee) each day will be posted at the *View Starting Penalties* link located on the [Official Notice Board](#) no later than fifteen (15) minutes after the RC signal vessel docks on that day. The deadline for a request for redress based on this list is the protest time limit for that day.
  - (c) The time limit for a request for redress based on the outcome of a scoring inquiry (see SI 15.4) is thirty (30) minutes after that outcome has been posted.
- 14.4 Hearing request forms are available at the *File a Protest* link located on the [Official Notice Board](#).
- 14.5 Notices to inform competitors of hearings in which they are parties or named as witnesses will be posted no later than fifteen (15) minutes after the protest time limit each day at the *Protest Time Limit and Hearing Schedule* link located on the [Official Notice Board](#). Hearings will be held in the CYC Junior Trailer, beginning as soon as possible.
- 14.6 Representatives of boats who are parties to a hearing and their witnesses shall remain on call in the vicinity of the CYC Junior Trailer.
- 14.7 US Sailing Prescriptions to RRS 63.1 (Requirement for a Hearing) and 63.2 (Time and Place of the Hearing; Time for Parties to Prepare) do not apply.

## 15. SCORING

- 15.1 One race is required to be completed to constitute a series.
- 15.2 When fewer than five (5) races have been completed, a boat’s series score is the total of her race scores. When five (5) or more races have been completed, a boat’s series score is the total of her race scores excluding her worst score.
- 15.3 Preliminary results will be posted on the [Official Notice Board](#) as soon as possible after racing each day.

15.4 Competitors shall notify the RC of any scoring errors each day using the *Submit Scoring Inquiry* link on the [Official Notice Board](#). The deadline to file a scoring inquiry is the protest time limit or thirty (30) minutes after the preliminary results have been posted for that day, whichever is later.

**16. [DP] SAFETY REGULATIONS**

16.1 A condition of entry and participation in the event is the wearing of a U.S. Coast Guard approved lifejacket or, for international sailors only, a lifejacket approved by their country's corresponding authority, properly secured at all times while on the water, except for brief periods while removing or adding clothing. All lifejackets must be suitable for the competitor's weight. Wet suits, dry suits, and inflatable lifejackets do not constitute adequate personal buoyancy. These changes are added to RRS 40 (Personal Flotation Devices), and the Preamble to Part 4 will not apply to RRS 40.

16.2 Prior to the first warning signal each day, when the RC signal vessel is displaying code flag "L", each boat shall sail past, on starboard, the stern of the RC signal boat, hail her sail number and be recognized by the RC. Boats missing their first race may check in upon arrival. Boats failing to check-in properly may be given a twenty percent (20%) scoring penalty applied without a hearing to a boat's first valid race of the day. This change is added to RRS A5.1 (Scores Determined by the Race Committee)

16.3 A boat that withdraws from a race prior to finishing or does not intend to start a scheduled race shall notify the RC either before leaving the race area or as soon as possible after arriving ashore.

**17. EQUIPMENT AND MEASUREMENT CHECKS**

All boats and equipment must meet ILCA rules and may be inspected by the RC, PC, or Technical Committee for compliance with the rules at any time during the event.

**18. [DP] SUPPORT TEAMS**

18.1 All Support Person Vessels (SPVs) shall carry and monitor a VHF radio capable of communicating on VHF channel 69.

18.2 SPVs shall not enter the racing area from the preparatory signal of a race until the finish of the last boat in that race. However, SPVs may enter the racing area at the direction of the RC to assist a competitor or after a general recall, abandonment or postponement until a new preparatory signal has been made. The racing area shall be as indicated on SI Addendum A and include any other area within one hundred (100) meters of any boat still racing.

18.3 SPVs shall neither create wakes nor otherwise interfere with competitors.

18.4 SPVs launched at CYC shall remain in the water from the time they are launched until the completion of the event. SPVs and spectator boats shall not be launched or recovered at CYC while competitors are launching or recovering their boats and must check in with the CYC Dockmaster, [Chase Young](#) (310.823.4567) prior to using the hoist. Alternately, boats may use the public ramp at Dock 52 on Fiji Way and keep the trailers at CYC.

**19. RISK STATEMENT**

Competitors participate in the event entirely at their own risk. See RRS 3 (Decision to Race). By participating in the event, each competitor agrees to release the race organizers (organizing authority, host yacht club, race committee, protest committee, sponsors, and any others acting in an official capacity for the event) from any and all liability associated with such competitor's participation in the event to the fullest extent permitted by law.



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## SI ADDENDUM A

### SI 7 MARKS (continued)

- 7.1 Marks 1, 2 and 3s/3p are orange inflatable shapes.
- 7.2 Mark 1a (offset mark) is a yellow inflatable shape with a black band.

### SI 8 COURSES (continued)

- 8.1 The courses to be sailed will not be a trapezoid configuration. This changes NoR 10.
- 8.2 Marks 1, 1a and 2 shall be rounded to port.
- 8.3 Mark 3s/3p is a gate. In the event only one gate mark is on station, that mark shall be rounded to port.
- 8.4 The angle between the leg from the starting line to Mark 1 and the leg from Mark 1 to Mark 1a will be approximately 90°.
- 8.5 No later than the warning signal for each class, the RC signal vessel will use numeral placards to display the approximate magnetic bearing from the RC signal boat to the first weather mark.
- 8.6 No later than the warning signal for each class, the RC signal boat will use numeral placards to signal one of the courses shown below:

Course #	Course
1	Start – 1 – 1a – 3s/3p – 1 – 1a – 3s/3p – Finish
2	Start – 1 – 1a – 2 – 3s – 1 – 1a – 3s/3p – Finish

### Course Diagram

1a▲--▲1

▲2



3s▲--▲3p

(not to scale)



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## SI ADDENDUM B

### RACING AREA

