



Sail East 2021 at the Bay Wind Regatta

Organizing Authority: Sail Canada & St. Margaret Sailing Club

Sailing Instructions (SIs)

First Release: July 20, 2021

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.

3 COMMUNICATIONS WITH COMPETITORS

3.1 Notices to competitors will be posted on the official notice board located at smsc.ca/saileast.

3.2 The race office can be contacted at dlane@smsc.ca.

3.3 On the water, the race committee intends to monitor and communicate with officials and support persons on VHF radio channels listed below.

Course	Channel
Alpha	71
Bravo	72
Charlie	69

3.4 [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 voice or data transmissions and shall not receive 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 at the flag staff on the water side of the St Margaret Sailing Club main clubhouse.

5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in Race Signals AP.

5.3 [DP]Boats shall not leave the shore until Code Flag D is displayed ashore with one sound signal. The warning signal will not be made before the scheduled time or less than 60 minutes after flag D is displayed.’

6 SCHEDULE OF RACES

6.1

Saturday July 21	0900	Coaches’ meeting
	1100	First warning signal, all classes
Sunday July 21	0900	Coaches’ meeting
	1100	First warning signal, all classes
	1430	Latest warning signal all classes
	1630	Approximate awards time

6.2 Laser, Laser Radial, Laser 4.7, I420, 420, 29er shall not sail more than 6 races per day. Optimists shall not sail more than 5 races per day.

6.3 One extra race per day may be sailed, provided that no class becomes more than one race ahead of schedule and the change is made according to SI 2.1.

6.4 To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least five minutes before a warning signal is made.

7 CLASS FLAGS

7.1 Class flags shall be:

Class	Racing Area	Class Flag
Laser	Alpha	Red Laser symbol on White
Laser Radial	Alpha	White Laser symbol on Red
Laser 4.7	Alpha	Solid Pink with no symbol
International 420	Bravo	Solid Purple with no symbol
Club 420	Bravo	Blue 420 symbol on White
Optimist	Bravo	Black Optimist symbol on White
29er	Bravo	White 29er symbol on Green

8 RACING AREA

8.1 SI Addendum A shows the location of the racing area(s).

9 COURSES

9.1 The diagram(s) in SI Addendum B 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.

10 MARKS

10.1 Marks 1, 2 will be orange inflatable tetrahedrons.

10.2 The starting marks will be:

10.2.1 The race committee signal boat at the starboard end displaying an orange flag and

10.2.2 An inflatable buoy or a race committee boat displaying an orange flag at the port end.

10.3 The finishing marks will be:

10.3.1 A race committee boat displaying a blue flag and

10.3.2 An inflatable buoy.

10.4 New marks, as provided in SI 13, are orange inflatable tetrahedrons with a black band.

10.5 If a gate mark is missing, the remaining mark shall be rounded to port.

11 THE START

11.1 The starting line will be between the staff displaying the orange flag on the Race Committee signal boat at the starboard end and either the staff displaying the orange flag on the Race Committee boat or the course side of an inflatable mark at the port-end.

11.2 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

11.3 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.

12 CHANGE OF THE NEXT LEG OF THE COURSE

12.1 To change the next leg of the course, the race committee will lay a new mark (or move the finishing line) 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 signal boat and the course side of a finishing mark laid on the opposite side of the signal boat as the start line.

14 PENALTY SYSTEM

14.1 For the 29er class(es), RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

14.2 RRS Appendix P applies.

14.3 RRS Appendix P applies with the Two-Turns penalty replaced by the One-Turn Penalty.

14.4 RRS P2.3 does not apply and RRS P2.2 is changed so that it applies to any penalty after the first one.

15 TIME LIMITS [AND TARGET TIMES]

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

Class	Mark 1 time Limit	Race Time Limit	Finishing Window
Optimist	20 minutes	60 minutes	20 minutes
Laser, Radial, 4.7, I420 and C420	20 minutes	60 minutes	20 minutes
29er	15 minutes	50 minutes	20 minutes

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

15.3 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.

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

16 HEARING REQUESTS

16.1 The protest time limit is 30 minutes after the Committee boat for that that course docks. The time will be posted on the official notice board which can be found at smc.ca/saileast.

16.2 Hearing request forms are available at smc.ca/saileast or at the Jury Desk located at the SMSC clubhouse.

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 on the main floor of the SMSC clubhouse beginning at the time posted.

16.4 A list of boats that have been penalized for breaking RRS 42 under Appendix P will be posted.

17 SCORING

17.1 One race is required to be completed to constitute a series.

17.2 Laser, Laser Radial, Laser 4.7, I420 and C420 classes: when fewer than 6 races have been completed, a boat's series score will be the total of her race scores. When 6 or more races have been completed, a boat's series score will be the total of her race scored excluding her worst score.

17.3 Optimist class: when fewer than 5 races have been completed, a boat's series score will be the total of her race scores. When 5 or more races have been completed, a boat's series score will be the total of her race scored excluding her worst score.

17.4 29er class: when fewer than 6 races have been completed, a boat's series score will be the total of her race scores. When 6 or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

17.5 The Laser, Radial, Laser 4.7, I420, C420 and 29er class will sail a maximum of 12 races. The Optimist class will sail a maximum of 10 races.

18 SAFETY REGULATIONS

18.2 [DP] All boats shall be kept at SMSC.

18.2 When leaving the harbour and again when returning, competitors shall sail through a gate formed by a buoy and the end of the breakwater so that the 'seagulls can record the sail numbers of boats departing and returning to harbour. If boats are being towed, they must be towed through the gate and must hail their sail numbers, if their sails are not hoisted.

18.3 All boats shall check in with their Signal Boat upon arriving at the course by sailing past the stern of the boat on starboard tack and hailing their sail number.

18.4 In fog, a code flag L may be displayed at the finish line. This means stay close by the finish and wait to be escorted to the harbour by a patrol boat.

19 REPLACEMENT OF CREW OR EQUIPMENT

19.1 [DP] Substitution of competitors is not allowed without prior written approval of the Organizing Authority.

20 EQUIPMENT AND MEASUREMENT CHECKS

20.1 A boat or equipment may be inspected at any time for compliance with the class rules, notice of race and sailing instructions.

20 OFFICIAL VESSELS

20.1 Official vessels will be identified as follows:

20.2.1 Race Committee Signal boats will be identified by a Race Committee Flag.

20.2.2 Race Committee Mark and Safety boats will not carry specific identification.

20.2.3 Jury boats will display a white flag with a black letter J.

20.3 Failure of a Race Committee boat to fly an identification flag is not grounds for redress. This changes Rule 60.1(b).

21 [DP] SUPPORT TEAMS

21.1 Support teams, including all support persons and support person vessels, shall be register at smc.ca/saileast.

21.2 Team leaders, coaches and other support persons 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, abandonment, or safety related issues.

22 TRASH DISPOSAL

22.1 Trash may be placed aboard official or support person vessels.

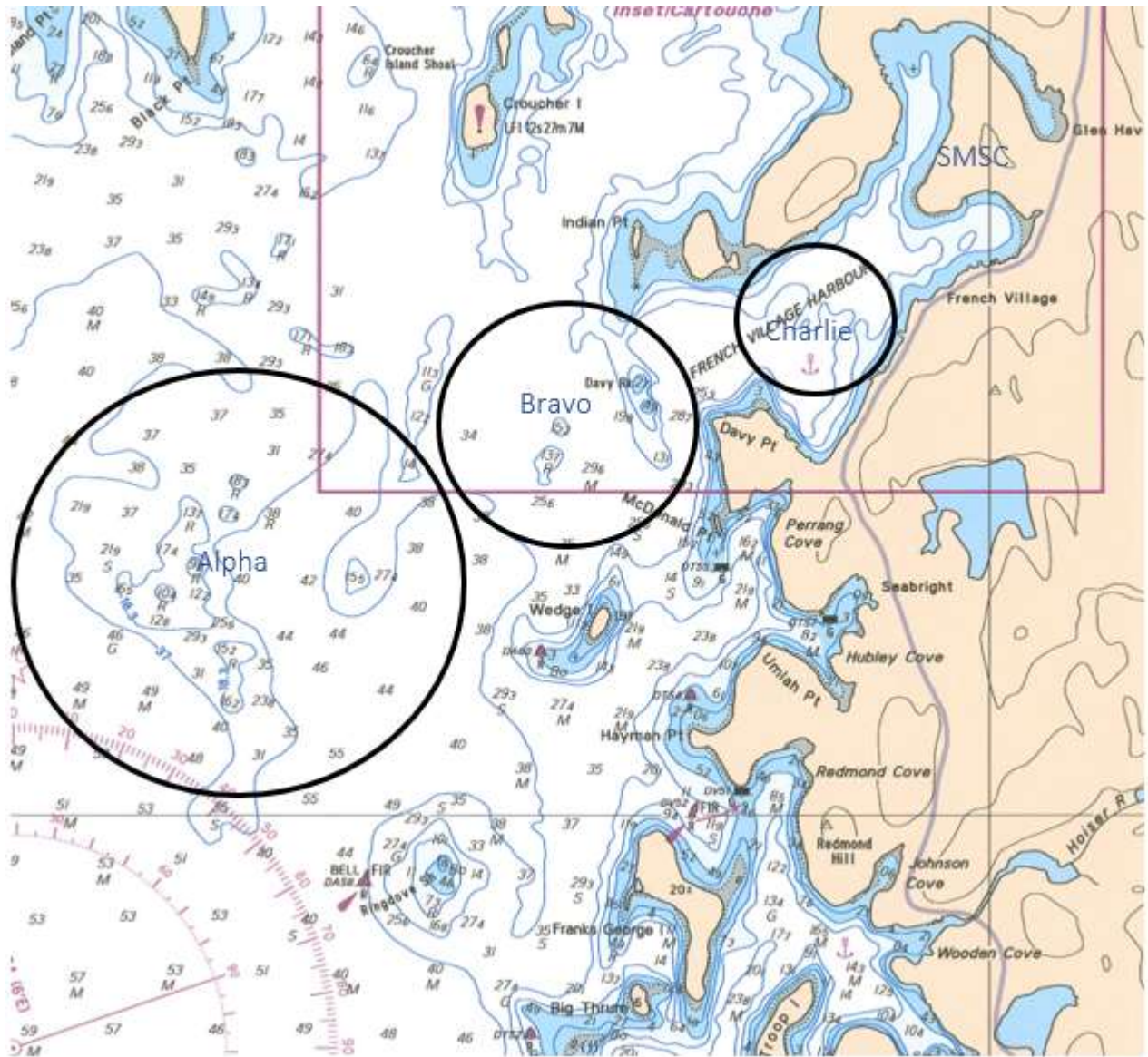
23 BERTHING

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

24 RISK STATEMENT

24.1 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.**

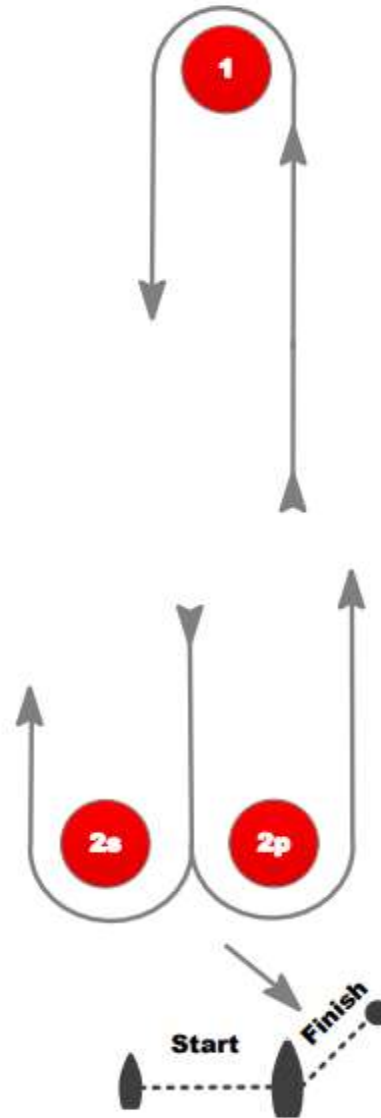
SI ADDENDUM A



SI ADDENDUM B

Course Configurations

Signal	
L2	Start – 1P – 2s/2p – 1P – Finish
L3	Start – 1P – 2s/2p – 1P – 2s/2p – 1P - Finish



Signal	
WL2	Start – 1P – 2p – 1P – Finish
WL3	Start – 1P – 2p – 1P – 2p – 1P - Finish

