



Art Johnson
Organised by MISSA
Hosted White Bear
Sailing School
56 Dellwood Avenue
October 18th-19th



Sailing Instructions (SI)

The notation '[NP]' in a rule of the sailing instructions (SIs) 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 sailing instructions (SIs) means that a breach of a rule may, at the discretion of the protest committee, be less than disqualification.

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** 3.2 The race committee may orally announce changes to the sailing instructions on the water before the warning signal for each race by hailing the fleet. A boat that fails to hear the change(s) is not eligible for redress. This changes rule 62.1(a).

3 COMMUNICATIONS WITH COMPETITORS

- 3.2** On the water, the race committee intends to monitor and communicate with competitors via VHF radio on channel 69.

- 3.3** [DP] 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 CODE OF CONDUCT

- 4.1** [DP] [NP] Competitors and support persons shall comply with reasonable requests from race officials.
- 4.2** [DP] Competitors and support persons shall handle any equipment by the organising authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.

5 SIGNALS MADE ASHORE

- 5.1** Signals made ashore will be displayed between the White Bear Sailing School and the White Bear Lake shoreline.
- 5.2** When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 20 minutes' in Race Signals AP.

6 SCHEDULE OF RACES

6.1 SATURDAY

0800 - Check-In and Boat Rigging.

0845 - Coaches meeting

0900 - Competitors meeting

0930 - First warning. Sailing to continue throughout the day with sailors eating lunch between rotations.

1700 - No races started after this time

SUNDAY

0800 - Sailing school opens and begin rigging

0930 - First warning

1500 - No races started after this time

7 RACING AREA

- 7.1** The racing area is White Bear Lake.

8 COURSES

- 8.1** The diagram(s) in SI Addendum A show the course(s), including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.
- 8.2** No later than the warning signal, the race committee signal vessel will display the appropriate course designation on a white board.
- 8.3** Courses will not be shortened. This changes RRS 32.
- 8.4** Legs of the course will not be changed after the preparatory signal. This changes RRS 33.

9 MARKS

- 9.1** Marks are orange inflatable buoys.

10 THE START

- 10.1** Races will be started as follows: ISSA PR 7.9
- 10.2** The starting line is between staff displaying an orange flag on the starting signal vessel and a round orange buoy.
- 10.3** 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 sail number. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for redress. This changes RRS 62.1(a).
- 11.4** A boat that does not start within 1 minute 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 move the original mark or the finishing line to a new position. 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 an orange flag on the signal vessel and a round orange buoy.

14 HEARING REQUESTS AND PROTESTS

- 14.1** The protest time limit is 30 minutes after the last boat finishes the last race of the day or the race committee signals no more racing today, whichever is later. The time will be posted on the official notice board.
- 14.2** Hearing request forms are available from the race office at the White Bear Sailing School.
- 14.3** Protest procedure will be using the 3-minute justice system heard by coaches from outside teams.
- 14.4** 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.

15 SCORING

- 15.1** A minimum of 3 races in each division are required to be completed to constitute a series.
- 15.2** A team's series score shall be the total of their race scores, in accordance with ISSA PR 9

16 SUPPLIED BOATS

- 16.1** Boats shall be sailed as provided. No changes to standing rigging settings are permitted unless told to do so by the Organising Authority.
- 16.2** [DP][NP] Slippage, malfunction, or any other failures of jib sheet cleats and/or outhaul cleats shall not be grounds for redress and/or breakdown requests.

17 [DP] SUPPORT TEAMS

- 17.1** Failure to provide your own coach boat will not restrict other coaches from going afloat.
- 17.2** [DP] [NP] 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 RC signals a postponement, general recall or abandonment.

18 TRASH DISPOSAL

18.1 [DP] Trash, including scraps of electrical tape, must be disposed of properly in waste receptacles.

19 PRIZES

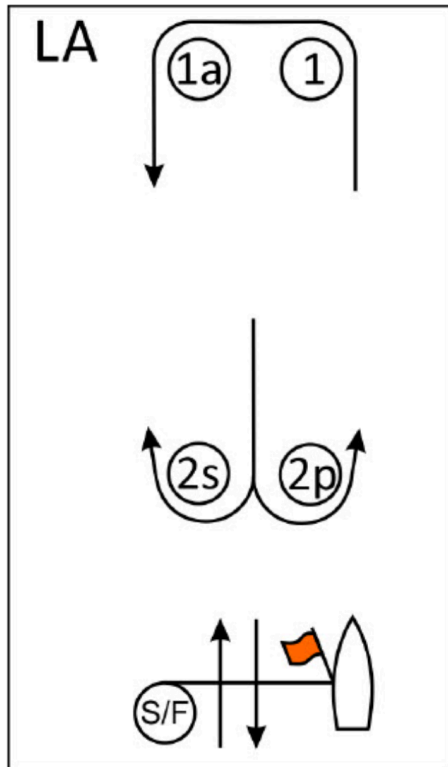
19.1 Prizes will be given for first through third place overall and in each division.

20 RISK STATEMENT

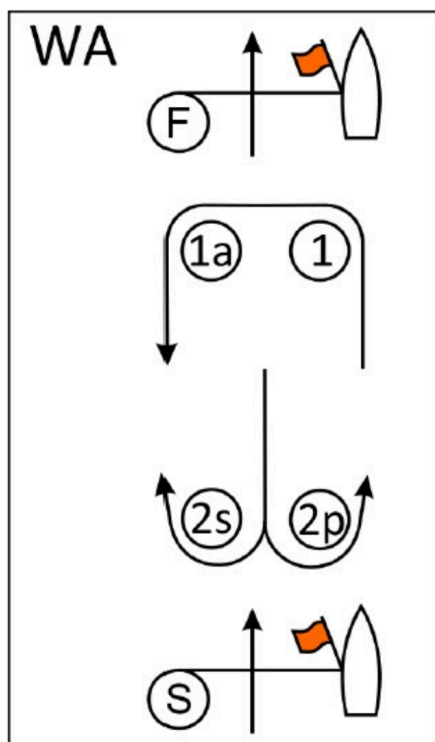
20.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and 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

COURSES



Course LA – Windward/Leeward with Offset Mark, Leeward Finish	
Signal	Mark Rounding Order
LA2	Start – 1 – 1a – 2s/2p – 1 – 1a – Finish
LA3	Start – 1 – 1a – 2s/2p – 1 – 1a – 2s/2p – 1 – 1a – Finish
LA4	Start – 1 – 1a – 2s/2p – 1 – 1a – 2s/2p – 1 – 1a – 2s/2p – 1 – 1a – Finish



Course WA – Windward/Leeward with Offset Mark, Windward Finish	
Signal	Mark Rounding Order
WA2	Start – 1 – 1a – 2s/2p – Finish
WA3	Start – 1 – 1a – 2s/2p – 1 – 1a – 2s/2p – Finish
WA4	Start – 1 – 1a – 2s/2p – 1 – 1a – 2s/2p – 1 – 1a – 2s/2p – Finish