

MISSA Mallory Qualifier

April 29 – 30, 2023

Lake Forest Sailing

Organizing Authority: Midwest Interscholastic Sailing Association (MISSA)

Tier 1 Regatta / District Championship

SAILING INSTRUCTIONS

1. RULES:

The event is governed by the rules as defined in: *The Racing Rules of Sailing*, the prescriptions of US Sailing, [The ISSA Procedural Rules](#), The [MISSA Supplemental Rules](#), The Notice of Race (NOR), and these Sailing Instructions (SI).

- 1.1. In the event of a conflict between the governing documents and the Sailing Instructions the latter shall take precedence.
- 1.2. In accordance with rule 70.5(a), decisions of the protest committee are final. US Sailing's permission has been granted.
- 1.3. The following US Sailing prescriptions do not apply: RRS 63.2.
- 1.4. **[DP]** Drones shall not be flown in the racing area, except as authorized by the OA.

2. NOTICE TO COMPETITORS:

- 2.1. Official notices including changes to sailing instructions will be posted on the Official Notice Board located online on [TechScore](#) .
- 2.2. In accordance with RRS 90.2(c), the Race Committee may orally announce changes in Sailing Instructions on the water before the warning signal. This document modifies 90.2(c) as to where the Race Committee need not fly the "L" flag.
- 2.3. **[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.
- 2.4. **[NP]** Errors and omissions in courtesy broadcasts are not grounds for a request for redress. *This changes RRS 62.1(a).*

3. BOATS:

- 3.1. Club 420s will be provided by Lake Forest Sailing.
- 3.2. Boats will be sailed as provided. No modifications will be permitted to running rigging or standing rigging except for the following:
 - 3.2.1. The "max on" of the vang cascade may be shortened by taking up line by tying a new bowline on the primary cascade. Should a team want to tighten the vang "max on" they shall ask permission from the OA or Bosun prior to starting any race. Vang max on or max off will not be grounds for redress.

4. BOAT DAMAGE/ BOSUN RULE:

- 4.1. If boat damage cannot be attributed to a team or teams, the repair costs will be divided evenly between all teams competing. In the event of a collision or damage to a boat, this fee structure will apply: Each half hour to repair is \$100. Repairs are at the discretion of the host club, Lake Forest Sailing.
- 4.2. The Bosun, on the water observer is part of the Technical Committee, they shall be on the racecourse taking notes on all boat contact, mark contact and report all information.

- 4.3. After finishing each race, all competitors shall stop by the leeward side of the Race Committee boat OR the Bosun (in a Green Tornado RIB) to report: any contact between boats or marks, and/or penalty turns taken. This shall be done after all boats have finished the race. Failure to report information may result in OA action.
- 4.4. Boats involved in contact must wait leeward of the Race Committee boat until the Bosun has inspected each boat involved.
- 5. SCHEDULE OF RACES:**
 - 5.1. The number of races will be as prescribed by ISSA PR 7.5
 - 5.2. The following schedule will apply:
 - Saturday April 29
 - 0830 – Check-in & rigging of boats @ Compound
 - 0850 – Coach’s Meeting @ Harbor Hoist
 - 0900 – Competitor’s meeting @ Harbor Pavilion
 - 0945 – First warning, racing to continue throughout the day
 - Sunday April 30
 - 0800 – Rigging of boat @ Compound
 - 0815 – Coach’s meeting @ Harbor Hoist
 - 0900 – First Warning
 - 1500 – No race will start after this time
- 6. COURSES:**
 - 6.1. All courses will be a windward-leeward with a windward offset mark and leeward gate. The finish will be a reaching leg between the course-right gate mark to a finish line to Starboard of the Race Committee boat. The finish line will be between a red ball with a silver strip and a blue Race Committee flag on the Starboard side of the Race Committee boat. The race committee will verbally communicate the number of legs (windward-leeward legs, not including offset or finish reach legs) prior to the start.
- 7. MARKS:**
 - 7.1. The start line pin will be a red ball with a silver stripe along the equator of the mark.
 - 7.2. The windward mark will be a yellow inflatable cylinder.
 - 7.3. The finish pin will be a red ball with a silver stripe along the equator of the mark.
 - 7.4. All other marks will be red inflatable balls.
 - 7.5. The description of any mark of the course may be changed at any time while not racing with only a verbal notice to competitors.
- 8. THE START:**
 - 8.1. Races will be started in accordance ISSA PR 7.9
 - 8.2. The starting line will be between a staff displaying an orange flag on the race committee boat and the course side of the starting pin.
 - 8.3. RRS US Sailing Prescription Appendix U - Sound-Signal Starting System shall be used.
 - 8.4. A boat starting later than 3 minutes after her signal will be scored DNS without a hearing, this changes rules A4 & A5.
 - 8.5. Individual recalls will be made in accordance with ISSA PR 7.9(b).
 - 8.6. General recalls will be signaled by a series of short whistles. After a general recall, the round the ends provision of RRS 30.1 shall apply except Flag I need not be displayed in accordance with ISSA PR 7.9(c). *This changes RRS 30.1.*
- 9. THE FINISH:**

- 9.1. The finish line will be between a red ball with a silver strip and a blue Race Committee flag on the Starboard side of the Race Committee boat.
- 9.2. If finishing upwind, the finish will be between the windward mark and staff displaying a blue race committee flag on an anchored motorboat to Starboard of the windward mark.

10. BREAKDOWNS:

- 10.1. Breakdowns will be handled in accordance with ISSA PR 9 (e).
- 10.2. Breakdowns shall be scored in accordance with ISSA PR 12.2 & ISSA PR Appendix 3.

11. PENALTY SYSTEMS:

- 11.1. ISSA PR 16 will apply in full. Protest forms will be available in the Lake Forest Sailing Shed, on the work bench. There will be a “completed” forms folder where completed protest forms shall be placed.
- 11.2. Per ISSA PR 8(b), competitors shall not communicate with anyone other than teammates or other competitors before reporting to the Race Committee their intent to protest.
- 11.3. Protests will be heard Sunday between sets if possible, or if necessary before racing on Sunday.

12. SCORING:

- 12.1. Scoring will be in accordance with ISSA PR 9 & 11.

13. COACHING/ SUPPORT BOATS:

- 13.1. Coaches shall remain afloat at all times except when dropping off or retrieving sailors from shore.
- 13.2. Other chaperones, team leaders, parents, spectators and non-coach or regatta staff shall not go afloat in the sailing area unless explicitly permitted by the regatta chairperson. The penalty for failing to comply with this requirement may be the disqualification of all boats, competitors, and teams associated with the infringing personnel.
- 13.3. Competitors may receive coaching, including assistance & sustenance, outside of their preparatory signal and their finish.
- 13.4. Coaches may travel up and down the sides of the racecourse and in doing so, shall remain at least 75 yards from any boat while racing and 75 yards from any lay-lines. Coaches may be kept to leeward of the racecourse upon race committee discretion. This would be communicated over VHF channel 72.

14. ROTATIONS:

- 14.1. Rotations shall take place on the water. Rotations shall be prompt and close to the starting line. Coach boats shall clear the starting area upon completing rotations.
- 14.2. Sailors will be given several minutes after the completion of rotations to check over their boats and warm up for their set of races. This time period will be considered by the Protest Committee during the hearings for Breakdowns.

15. SAFETY:

- 15.1. Per ISSA PR 2 applies in full.
- 15.2. Dry suits may be required, such a requirement will be communicated at the competitor’s meeting each morning of racing.
- 15.3. A boat that retires from a race shall notify the Race Committee promptly.

16. SUPPORT BOATS:

- 16.1. Only boats identified by the Regatta Chairperson as Coach or Regatta Support shall launch from Lake Forest Harbor or be afloat near the sailing area.

17. PRIZES:

- 17.1. Prizes will be awarded to first through third place teams overall, at least.

18. WAIVER OF LIABILITY:

18.1. Sailing is an activity that has an inherent risk of damage and injury. Competitors in this event are participating entirely at their own risk. See RRS 3 and RRS 4, decision to race. The race organizers (organizing authority, race committee, protest committee, host club or any other organization or official) will not be responsible for damage to any boat or other property or the injury to any competitor, including death, as sustained as a result of participation in this event. By participating in this event, each competitor agrees to release the race organizers from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law.

19. OTHER INFORMATION:

19.1. Regatta Chairperson:

Will Howard

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