



2023 IOD North American Invitational August 25-26-27, 2023



The Organizing Authority is the Marblehead IOD Fleet and the Corinthian Yacht Club

SAILING INSTRUCTIONS

1 RULES

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing 2021-2024*
- 1.2 The IOD World Class Association Class Rules, and IOD Championship Regulations part V and part VI section 4 will apply
- 1.3 The prescriptions of US Sailing will not apply except for RRS 61.4 (Fees for Protests and Requests for Redress), Rule V1 (Penalty at the Time of the Incident), RRS 60.3(b) (Protest Committee's Right to Request Redress or Call a Hearing to Consider Redress), RRS 67 (Damages) and its prescription to RRS 76.1 (Exclusion of Boats or Competitors). The applicable US prescriptions will be included in English as an attachment to these sailing instructions.
- 1.4 RRS 62.1 is changed by adding: (e) physical damage not falling within rule 62.1(b) which was due to defective supplied equipment and which a reasonably competent crew would not have been able to avoid or promptly repair.

2 NOTICES TO COMPETITORS

- 2.1 The official notice board will be located in the Harbor Room at the Corinthian Yacht Club.
- 2.2 Notices may also be posted on the regatta website www.marbleheadiod.com/na-2023/ or through a Regatta What'sApp group, Website and WhatsApp notices are provided as a convenience and are advisory.
- 2.3 The race committee will use US VHF Ch. 78A to communicate with competitors.

3 CHANGES TO SAILING INSTRUCTIONS

Yes/No questions regarding the sailing instructions (SIs) shall be submitted to the jury in writing. Responses will be posted on the official notice board. Any change to the SIs will be posted no later than 0830 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.

4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be made at the main flagpole of the Corinthian Yacht Club
- 4.2 Flag AP flown ashore with two sounds means 'The warning signal will be made not less than 60 minutes after flag AP is lowered'.
- 4.3 Flag AP over a numeral pennant flown ashore with two sounds means racing is postponed ashore for the number of hours signaled by the numeral pennant. The next signal is the lowering of the flags unless there is a further postponement or abandonment. This changes Race Signals.
- 4.4 Boats shall not leave their moorings if Flag AP is flying on shore. Boats leaving their moorings before Flag AP is lowered may be assessed a Discretionary Penalty [DP] which may be a DSQ.

5 SCHEDULE

Thursday August 24	1800-2000 Registration (Harbor Room) <i>Cash Bar available</i>
Friday August 25	0800 – 0900 Registration (Harbor Room) 0900 Competitors Meeting/Boat Draw (Harbor Room) 0930 Boats released* 1100 first warning – Practice Start plus Racing <i>1900 – Dinner at The Corinthian Yacht Club</i>
Saturday, August 26+	0900 Competitors meeting (Harbor Room) 0915 Boats released 1100 First warning – Racing** <i>1900 – Dinner at Orchard Circle, Marblehead</i>
Sunday August 27	0900 Competitors meeting (Harbor Room) 0915 Boats released 1100 first warning – Racing** (no warning may be made after 1400) <i>After racing, Refreshments and Awards at Corinthian Yacht Club</i>

**boats may not leave their moorings before this time*

*** this changes the Notice of Race*

+ on Saturday August 26th, IODs will share a racing circle with other Marblehead One Design classes

6 RACING AREA

Racing will be conducted in the waters off Marblehead Harbor. See attached chart (Addendum B)

7 COURSES

Courses will be displayed on a rack located on the race committee signal boat prior to the warning signal. The course shape will be indicated by Letter. The race committee will also signal the compass bearing and distance to the first mark. See attached diagrams (Addendum A).

8 MARKS

- 8.1 All marks are inflatable tetrahedrons
- 8.2 The starting and finishing marks are green
- 8.3 The weather mark, offset mark, and gates are orange tetrahedrons.
- 8.4 A change mark will be a pink tetrahedron.
- 8.5 A subsequent change mark will be an orange mark.
- 8.6 The windward mark shall be left to port. If an offset mark is set near a windward mark, both marks shall be left to port.
- 8.7 The leeward mark may be a gate, if only one mark is present, it shall be left to port.

9 THE START

- 9.1 Races will be started using RRS 26 with a series of short alert signals made one minute prior to the 5-minute warning signal. This changes RRS 26. The warning signal will be the IOD Class Flag.
- 9.2 The starting line will be between the race committee signal boat mast displaying an orange flag and a green tetrahedron at the port-end..
- 9.3 Code Flag O, flown before or with the preparatory signal, means “Spinnakers shall not be hoisted during this race”.

- 9.4** The race committee will attempt to hail boats that are OCS over VHF Channel 78A. Failure of equipment, failure to hear a hail, delay in hailing or the order in which hails are given will not be grounds for redress. This changes RRS 62.1.
- 9.5** A boat that does not start within 10 minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. (This changes RRS A4 and A5)

10 CHANGE OF COURSE

If the length of the leg will be changed, the signal shall be the display of flag C with repetitive sounds and the display of the new distance in nautical miles. This changes RRS 33.b

11 THE FINISH

- 11.1** The finishing line will be between a staff displaying a blue flag on a race committee boat and the course side of the nearby green finishing mark.
- 11.2** Code flag A displayed at the finish indicates that there will be no more racing today

12 PENALTY SYSTEM

RRS Appendix V1 will apply.

13 TIME LIMITS

- 13.1** The time limit for the first boat to round the first mark is 50 minutes. If no boat has rounded the weather mark within this time limit, the race will be abandoned. This changes the Notice of Race.
- 13.2** The time limit for the first boat to sail the course and finish will be 3 hours from the starting signal.
- 13.3** Boats failing to finish within 30 minutes after the first boat sails the course and finishes will be scored Time Limit Expired (TLE) without a hearing, and will be scored 1 point more than the last boat to finish. This changes RRS 35, A5.1, A5.2, and A10.

14 PROTESTS AND REDRESS REQUESTS

- 14.1** Protest forms are available at the jury desk at the Corinthian Yacht Club, in the Harbor Room
- 14.2** The protest time limit is 60 minutes after the RC boat docks, which time will be posted on the official notice board.
- 14.3** Protests will be heard in the Crownenshield Room at the Corinthian Yacht Club
- 14.4** On Sunday August 27, a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2

15 SCORING

- 15.1** The Low Point System of Appendix A will apply except that race scores accrue to a team, not to a boat. This changes rule A2.
- 15.2** A maximum of seven races will be sailed.
- 15.3** One race is required to be completed to constitute a series.
- 15.4** When fewer than six races have been completed, a team's series score will be the total of their race scores. When six or more races have been completed, a team's series score will be the total of their race scores excluding their worst score.

16 SAFETY

- 16.1** Each competitor shall carry or wear their own personal flotation device (PFD) approved by the U.S. Coast Guard (or for international competitors, the equivalent authority of their home country) at all times while afloat.
- 16.2** Competitors under the age of 18 shall wear a PFD approved by the U.S. Coast Guard (or for international competitors, the equivalent authority of their home country), at all times while afloat, except briefly while changing or adjusting clothing or personal equipment.
- 16.3** The race committee will monitor VHF channel 78A

17 BREAKDOWNS AND EQUIPMENT REDRESS

- 17.1** A competitor shall fly Code Flag Q on their backstay as soon as practicable after they experience a breakdown that affects their finish position, and keep Code Flag Q flying as they finish the race. All competitors are required to attempt to remedy the situation and continue racing if there is no likelihood of further damage to the boat or injury to the crew.
- 17.2** Tearing sails, dropping poles or other equipment overboard, or breaking spinnaker poles or pole end fittings shall be specifically exempted from relief. The NAs Technical Chair shall be a witness to a hearing on matters of equipment redress.

18 BOAT ASSIGNMENTS and ROTATIONS

- 18.1** At 0900 on Friday August 25, teams shall draw for the boats they will sail in the series. One boat will be assigned for each day of the regatta. (Day 1, Day 2, Day 3) If a team is not present, the RC will draw their boat assignments on their behalf.
- 18.2** Helmspersons shall not be allowed to draw a rotation that would schedule them to sail in their personal boat, except that the actions of the Marblehead Fleet Technical Committee under the provisions of SI 21 may cause a helmsperson to sail their personal boat. In this specific case, there shall be no penalty or redress allowed.
- 18.3** Spinnaker assigned at the boat draw will stay with the team throughout the series.
- 18.4** In the event that no races are finished on a day where boats have left their moorings, competitors will remain in the same boats for the next day of racing

19 BOATS and EQUIPMENT

- 19.1** Boats are provided by the boat owners from the Marblehead IOD Fleet, and are to be sailed “as is.” **This is a borrowed boat regatta and the boats are loaned to the event and provided to the competitors under the stipulation that no temporary or permanent modifications shall be made to the hulls, sails or provided equipment, except as permitted by the Notice of Race, Sailing Instructions or Regatta Technical Chair.** Teams breaching any of these restrictions may be subject to a discretionary penalty. [DP]
- 19.2** Boats shall be returned to their assigned moorings following each day of racing. Technical committee members will be stationed in the harbor to provide directions to the moorings.

20 PROHIBITED ACTIONS:

- 20.1** Upper and lower shroud and forestay changes are prohibited
- 20.2** Modifications of the chocking at the mast step and partners are prohibited.
- 20.3** Automatic bilge pumps shall not be disconnected or disabled. Boats shall not race with any significant amount of water in the bilge. Water may not be added to the boats.
- 20.4** No purchase shall be added to or removed from any part of the running rigging.
- 20.5** No holes may be made in any sail, in any other part of a boat, or in a boat’s finish. Such holes will be considered damage.
- 20.6** Teams may not facilitate roll tacking or gybing by supporting their weight outside the extension of the topsides above the shearline by means of holding or hanging off the upper and/or lower shrouds.
- 20.7** Jibs may not be tied to headstays
- 20.8** The hulls may not be scrubbed, washed, wet-sanded or otherwise treated below the waterline.

21 PERMITTED ACTIONS

- 21.1** Except as prohibited in SI 20.1, all fittings or equipment designed to be adjusted, including backstays and jumper stays, may be adjusted within the limits provided,
- 21.2** Competitors may bring and use their own spinnaker sheets and/or launching bags or systems, sister clips can be temporarily added to spinnakers -- so long as their use does not compromise the integrity of the boat, her varnish, paint, or other finish, or the spinnaker.
- 21.3** A magnetic compass may be tied or taped (using electrical tape) to the hull or spars.

- 21.4** Wind indicators, including yarn or thread, may be tied or taped anywhere on the boat. However, no indicators may be attached by making holes in sails. See SI 19.1.5
- 21.5** Electrical tape or vinyl tape (not cloth-backed or duct tape) may be used anywhere above the water line. Competitors will be responsible for the removal of any markings left on the boats, or any damage to the varnish, paint, or other finish caused by the application of tape.
- 21.6** Topsides, sails and equipment may be cleaned, but only with non-abrasive materials.

22 DAMAGE REPORTS and PENALTIES

- 22.1** Competitors shall report any damage or loss of equipment, however slight, to the organizing authority's representative, by completing and submitting a damage report form immediately after securing the boat ashore (or before boarding a Spare Boat). At least one damage report shall be filed by the skipper each day of the regatta.
- 22.2** The damage report will comprise a declaration signed by the skipper accurately describing any damage, however minor, observed or caused during that team's time in the boat.
- 22.3** If no damage or loss occurs, the competitor shall complete and submit the same damage report form, indicating no damage and no loss.
- 22.4** The damage report should be turned in at the Protest Desk within the protest time limit. (Or given to the Tech Committee Representative who is managing the transfer to the Spare Boat)
- 22.4** If damage needs to be inspected and remedied on the water before racing or between racing, the skipper shall fly Code Flag Q from the backstay, and clearly describe the damage to the Marblehead Fleet representative in the support boat. This verbal report of damage does not relieve the competitors of their obligation to complete and submit a written report detailing the damage.
- 22.5** Missing, incomplete, or inaccurate damage reports will be subject to a discretionary penalty [DP] which may be disqualification from one or more races.

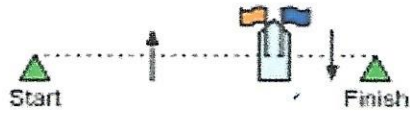
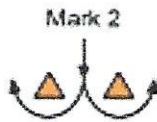
23 DAMAGE

- 23.1** The Marblehead Fleet will supply at least one spare boat.
- 23.2** The NAs Technical Committee will withdraw damaged boats from the rotation, allocate the spare boat(s) and adjust the rotation sequence at its sole discretion unless and until the damaged boat(s) become available.
- 23.3** If there are more damaged boats than available spare boats:
 - (a)** If damage that caused a boat to be withdrawn from the rotation has been attributed to a team by the jury, then that team shall not compete in any further races until the damaged boat or a replacement boat becomes available. That team will be scored DNC for all missed races.
 - (b)** If the damage that caused a boat to be withdrawn from the rotation was not completely and accurately reported on a damage report, the last team to use the damaged boat shall not compete in any further races until the damaged boat or a replacement boat becomes available. That team will be scored DNC for all missed races.
 - (c)** A team scheduled to sail a boat that has been withdrawn and not replaced by a spare boat will receive redress, defined as the teams' average score of all races they sailed in the 2023 NAs, for all races missed.
- 23.4** If a boat incurs a breakdown during a race through no fault of the team sailing her, that team may file for redress in accordance with SI 1.4 and rule 62.

24 RADIO COMMUNICATIONS

- 24.1** The Race Committee will communicate to competitors on VHF Channel 78A. In case of emergency, the Marblehead Harbormaster monitors VHF Channel 16.
- 24.2** While racing, except in case of emergency, a boat shall only make radio transmissions to receive radio communications from the Race Committee. This restriction also applies to all communications via cellular telephones and other electronic devices. [DP]

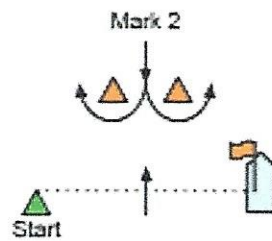
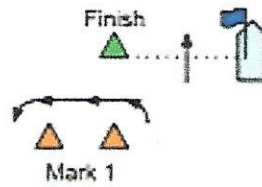
SI ADDENDUM "A" - COURSES



Course C

Start - Mark 1 - Mark 2 - Mark 1 - Finish

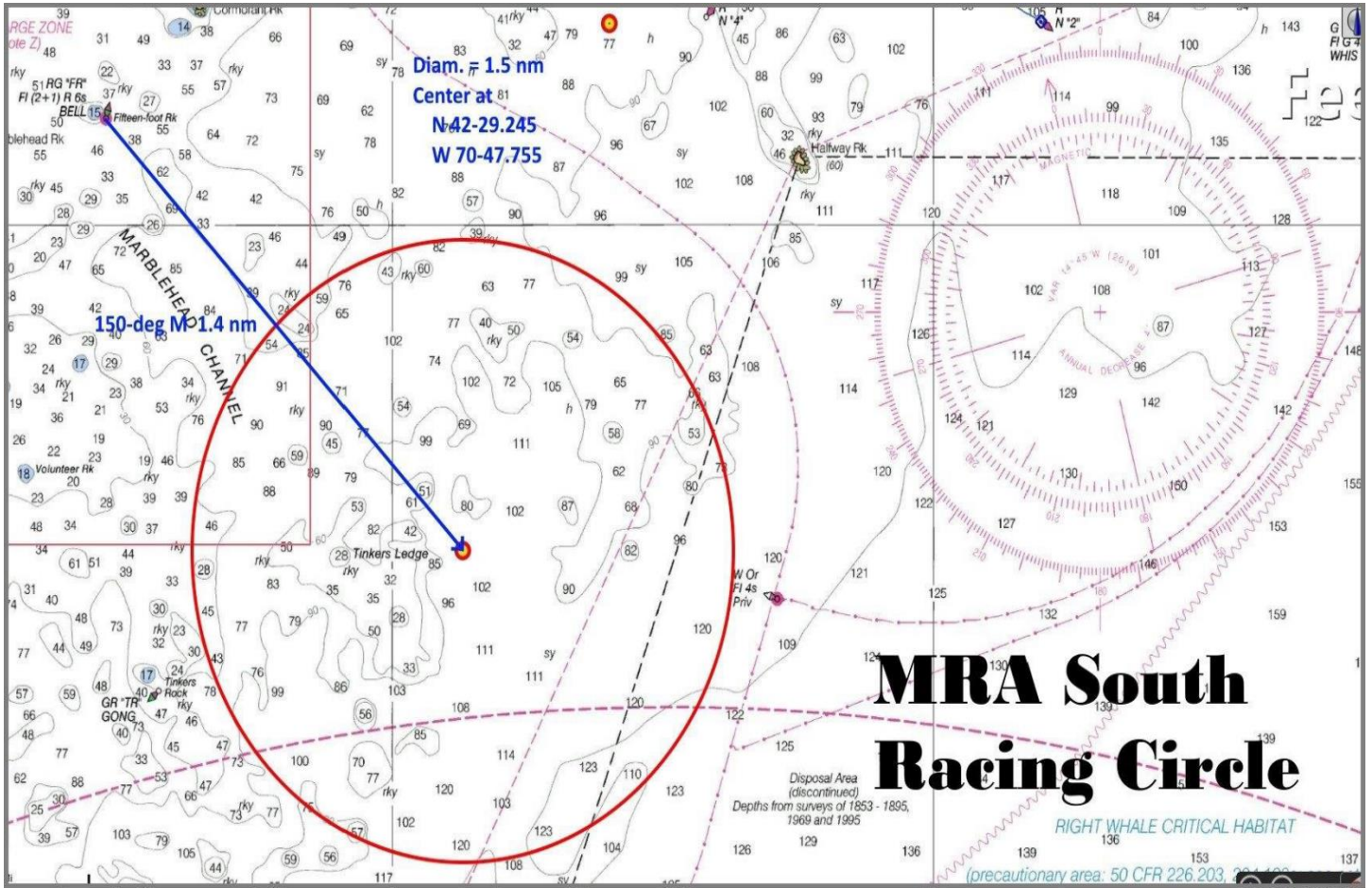
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Course D
Start - Mark 1 - Mark 2 - Mark 1 -
Mark 2 - Finish

D

ADDENDUM B—RACING AREAS



US Sailing Prescriptions in effect at the 2023 IOD North Americans

Rule 60.3

After rule 60.3 add: US Sailing prescribes that rule 60.3(b) is changed to: (b) request redress for a boat or call a hearing to consider redress;

Rule 61

Add at the end of rule 61: 61.4 Fees for Protests and Requests for Redress US Sailing prescribes that no fees shall be charged for protests or requests for redress.

Rule 67

After rule 67 add US Sailing prescribes that:

- (a) A boat that retires from a race or accepts a penalty does not, by that action alone, admit liability for damages.
- (b) A protest committee shall find facts and make decisions only in compliance with the rules. No protest committee or US Sailing appeal authority shall adjudicate any claim for damages. Such a claim is subject to the jurisdiction of the courts.
- (c) A basic purpose of the rules is to prevent contact between boats. By participating in an event governed by the rules, a boat agrees that responsibility for damages arising from any breach of the rules shall be based on fault as determined by application of the rules, and that she shall not be governed by the legal doctrine of 'assumption of risk' for monetary damages resulting from contact with other boats.

Rule 76.1

After rule 76.1 add US Sailing prescribes that an organizing authority or race committee shall not reject or cancel the entry of a boat or exclude a competitor eligible under the notice of race and sailing instructions for an arbitrary or capricious reason or for reason of race, color, religion, national origin, gender, sexual orientation, or age.

Appendix V1

PENALTY AT THE TIME OF AN INCIDENT The first two sentences of rule 44.1 are changed to: 'A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2 or rule 31 in an incident while racing. However, when she may have broken one or more rules of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a TwoTurns Penalty.'