



2023 CORK International Optimist Regatta



CORK/Sail Kingston

August 4 - 6, 2023
Portsmouth Olympic Harbour
Kingston, Ontario, Canada

Sailing Instructions

The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

1. RULES

- 1.1. The event will be governed by the rules as defined in The Racing Rules of Sailing.
- 1.2. The Cork/ Sail Kingston Support Team Regulations as shown in Addendum 2 apply.

2. CHANGES TO THE 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 online official notice board (ONB) located at: <https://www.racingrulesofsailing.org/documents/5887/event>

4. CODE OF CONDUCT

- 4.1. [NP] [DP] Competitors and support persons shall comply with reasonable requests from regatta officials.

5. SIGNALS MADE ASHORE

- 5.1. Signals made ashore will be displayed from the flagpole located at the NE corner of the main POH building.
- 5.2. When flag L is displayed ashore over a numeral pennant, the numeral pennant indicates the number of the notice to competitors that is posted. This changes race signal L.
- 5.3. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 45 minutes' in the RRS Race Signals AP.
- 5.4. [DP][NP] Boats shall NOT launch until flag D is displayed with one sound. The warning signal will be made not less than 45 minutes after flag D is displayed.

6. SCHEDULE OF RACES

Date	Time	Event
August 4	1300	Warning signal of first race of the day (2 races scheduled)
August 5-6	1100	Warning signal of first race of the day (3 races scheduled)

- 6.1. The race committee may run one extra race on a day provided that they do not get more than one race ahead of schedule and do not exceed the number of total races scheduled for the event.
- 6.2. 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.
- 6.3. On the last scheduled day of racing no warning signal will be made after 1500.
- 6.4. The Championship Optimist fleet will be split into flights and sail a qualifying series followed by a final series. The qualifying and final series rules are described in Addendum 1.

7. CLASS FLAGS

7.1. See Addendum 1

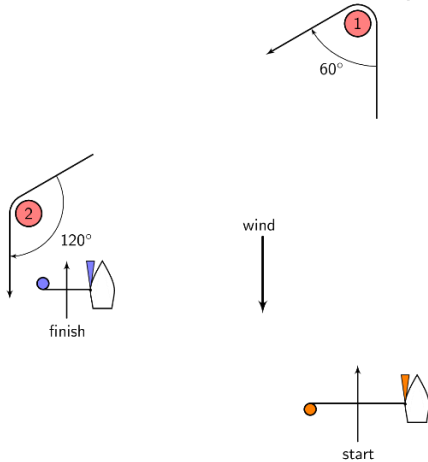
8. RACING AREA

8.1. The racing area will be southeast of Portsmouth Olympic Harbour.

9. COURSES

9.1. The course may be shortened to finish at a rounding mark or gate provided three legs have been sailed.

9.2. The diagram below shows the course, 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.



**Course to sail:
Start-1-2-3p/s-Finish**



10. MARKS

Starting	A race committee vessel or spar buoy
Marks 1,2,3p/s	Orange Inflatable
Finish	Spar buoy

11. THE START

- 11.1. The starting line will be between a staff displaying an orange flag on the signal vessel and the staff displaying an orange flag on the starting mark.
- 11.2. *[DP] [NP]* Boats whose warning signal has not been made shall avoid the starting area during start sequences for other fleet.
- 11.3. For the purposes of RRS 30.4 a race is 'restarted or resailed' when it has the same race number as a previously abandoned or recalled race, even if the race is resailed on a later date or is resailed as part of a final series instead of a qualifying series.
- 11.4. 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. THE FINISH

- 12.1. The finishing line will be between a staff displaying a blue flag on the signal vessel and the staff displaying a blue flag on the finishing mark.
- 12.2. If the race committee determines that the finishing order of some boats in a race is unlikely to change, it may use reasonable discretion to score those boats still racing points equal to their position in the race. This changes RRS A3, A4 and A5.2.

13. PENALTY SYSTEM

- 13.1. RRS Appendix P, Special Procedures for RRS 42 will apply.

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

14. TIME LIMITS AND TARGET TIMES

Mark 1 Time Limit	Race Time Limit	Finishing Window	Target time
30 minutes	90 minutes	20 minutes	50 minutes

- 14.1. If no boat has passed the first mark within the Mark 1 Time Limit, the race will be abandoned.
- 14.2. Race Time Limit: Time limit for the first boat to start, sail the course and finish.
- 14.3. Finishing Window: Time limit for boats to finish after the first boat starts, sails the course and finishes.
- 14.4. Failure to meet the Target Time will not be grounds for redress. This changes RRS 62.1(a).
- 14.5. Boats failing to finish within the Finishing Window shall be scored Did Not Finish without a hearing. This changes RRS 35, A5.1 and A5.2.

15. HEARING REQUESTS

- 15.1. For each fleet, the protest time limit is 60 minutes after the last boat has finished the last race of the day or the race committee signals no more racing today, whichever is later.
- 15.2. Hearing requests shall be submitted online.
- 15.3. 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 and where the hearings will be held.
- 15.4. On the last scheduled day of racing 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.
- 15.5. A list of boats that have been penalized for breaking RRS 42 under Appendix P will be posted.
- 15.6. The first three sentences of RRS 61.1(a) are changed to: 'A boat intending to protest shall inform the other boat at the first reasonable opportunity. When her protest will concern an incident in the racing area that she was involved in or saw she shall hail 'Protest'. She shall inform the Race Committee at the finishing line immediately after finishing of the boat/s being protested or as soon as practicable after she retires.' To inform the Race Committee of the boat/s being protested, the boat intending to protest shall approach the starboard side of the race committee vessel.

16. SCORING

- 16.1. One race is required to constitute a series.
- 16.2. When fewer than five races have been completed, a boat's series score will be the total of her race scores.
- 16.3. When from five to eight races have been completed, a boat's series score will be her total of her race scores excluding her worst score.
- 16.4. The Red, Blue, and White category sailors will be extracted from the overall results without recalculating.
- 16.5. To request correction of an alleged error in posted results or to schedule a meeting with the race official(s) who made a call, a boat shall complete an online scoring inquiry.

17. SAFETY REGULATIONS

- 17.1. *[NP]* When flag V over flag H is displayed with one sound signal all boats shall return promptly and directly to the harbour. Further signals ashore. This changes RRS 37
- 17.2. RRS 37 is changed so that it applies when flag V or flag V over flag H is displayed with one sound.
- 17.3. *[NP]* All competitors shall Sign-out at the Race Office prior to leaving the harbor.
- 17.4. *[DP]* *[NP]* On water prior to the warning signal of her first race of each day competitors shall sail past the Signal Vessel and hail their sail number.

- 17.5. *[NP]* All boats shall return directly to the harbour and shall Sign-in after completing their last race of the day.
- 17.6. *[DP][NP]* A boat that retires from a race shall notify the race committee as soon as possible.
- 17.7. Competitors who require assistance should wave one arm with hand open. If no assistance is required, the arm should be waved with fist closed.
- 17.8. *[NP]* Failure to comply with SI 17.3 before leaving the harbour, or with SI 17.5 by the end of protest time or by the time posted on the ONB (whichever is later) shall result in the boat receiving a 10% scoring penalty as calculated in RRS 44.3(c) added to the race score sailed nearest in time to that of the incident. This changes RRS 63.1 and A5.1. However, the race committee may protest the boat when they consider the 10% scoring penalty to be inappropriate.

18. COMMUNICATIONS

- 18.1. The race committee will be operating on VHF channel 10.

19. RACE OFFICE

- 19.1. The race office is off the lobby of the POH building.

20. *[DP]* REPLACEMENT EQUIPMENT

- 20.1. In the event of damage, boats and equipment may only be substituted with the permission of the race committee, except as in SI 20.2. Equipment Substitution application is available on the online Official Notice Board.
- 20.2. If the damage occurs less than 2 hours before the first scheduled start on a racing day, and before the start of the last race of the day, provisional verbal permission shall be obtained from the race committee before using the equipment in a race and online equipment replacement permission shall be requested before the end of the protest time limit at the end of the day in which the substitution takes place.

21. OFFICIAL VESSELS

- 21.1. Official vessels will be marked as follows:

Safety/patrol	A yellow flag with a centered vertical red stripe
Jury	A code flag J
Media	A flag with the letter "M" on contrasting background

- 21.2. Failure of an official vessel to display an identifying flag will not be grounds for redress under RRS 60.1(b).

22. *[DP][NP]* HARBOUR AND SITE REGULATIONS

- 22.1. All boats shall be launched and hauled out as directed by the organizing authority.
- 22.2. At the sole discretion of the organizing authority, dollies and trailers with protrusions may be prohibited from the launch area.
- 22.3. No boat, except those in assigned mooring areas, shall be left unattended in the water.
- 22.4. Automobiles and other vehicles must be parked only in accordance with Portsmouth Olympic Harbour, the City of Kingston and the organizing authority's posted signage.

Addendum 1

Qualifying and Final Series Formats

1. INTRODUCTION

- 1.1. This addendum applies when boats are divided into flights/fleets to sail a qualifying series and a final series.

2. QUALIFYING SERIES

- 2.1. Initial assignments will be made by the race committee and will be posted by 2100 on the evening prior to the first race. Boats will be assigned to flights of, as near as possible, equal size.
- 2.2. In the qualifying series boats will be reassigned to flights after each day of racing.
- 2.3. If all flights have completed the same number of races, boats will be reassigned on the basis of their ranks in the series. If all flights have not completed the same number of races the series scores for reassignment will be calculated for those races, numbered in order of completion, completed by all flights.
- 2.4. Reassignments will be made as follows:

	Two flight format	Three flight format	Four flight format
Rank in Series	Flight Assignment	Flight Assignment	Flight Assignment
1st	Yellow	Yellow	Yellow
2nd	Pink	Pink	Pink
3rd	Pink	Purple	Purple
4th	Yellow	Purple	Green
5th	Yellow	Pink	Green
6th	Pink	Yellow	Purple
7th	Pink	Yellow	Pink
8th	Yellow	Pink	Yellow
And so on			

- 2.5. Reassignments will be based on the ranking available at 2100 that day regardless of protests or requests for redress, not yet decided.
- 2.6. If all flights have not completed the same number of races by the end of a day, the flights with fewer races will continue racing the following day until all flights have completed the same number of races. All boats will thereafter race in the new flights.
- 2.7. If four races have not been completed on the second day of the qualifying series, the qualifying series will continue on the last racing day.
- 2.8. If at the end of the qualifying series some qualifying series flights have more race scores than others, any extra races will be abandoned so that all boats in the qualifying series have the same number of race scores.

3. SCHEDULE – Qualifying / Final series

August 4	Qualifying series
August 5	Qualifying series
August 6	Qualifying / Final series

- 3.1. A qualifying series race will not count until all qualifying series flights have completed that race.
- 3.2. The qualifying series races and the final series races will count for total points in the championship.
- 3.3. If five or more qualifying series races have been complete, the worst qualifying series race score will be excluded when calculating the division into final series fleets.
- 3.4. If only one final series race is completed it will not be excluded.

- 3.5. If two or more final series races are completed, then a maximum of one final series race score may be excluded.
- 3.6. For the purposes of RRS A5.2 “Scoring” the number of boats entered in a qualifying series race will be the number of boats assigned to the largest qualifying flight.

4. FLIGHT/FLEET IDENTIFICATION

- 4.1. Flight and Fleet flags

Colour	Flight	Fleet
Yellow	Yellow	Gold
Pink	Pink	Silver
Purple	Purple	Bronze
Green	Green	Emerald

- 4.2. [NP] [DP] While racing each boat shall display a coloured band corresponding to the flight/fleet to which she has been assigned. The band shall be placed on the bottom mast between the boom vang fitting and the boom.
- 4.3. The coloured bands will be issued at the race office.

5. FINAL SERIES

- 5.1. Boats will be assigned to final series fleets on the basis of their ranks in the qualifying series.
- 5.2. There will be the same number of fleets in the final series as there were in the qualifying series.
- 5.3. The final series fleets will be, as nearly as possible, of equal size but so that the Silver fleet is not larger than the Gold fleet and the Bronze fleet (where it exists) is not larger than the Silver fleet and the Emerald fleet (where it exists) is not larger than the Bronze fleet. Boats with the best qualifying series ranks will race all final series races in the Gold fleet; boats with the next best qualifying series ranks will race in the Silver fleet; boats with the next best qualifying series ranks will race in the Bronze fleet (where it exists); and boats with the next best qualifying series ranks will race in the Emerald fleet (where it exists).
- 5.4. Any recalculation of qualifying series ranking after boats have been assigned to final series fleets will not affect the assignments except that a redress decision may promote a boat to a higher fleet.
- 5.5. Different final series fleets need not complete the same number of final races. Boats assigned to Gold fleet will be ranked higher in the event than competitors assigned to Silver fleet and so forth, except for a boat disqualified from a final series race under RRS 6, or 69.



CORK / SAIL KINGSTON
SUPPORT TEAM REGULATIONS

1. General

- 1.1. These regulations apply to all Support Persons (RRS Definitions “*Support Persons*”).
- 1.2. These regulations shall apply at all times while support persons are at the venue or in the areas of Lake Ontario south of Kingston while training or competing with their teams.
- 1.3. Support personnel and support boat drivers are responsible for the control of their boat at all times. They will be held responsible for any inappropriate behaviour, dangerous actions or improper practices, or actions affecting the fairness or safety of competition. Support boats shall take particular care to minimize their wake when transiting any course areas.
- 1.4. Support persons shall comply with reasonable directions or requests of a Race Official.
- 1.5. The protest committee may call a hearing based upon information received from any source to consider whether a support person has broken a rule. As a result of the hearing the protest may take action under RRS 64.5
- 1.6. Support personnel shall not leave any device, piece of equipment, buoy, marker or similar item permanently in the water. Temporary use of floating objects is allowed for current measurement. These objects shall be removed as soon as the measurement has been taken.
- 1.7. Support boats shall accept reasonable trash/refuse from competitors, to facilitate competitors’ compliance with Rule 47.
- 1.8. Support Persons may be requested to support athletes that do not have a support person.

2. Changes to these Regulations

- 2.1. The organizing authority may change these regulations at any time. Any changes will be posted on the official notice board by 0900 on the day the changes will take effect.

3. Registration

- 3.1. Support boats and designated drivers shall register at the CORK Regatta Office before leaving the venue by water for the first time and complete online registration through CORK’s Registration System.
- 3.2. The organizing authority may, at its discretion, refuse to register support boats it does not deem to be suitable. Suitable boats are generally open boats more than 4.0m and less than 7.5m in length, and having minimal or no superstructure, i.e., cabin, coach house, bridge, etc.
- 3.3. Support boats shall be marked at all times while afloat with, depending upon the specific event, either:
 - 3.3.1. The applicable national sail letters (RRS G1.1) clearly displayed on both sides of the boat or engine in contrasting colours, with a minimum height of 200mm. Letters will not be provided by the Organizing Authority;

- 3.3.2. A support boat number flag supplied by CORK. They shall be mounted so as to be visible by other vessels. Flags are to be returned to the CORK office at the end of the event.

4. Support boat requirements

- 4.1. Each boat shall verbally confirm that they have met the following requirements at the time of registration:
 - 4.1.1. Each support boat shall be insured with valid third-party liability insurance with a minimum coverage of \$1,000,000 CAD (or equivalent) per incident.
 - 4.1.2. Each support boat shall have readably available:
 - 4.1.2.1. a VHF radio capable of transmitting and receiving on Ship-to-Ship International channels;
 - 4.1.2.2. a floating tow rope (minimum 15m long and 10mm thick);
 - 4.1.2.3. a first-aid kit
 - 4.1.2.4. a knife, suitable for cutting the rigging or sails used on the class of vessel supported
- 4.2. The organizing authority may request to inspect a support boat at any time to ensure that they meet these requirements. The person responsible for the boat shall facilitate such inspection.

5. Canadian boating laws

- 5.1. Support persons are advised that federal, provincial and local laws specify required safety equipment. These laws are enforced by federal, provincial and local agencies and violations may result in required court appearances and fines. Required equipment may include: PFDs for all passengers, bailers, paddles, anchors, buoyant heaving lines, sound signaling devices, fire extinguishers, compass, charts, navigation lights, flares, etc. Details are specified in the (Canada) Safe Boating Guide, available at:
<http://www.tc.gc.ca/media/documents/marinesafety/TP-511e.pdf>
- 5.2. Canadian law also requires:
 - 5.2.1. Persons driving a pleasure boat in Canada to have a motorboat driving license appropriate for their country of residence,
 - 5.2.2. Anyone using a VHF radio to have a maritime radio operator's certificate appropriate for their country of residence.

6. Portsmouth Olympic Harbour Venue

- 6.1. Support boats shall use the designated ramps for launching. Once launched, trailers shall be moved immediately to the trailer park or as otherwise directed by the organizing authority.
- 6.2. When not in use, support boats shall be appropriately berthed at the sailing venue in the allocated areas for support boats for the time that these Support Team Regulations apply (see Appendix A). Larger support boats may need to request and pay for a slip from the Marina.
- 6.3. Support boats shall give priority to competitor boats when launching or retrieving.
- 6.4. Support boats shall comply with local harbour and marina regulations, including speed limits and wake restrictions.

7. Safety

- 7.1. Team leaders are responsible for knowing who is afloat and ensuring their safe return to the venue.
- 7.2. If the support boat is equipped with a kill switch device, when the support boat engine is running drivers shall be connected to this device (e.g. "kill cord") that will stop the engine if the boat driver falls out of the boat or steps away from the engine controls.

8. Drones

- 8.1. The use of drones is prohibited unless specific permission is requested and granted by the CORK Office. It should be noted that the venue and sailing areas are close to an airport, and permits from Transport Canada will also be required.**

9. Restricted Areas and Movement

- 9.1. Support boats shall stay outside areas where boats are racing and shall not be:**
 - 9.1.1. closer than 50m to any boat racing;**
 - 9.1.2. within 50m to leeward of the starting line or within 50m of its marks from the time of the preparatory signal until all boats have left the starting area; however, when the Race Committee signals a postponement or abandonment, and until the next preparatory signal, support boats may enter the area to leeward of the start line and its extensions to service their athletes but shall restrict their speed to 5 knots;**
 - 9.1.3. between any boat racing and the next mark of the course;**
 - 9.1.4. between the inner and outer trapezoid courses when boats are racing on both courses;**
 - 9.1.5. within 50m of any mark of the course while boats are in the vicinity of that mark;**
 - 9.1.6. within 50m of the finishing line and marks while boats are finishing.**
- 9.2. Support boats should proceed around the racing area in such a way to minimize the effect their wash will have on boats racing and on race committee vessels. Boats that are motoring above five knots shall remain at least 150m from any boat racing and race committee vessels.**

Appendix A: Venue Map showing Launch Ramps and Support Boat mooring Areas

CORK: POH Venue Site Map 2023

