



2026 ILCA North American Championship



July 9 to 12, 2026

World Sailing 100 Point Graded Event for the ILCA 7 Male and ILCA 6 Female

ILCA NA 40 GP Points for the ILCA 4, ILCA 6 and ILCA 7

The Organizing Authority is CABRILLO BEACH YACHT CLUB

211 W. 22nd St., San Pedro, California 90731

Sailing Instructions

Amendment 1, July 7, 2026

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 and 63.2 (a).

1 Rules

1.1 See **NoR** 1.

2 Changes to Sailing Instructions

2.1 Any change to the Sailing Instructions will be posted before 1045 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 Notices to Competitors

Notices to competitors will be posted on the online Official Notice Board located at: [ILCA Notice Board](#)

4 Signals Made Ashore

4.1 Signals made ashore will be displayed from Flag Pole at Boat Yard, Cabrillo Beach Youth Waterfront Sports Center, (CBYWSC). When a signal is displayed over a class flag, it applies to that fleet only.

4.2 **[DP]** A boat shall not leave the shore until flag D (with one sound signal) is displayed and checks out with the Race Committee, (RC). The warning signal will be made not less than 45 minutes after the Flag D is displayed.

4.3 When Flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes'. This changes Race Signals - AP.

5 Schedule of Races

See **NoR** 8

6 Class Flags and Additional Identification [NP]

The Class Flag for fleets will be:

ILCA 7, a white flag with the class insignia

ILCA 4, a yellow flag with the class insignia

ILCA 6, a Yellow/Gold Fleet with Yellow flag and green flag with class insignia

ILCA 6, a Blue/Silver Fleet with Blue flag and green flag with class insignia

For split fleets, the color corresponding to the fleet being started, will be flown with the class flag as follows:

Yellow Fleet or Gold Fleet – Yellow Flag

Blue Fleet or Silver Fleet – Blue Flag

Additionally, in split fleets each boat shall display, while racing, a colored band corresponding to the fleet to which she has been assigned. The colored band should be securely taped to the mast below the gooseneck, where it is clearly visible. The color bands will be available at the check in table.

The large fleets, (ILCA 6) will have split fleets assigned daily per the ILCA Guide lines. [ILCA Race Management Policies](#)

7 Format of Racing

- 7.1 If a class is split into divisions the following will apply.
- 7.2 The class will be split into two divisions, initially Yellow and Blue, of nearly equal sizes.
- 7.3 Initial division assignments will be made at the discretion of the organizing authority, whose decision will be final and shall not be grounds for a boat to request redress. This changes **RRS** 61.4(b)(1).
- 7.4 The qualifying series will last two days.
- 7.5 Results of the qualifying series will be based on scores earned in the number of races then completed by both divisions. A qualifying series race will not count until both divisions have completed that race.
- 7.6 During the qualifying series, after each day of racing, boats will be reassigned to divisions based on series scores to date. Reassignments will be made as follows:

Rank in Round	Division Assignment
1 st	Yellow
2 nd	Blue
3 rd	Blue
4 th	Yellow
5 th	Yellow
6 th	Blue
7 th	Blue
And so on	

- 7.7 These reassignments will be based on rankings available by 2000 that day, regardless of pending Protest Committee actions.
- 7.8 At the conclusion of the qualifying series, boats will be assigned to Gold or Silver final series divisions based on their series scores to date. The two divisions will be as nearly as possible equal sizes, but the Silver division will not be larger than the Gold division.

8 Racing Area

The racing area will be outside west of Harbor entrance and east of Pt. Fermin Buoy. See **Attachment 1.1** area map.

9 Courses

- 9.1 The diagrams in **Addendum A** show the courses, the included angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.
- 9.2 The course designation, the approximate distance and the bearing to the first mark will be displayed on boards from the RC signal boat no later than the warning signal for each start.

10 Marks

10.1 The colour and shape of the marks will be as follows:

Mark(s)	Description
Starting Marks	Race Committee vessels displaying orange flags
Course Marks X1, X2, 3S, 3P, 4S, 4P	Orange MarkSetBot autonomous marks
Course Mark 1, 2,	Blue MarkSetBot autonomous mark
Finish Marks	Race Committee vessel displaying Blue flag and Blue MarkSetBot autonomous mark or Blue flag on a staff pin to port
New Marks	Orange Inflatable Tetrahedrons

10.2 When the autonomous marks are used, routine movement of the marks will not be grounds for redress. This includes minor readjustments or marks returning to station after being pushed away by a boat. This changes **RRS** 61.1(a).

11 The Start

11.1 The starting line for the ILCA 7, ILCA 6 and ILCA 4 classes will be between a staff displaying an orange flag on the RC signal boat at the starboard end of the starting line and the staff displaying an orange flag on an RC boat at the port end.

11.2 [NP] During a starting sequence, all boats whose warning signal has not been made shall stay approximately 100 meters to leeward of the starting line. (See illustration in **Addendum A**.)

11.3 A boat that does not start within 4 minutes of her starting signal will be scored DNS without a hearing. This changes **RRS** A5.1 and A5.2

12 Change of the Next Leg of the Course

12.1 A change of the next leg of the course will first be attempted by changing the position of the original marks. When this is not possible the course will be reset using one or more new marks (described in SI 10.1). When new marks are already in use, the course may be further reset using the original marks. Any action or no action by the race committee under this instruction will not be grounds for redress under **RRS** 61.4(b)(1).

12.2 Gate marks may be moved (without signal) to maintain the configuration of the course.

13 The Finish

The finishing line will be between a staff displaying a blue flag on the RC finishing boat at the starboard end and the course side of the port end finishing mark. The port end finishing mark will be as described in SI 10.1.

14 Time Limits

14.1 Time limits and target times in minutes are as follows:

Race Time Limit	Finish Window	Race Target Time
70	15	45

~~14.2 Boats that start and fail to finish, within the time stated in the Finish Window after the first boat sails the course and finishes, will be scored Time Limit Expired (TLE) except where the boat is otherwise scored by the race committee under RRS A5.1 or disqualified for any reason. This changes **RRS** 35, A4 and A5.~~

14.2 Failure to meet the target time will not be grounds for redress under **RRS** 61.4(b)(1).

15 Penalties for Breaches of Rule 42

15.1 **RRS** Appendix P will apply with the following changes:

15.1.1 If a first penalty is signalled after a boat has crossed the finish line, the penalty will be a 10% Scoring Penalty calculated as stated in **RRS** 44.3(c).

15.1.2. **RRS** P4 is replaced with “An action by the member of the jury or its designated observer under **RRS** P1.2 shall not be grounds for a request for redress by a boat under **RRS** 61.1(a). The jury may initiate a redress hearing and may give redress for an action under **RRS** P1.2 by a member of the jury or its designated observer”.

16 Hearing Requests and Scoring Inquiries

16.1 Protests, Requests for Redress and Scoring Reviews shall be submitted electronically at the following link: [ILCA Notice Board](#) See Communication with Race Officials and/or links to QR codes.

16.2 The protest time limit will be posted on the Official Notice Board on the event website. Protests shall be submitted no later than 45 minutes after the Race Committee Signal Boat docking time.

16.3 Protest hearings will be held at the Hearing Room in CBYWSC.

16.4 Notices of protests by the race committee, technical committee or protest committee will be posted on the Official Notice Board to inform boats under **RRS** 60.2(d).

16.5 After a hearing, a protest committee may impose penalties less than disqualification for breaking a rule other than those of Part 2 and 3 of the **RRS**, in accordance with **RRS** 60.5(c)(1).

16.6 Scoring Inquires shall be submitted using the scoring inquire form link on the official notice board. A scoring inquiry concerning starting penalties (OCS, UFD, BFD) shall be submitted within the protest time limit, or 30 minutes after the scores are posted, whichever is later.

16.7 Scoring inquiries may be submitted as a request for redress by a competitor with a time limit of 30 minutes after being informed of the scoring inquiry decision. This changes **RRS** 61.2(b)(1).

16.8 For the ILCA 6 fleets, the following **RRS** are changed: **RRS** 61.2(b)(2) is changed by deleting “on the last scheduled day of racing” and replacing it with “on the last day of the qualifying round, or on the last scheduled day of racing”. **RRS** 63.7(b) is changed by deleting “on the last scheduled day of racing” and replacing it with “on the last day of the qualifying round, or on the last scheduled day of racing”.

17 Scoring

See NoR 12

~~17.1 The Low Point scoring system, **RRS** Appendix A, will be modified so that each boat's regatta score will be the total of her race scores, with her worst score discarded only when five or more races have been completed. This changes **RRS** A2.1~~

~~17.2—Ten races are scheduled of which three races shall be completed to constitute a regatta.~~

~~17.3—The series for ILCA 6 class will consist of a Qualifying Round and then a Final Round of Gold and Silver where boats are assigned to Gold and Silver based on Qualifying Round scores. Scores from races in both rounds will be used to determine a boat's final series score. There will be no qualifying round for the ILCA 7 or ILCA 4 classes.~~

~~17.4—The following will apply for the ILCA 6 class:~~

~~17.4.1—Boats in a Qualifying Round will be assigned to fleets Yellow and Blue as nearly as possible equal sizes. The initial fleet assignments will be made by the organizing authority using random assignments.~~

~~17.4.2—Each boat shall display, while racing, a colored band corresponding to the fleet to which she has been assigned. The colored band should be securely taped to the mast below the gooseneck, where it is clearly visible.~~

~~17.4.3—The Qualifying Round consists of the races completed for both fleets until the day 4 races have been completed by all fleets. All races on that day shall be counted for the gold and silver split.~~

~~**RRS** A4.2 is changed so that the scores in the qualifying round are based on the number of boats assigned to the larger fleet.~~

~~17.4.4 If all fleets for a split class have not completed the same number of races, the series scores for assignments will be calculated for those races (numbered in order of completion) completed by all fleets. These assignments will be based on the ranking available at 2000 hours that day. The Protest Committee may extend the time limit.~~

~~17.4.5 At the conclusion of the Qualifying Round, boats will be assigned to Gold (Yellow) and Silver (Blue). Final Round fleets based on their series scores to date. The two fleets will be of as nearly as possible equal sizes and the Silver fleet will not be larger than the Gold fleet. In the event that one fleet has completed fewer races in the Qualifying Round than the other, the assignment will be calculated using those races (numbered in order of completion) completed by all fleets. Any extra race(s) completed by one fleet to that point will not be included in the final series scores for either the Gold or Silver or fleet.~~

~~17.4.6 In the Final Round, the Gold and Silver fleets will be scored separately, and one fleet does not need to complete the same number of final series races as the other fleet.~~

~~17.5 Boats sailing in split fleets and scored in accordance with **RRS** A5.1 or 5.2 shall be scored using the number of entrants in the largest fleet being sailed in her class for that round.~~

~~17.6 Boats scored TLE will be scored points equal to the number of boats which sail the course and finish within the time limit plus two points by the race committee without a hearing, not to exceed the points for DNF. This changes **RRS** 35, A5.1, A5.2 and A10.~~

18 Safety and Accountability [NP]

18.1 **RRS** 40.1 applies.

18.2 If a boat retires before the end of racing for the day, she shall attempt to report their retirement to a Race Committee or Safety boat on the racecourse.

18.3 [DP] Check-out & Check-in:

18.3.1 When going out to race each competitor intending to race shall personally check-out against their name and/or sail number.

18.3.2 On returning ashore, even after the display of AP/H, AP/A, N/H or N/A when no race has been completed after launching, each competitor shall personally check-in, against their name and/or sail number, as soon as reasonably possible.

18.3.3 Check-out and Check-in shall be with RC in Boat Yard, (CBYWSC).

18.3.4 Failure to Check-Out will result in 1-point penalty for the next race completed even if no race is completed on the day of the infringement.

18.3.5 Failure to Check-In will result in 1-point penalty for the last race completed even if no race is completed on the day of the infringement.

18.3.6 Only one 1-point penalty for infringements of SI 18.3.4 and SI 18.3.5 will be applied by Race Committee without a hearing to any one race on the day. A competitor shall not be scored worse than a disqualified competitor. This changes **RRS** 63.1 and A5.

18.3.7 See **NOR 15** for additional requirements.

19 Coach and Support Boats [NP]

19.1 Support boats with team leaders, coaches, and other support personnel shall stay at least 100 meters outside the course and any racing sailboat and shall not be between the outer and inner trapezoid 'loops' from the time of the preparatory signal for the first fleet or class to start until all boats have finished or the race committee signals a postponement or abandonment. Support boats intending to watch a start shall also stay 100 meters to leeward of the start line from the warning signal until the start or a postponement is signaled.

19.2 All support vessels shall be equipped with a functioning engine safety cut-out switch (kill switch),

which shall remain attached to the support person at all times while the engine is running. Failure to comply may be misconduct and result in expulsion from the event.

19.3 Support See **NOR 13** and **Annex 1** for additional requirements.

20 Official Vessel

20.1 Official vessels will be marked as follows:

Vessel	Flag
Jury	Pink flag with letters JUDGES
Race Committee	Blue flag with red anchor and white letters RC
Press, Media	Yellow flag with letters MEDIA
Official	White flag with letters OFFICIAL
Safety	Green flag with letters SAFETY

20.2 Failure of an official vessel to fly an identifying flag shall not be grounds for redress by a boat. This changes **RRS** 61.1(a).

20.3 Actions by the official vessels, drones or helicopters shall not be grounds for redress by a boat. This changes **RRS** 61.1(a).

21 Radio Communications

21.1 The race committee will monitor VHF channel 68 Coach/support boats are asked to monitor that channel and to respond to any reasonable request from the race committee to stand by or otherwise assist in the safe conduct of this event. See **RRS** 37.

21.2 In the interest of competitor safety, coach/support boats are also requested to report any potentially dangerous situations they observe to the Safety Committee on VHF channel 68.

22 Trash Disposal [NP]

RRS 47 will be enforced. Trash may be placed aboard support and race committee boats.

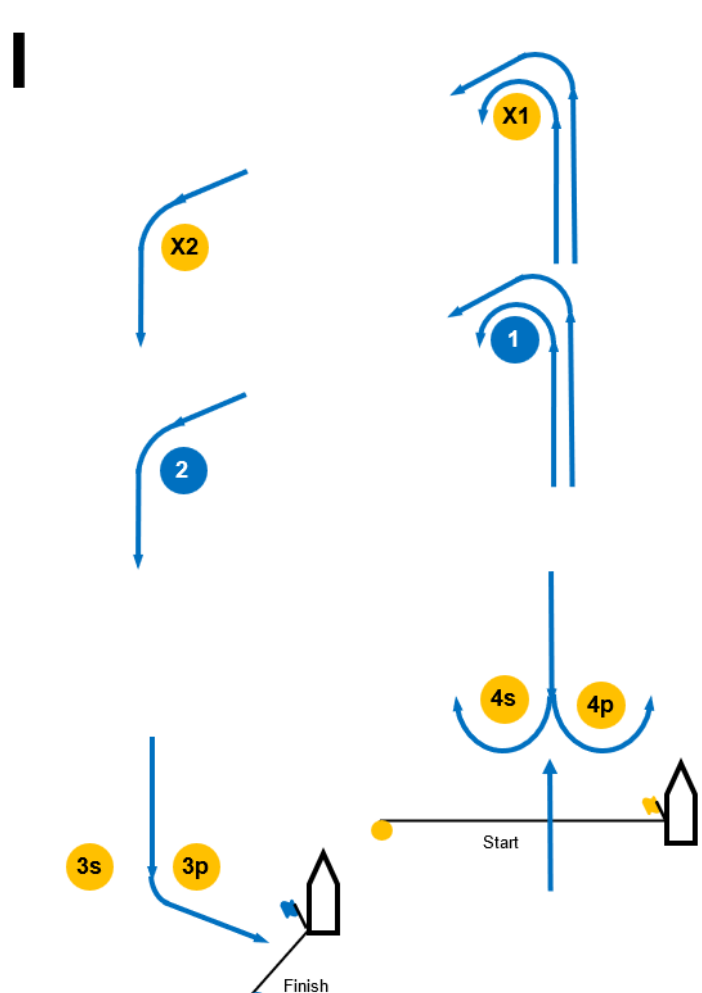
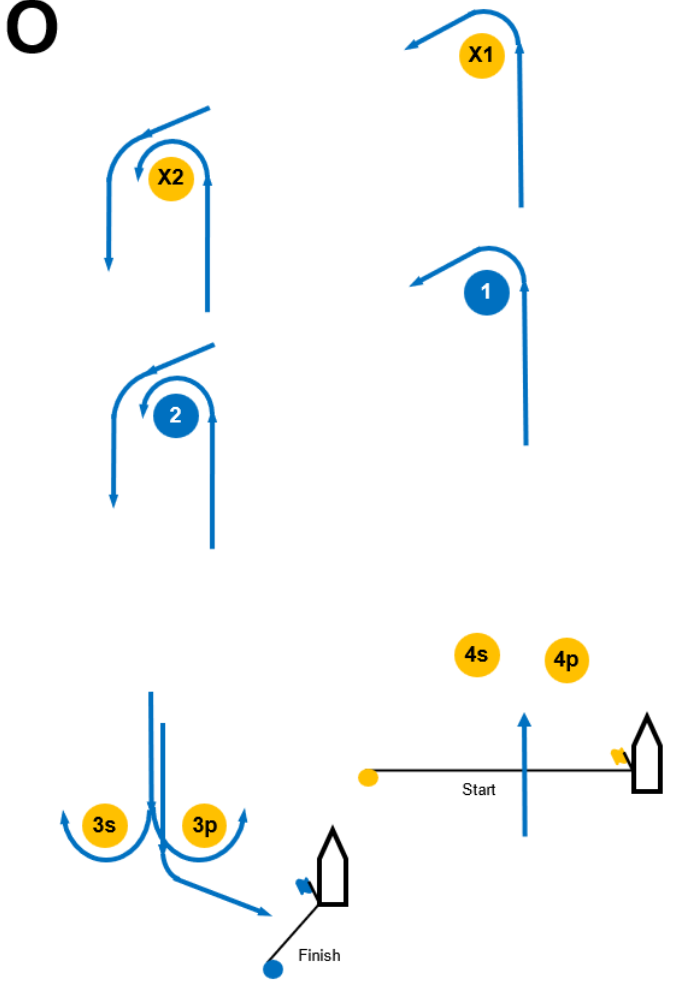
23 Risk Statement

RRS 3 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone." Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

- A) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, and their boat to such inherent risk whilst taking part in the event;
- B) They are responsible for the safety of themselves, their boat and their other property whether afloat or ashore;
- C) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omission; Their boat is in good order, equipped to sail in the event and they are fit to participate;
- D) The provision of a race management team, patrol boats and other officials and volunteers by the event organizer does not relieve them of their own responsibilities; and
- E) The provision of safety boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.

Addendum A

SI Course Chart

	
Course: Inner Trapezoid I2: Start-1-4s/4p-1-2-3p-Finish (ILCA 4) I2: Start-X1-4s/4p-X1-X2-3p-Finish I3: Start-1-4s/4p-1-4s/4p -1-2-3p-Finish (ILCA 4) I3: Start-X1-4s/4p-X1-4s/4p -X1-X2-3p-Finish	Course: Outer Trapezoid O2: Start-1-2-3s/3p-2-3p-Finish (ILCA 4) O2: Start-X1-X2-3s/3p-X2-3p-Finish O3: Start-1-2-3s/3p-2-3s/3p -2-3p-Finish (ILCA 4) O3: Start-X1-X2-3s/3p-X2-3s/3p -X2-3p-Finish



ANNEX 1

Support Vessel Regulation.

1 GENERAL

- 1.1 This Support Vessel Regulations (SVR) shall apply from first day of registration until the end of prize giving ceremony.
- 1.2 For the purposes of these regulations, a support vessel includes any vessel that is under the control or direction of a person who is or may provide physical or advisory support to an athlete, including the gathering of data that may be used at a later time.
- 1.3 The organizing authority may inspect vessels at any time to ensure that they comply with these regulations, and the person responsible for the vessel shall facilitate such inspection.
- 1.4 The organizing authority may change these regulations at any time. Any changes will be posted on the official notice board.
- 1.5 Support vessels and designated drivers shall be registered at the race office either before leaving the venue by water for the first time or by 1800 on the day before the first race of a competitor that it is supporting, whichever is earlier.
- 1.6 Each support vessel driver shall confirm registration of their vessels and submit the names and sail numbers of the boats they are supporting at the race office before the end of registration.
- 1.7 Each vessel shall be insured with valid third-party liability insurance with a minimum coverage of USD \$1,500,000 (or equivalent) per incident.
- 1.8 Only the registered person may be a designated driver.
- 1.9 The person registering the support vessel shall sign to confirm that:
 - 1.9.1 he / she holds a valid insurance certificate showing proof of third-party liability coverage as required by SVR 1.8;
 - 1.9.2 the designated driver has a motorboat driving license recognized by a national authority appropriate to that vessel; (Californian residents will be required to have a boater's card.)
- 1.10 Support vessels shall be marked with a numbered flag supplied by the OA.

2 SAILING VENUE

- 2.1 Only support vessels that are registered will be allowed into the sailing venue.
- 2.2 When not in use, support vessels shall be appropriately berthed at the sailing venue in the allocated areas for support vessels for the entire time that these SVR apply.

3 SAFETY

- 3.1 Support vessels shall carry on board:
 - 3.1.1 Life jackets / buoyancy aid for all passengers and the driver;
 - 3.1.2 First-aid kit;
 - 3.1.3 VHF radio;
 - 3.1.4 Device for making a sound signal;
 - 3.1.5 Compass;
 - 3.1.6 Adequate anchor and tackle for conditions and depth;
 - 3.1.7 Tow rope (minimum 15m long and 10mm thick);
 - 3.1.8 Operational engine kill cord (also known as a safety lanyard or automatic engine immobilizer);
 - 3.1.9 Knife.
- 3.2 The kill cord shall be used at all times when the engine is running.

- 3.3 Support persons are responsible for overseeing the safety of their support vessels on the water, including knowledge of who is afloat and ensuring their safe return to the venue.
- 3.4 At all times, the registered driver(s) of a support vessel shall comply with directions given by a race official. In particular, this includes assisting in rescue operations when requested to do so.

4 GENERAL RESTRICTIONS

- 4.1 The registered driver(s) of a support vessel will be responsible for the control of the vessel at all times and will be held responsible for any inappropriate behavior, dangerous actions or improper practices, or actions affecting the fairness or safety of competition.
- 4.2 Support vessels 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.
- 4.3 Support vessels should take particular care to minimize their wash when transiting the course areas.

5 SUPPORT VESSEL ZONE

- 5.1 Support vessels shall not be positioned:
 - 5.1.1 Closer than 100 meters of any boat racing;
 - 5.1.2 Within 100 meters of the starting line and marks from the time of the preparatory signal until all boats have left the starting area, or the race committee signals a postponement or abandonment;
 - 5.1.3 Between any boat racing and the next mark of the course;
 - 5.1.4 Between the inner loop and outer loop trapezoid courses when boats are racing on both courses;
 - 5.1.5 Within 100 meters of any mark of the course while boats are in the vicinity of that mark;
 - 5.1.6 Within 100 meters of the finishing line and marks while boats are finishing.
- 5.2 When any boat is racing from mark 5 to the finish, coach/ support boats shall stay out the area from 100 meters below mark 5 to 100 meters above the finish line.
- 5.3 When boats are finishing coach/support boats shall stay more than 100 meters outside and to windward of the starboard end of the finish line until all boats in all fleets have finished.
- 5.4 In addition, support vessels that are motoring above 5 knots shall remain at least 150 meters from any boat racing.

