

2015 ISAF TEAM RACING WORLD CHAMPIONSHIP

20 - 24 July 2015

SAILING INSTRUCTIONS

1. RULES

- 1.1 The Championship will be governed by:
 - (a) the 'rules' as defined in the RRS, including RRS Appendix D;
 - (b) the Rules for Handling Boats (SI Addendum A), which also apply to any practice sailing; and
 - (c) the prescriptions of the Royal Yachting Association to RRS 5, 67, 86.3 and 88.2 shall apply and will be posted on the official notice board (no other prescriptions shall apply).
- 1.2 These Sailing Instructions amend or delete RRS 26, 29.1, 32, 33, 35, 40, 60.1, 60.3, 62.1, 62.2, 63.1, 64.1, A4 & A5, D1.1, D1.2, D2.7, D3.1, D4.2 and Race Signals
- 1.3 Rule 40 is changed so that it applies at all times when afloat without the display of flag Y.
- 1.4 The boats provided by the Organizing Authority shall be deemed to conform with any applicable class rules.
- 1.5 RRS D1.1(d), Arm Signals when Rule 20 Applies, is deleted.
- 1.6 Boats shall avoid the passenger carrying boat "Rutland Belle" at all times. She shall rank as an obstruction for the purpose of the rules of Part 2.

2. ADVERTISING

- 2.1 In accordance with ISAF Advertising Code, advertising on the supplied equipment is only available to the Organizing Authority.
- 2.2 While racing, competitors may be required to wear bibs. The bibs will be provided by the Organizing Authority and will be worn outside all other clothing.

3. TEAMS

- 3.1 To remain eligible, a team shall register prior to 17.00hrs on Sunday 19 July 2015 (unless this time is extended by the ISAF Technical Delegate). A team shall provide any required damage deposit before going afloat for the first time.
- 3.2 When a registered crew member is unable to continue in the Championship, the ISAF Technical Delegate may authorise a substitute, a temporary substitute or other adjustment.

4. DAILY SCHEDULE

- 4.1 The captain of each team, or his representative, shall attend the first briefing at 18.00hrs on Sunday 19 July 2015, unless excused by the ISAF Technical Delegate. The first meeting with the umpires will be held after the first briefing.
- 4.2 The captain of each team, or his representative, shall attend a daily morning briefing at 08.45hrs each day at the venue, unless excused by the ISAF Technical Delegate.

5. NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board located in the race office.

6. CHANGES TO THE SAILING INSTRUCTIONS

- 6.1 Any change to the sailing instructions will be posted at least 15 minutes before the start of any race to which it applies and will be signed by the Race Officer and the ISAF Technical Delegate.
- 6.2 Flag L over the numeral pennant of the most recent amendment will be displayed ashore each day until two hours after the amendment is made or until another amendment is made.
- 6.3 Any change to the starting time of the first race of the day will be posted by 18.00hrs or within 60 minutes after the last race, whatever is later, on the day before it will take effect.

7. SIGNALS MADE ASHORE

- 7.1 Signals made ashore will be displayed from the main flag pole located in the dinghy park.
- 7.2 When flag AP is displayed ashore '1 minute' is replaced with 'not less than 10 minutes' in the race signal AP.

8. FORMAT

- 8.1 The intended format of the Championship is described in SI Addendum C and SI Addendum D. The ISAF Technical Delegate may at any time change the format, terminate or eliminate any round or stage, when the conditions, remaining time or other relevant factors do not permit the completion of the Championship format.
- 8.2 The scheduled time of the warning signal for the first race each day is 09.30hrs.
- 8.3 On the last day of the Championship, no warning signal will be made after 18.30hrs.
- 8.4 Every race will be assigned a race number in the race schedule. The schedule of races will be displayed on the official notice board. Any changes to the schedule will be displayed not less than 15 minutes before the warning signal of any race concerned.

8.5 The Race Committee may:

- (a) decide not to run a re-sail if the result of the race is not relevant to progress of any team to the next round; and/or
- (b) postpone a re-sail indefinitely and score each team half a race win unless the result is relevant to progress in the next round.

9. RACING AREA

The intended racing area will be on Rutland Water in front of Rutland Sailing Club.

10. THE COURSE, MARKS AND TIME LIMIT

- 10.1 The diagram in Attachment B shows the course, including the approximate angles between legs, the order in which marks are to be rounded, and the side on which each mark is to be left.
- 10.2 Marks 1, 2, 3 and 4 will be red, yellow green and black buoys respectively. If required, replacement marks may be of any colour.
- 10.3 The start marks will be a race committee boat and a buoy with an orange flag.
- 10.4 The finish marks will be a race committee boat and a buoy with a blue flag.
- 10.5 The Race Committee may move marks of the course at any time. The moving of a mark by the Race Committee shall not be grounds for redress.
- 10.6 The time limit for each race will be 30 minutes if no boats have finished within that time. If one or more boats have finished, the Race Committee may still abandon the race under SI 13.2.

11. THE START

- 11.1 Rule 26 (starting system) and related Race Signals will not apply.
- 11.2 The race number will be displayed on the starting committee boat between the preparatory signal and the start signal for that race. When the race number is displayed in this way it overrides all prior communications, schedules or instructions. The Race Committee may at any time remove a particular race from the published sequence of races and run it at a later time.
- 11.3 Boats whose warning signal has not been made shall avoid the starting area.
- 11.4 The starting line will be between a staff displaying an orange flag on the committee boat at the starboard end of the line and the port-end starting mark.

11.5 The starting sequence and signals will be an automatic countdown clock and horn system. Sound signals will be made at the following intervals:

<i>SIGNAL</i>	<i>Time</i>	<i>Sound</i>
Warning	3 mins	3 Long
Preparatory	2 mins	2 Long
One-minute	1min	1 Long
30 Seconds	30s	3 Short
20 Seconds	20s	2 Short
10 Seconds	10s	1 Short
5 Seconds	5s	1 Short
4	4s	1 Short
3	3s	1 Short
2	2s	1 Short
1	1s	1 Short
Start	0	1 Long

11.6 In the event of the failure of the automatic clock, battens will be displayed with a horn sound signal in the following sequence:

<i>SIGNAL</i>	<i>Time</i>	<i>Sound</i>	<i>Battens</i>
Warning	3 mins	3 Long	3
Preparatory	2 mins	2 Long	2
One-minute	1min	1 Long	1
Start	0	1 Long	None or 3

11.7 In the start sequence, audible signals will take precedence. Failure to hear a signal shall not be grounds for redress.

11.8 The starting signal of a race may be the warning signal for the following race.

11.9 A boat shall not start more than two minutes after her starting signal.

11.10 When at a boat's starting signal any part of her hull, crew or equipment is on the course side of the starting line, the Race Committee shall promptly:

- (a) display flag X with one sound; or
- (b) sound a loud siren and display a flashing light on the committee boat, and may hail her boat number. The flag or flashing light shall be displayed until all such boats are completely on the pre-start side of the starting line or its extensions, but no later than one minute after the starting signal. A failure to hail boat numbers correctly, or the order in which boat numbers are hailed, shall not be grounds for redress.

12. THE FINISH

The finish line will be between a staff displaying a blue flag on the finishing boat at the starboard end of the line and the port-end finishing mark.

13. POSTPONEMENT AND ABANDONMENT

- 13.1 The Race Committee may postpone a race if advised by the race umpires that there has been serious interference by an official boat prior to the starting signal.
- 13.2 The Race Committee may abandon a race for any reason following consultation with the race umpires where practicable. Abandonment(s) may be advised orally by the umpires or Race Committee.

14. UMPIRING AND PROTESTS

- 14.1 All races will be umpired under the single flag system. RRS D2.2 applies.
- 14.2 Decisions of the International Jury will be final as provided in RRS 70.5
- 14.3 The time limit for filing protests and requests for redress for incidents that did not occur while racing is 10 minutes after the relevant incident or, if the incident is afloat, within 10 minutes of coming ashore (whichever is later). A written protest form, obtainable from the race office, is required for protests and requests for redress that were not filed on the water. Times for hearings not heard while afloat will be posted on the official notice board.
- 14.4 The International Jury may refuse to hear a protest or request for redress if its outcome is not relevant to progress in the next round of the Championship.
- 14.5 If the Race Committee decides that a competitor has broken SI 1.3 (personal floatation devices), it may penalise the competitor's team with one race win without a hearing.
- 14.6 If the International Jury decides that a breach of a rule, other than a rule of RRS Part 2, has had no significant effect on the outcome of a race, it may make any arrangement it decides is equitable, which may be to impose no penalty.

15. BREAKDOWNS AND USE OF BOATS

- 15.1 Competitors are responsible for inspecting their boats before racing.

- 15.2 Competitors shall report any defects, damage or breakdown to the Race Committee at the first reasonable opportunity.
- 15.3 When to continue racing after damage or a breakdown risks further damage to the boat or crew, the boat shall retire immediately.
- 15.4 Before starting and after finishing or retiring, boats shall sail to minimise any delay to the race schedule and without interfering with any race in progress.
- 15.5 A boat shall remain the responsibility of the team until handed over to the Race Committee or the next team to use that boat.

16. SCORING

- 16.1 RRS D3 and D4 will apply.
- 16.2 A boat that capsizes after her starting signal and inverts such that both her gunwhales are touching the water, or gets her mast stuck in the lake bottom, will be scored DNF.

17. SUPPORT BOATS

- 17.1 Coach boats will not be allowed.
- 17.2 Coaches, team managers and any other team officials or persons accompanying teams will not be allowed on the race course or pontoons except with the prior permission of the Race Officer or ISAF Technical Delegate.

18. PRIZES

- 18.1 Prizes will be given as follows:
- (a) The first ranked team in the Open Division will win the ISAF Open Team Racing World Championship Trophy
 - (b) The first ranked team in the Youth Division will win the ISAF Youth Team Racing Championship Trophy.
- 18.2 ISAF Gold, Silver and Bronze medals will be awarded in each Division.
- 18.3 Other prizes may be awarded at the discretion of the Organizing Authority.
- 18.4 ISAF trophies must be returned to the ISAF Technical Delegate before the team departs the venue on Friday 24 July 2015.

19. DRUG TESTING

- 19.1 Competitors are reminded of the ISAF rules and regulations concerning the use of banned methods and substances, which are contained in ISAF Anti-Doping Code. Drug testing may take place during this Championship.

20. RISK STATEMENT

- 20.1 Competitor's attention is drawn to NOR 17.

21. CODE OF CONDUCT

- 21.1 Competitors shall comply with any reasonable request from any official, including attendance at official functions and co-operation with Championship sponsors, and shall not behave so as to bring the Championship into disrepute.
- 21.2 Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Addendum A.
- 21.3 The penalty for breaking instruction SI 21.1 or SI 21.2 is at the discretion of the International Jury and may include exclusion from further participation in the Championship, the withdrawal of any prize or the withholding of deposits.

SI ADDENDUM A – RULES FOR HANDLING BOATS

1. GENERAL

- 1.1 While all reasonable steps are taken to equalise the boats, variations shall not be grounds for redress.

2. SUPPLIED EQUIPMENT AND DAMAGE DEPOSIT

- 2.1 The Championship will be sailed in Firefly-type dinghies.
- 2.2 There will be a damage deposit of £500 per team which must be paid with entry fee or at registration. No team will be allowed to sail without the damage deposit being paid.
- 2.3 A team found by the Race Committee to be responsible for causing specific damage will be charged for such damage and the cost of the damage shall be deducted from their damage deposit.
- 2.4 The limit of liability for any one incident is £500.
- 2.5 In the event that deductions are made during the Championship from a damage deposit of up to a total of 50% of the original value, the deposit will be required to be restored to the original value before that team can continue racing.
- 2.6 Damage deposits will be refunded where no damage is attributable after the completion of the Championship.
- 2.7 For each race, the Race Committee will allocate boats to the competing teams.
- 2.8 The handover of boats between teams is to be completed without delay. After finishing, boats shall sail directly to the changeover position without interfering with any races in progress.
- 2.9 Boats shall be handed over as empty of water as possible and in racing condition. Any defects should be reported to the Equipment Officer as soon as reasonably possible, but no later than handing the boat over.
- 2.10 Competitors shall inspect a boat before taking charge of the boat. If a team fails to report damage to a boat that is obvious upon inspection, the Race Committee may allocate liability for the damage to that team.
- 2.11 A boat shall remain the responsibility of the competitor, including the cost of damage, until handed over to the next competitor to use that boat or to the Race Committee.
- 2.12 A competitor is responsible for the cost of damage to a boat he is sailing unless the Race Committee has allocated it otherwise.
- 2.13 The Race Committee may report to the International Jury any incident of material damage occurring to a boat whilst in the charge of a competitor for action under SI A2.14.
- 2.14 If, after a hearing the International Jury finds that the damage was caused by deliberate action or negligence on the part of the competitor, it may disqualify the competitor's team from the Championship or apply any other penalty to any of their races.

3. PROHIBITED ACTIONS

- 3.1 Except in an emergency or in order to prevent damage or injury, or when directed by an umpire or the Race Committee otherwise, the following are prohibited:
- (a) adjusting or altering the tension of standing rigging;
 - (b) any additions, omissions or alterations to the equipment supplied;
 - (c) the use of any equipment or fittings for a purpose other than that intended;
 - (d) the replacement of any equipment without the permission of the Race Committee;
 - (e) cleaning the boats, centreboards and rudders with anything but water;
 - (f) perforating the sails;
 - (g) adjusting the upper battens; or
 - (h) marking the hull or equipment in any manner other than reasonably easily removable adhesive tape
- 3.2 Spinnakers and trapezes shall not be used.
- 3.3 Rudders shall be fully down whilst racing.

4. PERMITTED ITEMS AND ACTIONS

- 4.1 The following are permitted:
- (a) Taking on board:
 - (i) basic hand tools;
 - (ii) easily removable adhesive tape.;
 - (iii) line (elastic or otherwise); and
 - (iv) shackles and clevis pins.
 - (b) Using the items in 3.1(a) to:
 - (i) prevent the fouling of lines, sails and sheets;
 - (ii) prevent damage; or
 - (iii) make minor repairs.
 - (c) Changing the number of mainsheet purchases.
 - (d) Adjusting the length of the toe straps.
 - (e) Adjusting the jib halyard tension.

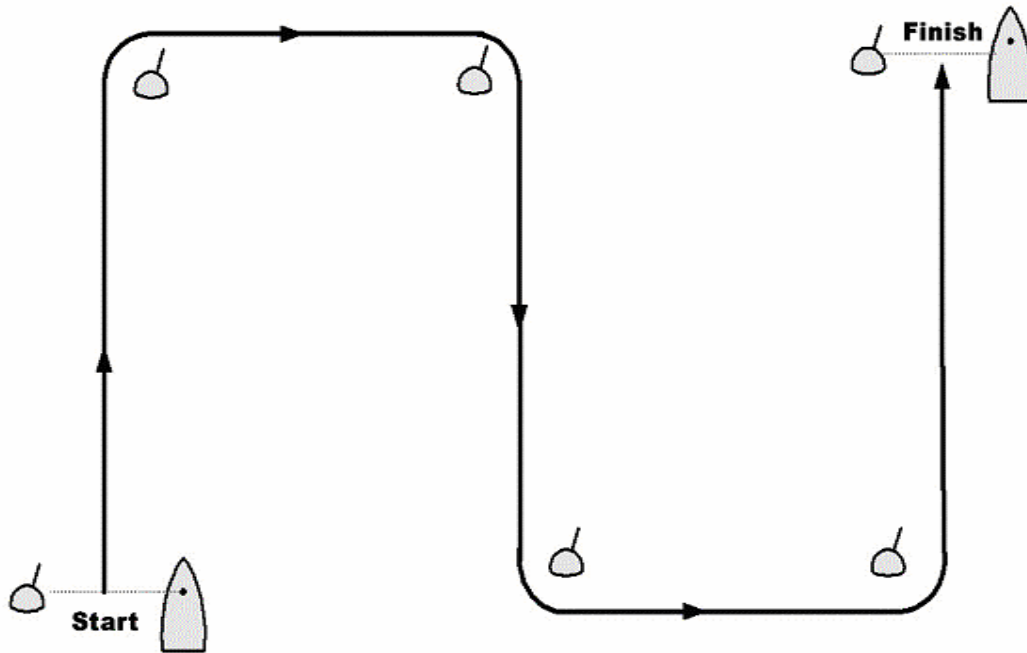
5. MANDATORY ITEMS AND ACTIONS

- 5.1 The following actions are mandatory:
- (a) Inspecting assigned boats before each race for possible breakdowns and missing equipment. Discrepancies shall be reported immediately to the Equipment Officer when ashore or to the Race Committee when afloat.

- (b) Reporting any damage, breakdown or loss of equipment, however slight, to the Equipment Officer immediately upon returning the boat.
- (c) Reporting any collision resulting in damage to either boat to an umpire or Equipment Officer as soon as possible after finishing or retiring.
- (d) At the end of each sailing day:
 - (i) Folding, bagging and placement of sails as directed.
 - (ii) Leaving the boat in the same state of cleanliness as when first boarded that day.
 - (iii) Complying with any request from the Race Committee regarding the berthing or hauling out of boats.
- (e) Any request to alter, in any way, the equipment on a boat shall be in writing and worded in a way which permits a "yes/no" answer.
- (f) Failures to comply with this SI A5 may result in a deduction from the damage deposit up to £50 per incident.

SI ADDENDUM B – COURSE

The course will be a starboard hand 'S' course: START – 1 – 2 – 3 – 4 – FINISH



Not to Scale

SI ADDENDUM C – CHAMPIONSHIP FORMAT FOR THE OPEN DIVISION

1. General

- 1.1 Youth Division teams will race in the Open Division.

2. Stage 1A – Round Robin 1

- 2.1 All teams will sail a single round robin with each team scheduled to sail each other team once.

3. Stage 1B – Round Robin 2

- 3.1 All teams will sail a single round robin with each team scheduled to sail each other team once.
- 3.2 Teams will be ranked under RRS D4.3 to D4.5 using the combined scores from Stage 1A and Stage 1B. Half of the highest ranked teams (rounded up) will qualify for Stage 2 in the Gold League. The remaining teams will qualify for Stage 2 in the Silver League.

4. Stage 2 – Gold and Silver Leagues

- 4.1 All teams will sail a single round robin in each League with each team scheduled to sail each other team in the League once.
- 4.2 The four highest ranked teams in the Gold League at the conclusion of Stage 2 will qualify for Stage 3. The remaining teams will be awarded 5th place onwards in the Open Division in order of their rank in the Leagues, with the Gold League teams ranking above the Silver League teams.

5. Stage 3 - Semi-Finals

- 5.1 The highest ranked team from Stage 2 of the Gold League will choose their opponent.
- 5.2 The remaining two teams shall sail each other.
- 5.3 The first two teams to score at least 3 race wins will qualify to Stage 5, the others to Stage 4.

6. Stage 4 – Petit-Final

- 6.1 The first team to score at least 2 race wins shall be awarded 3rd place, the other 4th place in the Open Division.

7. Stage 5 - Final

- 7.1 The first team to score at least 3 race wins shall be awarded 1st place, the other 2nd place in the Open Division.

SI ADDENDUM D – CHAMPIONSHIP FORMAT FOR THE YOUTH DIVISION

1. Stage 1 - Round Robin

- 1.1 All Youth teams will sail a double round robin with each team scheduled to sail each other team twice.
- 1.2 The highest ranked team from Stage 1 will qualify for Stage 3. The second and third highest ranked teams will qualify for Stage 2. The remaining teams will be awarded 4th place onwards in the Youth Division in order of their rank in Stage 1.
- 1.3 If Stage 1 cannot be completed, teams will awarded 1st place onwards in the Youth Division based on their rank in Stage 1A of the Open Division or, if Stage 1B has been completed, based on their rank determined under SI C3.2. If both cases, only scores from races where Youth Division teams have raced each other shall be used.

2. Stage 2 – Playoff

- 2.1 The first team to score at least 3 race wins will qualify for Stage 3 and the other team will be awarded 3rd place in the Youth Division.

3. Stage 3 – Final

- 3.1 The first team to score at least 3 race wins will be awarded 1st place and the other team 2nd place in the Youth Division.