

2019 Hempel Youth Sailing World Championships

Gdynia Sailing Instructions (GSI)

13–20 July 2019
Gdynia, Poland

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Poland 2019
Youth
Sailing World
Championships



Official Suppliers

2019 Hempel Youth Sailing World Championships



GSI 9 [NP] [SP] SAFETY REGULATIONS

- GSI 9.6 Ashore Check-Out and Check-in
- GSI 9.6.1 Tallies shall be provided to all competitors.
- GSI 9.6.2 The Tally Control Point will be located near the launching ramp.
- GSI 9.6.3 Both helm and crew shall personally Check-Out each day when leaving their berth for racing by presenting their personal tally at the Tally Control Point.
- GSI 9.6.4 After returning ashore both helm and crew shall personally Check-In by presenting their personal tally at the Tally Control Point. The Check-In shall be done promptly and within the protest time limit.
- GSI 9.6.5 Competitors are responsible for verifying that the Tally Control Point acknowledged their Check-In/Check-Out and require assistance if needed. The Tally Control Point will display the competitor name if the Check-In/Check-Out was successful.
- GSI 9.6.6 Tallies shall be worn visibly, over clothing, on the right wrist by both helm and crew while afloat.
- GSI 9.6.7 If a tally is lost, the competitor is personally responsible for its replacement by presenting his accreditation at the Race Office and requesting a new tally. If the tally was lost while afloat, the competitor shall, after returning ashore, promptly and personally present his accreditation at the Race Office and request a new tally. Thereafter, the competitor shall immediately Check-In by presenting their new personal tally at the Tally Control Point.

GSI 10 COMMUNICATIONS WITH COMPETITORS

- GSI 10.6 When flag AP is displayed ashore, '1 minute' in RRS Race Signals AP is replaced with the time shown below. This changes RRS Race Signals and NOR/SI 10.6.

Course Area	Warning Signal not less than time
Alpha and Charlie	30 min
Bravo	45 min
Delta	60 min

- GSI 10.7 [SP] A boat shall not leave their designated place in the dinghy park, or near the ramp when changing boats, until Flag D is displayed ashore. The warning signal will be made not less than the time in minutes shown below after flag D is displayed or not before the scheduled time, whichever is later. This changes NOR/SI 10.7.

Course Area	Warning Signal not less than time
Alpha and Charlie	30 min
Bravo	45 min
Delta	60 min

GSI 13 SCHEDULE AND COURSE ASSIGNMENTS

GSI 13.4.1 Addendum 3 - Schedule of Races is published as separate document on the Online Notice Board <http://www.worldsailingywc.org/onb/index.php>

This changes NOR/SI13.4.

GSI 13.4.2 The schedule for the training in the practice day will be posted on the Online Notice Board.

GSI 26 COURSE AREAS AND MARKS

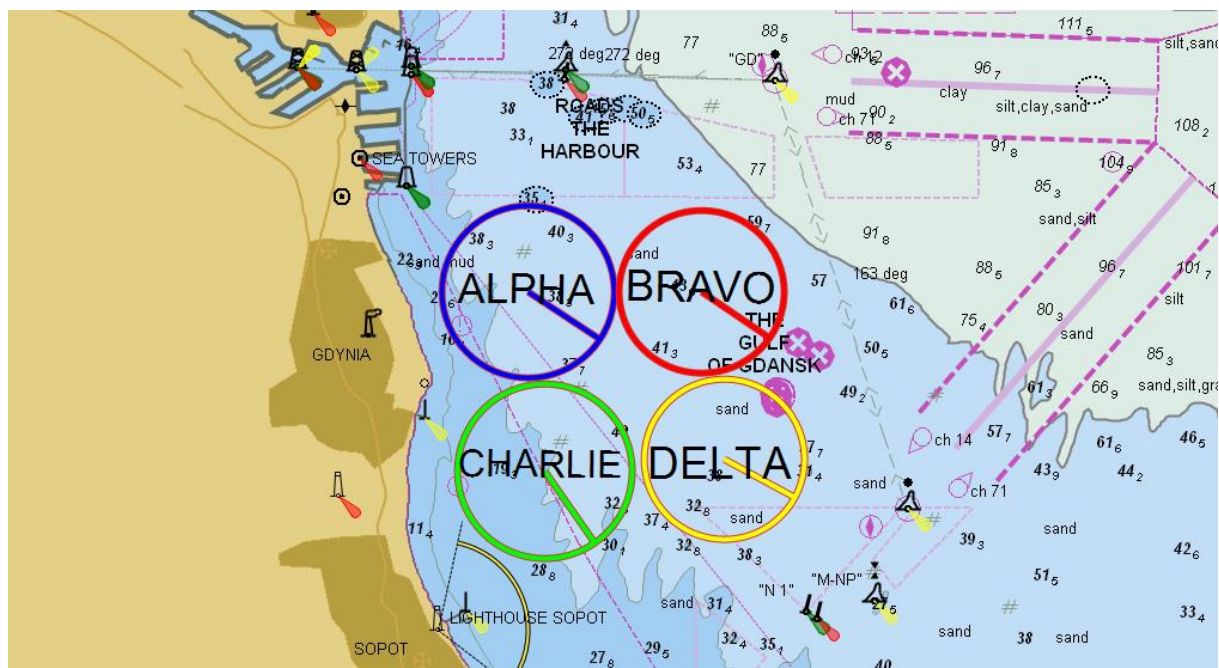
GSI 26.1 Course Areas are shown in GSI Addendum 1.

GSI 26.2 Marks 1, 2, 3, and 4, or associated gate marks, shall be as follows:

Area	Marks 1, 2, 3, 4	New Mark	Finish Mark
Alpha	Orange/white cylinder	Purple/Black	Black/White chequered
Bravo	Red cylinder	Green cone	Orange flag
Charlie	Yellow cylinder	Red cylinder	Orange flag
Delta	Orange/Blue cylinder	Red cone	Orange flag

GSI 26.3 When a port-end inflatable starting mark is used, the mark will be the same as the new mark of that course.

GSI ADDENDUM 1 - CHART OF COURSE AREAS



Position of the center of the circle:

ALPHA: ϕ 54°30'00" N
 λ 018°35'40" E

BRAVO: ϕ 54°30'00" N
 λ 018°38'40" E

CHARLIE: ϕ 54°28'15" N
 λ 018°36'00" E

DELTA: ϕ 54°28'20" N
 λ 018°39'00" E

Diameter of the circle: 1,6 NM

ADDENDUM 2 - [SP] USE OF SUPPLIED EQUIPMENT

1 General

- 1.1 All boats (except the RS:X) will be provided for all competitors.
- 1.2 After an Organizing Authority supplied boat or equipment has been issued, it shall remain in the Sailing Venue. RS:X equipment also shall remain in the Sailing Venue from Saturday 13 July till the last race on Friday 19 July, except if approved by the World Sailing Technical Delegate.
- 1.3 On completion of the event, all equipment supplied to athletes shall be returned to the Organizing Authority in accordance with instructions that will be posted on the Official Notice Board.
- 1.4 The equipment (boat's sails, spars, rigging, control lines, fittings, etc) shall be used as supplied. Except if permitted by the NOR and SIs, no modification or additions to the equipment shall be made unless authorized by the World Sailing Technical Delegate.
- 1.5 All fittings or equipment designed to be adjusted may be adjusted, provided that the class rules are complied with.
- 1.6 All equipment provided with the boat for sailing purposes shall be in the boat while afloat.
- 1.7 Competitors shall report any damage or loss of equipment, however slight, to the manufacturer's representative of the relevant class immediately after securing the boat ashore. Special forms will be available from the manufacturer's representative to record the damage or loss.
- 1.8 Failure of supplied equipment will not be grounds for redress. This changes RRS 60.1 (b).

2 Replacements of Equipment

- 2.1 Ashore: Requests for substitution of damaged or lost equipment shall be made to the manufacturer's representative for consideration by the Technical Committee. Permission will be given only when the Technical Committee is satisfied that the item of equipment is severely damaged, not deliberately mistreated, and cannot be repaired satisfactorily. A request shall be made at the first reasonable opportunity on a form available from the manufacturer's representative.
- 2.2 Afloat: When an item of equipment is damaged or lost shortly before a race and is replaced, the boat shall notify the Race Committee before the warning signal. As soon as practicable after coming ashore, the boat shall comply with instruction 2.1 and the replaced item shall be presented to the Technical Committee. If the Technical Committee decides that the item could have been used in the race or had been purposely damaged by anyone associated with the boat, he may request action under rule 69.1(a).

3 Advice to competitors regarding collision damage

If your boat is involved in an incident with another boat which may have resulted in damage, and you believe the other boat was responsible for this damage, you are advised to protest even if the other boat takes a penalty. If on coming ashore the skipper of the other boat accepts responsibility for the damage and signs a statement to this effect on a damage registration form, the protest may be withdrawn under RRS 63.1.



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