

# 30th SUMMER UNIVERSIADE NAPOLI, ITALY JULY 8<sup>th</sup> - 12<sup>th</sup> 2019

## SAILING INSTRUCTIONS

### Abbreviations

CIC: International Control Committee  
FISU: International University Sports Federation  
FIV: Italian Sailing Federation  
CUSI: Italian University Sports Federation  
IJ: International Jury  
OA: Organizing Authority  
OC: Organizing Committee  
MNA: National Authority  
NoR: Notice of Race  
RC: Race Committee  
RRS: Racing Rules of Sailing  
SI: Sailing Instructions  
WS: World Sailing

**The Organizing Authority will be the Organizing Committee of the ARU and FISU, under the auspices of World Sailing and in conjunction with FIV, Italian Sailing Federation.**

**The regatta headquarters will be the Circolo del Remo e della Vela Italia, Banchina S. Lucia, Naples, Italy**

The notation '[DP]' in a rule in the SI means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.

The notation '[NP]' in a rule in the SI means that this rule will not be open for a protest by a boat.

### 1 RULES

1.1 The event will be governed by the rules as defined in the World Sailing *Racing Rules of Sailing* 2017 - 2020 (RRS).

1.2 The regatta will be sailed under addendum Q of the RRS.

1.3 The rules for the handling of boats will apply while racing and practising.

1.4 Class rules will not apply.

1.5 The official language of the regatta is English.

1.6 An International Jury will be jointly appointed by FISU and World Sailing.

1.7 Safety requirements:

RRS 40 (Personal Flotation Device) will apply at all times **while afloat**. The Y flag shall not be displayed (this changes RRS 40).

**PFDS will not be supplied** by the OA and **it is the competitor's sole responsibility to bring their own** (at least to standard Level 50N – PFD Type 3).

## **2 ELIGIBILITY AND ENTRY**

2.1 To be eligible the crew shall complete registration, pay the entry fee, pay the € 1.000 damage deposit before boarding the boat. The damage deposit must be paid to the following Bank Account:

AGENZIA REGIONALE UNIVERSIADI 2019  
IBAN IT98E0306903496100000300097  
SWIFT/BIC - BCITITMM

Please specify that the payment is relative to the damage deposit for sailing. A receipt of such payment must be produced at registration. A valid Bank Account number to which the unused amount of the damage deposit must be transferred must be specified upon completion of registration.

2.2 The damage deposit is the limit of liability of each skipper for each incident. In the event that a deduction is made from the deposit, the skipper will be required to restore the deposit to the original value to maintain eligibility.

2.3 Each skipper is responsible for the damage or loss to their boat unless the responsibility is otherwise assigned by the umpires or IJ.

2.4 Crew weigh-in must be completed between 10.00 and 18.00 on July 6<sup>th</sup>

2.5 Crew limitations

- a) The number of crew members on board must remain the same throughout the competition.
- b) Crews shall consist of 4 (four) persons, two female and two male.
- c) The total crew weight limit shall not be greater than 300 kg.
- d) All registered crew shall sail all races.
- e) The registered skipper shall helm the boat at all times while racing, except in an emergency. When a registered skipper is unable to continue in the event, the FISU and WS Technical Delegates may authorize an original crew member to substitute, a temporary substitute or another adjustment.
- f) At the first General Technical Meeting, the Head of Delegation or his/her representative shall confirm and sign the official list of the competitors accredited by the CIC.

2.6 Each competitor shall:

- a) Be a national of the country he/she represents;
- b) Be born between January 1st 1994 and December 31st 2001;
- c) Students who are officially registered as proceeding towards a degree or diploma at a university or similar institute whose status is recognized by the appropriate national academic authority of their country and former students of the institutions mentioned above who have obtained their academic degree or diploma in the year preceding the event;
- d) Meet the conditions laid down under FISU Regulations.
- e) Only skippers and crews nominated by their National University Sports Federation are eligible to enter this event.
- f) All skippers shall obtain a WS Sailor ID by registering online at [www.sailing.org/isafsailor](http://www.sailing.org/isafsailor). Skippers shall inform the OA of their WS Sailor ID at registration.

## **3 COMMUNICATIONS WITH COMPETITORS**

3.1 The official notice board is situated in the Race Office, located in the Race Headquarters (Circolo Italia)

3.2 Amendments to SI's will be posted on the official notice board

3.3 Signals made ashore will be displayed from the flagstaff situated in the Race Headquarters.

3.4 [NP][DP] Sailing crews shall attend the general meeting in the Race Headquarters, which will be held on July 7th at 17.30.

3.5 Daily morning briefings will start at 9.00 in the Race Headquarters

3.6 [NP][DP] Skippers shall attend an interview or the daily press conference in the club on request of the OA, starting approximately 30 min after the last race of the day.

## **4 SIGNALS MADE ASHORE**

4.1 Flag "AP over H" displayed ashore means "boats shall not leave the harbour and shall wait for further instructions". The warning signal will be made not less than 30 minutes after removal. This changes Race Signals preamble.

4.2 Flag "L" hoisted on the club flagstaff means a new change of the SI has been posted.

## **5 CHANGES TO SAILING INSTRUCTIONS**

5.1 Amendments to the SI made ashore will be posted on the official notice board and shall be signalled with the "L" flag at least 1 hour before the start of any race affected.

- 5.2 Any change of the time schedule for the following day shall be posted no later than 19.00
- 5.3 Amendments made afloat will be signalled by displaying on the Race Committee boat, with flag "L" hoisted with one sound signal. On water Umpires may communicate these amendments either verbally or in writing.

## **6 IDENTIFICATION AND ASSIGNMENT OF BOATS**

- 6.1 Boats will be identified by numbers on the sails and the hull (from 1 to 8).
- 6.2 Upon registration, Teams will be given team's identification flags and bibs. While racing, crews shall wear the bibs outside of any other clothing and [NP][DP] display their team's flag identification on the backstay . This changes RRS 60.1.
- 6.3 Boats will be allocated before the beginning of the qualifying rounds with the same draw that will define the composition of the heats. Another draw shall be made before the finals.

## **7 BOATS**

- 7.1
- a) The regatta for the 30th Summer Universiade will be sailed on 8 RS21. All boats will be provided by the OA.
  - b) The mainsail, jib and asymmetric spinnaker to be used will be allocated by the OA and shall remain on each boat for the duration of the event.
  - c) Sails may be substituted by the OA in the event of damage, loss, or for any other reason that the OA may deem appropriate.
  - d) The sail combination to be used will be signalled from the RC vessel before the warning signal. No sound signal is required. The signals shall have the following meanings:  
No flag: Free combination  
Flag "F": No spinnaker
- 7.2 Other restrictions or instructions from the RC may be relayed to the boats verbally by the umpires.
- 7.3 The RC will decide which boats are to be used for each race. This will not be grounds for redress. This changes RRS 62.
- 7.4 [NP][DP] Skippers shall report by writing on the "Damage Report" (Equipment check list) any damage or loss of equipment, however slight, to the Technical Committee when leaving the boat afloat or to the Race Office immediately after arriving ashore.
- 7.5 Fenders and mooring lines shall be left on the pontoon while sailing.

## 8 EVENT FORMAT AND SCHEDULE OF RACES

8.1 The event format and the qualification list are detailed in SI Appendix B

8.2 The event program is as follows:

Saturday July 6 <sup>th</sup>	10.00 – 18.00 12.00 -14.00 /14.00 – 16.00	Registration / Crew Weigh In Training Sessions
Sunday July 7 <sup>th</sup>	10.00 12.00 – 14.00 /14.00 – 16.00 17.30	Technical Committee Meeting Training Sessions General Technical Meeting
Monday July 8 <sup>th</sup>  Ranking Rounds	09.00 09.30 12.00 At the end of competition	Daily Briefing Meteo Briefing First Warning Signal Mixed zone
Tuesday July 9 <sup>th</sup>  Ranking Rounds	09.00 09.30 12.00 At the end of competition	Daily Briefing Meteo Briefing First Warning Signal Mixed zone
Wednesday July 10 <sup>th</sup>  Ranking Rounds	09.00 09.30 12.00 At the end of competition	Daily Briefing Meteo Briefing First Warning Signal Mixed zone
Thursday July 11 <sup>th</sup>  Ranking Rounds	09.00 09.30 12.00 At the end of competition	Daily Briefing Meteo Briefing First Warning Signal Mixed zone
Friday July 12 <sup>th</sup>  Ranking Rounds and/or Finals	09.00 09.30 12.00 At the end of competition To follow	Daily Briefing Meteo Briefing First Warning Signal Mixed zone Awarding Ceremony

8.3 The schedule and format may be changed at any time by the OA or the RC.

8.4 The number of races to be sailed each day will be determined by the RC.

8.5 The intended time of the first warning signal each day is **12:00** [NP][DP] The General Technical Meeting, Opening and Closing ceremonies are compulsory for all participants. Each morning briefing is compulsory for skippers.

8.6 The latest time for a warning signal on the last day of sailing will be approximately 17:00.

8.7 The initial boat draw for the teams competing will be done during the general meeting

8.8 The training schedule for each team is specified in SI Appendix H

## 9 CLASS FLAG

The Class flag will be a flag of the same colour of the top mark to be rounded (white or yellow or red) with the Universiade logo on it

## 10 RACING AREAS

Racing areas are located in the waters surrounding « Castel dell'Ovo ». See SI Appendix E.

## 11 THE COURSES

The diagrams in Appendix C show the courses, the order in which marks are to be passed, and the side on which each mark is to be left.

## 12 MARKS

12.1 Mark 1 will be either yellow, red or white inflatable buoy.

12.2 The color of the windward mark to be rounded will be the same as the class flag hoisted with the warning signal.

12.3 Marks 2a and 2b shall be orange inflatable buoys.

12.4 The starting and finishing mark will be an orange inflatable buoy or a RC committee pin end boat.

12.5 The change of course mark will be either yellow, red or white inflatable buoy.

### 13 THE START

- 13.1 The starting line will be a straight line between a staff displaying an orange flag on the RC vessel at the starboard end and the course side of an orange inflatable buoy or a staff displaying an orange flag on the pin end boat at the port end.
- 13.2 A boat that does not start within 2 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A4 and A5.
- 13.3 Rule 26 of RRS is changed accordingly to the table below. The lack of a sound signal shall not be grounds for redress.

Warning Signal	-3 minutes	Class flag hoisted	1 horn
Preparatory Signal	-2 minutes	P flag	1 horn
Last Minute	-1 minute	P flag lowered	1 horn
Start	-0	Class flag lowered	1 horn

### 14 CHANGE OF THE NEXT LEG OF THE COURSE

The Race Committee may change mark 1 after the second leg. In this case a service boat shall display flag C over a yellow, red or white flag together with repetitive sound signals. This means « mark 1 to be rounded is the one of the same colour of the flag hoisted with flag C

### 15 FINISH

The finish line will be a straight line between a staff displaying an orange flag on the RC vessel at the port end and the course side of an orange inflatable buoy or a staff displaying an orange flag on the pin end boat at the starboard end.

### 16 PENALTY SYSTEM

Addendum Q will apply (see Appendix I: umpiring).

### 17 TIME LIMITS

- 17.1 Time limit of the first boat to finish: 20 minutes
- 17.2 The target time for each race is 15 minutes. Different duration shall not be ground for redress
- 17.3 Boats failing to finish within 4 minutes after the first boat sails the course and finishes will be scored “Did Not Finish” without a hearing. This changes RRS 35, A4 and A5.

### 18 PROTESTS

Breaches of instructions 1.7, 3.3, 3.6, 6.2, 7.5, 9.5, 25, 26, 27, 28, D2.18, D2.19, D2.20, D2.21, D4, will not be grounds for a protest by a boat. This changes RRS 60.1(a). Penalties for these breaches may be less than disqualification if the Jury so decides.

### 19 SCORING

- 19.1 A boats series score is the amount of her individual scores according to the low point system of the RRS without any discard.
- 19.2 A minimum of two races per team must be completed to validate the regatta
- 19.3 Damage penalties shall be applied following the provisions in Appendix G

### 20 SAFETY REGULATIONS

[DP] A boat that retires from a race shall notify the RC as soon as possible.

### 21 REPLACEMENT OF EQUIPMENT

Breakdown and Time for Repairs:

- 21.1 Before the warning signal or within two minutes of changing into a new boat, whichever is later, a boat may display flag L to signal breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible close to leeward of the RC vessel and remain there, unless otherwise directed.
- 21.2 The time allowed for repairs shall be at the discretion of the RC.
- 21.3 Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the warning signal shall not be grounds for redress (This changes RRS 62).
- 21.4 Substitution of damaged or lost equipment will not be allowed unless authorized by the Technical Committee.

### 22 EQUIPMENT AND MEASUREMENT CHECKS

A boat or equipment may be inspected at any time for compliance with the sailing instructions.

### 23 OFFICIAL VESSELS

shall be identified if possible with the official OA flag.

### 24 [NP][DP] SUPPORT BOATS

See Appendix F.

### 25 NP][DP] TRASH DISPOSAL

Boats shall not throw trash overboard (RRS 55). The crews will make sure their boats are clean when coming back ashore.

### 26 [NP][DP] BERTHING

Boats shall be kept in their assigned place at the pontoon.

### 27 [NP][DP] RADIO COMMUNICATION

Except in an emergency or when required by a Race Officer or Umpire, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats. This restriction also applies to mobile phones.

Official RC VHF channel is: 77.

### 28 PRIZES

See NoR 18.

### 29 DISCLAIMER OF LIABILITY

Competitors participate in the regatta at their own risk. See RRS 4, Decision to Race. The OA, its associates and appointees will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, or after the regatta.

### 30

Race Committee:

#### OFFICIALS:

VILLA Costanzo	(ITA)	Chairman
VITALBA Addoloratamaria	(ITA)	Member
IOVINO Maurizio	(ITA)	Member
PICCIALLI Giulio	(ITA)	Member
RUTOLI Antonio	(ITA)	Member
CAIAZZA Rafael	(ITA)	Member
CORAGGIO Francesco	(ITA)	Member
International Jury:		
SCHUCHARDT Rüdiger	(GER)	Chairman
DONRAADT Remy	(AUS)	Member
PICO Jose	(ESP)	Member
OCCHETTO Piero	(ITA)	Member
Umpires:		
SCHUCHARDT Rüdiger	(GER)	Chairman
HEBBERT Bruce	(GBR)	Member
PICO Jose	(ESP)	Member
DONRAADT Remy	(AUS)	Member
OCCHETTO Piero	(ITA)	Member
RICCI Michele	(ITA)	Member
FISU Technical Delegate:		
FETHERS Andy	(AUS)	
WS Technical Delegate:		
MALLEDANT Anne	(FRA)	
FIV Technical Delegate:		
LO SCHIAVO Francesco	(ITA)	

## ***APPENDICES***

- ✓ Appendix A: List of Teams
- ✓ Appendix B: Event Format & Heats Composition
- ✓ Appendix C: Courses
- ✓ Appendix D: Handling of Boats
- ✓ Appendix E: Racing Area
- ✓ Appendix F: Rules for coaches' interventions
- ✓ Appendix G: Damage Penalties
- ✓ Appendix H: Training Schedule
- ✓ Appendix I: ADDENDUM Q UMPIRED FLEET RACING

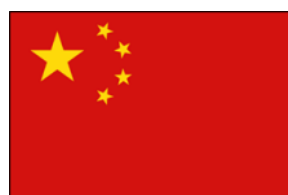
# Appendix A: LIST OF TEAMS



AUS



AUT



CHN



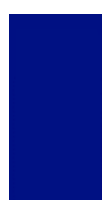
ESP 1



ESP 2



FIN



FRA



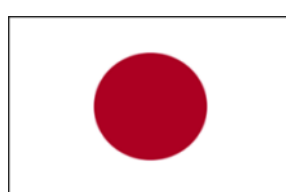
GER



ITA 1



ITA 2



JPN



KOR



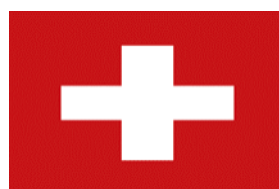
RUS



SGP 1



SGP 2



SUI



# **Appendix B:**

## **EVENT FORMAT & HEATS COMPOSITION**

### **QUALIFYING STAGE:**

- The event will be a (multiple) Round Robin Series between the Teams
- Boats will be exchanged in accordance with the schedule of races and the initial draw in the general meeting. This allocation shall not be grounds for redress and amends RRS 62.1.
- The OA may modify the schedule of races during the event in as fair and practical way as possible taking into account the entries, weather conditions, time constraints and any other relevant factors. Any change shall not be grounds for redress. This changes RRS 60.1(b).
- When a single round robin is terminated before completion, or a multiple round robin is terminated during the first round robin, a competitor's score shall be the average points scored per match sailed by the competitor. However, if any of the competitors have completed less than one third of the scheduled matches, the entire round robin shall be disregarded and, if necessary, the event declared void. .

### **FINAL STAGE**

The top eight teams at the end of the qualifying rounds will proceed to the Final Stage, which will consist of a single race to assign the medals.

Duration of the final race may be longer than what stated in SI 18. This shall not be grounds for redress

### **DRAW OF BOATS**

Qualifying rounds: boats will be drawn in the general Technical meeting

Final stage: a draw will be done before the final race.

# Appendix C: COURSE

## **COURSE 1- Numeral Pennant N°1:**

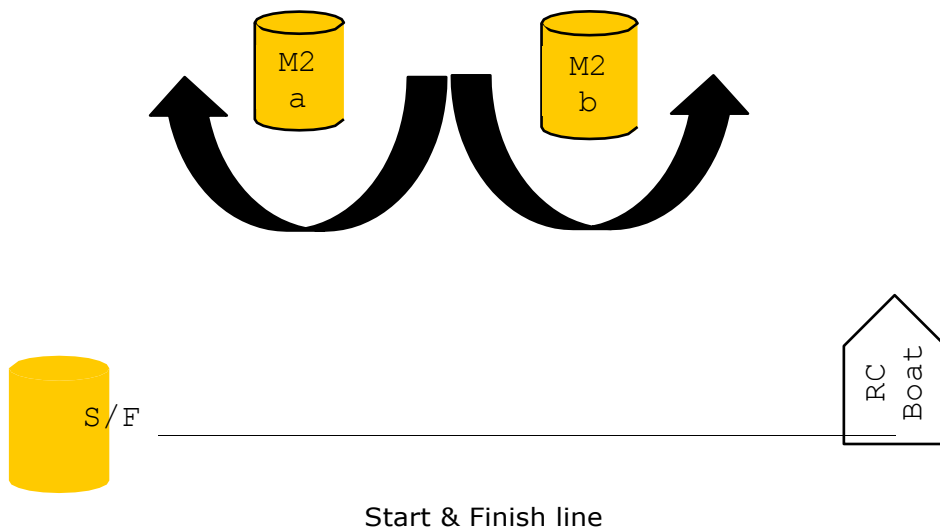
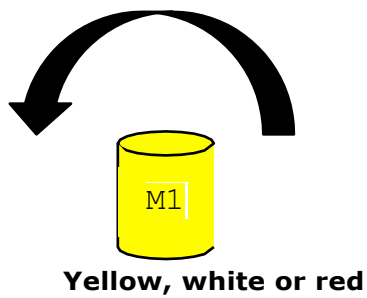
Windward-leeward course - one lap:

Start – M1 – Finish

## **COURSE 2 – Numeral Pennant N°2:**

Windward-leeward course - two laps:

Start – M1 – M2a/M2b – M1 - Finish



# Appendix D:

## HANDLING OF BOATS

**1 GENERAL:** While all reasonable steps are taken to equalise the boats, variations will not be ground for redress. This changes RRS 62.

### 2 PROHIBITED ITEMS AND ACTIONS

Except in an emergency or in order to prevent damage or injury, or when directed by an umpire otherwise, **the following are prohibited:**

- 2.1 Any **additions, omissions or alterations** to the equipment supplied.
- 2.2 The use of any equipment for a purpose other than that intended or specifically permitted.
- 2.3 The replacement of any equipment without the sanction of the Technical Committee.
- 2.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 2.5 Moving equipment from its normal stowage position except when being used.
- 2.6 Boarding a boat without prior permission.
- 2.7 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC, or, on race days, while flag « AP » is displayed ashore.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Marking directly on the hull or deck with permanent ink, or using any tape that leaves a residue/ use of duct tape.
- 2.10 Attaching masking tape to hull or rigging (electrical, gaffer or duct tape is permitted).
- 2.11 Adjusting tensions to battens in the mainsail
- 2.12 Omitting any headsail car.
- 2.13 **Adjusting or altering the tension of standing rigging**, excluding the backstay.
- 2.14 Attaching lines to the fabric of spinnakers.
- 2.15 Perforating sails, even to attach tell tales.
- 2.16 The use of electronic instruments (including telephones) other than watches, video camera, compass or VHF. (See SI 28)
- 2.17 [NP] The **use of the shrouds** (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or gybing, or to aid the projection of a crew member outboard is prohibited.
- 2.18 [NP] Having the head of the spinnaker above the main boom gooseneck **while taking a penalty**.
- 2.19 [NP] Having the bowsprit extended forward of the hull, except when in the process of setting, flying or taking down the spinnaker. The bowsprit shall be fully retracted at the first reasonable opportunity after taking down the spinnaker. A boat that does not retract the bowsprit fully may be warned and given an opportunity to correct the error.
- 2.20 [NP] Extending the bowsprit before getting on the new leg of the course, after entering the zone of a rounding mark without a spinnaker set.
- 2.21 Altering the number of purchases of the mainsail sheet.
- 2.22 Adjusting **lifeline tension**.
- 2.23 [NP] Using the windward jib/genoa sheet as a barber hauler.
- 2.24 [NP] Using cable ties to secure the jib sheet to the headsail.
- 2.25 No crew member shall climb the mast without an approved bosun's chair.
- 2.26 A breach of SI D2.18, D2.19, D2.20, D2.21, D2.23, is not open to protest by boats but is subject to action by Umpires.

### **3 PERMITTED ITEMS AND ACTIONS**

**the following are permitted:**

- 3.1 Taking on board the following equipment: basic hand tools, adhesive tape, line (elastic or otherwise of 4mm diameter or less), marking pens, watches, timers and hand held compass, shackles and clevice pins, velcro tape, spare blocks, bosun's chair or harness, spare flags, personal flotation device, VHF and small personal video camera such as GoPro.
- 3.2 Using the items in 3.1 to:
  - (a) prevent fouling of lines, sails and sheets
  - (b) prevent sails being damaged or falling overboard
  - (c) mark control settings
  - (d) make minor repairs and permitted adjustments
  - (e) Using working sheets and control lines for the purpose of hiking normally, i.e. sitting on the side of the boat. This amends RSS 49.1.

### **4 [NP][DP] MANDATORY ITEMS AND ACTIONS:** the following are mandatory:

- 4.1 The completion of a written damage report (Equipment check list). See SI 7.4.
- 4.2 At the end of each sailing day:
  - a) Folding, bagging and placement of the sails as directed
  - b) Leaving the boat in the same state of cleanliness as when first boarded that day
  - c) Releasing backstay tension
  - d) Returning any damaged sail to the Race office.
- 4.3 At the end of the final day for a particular boat, cleaning the boat, removing all trash and removing all tape and marks.
- 4.4 Any request to alter, in any way, the equipment on a boat shall be directed in writing to the RC and worded to permit a yes/no answer.
- 4.5 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- 4.6 A breach of items 4.2 and 4.3 will be considered as damage and the cost of rectification will be deducted from the damage deposit.
- 4.7 At the conclusion of racing, each team must return to the Race office the following items:
  - The boat's flag
  - Team's identification flag.

# Appendix E: RACING AREA

The racing area will be located in the waters surrounding the «Castel dell'Ovo».



# Appendix F:

## RULES FOR Support Person' INTERVENTIONS

**Preamble:** Coaches and their boats must register with the OA at the regatta office no later than 18.00 on July 7th. No berthing will be supplied from the OA to coach boats. Each boat shall be insured with a valid third-party liability insurance with a minimum coverage of € 1.500.000 (or equivalent). Proof of such insurance shall be produced upon registration.

### 1 THE COACH

- 1.1 In case of danger, each support vessel shall act as safety vessel on request of the RC. Each vessel shall listen to VHF channel 77 to receive information from RC.
- 1.2 Agrees not to give their team any instruction while racing (as defined in RRS)
- 1.3 Agrees to abide by the SI's and by the instructions from the RC's president and the Umpires.
- 1.4 Team leaders, coaches and other personnel **shall stay outside areas where boats are racing** from the time of the preparatory signal until all boats have finished or retired or the RC signals a postponement, general recall or abandonment.

### 2 IDENTIFICATION

Support vessels shall be marked with their national flag or with the national sail letters on the engine (or on a flag).

### 3 WHILE RACING

- 3.1 No equipment aboard a support vessel may protrude from stern, bow or sides in a dangerous manner.
- 3.2 Coach vessels may not moor any buoy, beacon, device or equipment permanently. Floating devices may be used to measure currents; they must be taken aboard as soon as the measurements have been made.

### 4 PENALTY

- 4.1 Any alleged infraction to the present rules may be signalled to the IJ and lead to a hearing based on rule 64.4 RRS. Following the hearing, the IJ may ask the OA to cancel this coach's accreditation and their rights of access to this competition.
- 4.2 Team managers, coaches and support personnel are reminded that a competing boat may be penalised for receiving help, as defined in Rule 41 Outside help.

### 5 SAFETY

If not equipped with a wireless electronic system, the skipper must always carry the circuit-breaker, except when the skipper needs to move aboard to carry out safety procedures, in particular when alone on board and the engine is idling (assistance, mooring...)

# Appendix G: DAMAGE PENALTIES

## Penalties for damage resulting from contact between boats racing

Addendum Q allows umpires to determine the penalty for breaking RRS 14 without a hearing.

This Attachment explains how damage will be assessed and prescribes the appropriate level of penalties.

The Protest Committee may impose additional penalties if it has good reason to do so.

The reasons for damage penalties are:

- Minimise damage to keep costs down and avoid delays while boats are being repaired.
- Ensure that penalties are consistent and fit the breach.
- Keep race results “on the water”.
- Give more sailing to everybody.

## Damage Levels

Level	Extent	Effect
Level A Minor Damage	Up to 1 man hour to repair	Boat may race without repair
Level B Significant Damage	More than 1 hour and up to 5 man hours to repair	Boat may need some (temporary) work before racing again.
Level C Major Damage	More than 5 man hours to repair	Significant work required before racing again.

## Penalties

Race penalties may be imposed by umpires after a race to those boats that break RRS 14. Any penalties are applied to one boat's or more boats' score in the race in which the damage occurred or the race next to the incident.

Level	Race Penalty
Level A	1 point added
Level B	3 points added
Level C	6 points added

## Deductions from Damage Deposits

The assessment of damage level is only for the purpose of points penalties and is not linked to any deductions from the competitor's damage deposits.

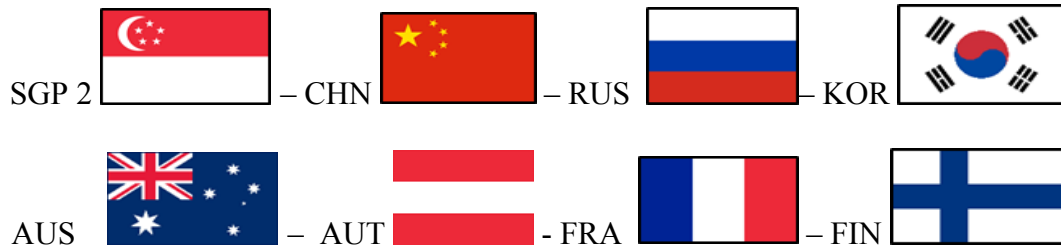
Any points penalty will be based on the assessment of damage level made on the water. Subsequent assessments of the damage level after closer inspection, whether the level turns out to be higher or lower, will have no effect on the points penalty given on the water.

The damage deposit is the limit of liability of each crew for each incident. In the event that a deduction is made from the deposit, the crew will be required to restore the deposit to the original value to maintain eligibility.

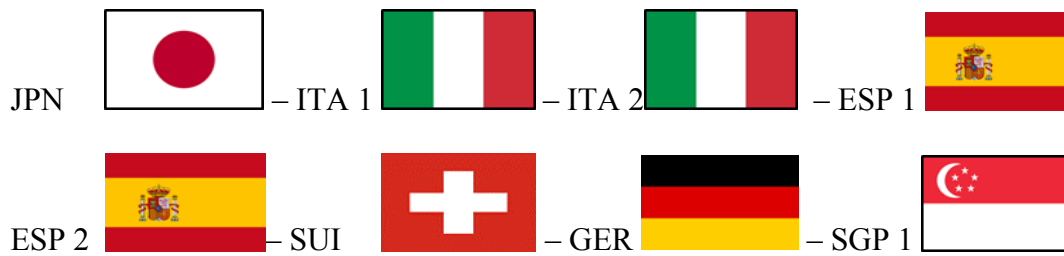
Each crew is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the RC.

# Appendix H: TRAINING SCHEDULE

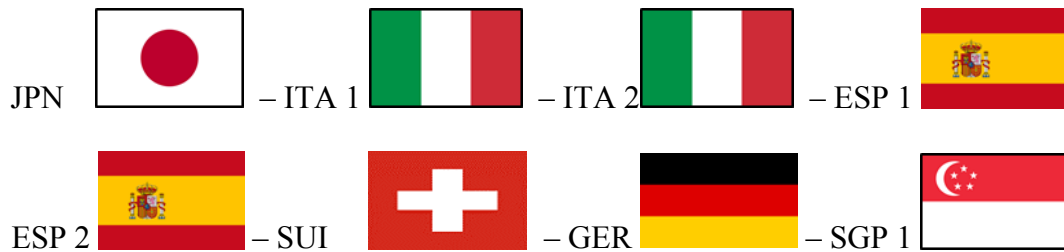
JULY 6 12.00 – 14.00



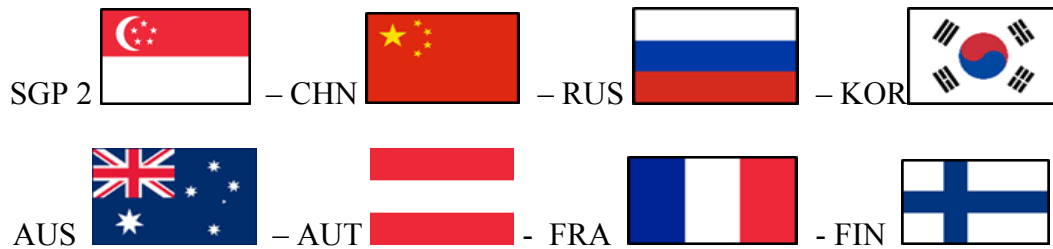
JULY 6 14.00 – 16.00



JULY 7 12.00 – 14.00



JULY 7 14.00 – 16.00





# Appendix I:

## World Sailing ADDENDUM Q

### UMPIRED FLEET RACING

*Version: January 1, 2019*

These sailing instructions change the definition Proper Course, and rules 20, 28.2, 44, 60, 61, 62, 63, 64, 65, 66, 70, B5 and F5.

#### **Q1 CHANGES TO RACING RULES**

Additional changes to rules are made in instructions Q2, Q3, Q4, and Q5.

##### **Q1.1 Changes to the Definitions and the Rules of Part 2**

- (a) Add to the definition Proper Course: 'A boat taking a penalty or manoeuvring to take a penalty is not sailing a proper course.'
- (b) When rule 20 applies, the following arm signals are required in addition to the hails:
  - (1) for 'Room to tack', repeatedly and clearly pointing to windward; and
  - (2) for 'You tack', repeatedly and clearly pointing at the other boat and waving the arm to windward.

Instruction Q1.1(b) does not apply to boards, kiteboards, 2.4 Norlin OD and Hanse 303 classes.

##### **Q1.2 Changes to Rules Involving Protests, Requests for Redress, Penalties and Exoneration**

- (a) The first sentence of rule 44.1 is replaced with: 'A boat may take a One-Turn Penalty in accordance with rule 44.2 when, in an incident while racing, she may have broken one or more of the rules of Part 2 (except rule 14 when she has caused damage or injury), rule 31 or rule 42.'
- (b) For boards, the One-Turn Penalty is one 360o turn with no requirement for a tack or a gybe.
- (c) Rule 60.1 is replaced with 'A boat may protest another boat or request redress provided she complies with instructions Q2.1 and Q2.4.'
- (d) The third sentence of rule 61.1(a) and all of rule 61.1(a)(2) are deleted. Rule B5 is deleted.
- (e) Rules 62.1(a), (b) and (d) are deleted. In a race where this addendum applies, there shall be no scoring adjustments for redress given under any of these rules for a previous race.
- (f) The three sentences of rule 64.1 are replaced with: 'When the protest committee decides that a boat that is a party to a protest hearing has broken a rule, it may impose penalties other than disqualification, and may make any other scoring arrangement it decides is equitable. If a boat has broken a rule when not racing, the protest committee shall decide whether to apply any penalty to the race sailed nearest in time to that of the incident or make some other arrangement.'
- (g) Rule 64.1(a) is changed so that the provision for exonerating a boat may be applied by the umpires without a hearing, and it takes precedence over any conflicting instruction of this addendum.
- (h) Rule 64.4(b) is replaced with: 'The protest committee may also penalize a boat that is a party to a hearing under rule 60.3(d) or rule 69 for a breach of a rule by a support person by changing the boat's score in a single race, up to and including DSQ.'
- (i) Rules P1 to P4 shall not apply.

#### **Q2 PROTESTS AND REQUESTS FOR REDRESS BY BOATS**

- Q2.1 While racing, a boat may protest another boat under a rule of Part 2 (except rule 14) or under rule 31 or 42; however, a boat may only protest under a rule of Part 2 for an incident in which she was involved. To do so she shall hail 'Protest' and conspicuously display a red flag at the first reasonable opportunity for each. She shall remove the flag before, or at the first reasonable opportunity after a boat involved in the incident has taken a penalty voluntarily or after an umpire's decision. However, a board, kiteboard, 2.4 Norlin OD or Hanse 303 need not display a red flag.

- Q2.2 A boat that protests as provided in instruction Q2.1 is not entitled to a hearing. Instead, a boat involved in the incident may acknowledge breaking a rule by taking a One-Turn Penalty in accordance with rule 44.2. An umpire may penalize any boat that broke a rule and was not exonerated, unless the boat took a voluntary penalty.
- Q2.3 At the finishing line, the race committee will inform the competitors about each boat's finishing place or scoring abbreviation. After this has been done, the race committee will promptly display flag B with one sound. Flag B will be displayed for at least two minutes and then removed with one sound. If the race committee changes the scoring information provided at the finishing line while flag B is displayed, it will display flag L with one sound. Flag B will continue to be displayed for at least two minutes after any changes are made.
- Q2.4 A boat intending to
- (a) protest another boat under a rule other than instruction Q3.2 or rule 28, or a rule listed in instruction Q2.1,
- (b) protest another boat under rule 14 if there was contact that caused damage or injury, or
- (c) request redress shall hail the race committee before or during the display of flag B. The same time limit applies to protests under instruction Q5.5. The protest committee shall extend the time limit if there is good reason to do so.
- Q2.5 The race committee will promptly inform the protest committee about any protests or requests for redress made under instruction Q2.4.

### **Q3 UMPIRE SIGNALS AND IMPOSED PENALTIES**

- Q3.1 An umpire will signal a decision as follows:
- (a) A green and white flag with one long sound means 'No penalty.'
- (b) A red flag with one long sound means 'A penalty is imposed or remains outstanding.' The umpire will hail or signal to identify each such boat.
- (c) A black flag with one long sound means 'A boat is disqualified.' The umpire will hail or signal to identify the boat disqualified.
- Q3.2 (a) A boat penalized under instruction Q3.1(b) shall take a One-Turn Penalty in accordance with rule 44.2.
- (b) A boat disqualified under instruction Q3.1(c) shall promptly leave the course area.

### **Q4 PENALTIES AND PROTESTS INITIATED BY AN UMPIRE; ROUNDING OR PASSING MARKS**

- Q4.1 When a boat
- (a) breaks rule 31 and does not take a penalty,
- (b) breaks rule 42,
- (c) gains an advantage despite taking a penalty,
- (d) deliberately breaks a rule,
- (e) commits a breach of sportsmanship, or
- (f) fails to comply with instruction Q3.2 or to take a penalty when required to do so by an umpire, an umpire may penalize her without a protest by another boat. The umpire may impose one or more One-Turn Penalties to be taken in accordance with rule 44.2, each signalled in accordance with instruction Q3.1(b), or disqualify her under instruction Q3.1(c), or report the incident to the protest committee for further action. If a boat is penalized under instruction Q4.1(f) for not taking a penalty or taking a penalty incorrectly, the original penalty is cancelled.
- Q4.2 The last sentence of rule 28.2 is changed to 'She may correct any errors to comply with this rule, provided she has not rounded the next mark or finished.' A boat that does not correct any such error shall be disqualified under instruction Q3.1(c).
- Q4.3 An umpire who decides, based on his own observation or a report received from any source, that a boat may have broken a rule, other than instruction Q3.2 or rule 28 or a rule listed in instruction Q2.1, may inform the protest committee for its action under rule 60.3. However, he will not inform the protest committee of an alleged breach of rule 14 unless there is damage or injury.

**Q5 PROTESTS; REQUESTS FOR REDRESS OR REOPENING; APPEALS; OTHER PROCEEDINGS**

- Q5.1 No proceedings of any kind may be taken in relation to any action or non-action by an umpire.
- Q5.2 A boat may not base an appeal on an alleged improper action, omission or decision of the umpires. A party to a hearing may not base an appeal on the decision of the protest committee. In rule 66 the third sentence is changed to 'A party to the hearing may not ask for a reopening.'
- Q5.3 (a) Protests and requests for redress need not be in writing.
- (b) The protest committee may inform the protestee and schedule the hearing in any way it considers appropriate and may communicate this orally.
- (c) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.
- (d) If the protest committee decides that a breach of a rule has had no effect on the outcome of the race, it may impose a penalty of points or fraction of points or make another arrangement it decides is equitable, which may be to impose no penalty.
- (e) If the protest committee penalizes a boat in accordance with instruction Q5.3 or if a standard penalty is applied, all other boats will be informed about the change of the penalized boat's score.
- Q5.4 The race committee will not protest a boat.
- Q5.5 The protest committee may protest a boat under rule 60.3. However, it will not protest a boat for breaking instruction Q3.2 or rule 28, a rule listed in instruction Q2.1, or rule 14 unless there is damage or injury.
- Q5.6 The technical committee will only protest a boat under rule 60.4 when it decides that a boat or personal equipment does not comply with the class rules, rule 43, or the rules in the equipment regulations of the event, if such exist. In such a case, the technical committee shall protest.