

# 2008 Laser Standard World Championships

4 to 13 February 2008

Terrigal, New South Wales, Australia

## Sailing Instructions

The Organising Authority is Gosford Sailing Club  
in conjunction with the International Laser Class Association

### 1. RULES

- 1.1. The regatta will be governed by the rules as defined in The Racing Rules of Sailing.
- 1.2. Add to rule A11: ARB means "scoring penalty after arbitration", PTS means "scoring penalty for a yellow flag after finish"
- 1.3. Laser class rule 7 (a) is restricted as follows  
*Only one person shall be on board whilst racing. The person shall be named on the entry form*
- 1.4. Advertising - The organising authority may require competing boats to carry event sponsor advertising on the hull.
- 1.5. Charter Lasers from Performance Sailcraft Australia shall not be towed unless flag T is displayed ashore or on the Race Committee starting boat. When flag T is displayed a tow shall not exceed 8 knots.

### 2. ADDITIONAL IDENTIFICATION

- 2.1. While racing each boat shall display a coloured band corresponding to the fleet to which she has been assigned. The band shall be placed on her bottom section between the vang fitting and the boom.
- 2.2. Each competitor will be issued with an identification tag at registration. Each competitor shall, before going afloat each day, hand their tag to the race office and collect their band. Immediately on return to shore each competitor shall return their band to the race office and collect their tag.  
**This is also a safety regulation.**

### 3. NOTICES TO COMPETITORS AND RACE OFFICE

- 3.1. Notices to competitors will be posted on the official notice board located at the race office on the lower floor of the Terrigal Trojan Rugby Club.

### 4. CHANGES TO SAILING INSTRUCTIONS

- 4.1. 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 or the end of protest time whichever is earlier on the day before it will take effect.

### 5. SIGNALS MADE ASHORE

- 5.1. Signals made ashore will be displayed at the flag pole at the race office building. When a signal is displayed over a fleet flag it applies to that fleet only.
- 5.2. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in the race signal AP.
- 5.3. Flag AP over V (which may be flown over a fleet flag) means 'The warning signal will be made not less than 60 minutes after flag AP over V is lowered. Boats shall not go afloat until this signal is cancelled.

### 6. FORMAT OF RACING

- 6.1. The fleet will be divided into groups and will sail a qualifier and finals series.
- 6.2. For the qualifying series boats will be assigned to fleets Yellow, Blue and Red of, as nearly as possible, equal size and ability. Initial assignments will be made by a seeding committee appointed by the organizing authority. Those assignments will be posted by 0900 on 6 February.

- 6.3. (a) In the qualifying series boats will be reassigned to fleets after each day of racing, except if on the first day only one race is completed. If all fleets have completed the same number of races, boats will be reassigned on the basis of their ranks in the series. If all fleets 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 fleets. Reassignments will be made as follows:

Rank in Series	Fleet Assignment
<b>First</b>	Yellow Fleet
<b>Second</b>	Blue Fleet
<b>Third</b>	Red Fleet
<b>Fourth</b>	Red Fleet
<b>Fifth</b>	Blue Fleet
<b>Sixth</b>	Yellow Fleet
<b>Seventh</b>	Blue Fleet
<b>Eight</b>	Red Fleet
<b>And so on</b>	

- (b) Assignments will be based on the ranking available at 2100 that day regardless of protests or requests for redress not yet decided.
- (c) If all fleets have not completed the same number of races by the end of a day, the fleets with fewer races will continue racing the following day until all fleets have completed the same number of races. All boats will thereafter race in the new fleets.
- 6.4. (a) The qualifying series will conclude after the fourth racing day if 4 or more qualifying races have been completed by all qualifying fleets. If less than four races have been completed at the end of the fourth racing day the qualifying series will conclude at the end of the day in which 4 races are completed or at the end of the sixth racing day whichever occurs first.
- (b) If at the end of the qualifying series some qualifying fleets have more race scores than others, the latest races will be abandoned so that all boats in the qualifying series have the same number of race scores.
- (c) Boats will be assigned to final-series fleets Gold, Silver and Bronze, on the basis of their ranks in the qualifying-series. There will be the same number of fleets in the final series as there were in the qualifying series. The final-series fleets will have, as nearly as possible, equal size but so that the Silver fleet is not larger than the Gold fleet, etc. 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 etc.
- (d) 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.
- 6.5. Different final-series fleets need not have completed the same number of final races.

## 7. SCHEDULE OF RACES AND PROGRAMME

Date	Time	Item
Monday 4 February	1200 -1800	Measurement / Inspection
Tuesday 5 February	0900 - 1800	Measurement / Inspection
Wednesday 6 February	0900 - 1200	Measurement / Inspection
Wednesday 6 February	1430	1st warning signal PRACTICE RACE
Thursday 7 February	1300	1st warning signal 2 QUALIFIER RACES
Friday 8 February	1300	1st warning signal 2 QUALIFIER RACES
Saturday 9 February	1300	1st warning signal 2 QUALIFIER RACES
Sunday 10 February	1300	1st warning signal 2 QUALIFIER RACES
Monday 11 February	1300	1st warning signal 2 QUALIFIER RACES/ FINALS RACES

Tuesday 12 February	1300	1st warning signal 2 QUALIFIER RACES/ FINALS RACES
Wednesday 13 February	1300	1st warning signal 2 FINALS RACES
Wednesday 13 February		Prize Giving

- 7.1. There will be a coaches meeting each racing day at 1030 in the club room starting from Wednesday 6 February.
- 7.2. When more than one race or sequence of races, for two or more fleets will be held on the same day, the warning signal for the first race and each succeeding race will be made as soon as practicable. After a long postponement, to alert boats that a race or sequence of races will begin soon, an orange flag will be displayed with one sound for at least four minutes before a warning signal is displayed.
- 7.3. On the Wednesday 13 February no warning signal will be made after 1600.

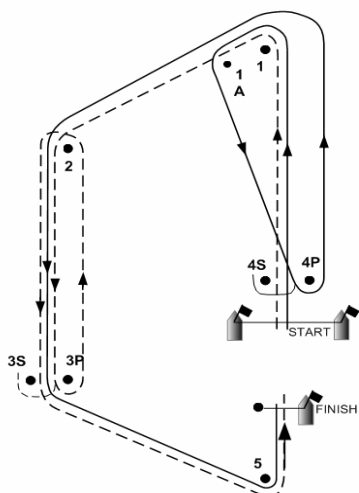
## 8. CLASS FLAGS AND STARTING ORDER

- 8.1. Class flags will be:

Fleet	Flag	Start Sequence	Course
Yellow/Gold	Yellow	1 <sup>st</sup> Start	Outer
Blue/Silver	Blue	2 <sup>nd</sup> Start	Inner
Red/Bronze	Red	3 <sup>rd</sup> Start	Outer

## 9. THE COURSES

- 9.1. The diagram below shows the approximate plan of the courses. The diagram is not to scale.



- 9.2. The order in which marks are to be passed, and the side on which each mark is to be left are:  
**Outer:** Start – Mark 1 (port) – Mark 2 (port) – Mark 3 (gate) – Mark 2 (port) – Mark 3 (gate) – Mark 5 (port) – Finish  
**Inner:** Start – Mark 1 (port) – Mark 1a (port) – Mark 4 (gate) – Mark 1 (port) – Mark 2 (port) – Mark 3 (gate) – Mark 5 (port) – Finish.
- 9.3. No later than the warning signal, the race committee signal boat will display the approximate compass bearing of the first leg.
- 9.4. When there is a gate, boats shall sail between the gate marks from the direction of the previous mark and round either gate mark.
- 9.5. The length of the course will be set for a target time of 70 minutes. Failure to meet the target time will not be grounds for redress. This changes rule 62.1(a).
- 9.6. Courses will not be shortened unless at least 4 legs have been completed (excluding the leg between mark 1 and 1a). This changes rule 32.

## **10. MARKS**

- 10.1. Mark 1 will be a 1.5 metre red cylinder buoy, Marks 4S and 4P will be 1.2 metre orange cylindrical buoys with a yellow band.
- 10.2. Marks 2, 3S, 3P, and 5 will be 1.5 metre red cylinder buoys with a yellow band.
- 10.3. Mark 1a will be a green cylinder buoy.
- 10.4. New marks, as provided in instruction 13.1, will be red or orange cylinder buoys with a black band.
- 10.5. The starting marks will be race committee boats at both ends of the starting line.
- 10.6. The finishing marks will be a race committee boat at the starboard end of the finishing line and a large yellow cone buoy at the port end of the finishing line.

## **11. THE START**

- 11.1. Races will be started by using rule 26 with the warning signal made 5 minutes before the starting signal.
- 11.2. The starting line will be between staffs displaying orange flags on the starting marks.
- 11.3. Boats whose warning signal has not been made shall avoid the starting area.
- 11.4. A boat starting later than 4 minutes after her starting signal will be scored Did Not Start. This changes rules A4 and A5.

## **12. STARTING PENALTIES**

### **12.1. Standard Penalty Rule**

Unless a black flag is displayed as the preparatory signal, the following rule will apply to all starts (this changes rule 29.1):

If any part of a boat's hull, crew or equipment is identified within the triangle formed by the ends of the starting line and Mark 1 during the minute before her starting signal, she will be disqualified from that start without a hearing.

### **12.2. Black Flag Rule**

Rule 30.3 is supplemented as follows:

Sail numbers will be displayed for at least 3 minutes. A long sound signal will be made when the numbers are initially displayed. A boat whose number is so displayed shall leave the racing area before the new preparatory signal. If she fails to do so, she will be scored DNE.

Before the starting signal, the racing area is the area within 100 metres of the starting line.

After the starting signal, the racing area is the area within an imaginary line drawn 100 metres outside any point where a boat might sail during normal racing and includes the area bounded by marks 1, 2, 3 and 4 at all times when any boat of any fleet is still racing.

When the race committee decides that its application of rule 30.3 entitles a boat to redress under rule 62.1(a), it may give her redress by not displaying her sail number and not disqualifying her (change of rules 30.3, 60.2 and 63.1).

## **13. CHANGE OF THE NEXT LEG OF THE COURSE**

- 13.1. To change the next leg of the course, the race committee may move an existing mark or lay a new mark or move the finishing line and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.
- 13.2. A change of course after the start will be signalled before the leading boat has begun the leg, although the new mark may not yet be in position. Any mark to be rounded after rounding the new mark may be relocated to maintain the original course configuration. When a course is changed Mark 1a may not be re-set immediately.

- 13.3. When during a series of starts a wind shift requires the change of position of Mark 1 which is already being used by a previous fleet, the Race Committee will signal that a “new mark” as defined in instruction 10.4 will be used for the next fleet to start. The signal will comprise hoisting Flag C together with a red or green flag to signify a change to port or starboard respectively at the same time as the warning signal. The signal will be removed at the start unless it applies to starts for subsequent fleets. Any subsequent change of course involving this new mark will revert to the use of the original mark.

#### **14. ABANDONING A RACE**

- 14.1. Under rule 32.1, the race committee may abandon the race because of a major wind shift or irregular winds or when the wind speed drops below 5 knots (2.5 m/s). A competitor may not request redress because of action or no action by the race committee under this instruction. This changes rule 60.1(b).

#### **15. THE FINISH**

- 15.1. The finishing line will be between staff displaying an orange flag on the starboard end finish mark and the port end finish mark. This instruction does not apply when rule 32.2 does.
- 15.2. If a course is shortened at a “gate” the finish line will be between the two gate marks.

#### **16. PENALTY SYSTEM**

- 16.1. Appendix P will apply with the following changes:
- 16.2. On the first protest, if protested after she has finished, she will be given a scoring penalty of 8 points without a hearing.
- 16.3. Rule App P3 is modified to read “If a boat has been protested for the first time under P1 and the race committee signals a postponement, general recall or abandonment, the penalty from her first protest is cancelled, but the protest is counted to determine the number of times she has been protested during the series. If a boat has been protested for the second time under P1 and the race committee signals a postponement, general recall or the race is abandoned, the boat shall not sail in this race if it is restarted or re-sailed. If she does, she shall be disqualified without a hearing and her score shall not be excluded.
- 16.4. Action taken by the jury under Appendix P will not be grounds for redress by a competitor or the race committee. The Jury may initiate a redress hearing. This changes rule 60.1(b) and 60.2(b).

#### **17. TIME LIMITS AND TARGET TIMES**

- 17.1. Boats failing to finish within 20 minutes after the first boat in her fleet sails the course and finishes will be scored Did Not Finish. This changes rules 35, A4 and A5.

#### **18. PROTESTS AND REQUESTS FOR REDRESS**

- 18.1. Protest forms are available at the race office. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit which will begin as soon as practicable after the finish of the last boat in each fleet or group. The end of protest time will be posted on the official notice board and may be different for each fleet or group.
- 18.2. Notices will be posted within 30 minutes of the protest time limit to inform competitors of hearings in which they are parties Hearings will be held in the protest room.
- 18.3. Notices of protests by the race committee or protest committee will be posted to inform boats under rule 61.1(b).
- 18.4. A list of boats that, under instruction 16, have acknowledged breaking rule 42 or have been disqualified by the protest committee will be posted.
- 18.5. Breaches of instructions 1.5, 2, 5.3, 11.3, 22, 26, 27.1, 28, 29, 30, 31 and 32 will not be grounds for a protest by a boat. This changes rule 60.1(a). Penalties for these breaches may be less than disqualification if the jury so decides.
- 18.6. On the last day of the qualifying series or the last scheduled day of racing a request for reopening a hearing shall be delivered:

- (a) within the protest time limit if the requesting party was informed of the decision on the previous day;
- (b) no later than 30 minutes after the requesting party was informed of the decision on that day.
- (c) If no racing has taken place on that day no later than 30 minutes after signal 'AP over A' is displayed ashore.

This changes rule 66.

- 18.7. On the last scheduled day of racing a request for redress from a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes rule 62.2.
- 18.8. Decisions of the protest committee will be final as provided in rule 70.4.

## **19. ARBITRATION SYSTEM**

- 19.1. As an alternative to a complete protest hearing by the jury for an alleged breach of a rule of Part 2 or rule 31, competitors may be given the choice of using an arbitration system. A condition for this is that the parties that are present at the time scheduled for the hearing agree to accept the decision of the arbitrators. The arbitration system changes rules 63 and 64.
- 19.2. The arbitrators will be two members of the jury. They will take the evidence of the parties and give their opinion as to any rule breaches. This opinion will be binding as a protest decision on the parties. However, the hearing may be reopened under rule 66. If a party to a hearing asks for a reopening, the penalty, if any, will be DSQ. If the arbitrators refer the case to the full jury, or the jury initiates a reopening, the penalty will be the penalty prescribed in instruction 19.3 or a greater penalty.
- 19.3. If the arbitrators penalise a boat, the penalty will be a scoring penalty of 30% (rounded up to the next whole number) of the number of entrants in the fleet or group. See rule 44.3(c).
- 19.4. If, at the time of offering the arbitration system to the parties, any of the parties refuse to accept the system, the protest will be heard by the full jury and the penalty score becomes DSQ or more (DNE).

## **20. WHISTLE SYSTEM**

- 20.1. To encourage boats to take penalties afloat, jury members may blow a whistle when they see what they believe to be a breach of a rule.

## **21. SCORING**

- 21.1. A total number of 5 races, consisting, where applicable, of the qualifying races and any final races completed by the Gold fleet, are required to constitute a regatta for all fleets.
- 21.2. For split fleets during either the qualifying series or the final series, rule A4.2 is changed such that the "number of boats entered in the series" is the number of boats in the largest fleet in the applicable series.
- 21.3. To determine the final series fleets at the end of the qualifying series only: If two or more qualifying series races have been completed by all qualifying fleets, a boat's qualifying series score will be the total of her race scores excluding her worst score.
- 21.4.
  - (a) When from 5 to 9 races have been completed, a boat's regatta score will be the total of her race scores excluding her worst score.
  - (b) When 10 or more races have been completed, a boat's regatta score will be the total of her race scores excluding her two worst scores. However, no more than one score may be excluded from the final series and only when 2 or more final races have been completed.
- 21.5. For boats with scores from final-series races, rule A8 is changed such that only final-series scores will be used to break ties with no scores excluded.
- 21.6. If a points scoring penalty for a breach of rule 42 or under the Arbitration System would result in a score worse than DSQ, the penalty will be that corresponding to DSQ. The scores of other boats will not be changed.
- 21.7. To request correction of an alleged error in posted race or series results, a boat may complete a scoring enquiry form available at the race office.

- 21.8. The scoring abbreviation for a discretionary penalty imposed under instruction 18.5 will be DPI.  
21.9. The scoring abbreviation for a penalty imposed under instruction 19.3 will be ARB.

## **22. SAFETY REGULATIONS**

- 22.1. A boat that retires from a race shall notify the race committee as soon as possible.

## **23. BOATS AND EQUIPMENT**

- 23.1. All competitors shall use only one hull, sail, mast, boom, centreboard and rudder which shall be identified during measurement.  
23.2. In the event of damage, boats and equipment may only be substituted with the written permission of the Regatta Measurer. If the damage occurs later than 90 minutes 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 Regatta Measurer, Jury or Race Committee and the written permission of the Regatta Measurer shall be applied for before the end of Protest Time at the end of the day in which the substitution takes place

## **24. EQUIPMENT AND MEASUREMENT CHECKS**

- 24.1. A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions. On the water, a boat can be instructed by a race committee appointed measurer to proceed immediately to a designated area for inspection.  
24.2. Wet clothing, measurement and equipment checks may be made throughout the Regatta at the discretion of the Race Committee or the International Jury.

## **25. OFFICIAL BOATS**

- 25.1. Race Official boats will display flags numbered between 1 and 15.  
25.2. Jury boats will display an orange flag with the black letter J.

## **26. SUPPORT BOATS**

- 26.1. Except when participating in rescue operations, team leaders, coaches, parents and other support personnel shall stay outside areas where boats are racing from the time of the preparatory signal for the first class to start until all boats have finished or the Race Committee signals a postponement or abandonment of all fleets. The areas the boats are racing is defined as the area inside the course and within 100 meters of any mark, lay line, starting line, finishing line or any area where any boat that is racing is sailing or may sail. Included the area bounded by marks 1, 2, 3 and 4 at all times when any boat of any fleet is still racing.

*Note: To be certain of not infringing this instruction team boats are advised to remain at least 150 metres outside the starboard end of the starting line and below the extension of the starting line.*

- 26.2. Support boats shall be registered at the race office. They shall display either an identification flag of minimum size 50 cm x 40 cm with their national letters or their national letters in black on a white background on the hull or on the cover of their outboard engine. In addition they shall display the number flag allocated by the organising authority at all times while afloat.  
26.3. When flag W is displayed on a committee boat all support boats shall remain afloat and assist sailors of all countries.  
26.4. The Race Committee or Jury may protest any boat whose support boat is in breach of instruction 26. Penalties imposed as a result of a protest under this rule will result in a penalty being imposed on the boat(s) supported by the support boat.

## **27. PROHIBITED SAILING AREA (SHALLOW REEF AND DANGEROUS SURF)**

- 27.1. Boats sail not pass between the orange cylindrical buoys and intervening red sphere buoys and the shore at the northwest corner of 'Broken Head' headland as shown on the diagram on the official notice board.

## **28. RUBBISH DISPOSAL**

- 28.1. Boats shall not put rubbish in the water. Rubbish may be placed aboard support and race committee boats.

## **29. BERTHING**

- 29.1. Boats shall be kept in their assigned places in the boat park.

## **30. SAFETY**

- 30.1. All competitors shall wear, at all times when afloat, securely fastened, personal flotation devices which are in good condition and are in accordance with the specifications issued or approved by a national authority affiliated to the International Sailing Federation, or a standards organisation, or certification authority, recognised for the purpose by its respective government.
- 30.2. Wet suits and dry suits do not constitute personal flotation devices..
- 30.3. If considered necessary a competitor may be ordered by a race organisation boat to abandon his or her boat and board a patrol boat.
- 30.4. Instruction 2.2 replaces a "sign in/sign out" system. It is also a safety instruction.

## **31. LAUNCHING RESTRICTIONS**

- 31.1. All boats shall launch and retrieve from Terrigal Haven beach in front of the boat park and race office.

## **32. RADIO COMMUNICATION**

- 32.1. A boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

## **33. PRIZES**

- 33.1. The first competitor overall will be awarded the title Laser Standard Rig World Champion. Place prizes, including Laser cubes will be awarded for the first ten competitors on a ratio of one per ten entries to tenth place whichever is the least.

## **34. DISCLAIMER OF LIABILITY**

- 34.1. The Gosford Sailing Club, the International Laser Class Association and their officers, members and volunteers do not accept liability for loss of life or property, or personal injury or damage caused by or arising out of the 2008 Laser World Championship, and competitors take part in the championship at their own risk.

The establishment of the Notice of Race and the Sailing Instructions in no way limits or reduces the complete and unlimited responsibilities of a competitor being solely and entirely responsible for the management of a boat he or she is sailing.

By entering in the championship and deciding to race a competitor warrants that he is in good health and a competent sailor capable of racing a Laser in open water in 25 knot winds. It is the sole responsibility of each sailor, and where applicable the nominated responsible adult, to decide to participate in a race or to continue racing.

A competitor is wholly and exclusively responsible for third party liability insurance on the boat that he or she is sailing and for his or her personal accident and health insurance. Charter boats are insured by Performance Sailcraft Australia Pty.Ltd. for third party liability cover to a limit of AUS \$10 million.