

# SAILING INTRUCTIONS

## European Laser Standard Youth Championship 2009

Sat 1st August 2009 - Sat 8<sup>th</sup> August 2009  
SWEDEN, Landskrona

Organising authority: Borstahusens Segelsällskap (Organiser) in Conjunction with the European Region of International Laser Class Association (ILCA)

### 1 RULES

- 1.1 The regatta will be governed by the "rules" as defined in the Racing Rules of Sailing. The prescriptions of the National Authority will not apply.
- 1.2 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.*
- 1.3 Add to rule RRS A11: ARB means scoring penalty after arbitration, PTS scoring penalty for a yellow flag after finish.
- 1.4 Appendix P will apply with P3 amended so that a second and subsequent penalty is not cancelled when a race is postponed, recalled or abandoned and P4 amended to also allow redress initiated by the jury.
- 1.5 Advertising - The organising authority may require competing boats to carry event sponsor advertising on the hull.
- 1.6 Sails shall have the full sail number and NATIONAL LETTERS in accordance with the Class Rules and Racing Rules of Sailing.
- 1.7 All times mentioned are local summertime unless otherwise stated.

### 2 NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board located near the race office. The race office is situated at Borstahusens SS Club House.

### 3 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 09:00 on the day it will take effect, except that any change to the schedule of races will be posted by 20:00 on the day before it will take effect.

### 4 MEASUREMENT / INSPECTION

- 4.1 Information on measurement will be posted on the official notice board. Boats shall be presented derigged with all equipment that shall be used in the championship.
- 4.2 Measurement / Inspection will take place at the boat park between the following dates and times:  
1 August - 09:00 to 12:00 and 13:00 to 18:00  
2 August - 09:00 to 12:00
- 4.3 Measurement / Inspection outside these times will only be possible at the discretion of the Regatta Measurer and on payment of 200 SEK (Swedish Kroner).
- 4.4 Wet clothing, measurement and equipment checks may be made throughout the Regatta at the discretion of the Class Representative, Race Committee or the International Jury.

### 5 MEASUREMENT PROTEST

- 5.1 Measurement protests shall only be accepted either from the measurer, race committee or jury.
- 5.2 If a boat is sailed with no retention line, a scoring penalty of 20 points in the last completed race will be issued. The penalty issued for this offence shall not be higher than DSQ.
- 5.3 If a boat is sailed without a centreboard stopper, a scoring penalty of 20 points in the last completed race will be issued. The penalty issued for this offence shall not be higher than DSQ.
- 5.4 If a sail has been changed without the notification of the measurer, race committee or jury, the sailor shall be disqualified from the last completed race without a hearing.
- 5.5 If the top mast or bottom section of the boat has been changed without the notification of the measurer, race committee or jury, the sailor shall be disqualified from the last completed race without a hearing.
- 5.6 For any other measurement protest, the jury may issue an alternative penalty to disqualification.

## **6 BOATS AND EQUIPMENT**

- 6.1 All competitors shall use only one hull, sail, set of battens, mast, boom, centreboard and rudder all of which shall be identified during measurement/inspection.
- 6.2 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 120 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 Jury or Race Committee and the written permission of the Jury or Race Committee shall be applied for before the end of Protest Time at the end of the day in which the substitution takes place.
- 6.3 Boats shall be kept in their assigned places at the venue.
- 6.4 Boats may be required to display identification numbers.
- 6.5 Boats may be required to carry cameras, sound equipment or positioning equipment as specified by the organising authority.
- 6.6 Access to the boat park may be restricted during certain hours including the hours of darkness.

## **7 RACE FORMAT**

- 7.1 A Qualifying series will be sailed followed by a Finals series.
- 7.2 The championship qualifying series boats will be assigned to two fleets Yellow and Green with approximately 70 sailors per fleet.
- 7.3 For the qualifying series boats will be assigned to colour fleets each day of, as nearly as possible, equal size. The fleets will be posted 2 hours before the practice race and thereafter before 21:00 hrs on the evening before each day with racing in fleets.
- 7.4 Assignments will be based on the scores available at 20:00 that day regardless of protests or requests for redress not yet decided. 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 in the championship.
- 7.5 When, at the end of the day, fleets have sailed an unequal number of races the fleet(s) with the lowest number of races will sail their outstanding races the following day in the previous day's fleets before any racing in the new fleets.
- 7.6 After completion of racing on the 4th racing day and the completion of at least 4 qualifier races boats will be assigned to final-series fleets on the basis of their qualifying-series scores. When, at the end of the fourth racing day, 4 qualifier races have not been completed for a fleet the 5th racing day will be used for qualifier races and the fleet will be assigned to final-series fleets at the completion of racing on the 5th racing day, taking into account points 7.9 and 7.10 below.
- 7.7 There will be the same number of fleets in the final series as in the qualifying series. The final-series fleets will have, as nearly as possible, equal size.
- 7.8 Boats with the best qualifying-series scores will race all final-series races in the Gold fleet; boats with the next-best qualifying-series scores will race in the Silver fleet etc.
- 7.9 A boat's worst score will be excluded to calculate the division into the finals fleets if there are two or more qualifier races completed.
- 7.10 Any recalculation of qualifying-series scores 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.

## **8 PROGRAMME**

8.1

| Date                        | Item  |
|-----------------------------|---|
| 1 <sup>st</sup> August 2009 | 09:00 - 12:00 and 13:00 - 18:00 Registration, Measurement   |
| 2 August 2009               | 09:00 - 12:00 Registration, Measurement, Practice Race followed by an opening reception (buffet meal) |
| 3 August 2009               | 2 races back to back, (Qualifying series)   |
| 4 August 2009               | 2 races back to back, (Qualifying series)   |
| 5 August 2009               | 2 races back to back, (Qualifying series)   |
| 6 August 2009               | 2 races back to back, (Qualifying series)   |
| 7 August 2009               | 2 races back to back, (Qualifier/Finals series)   |
| 8 August 2009               | 2 races back to back, (Qualifier/Finals series)   |

followed by the Prize giving and party (buffet meal).

- 8.2 The time of the first warning signal for the Practice Race will be:15:00
- 8.3 The time of the first warning signal for a race day will be 10:55.
- 8.4 Each day succeeding races will be started as soon as practicable after the finish of the previous race.
- 8.5 Any race for which a warning signal is not given by 15:00 on the last day of the championship will be abandoned and not re-sailed.

## 9 FLEET IDENTIFICATION

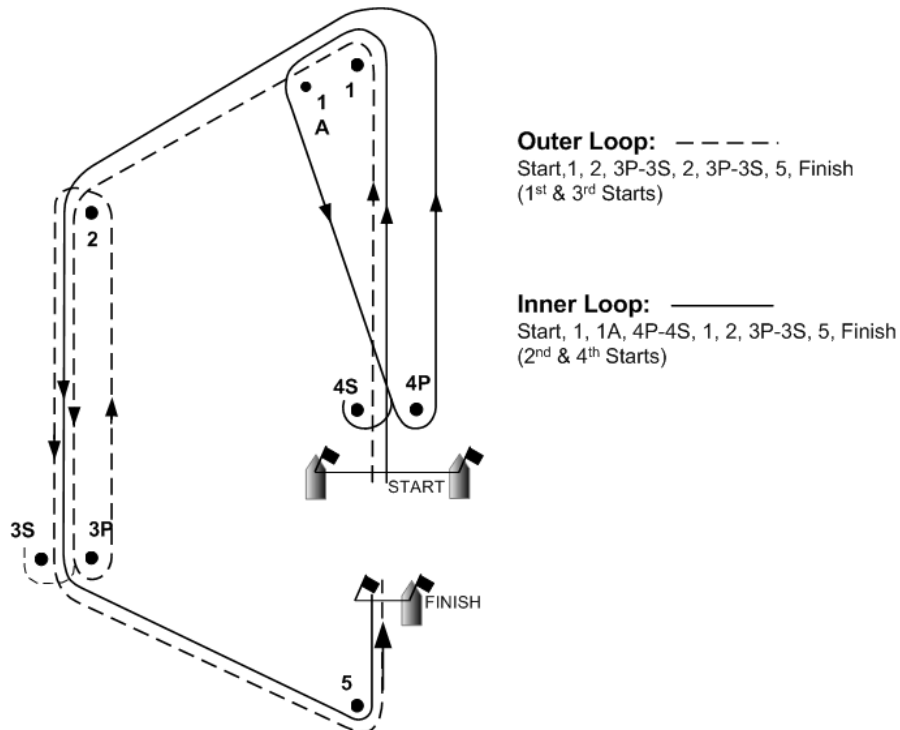
- 9.1 While racing each boat shall display a coloured band corresponding to the fleet to which she has been assigned. The band shall be placed on her bottom section between the vang fitting and the boom.
- 9.2 Each competitor will be issued with an identification badge at registration. Each competitor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

## 10 COURSE AREA AND SIGNALS

- 10.1 The position of the Yellow course area will be displayed on the official notice board. The course area flag is a flag with the letter B on it. The European Laser Standard Senior Championship will be sailed on the Orange course area for which the course area flag is a flag with the letter A on it.
- 10.2 Flag V with two sound signals (one when lowered) means "No boat shall go afloat until this signal is lowered. The first warning signal will be made not less than 1 hour after V is lowered."
- 10.3 Signals made ashore will be displayed on the signal mast near the race office. When a signal is displayed over a fleet flag and course area flag it applies to that fleet and course area only.
- 10.4 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in the race signal AP.

## 11 THE COURSE

- 11.1 The diagram shows the course, the order in which marks are to be passed and the side on which each mark is to be left.



- 11.2 The gates at the leeward end of the course (marks 3P-3S & 4P-4S) may be laid after the start.
- 11.3 No later than the warning signal, the race committee signal boat will display the approximate compass bearing of the first leg.
- 11.4 When there is a gate, boats shall sail between the gate marks from the direction of the previous mark and, except when passing through gate 3P-3S before sailing to Mark 5, round either gate mark.

- 11.5 The length of the course will be set for a target time of 60 minutes. Failure to meet the target time will not be grounds for redress. This changes rule 62.1(a).
- 11.6 The course may be shortened to finish at a rounding mark provided 4 or more legs have been sailed on an outer loop course and at least 3 or more legs have been completed on an inner loop course (excluding the leg between mark 1 and mark 1A).

## 12 MARKS

- 12.1 Marks will be orange cylinder buoys on the orange course.
- 12.2 Marks will be yellow cylinder buoys on the yellow course.
- 12.3 Alternate marks, as provided in instruction 15.1, will be yellow/orange bouys.
- 12.4 The starting marks will be race committee boats at both ends of the starting line.
- 12.5 The finishing marks will be a race committee boat at the starboard end of the finishing line and a flagstaff at the port end of the finishing line.

## 13 THE START

- 13.1 Races will be started as follows:

| Time before start | Signal      | Visual signal                | Sound signal |
|-------------------|-------------|------------------------------|--------------|
| 5 minutes         | Warning     | Class Flag(s)                | 1 sound      |
| 4 minutes         | Preparatory | Flag P or Black Flag         | 1 sound      |
| 1 minute          |             | Flag P or Black Flag removed | 1 sound      |
| 0 minutes         | Start       | Class Flag(s) removed        | 1 sound      |

- 13.2 The warning signal for the second and third start will be made as soon as practicable after the previous start.
- 13.3 When there has been a long postponement and when more than one race (or sequence of races, for two or more classes) 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. 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.
- 13.4 Course Area ORANGE

| Fleet          | Flag   | Start Sequence        | Course |
|----------------|--------|-----------------------|--------|
| Yellow / Gold  | Yellow | 1 <sup>st</sup> Start | Outer  |
| Green / Silver | Green  | 2 <sup>nd</sup> Start | Inner  |

- 13.5 The Laser Standard Youth Class flag is a green flag with a red Laser logo.
- 13.6 The starting line will be between the staffs displaying orange flags in two race committee boats.
- 13.7 Boats whose warning signal has not been displayed shall avoid the starting area.
- 13.8 A boat starting later than 4 minutes after her starting signal will be scored 'DNS'. This changes rule A4 and A5.

## 14 STARTING PENALTIES

### 14.1 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.

### 14.2 Black Flag Rule

- 14.2.1 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, defined in instruction 14.2.2 before the new preparatory signal. If she fails to do so, she is liable to be scored DNE.

- 14.2.2 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 5 at all times when any boat of any fleet is still racing.

- 14.2.3 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).
- 14.2.4 If possible the sail numbers of boats disqualified under instruction 14.1 or rule 30.3 will be displayed at Mark 1.

## **15 CHANGE OF THE NEXT LEG OF THE COURSE**

- 15.1 A change of the next leg of the course will first be attempted by changing the position of the Standard Marks. When this is not possible the course shall be reset using one or more Alternate Marks (described in 12.3). When Alternate Marks are already in use, the course may be further reset using the original Standard Marks.
- 15.2 A change of the next leg of the course after the start will be signalled before the leading boat has begun the leg, although the changed 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.
- 15.3 A red or green flag may be displayed for a changed leg of the course. This changes rule 33.

## **16 ABANDONING A RACE**

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).

## **17 THE FINISH**

- 17.1 The finishing line will be between a staff displaying an orange flag on a race committee boat and the port-end finishing mark.
- 17.2 If a course is shortened at a "gate" the finishing line will be between the 2 gate marks.

## **18 TIME LIMIT**

Boats failing to finish within 20 minutes after the first boat in her fleet sails the course and finishes will be scored DNF. This changes rule 35, A4 and A5.

## **19 PROTESTS**

- 19.1 Protests shall be written on forms available at the jury office and delivered there within the Protest Time Limit. The Protest Time Limit will be posted on the official notice board by the International Jury and may be different for each fleet and course area.
- 19.2 Protest notices will be posted within 30 minutes of the protest time limit. Protests will be heard at the jury office.
- 19.3 Protests by the race committee or jury will be posted before the end of the protest time to inform boats under rule 61.1(b).
- 19.4 On the last day of the qualifying series and on the last day of racing a request for reopening a hearing shall be delivered:  
within the protest time limit if the party requesting reopening was informed about the decision on the previous day;  
no later than 15 minutes after the party requesting reopening was informed about the decision on that day. This changes rule 66.
- 19.5 On the last scheduled day of racing, a request for redress based on a jury decision shall be delivered no later than 30 minutes after the decision was posted. This changes rule 62.2.
- 19.6 Breaches of instructions 1.6, 9.1, 9.2, 13.7, 25 and 26 will not be grounds for a protest by a boat. This changes rule 60.1(a). For these breaches the jury may apply another penalty in place of disqualification.
- 19.7 Decisions of the jury will be final as provided in rule 70.4.
- 19.8 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.
- 19.9 A list of boats that have been penalised by the jury for breaking rule 42 will be posted before the protest time limit.

## **20 ARBITRATION SYSTEM**

- 20.1 As an alternative to a complete protest hearing by the jury for an alleged breach of a rule of Part 2, competitors may be given the choice of using an arbitration system. A condition for this is that the

parties present at the time scheduled for the hearing agree to accept the decision of the arbitrators. The arbitration system changes rules 63 and 64.

- 20.2 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 a DSQ or greater. 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 20.3 or a greater penalty.
- 20.3 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. See rule 44.3(c).
- 20.4 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).

## **21 WHISTLE SYSTEM**

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.

## **22 SCORING**

- 22.1 The Low Point Scoring System of Appendix A will apply.
- 22.2 A total of 4 races are required to be completed to constitute a championship.
- 22.3 A qualifying race will not count until all qualifying fleets have completed that race.
- 22.4 One race score will be excluded when calculating the division into the finals fleets.
- 22.5 The qualifying races and final races will count for total points in the championship.
- 22.6 When 4 or more races are completed 1 race score will be excluded; when 10 or more races are completed, 2 races scores will be excluded except that if a Qualifier/Finals series is sailed one race score may only be excluded from the Finals races, and only if at least 2 Finals races are completed.
- 22.7 The official results will be published for each of the championship titles listed below calculated by extraction from the overall results without recalculation.
- 22.8 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.
- 22.9 When sailing in qualifying fleets, penalty points will be equal for all fleets, based on the fleet with the highest entry.

## **23 PRIZES**

- 23.1 The first sailor in the European Laser Standard Junior Championship will be the European Laser Standard Junior Champion 2009.
- 23.2 Prizes will be awarded in accordance with the ILCA Honour Award By-Law for the European Championship.
- 23.3 Additional prizes may be awarded according to entry numbers.
- 23.4 Other awards may be given at the discretion of the organizing authority.

## **24 TEAM AND SUPPORT BOATS**

- 24.1 There will be a Coaches meeting at the Race Office 2.5 hours before the first scheduled start time of the first race each day. The objectives of these meetings are to receive feedback from the coaches on the regatta organisation, exchange view points and inform the coaches about changes in the sailing instructions and regatta organisation in general.
- 24.2 Support boat drivers shall register their boats at the Race Office and submit names and sails numbers of the sailors they are supporting.
- 24.3 Each coach/support boat shall be clearly identified with a number supplied by the Organising Authority. No other individual support boats shall be used.
- 24.4 Each coach/support boat is recommended to carry a vhf radio capable of transmitting and receiving all international ship to ship channels.
- 24.5 The movements of support boats may be restricted.
- 24.6 Team and support boats shall not be in the racing area during the period between the first warning signal of the first fleet in a race and the finish of the last boat in the last fleet, except when a postponement is signalled, in which case they may be in the racing area until the first signal after the end of the postponement. The racing area is defined in instruction 14.2.2. Note: To be certain of not break this instruction team boats are advised to anchor at least 150 metres outside the starboard end of the starting line and below the extension of the starting line.
- 24.7 If a team or support boat does not comply with instruction 24.3 and 24.6 a penalty may be applied to some or all associated competitors.
- 24.8 Instruction 24.6 will not apply to rescue operations.

## **25 SAFETY**

- 25.1 Competitors shall wear a life jacket or other adequate personal buoyancy at all times when afloat. Wet suits and dry suits do not constitute adequate personal buoyancy. This changes rule 40.
- 25.2 Competitors who require assistance should wave one arm with hand open. If no assistance is required, the arm should be waved with fist closed.
- 25.3 If considered necessary a competitor may be ordered by a race organisation boat to abandon his or her boat and board a patrol boat.
- 25.4 Instruction 9.2 replaces a "sign in/sign out" system. It is also a safety instruction.
- 25.5 A boat that retires from a race shall notify the race committee as soon as possible.

## **26 ELECTRONIC EQUIPMENT**

Any use of electronic equipment (electronic tactical compasses, cameras, GPS, electronic wind indicators, laser beam based tracking "guns" and corresponding software) which helps the sailor is strictly prohibited. The only exception is that the regatta organisers may ask all or a certain number of participants to carry GPS tracking devices and/or video cameras on board for the exclusive use of the organisers during the championship. Any feedback to the crew, of data from these devices, is strictly prohibited.

## **27 PHOTOTGRAPHY CONSENT**

By entering the Championship competitors accept that they may be photographed and/or videotaped participating in the race and/or using the Championship facilities and they consent to the taking of such images and to the use, reuse, publication and republication of such images in any media, in conjunction with the competitors name or not, without compensation and without the competitors approval of such images or any use thereof.

## **28 LIABILITY**

- 28.1 The Borstahusens Segelsällskap, 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 2009 European Laser Standard Junior Championship, and competitors take part in the championship entirely at their own risk.
- 28.2 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 is sailing.
- 28.3 The sailor shall own a boat or have arranged a charter boat and certifies that it is in a safe and seaworthy condition.
- 28.4 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.
- 28.5 The participating boat is required to hold adequate insurance and in particular to hold insurance against third party claims of at least 11,000,000 SEK (11 million Swedish Kroner).
- 28.6 A competitor is recommended to have personal accident and health insurance that covers them while attending the regatta and whilst racing.

## **29 COMMITTEE BOATS**

- 29.1 Each race committee boat shall display an orange flag on the orange course.
- 29.2 Each race committee boat shall display a yellow flag on the yellow course.
- 29.3 Jury boats shall display a Jury flag.