



Audi Laser Standard Men's World Championship

Sailing Instructions

30th April – 10th May 2012

Venue: Boltenhagen, Germany

Organizing Authority: Norddeutscher Regatta Verein (Organizer) and the 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 Appendix P will apply as amended in SI 18.
- 1.4 Advertising - The organizing authority will require competing boats to carry event sponsor advertising.
- 1.5 All times stated are local time unless otherwise stated.
- 1.6 If there is a conflict between languages the English text will take precedence.

2. NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the official notice board located near the race office.
- 2.2 The race office is located at: Boltenhagen Marina, Zum Hafen, Boltenhagen.
- 2.3 The race office is open:
 - 1 May from 14:00 to 18:00
 - 2 & 3 May from 09:00 – 12:00 & 13:00 - 18:00
 - 4 – 10 May from 09:30 until 30 minutes after the close of the protest time unless extended at the discretion of the race committee.

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 before the end of the last protest time or 18:00, whichever is later, on the day before it will take effect.

4. REGISTRATION / MEASUREMENT / INSPECTION

- 4.1 Competitors shall register at the race office and complete all required registration, measurement and inspection formalities before racing.
- 4.2 Information on measurement will be posted on the official notice board. Boats shall be presented with all equipment that shall be used in the championship, with the bottom mast, boom, and all control lines rigged and with the sail and top section derigged ready for the inspection.
- 4.3 Measurement / Inspection will take place at the boat park between the following dates and times:
 - 1 May from 14:00 - 18:00
 - 2 & 3 May from 09:00 - 12:00 & 13:00 - 18:00
- 4.4 Measurement / Inspection outside these times will only be possible at the discretion of the regatta measurer and on payment of £20 (GBP).
- 4.5 Wet clothing, measurement and equipment checks may be made throughout the regatta at the discretion of the class representative, race committee or the jury.

5. MEASUREMENT PROTEST

- 5.1 Measurement protests will only be accepted from either the race committee or jury. This changes rule 60.1(a).
- 5.2 If a boat is sailed without a centreboard stopper, or with no mast retention line attached (class rule 3(b) xi), a scoring penalty of 20 points will, without a hearing, be added to the boats score in the last completed race in which she was racing without a centreboard stopper or the retention line. However, she shall not be scored worse than DSQ. This changes rule 63.1.
- 5.3 If a sail, top mast, or bottom mast has been changed prior to a race without the permission required by SI 6.2 the sailor will be disqualified without a hearing from the last completed race when the change was used. This changes rule 63.1.
- 5.4 For any other measurement protest, the jury may apply 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 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 less than 2 hours 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 the protest time limit at the end of the day in which the substitution takes place.
- 6.3 Sails shall have the full sail number and NATIONAL LETTERS in accordance with the Class Rules and the RRS. The national letters shall denote the National Authority of which the sailor is a member in accordance with RRS 75.2 and with the Notice of Race clause 2.1 Entry Regulations. This changes RRS Appendix G 1.1.
- 6.4 When ashore boats shall be kept in their assigned places at the venue.
- 6.5 Boats will be required to display bow numbers.
- 6.6 Boats may be required to carry cameras, sound equipment or positioning equipment as specified by the organizing authority.
- 6.7 Charter boats shall not be towed unless flag "T" is displayed ashore or on the race committee signal boat. When flag "T" is displayed a tow shall not exceed 8 knots.

7. RACE FORMAT

- 7.1 The entries will be split into fleets and will sail a qualifying series and a final series in accordance with the ILCA Qualifying and Final Series Formats appended to these sailing instructions.

8. PROGRAMME

- 8.1 30 April Charter boats available
1 May 14:00 - 18:00 Registration, Measurement, Charter Boat allocation
2 May 09:00 – 12:00 & 13:00 - 18:00 Registration, Measurement, Charter Boat allocation
3 May 09:00 – 12:00 & 13:00 - 18:00 Registration, Measurement, Charter Boat allocation
Practice Race at 15:00 followed by an opening reception and buffet meal
4 May 2 races back to back, (Qualifying series)
5 May 2 races back to back, (Qualifying series)
6 May 2 races back to back, (Qualifying series)
7 May 2 races back to back, (Qualifying series)
8 May 2 races back to back, (Qualifying / final series)
9 May 2 races back to back, (Qualifying / final series)
10 May 2 races back to back, (Qualifying / final series)
16:00 to 19:30 charter boat return
20:30 prize giving party and buffet meal.
- 8.2 The time of the first warning signal for the practice race on 3rd May will be 15:00.
- 8.3 The time for the first warning signal on 4th May will be 13:00 unless altered in accordance with sailing instruction 3.
- 8.4 The time for the first warning signal on 5th to 10th May will be 11:00 unless altered in accordance with sailing instruction 3.
- 8.5 Each day succeeding races will be started as soon as practicable after the finish of the previous race.
- 8.6 Any race for which a warning signal is not given by 15:30 on the last day of the regatta will be abandoned and not re-sailed.
- 8.7 The programme may be changed to sail more than two races a day.

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 the mast bottom section between the vang fitting and the boom.
- 9.2 When checking-out (in accordance with SI 26.4) each boat will be issued a colored band corresponding to the daily fleet assignment posted on the official notice board. The band shall be returned every day after the last race when checking-in.
- 9.3 Competitors shall return the coloured bands to the race office at the end of the last race.

10. SIGNALS MADE ASHORE and COURSE AREA

- 10.1 Signals made ashore will be displayed on the flag pole located near the race office.
- 10.2 Flag G displayed with two sounds (one when lowered) means "No boat shall go afloat until this signal is lowered. The first warning signal will be made not less than 60 minutes after flag G is lowered.
- 10.3 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in the race signal AP.
- 10.4 The approximate position of the course area will be displayed on the official notice board.

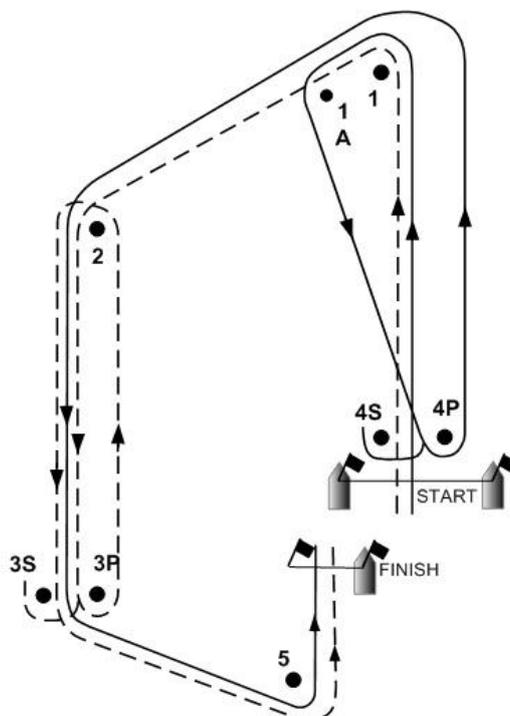


11. THE COURSE

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. The leg between marks 3S/3P and mark 5 may be laid shorter than the leg between mark 1 and mark 2 so that the finish line is not directly to leeward of the start line.

Outer:1, 2, 3S/3P, 2, 3S/3P, 5, FINISH

Inner:1, 1A, 4S/4P, 1, 2, 3S/3P, 5, FINISH



- 11.2 No later than the warning signal, the race committee signal boat will display the approximate compass bearing of the first leg.
- 11.3 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 under rule 62.1(a).
- 11.4 The course may be shortened to finish at a rounding mark or a gate provided 4 or more legs have been sailed on an outer course and at least 3 or more legs have been completed on an inner course (excluding the leg between mark 1 and mark 1A).

12. MARKS

- 12.1 Course marks 1, 1a, 2, 3s, 3p, 4s, 4p and 5 will be inflatable yellow buoys.
- 12.2 Alternate marks will be inflatable orange buoys.
- 12.3 The starting marks will be committee boats at each end.
- 12.4 The starboard end finishing mark will be a committee boat and the port end finishing will be a spar buoy.



13. THE START

- 13.1 Races will be started according to rule 26. 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.
- 13.2 The warning signal for the subsequent starts will be made as soon as practicable after the previous start.
- 13.3 Start Sequence and Fleet Flags

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

- 13.4 The starting line will be between staffs displaying orange flags on two race committee boats.
- 13.5 Boats whose warning signal has not been displayed shall avoid the starting area during start sequences for other fleets.
- 13.6 A boat starting later than 4 minutes after her starting signal will be scored 'DNS'. This changes rules A4 and A5.

14. STARTING PROCEDURE

- 14.1 Races will be started by using rule 26 with the warning signal made 5 minutes before the starting signal.
- 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 4 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 might entitle a boat to redress under rule 62.1(a), it may decide not to display her sail number and not disqualifying her (change of rules 30.3, 60.2 and 63.1).
 - 14.2.4. For the purposes of rule 30.3 a race is 'restarted or resailed' when it has the same race number as a previously abandoned or recalled race, even if the race is resailed on a later date, or is resailed as part of a final series instead of a qualifying series.

15. CHANGE OF THE NEXT LEG OF THE COURSE

A change of the next leg of the course will first be attempted by changing the position of the original marks. When this is not possible the course will be reset using one or more alternate marks (described in instruction 12.2). When alternate marks are already in use, the course may be further reset using the original marks. A boat shall not request redress under 60.1(b) because of an action or no action by the race committee under this instruction.

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) as measured by the race committee. A boat shall not request redress under 60.1(b) because of an action or no action by the race committee under this instruction.

17. THE FINISH

The finishing line will be between a staff displaying an orange flag on a race committee boat and a spar buoy displaying an orange flag, except when rule 32.2 'Shortening Course' applies.



18. PENALTY SYSTEM FOR BREACHES OF RULE 42

- 18.1 Appendix P will apply with the following changes:
- (a) If a first penalty is signalled after a boat has finished, the boat will be given a scoring penalty of 8 points without a hearing.
 - (b) Appendix P₃ is replaced with "If a boat has been penalised for the first time under Appendix P₁ and the race committee signals a postponement, general recall or abandonment before the boat has had an opportunity to take a penalty, the penalty is cancelled, but it is counted to determine the number of times she has been penalised during the regatta."
 - (c) Appendix P₄ is replaced with "An action by the jury under Appendix P shall not be grounds for a request for redress by a boat. The jury may initiate a redress hearing and may give redress for an action by a member of the jury or its designated observer under rule P₁". This changes rule 60.1(b).
- 18.2 A boat that has either retired from or been disqualified in a race for a breach of rule 42 shall not compete in that race if it is restarted or resailed. For the purposes of this instruction a race is 'restarted or resailed' when it has the same race number as a previously abandoned or recalled race, even if the race is resailed on a later date, or is resailed as part of a final series instead of a qualifying series. If she competes, she shall be disqualified (score not excludable) without a hearing and the jury will consider calling a hearing under rule 69.1(a). This does not apply when the disqualification is the result of the boat's first penalty, and she was not informed of the disqualification prior to the restart or resail. This changes rule 36.

This means :

Yellow Flag	Immediate penalty action by boat	After a general recall or a postponement or an abandonment	No action by boat	After a general recall or a postponement or an abandonment
1st	Two turns/ 8 points (SI 18.1(a))	Can restart	DSQ	Shall not restart if notified of the DSQ.
2nd	Retire (DNF)	Shall not restart	DNE	Shall not restart
3 rd +	Retire (DNE)	Shall not restart	DNE Regatta	Shall not restart

19. TIME LIMIT

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 (DNF). This changes rules 35, A4 and A5.



20. PROTESTS

- 20.1 Protests shall be in writing and delivered to the race office within the protest time limit. Protest forms will be available at the race office. The protest time limit will be posted on the official notice board by the jury and may be different for each fleet.
- 20.2 Protest notices will be posted within 30 minutes of the protest time limit. Protests will be heard at the jury office located in the ground floor of the Club House.
- 20.3 Notices of protests by the race committee or jury will be posted before the end of the protest time limit to inform boats under rule 61.1(b).
- 20.4 If rule Appendix N1.4(b) applies, the time limit for requesting a hearing under that rule is 30 minutes after the party was informed of the panel's decision.
- 20.5 On the last day of the qualifying series and on the last scheduled day of racing a request for a reopening of a hearing shall be delivered:
 - o within the protest time limit if the party requesting reopening was informed of the decision on the previous day;
 - o no later than 30 minutes after the party requesting reopening was informed of the decision on that day.
 - o If no racing has taken place on that day, no later than 30 minutes after 'AP over A' is displayed ashore.This changes rule 66.
- 20.6 On the last day of the qualifying series or 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.
- 20.7 Breaches of instructions 1.4, 5, 6, 9, 13.5, 25, 26 and 27 will not be grounds for a protest by a boat. This changes rule 60.1(a). For these breaches the jury may apply a lesser penalty in place of disqualification.
- 20.8 Decisions of the jury will be final as provided in rule 70.5.
- 20.9 To request correction of an alleged error in posted race or series results, a boat shall complete a scoring enquiry form available at the race office.
- 20.10 A list of boats that have been penalised for breaking rule 42 will be posted after racing each day.
- 20.11 The jury will not consider claims for damages arising from incidents involving boats bound by the rules.

21. ARBITRATION PROCEDURE

As an alternative to a protest hearing by the jury for an alleged breach of a rule of Part 2, boats may be given the choice of using an arbitration procedure in accordance with the ILCA Arbitration Procedure appended to these sailing instructions. The arbitration procedure changes rules 63 and 64.

22. 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.

23. SCORING

- 23.1 The Low Point Scoring System of Appendix A will apply.
- 23.2 A total of four races are required to be completed to constitute a championship.
- 23.3 When from four to nine races have been completed one race score will be excluded.
- 23.4 When ten or more races have been completed two races scores will be excluded except that when a qualifying/final series is sailed only one race score from the final series may be excluded.
- 23.5 When a qualifying/final series is sailed a qualifying series race will not count until all qualifying series fleets have completed that race.
- 23.6 When a qualifying/final series is sailed one race score will be discarded when calculating the division into final series fleets.
- 23.7 When a qualifying/final series is sailed the qualifying series races and the finals series races will count for total points in the championship.
- 23.8 For the purposes of Appendix A4.2 "Scoring" when a qualifying/final series is sailed the number of boats entered into a qualifying series race will be the number of boats assigned to the largest qualifying fleet.
- 23.9 For the purposes of Appendix A11 "Scoring abbreviations": ARB means scoring penalty after arbitration, PTS scoring penalty for a yellow flag after finishing.

24. PRIZES

- 24.1 The first sailor in the championship will be the Laser Standard Men's World Champion 2012.
- 24.2 The first sailor in the championship who is attending the Laser Standard Men's World Championship for his first time will be awarded the Rookie prize.
- 24.3 ILCA cube prizes will be awarded in accordance with the ILCA Honour Award By-Law.



25. TEAM AND SUPPORT BOATS AND COACHES MEETING

- 25.1 There will be a coaches meeting every morning from 3rd to 10th May at 2.5 hours before the first warning signal of the day. The venue will be posted on the official notice board. The objectives of the meetings are to receive feedback from the coaches on the regatta organization, exchange view points and inform the coaches about changes in the sailing instructions and regatta organization in general.
- 25.2 Team and support boat drivers shall register their boats at the race office and submit the names and sail numbers of the sailors they are supporting.
- 25.3 Each coach/support boat shall be clearly identified with a numbered sticker issued by the organizers. No other individual support boats shall be used.
- 25.4 A registered coach/support boat shall carry at least three hazard warning tapes for the purposes of SI 26.6. The tape is available from the race office.
- 25.5 Each coach/support boat is recommended to carry a VHF radio and a mobile phone. The VHF channel used on each racing area will be posted on the official notice board before the first racing day.
- 25.6 Except when participating in rescue operations, team leaders, coaches, parents and other support personnel (coach/support boats) shall stay more than 100 meters from any point where a boat might sail during normal racing and completely outside the area bounded by marks 1, 2, 3, and 4 from the time of the preparatory signal for the first fleet to start until all boats have finished or the race committee signals a postponement or abandonment of **all fleets**. When boats are finishing coach/support boats shall stay more than 100 meters outside and to windward of the starboard end of the finish line until all boats in all fleets have finished.
Note: To be certain of not breaching this instruction coach/support boats are advised to anchor at least 150 metres outside the starboard end and below the extension of the starting line.
- 25.7 If a coach/support boat does not comply with instructions 25.3, 25.4 or 25.6 a discretionary penalty may be applied by the jury to some or all associated competitors and may include restrictions on the movement of their coach/support boat.

26. SAFETY

- 26.1 Competitors shall wear a life jacket or other adequate personal buoyancy securely fastened at all times when afloat except briefly while changing or adjusting clothing or personal equipment. Wet suits and dry suits do not constitute adequate personal buoyancy.
- 26.2 Competitors who require assistance should wave one arm with hand open. If no assistance is required, the arm should be waved with fist closed.
- 26.3 If considered necessary a competitor may be ordered by a race organization boat to abandon his or her boat and board a patrol boat.
- 26.4 Competitors will check-out and check-in strictly in accordance with check-in/check-out procedures posted on the official notice board.
- 26.5 A boat that retires from a race shall notify a race committee or jury boat as soon as possible or the race office immediately after returning to the shore.
- 26.6 If a boat is abandoned it will be marked with a hazard tape tied through the bow eye to signal that the sailor is safe.

27. RUBBISH/TRASH DISPOSAL

As sailors, we respect our environment and seek to protect and restore our boat park, shore, coastal waters and oceans. Sailors shall always use trash bins ashore and shall not intentionally put trash in the water. Trash may be placed aboard support and race committee boats.

28. PHOTOGRAPHY CONSENT

By entering the regatta competitors accept that they may be photographed and/or videotaped participating in the regatta and/or using the regatta 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.



29. LIABILITY

- 29.1 The Norddeutscher Regatta Verein, ILCA and all 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 World Laser Standard Championship and competitors take part in the championships at their own risk.
- 29.2 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.
- 29.3 A competitor shall maintain their boat in a safe and seaworthy condition.
- 29.4 A competitor shall be of good health and a competent sailor capable of racing a Laser Standard in open water in 25 knot winds and it is his sole responsibility to decide to participate in a race or to continue racing.
- 29.5 It is the responsibility of each sailor to decide to participate in a race or to continue racing.
- 29.6 All competitors shall be insured with valid third party liability insurance with a minimum cover of 1,500,000€ per event or equivalent thereof in any other currency.
- 29.7 A competitor is recommended to have personal accident and health insurance that covers them while attending the regatta and whilst racing.

30. COMMITTEE BOATS

- 30.1 The race committee signal boat, pin boat and any boat displaying course signals will not display an identification flag.
- 30.2 All other race committee boats will display a white "RC" flag.
- 30.3 Jury boats will display a flag with the word "Jury".
- 30.4 Press/TV boats will display a flag with the word "PRESS".
- 30.5 Failure of a committee boat to fly an identifying flag will not be grounds for redress under rule 60.1(b)



Addendum 1

International Laser Class Association Qualifying and Final Series Formats

1. Introduction

1.1 This addendum applies when boats are divided into fleets to sail a qualifying series and a final series.

2. Qualifying Series

- 2.1 For the qualifying series boats will be assigned to fleets of, as near as possible, equal size and ability.
- 2.2 Unless otherwise prescribed in the sailing instructions initial assignments will be made by a seeding committee appointed by the organizing authority and will be posted by 0900 on the last day of registration and will be used for the practice race (if scheduled) and for the first day of racing.
- 2.3 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.
- 2.4 Reassignments will be made as follows:

	Two fleet format	Three fleets format	Four fleets format
Rank in Series	Fleet Assignment	Fleet Assignment	Fleet Assignment
1 st	1	1	1
2 nd	2	2	2
3 rd	2	3	3
4 th	1	3	4
5 th	1	2	4
6 th	2	1	3
7 th	2	1	2
8 th	1	2	1
9 th	1	3	1
And so on			

- 2.5 Reassignments will be based on the ranking available at 2100 that day regardless of protests or requests for redress not yet decided.
- 2.6 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.
- 2.7 If four races have not been completed on the last scheduled day of the qualifying series, the qualifying series will continue until the end of the racing day in which a fourth qualifying race is completed.
- 2.8 If at the end of the qualifying series some qualifying series fleets have more race scores than others, any extra races will be abandoned so that all boats in the qualifying series have the same number of race scores.

3. Final Series

- 3.1 Boats will be assigned to final series fleets on the basis of their ranks in the qualifying series.
- 3.2 There will be the same number of fleets in the final series as there were in the qualifying series.
- 3.3 The final series fleets will be, as nearly as possible, of equal size but so that the Silver fleet is not larger than the Gold fleet and the Bronze fleet (where it exists) is not larger than the Silver fleet and the Emerald fleet (where it exists) is not larger than the Bronze fleet. 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; boats with the next best qualifying series ranks will race in the Bronze fleet (where it exists); and boats with the next best qualifying series ranks will race in the Emerald fleet (where it exists).
- 3.4 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.
- 3.5 Different final series fleets need not have completed the same number of final races. The boats in the Gold fleet will be ranked highest, except for a boat disqualified from a final series race under rules 5 or 69.



Addendum 2

International Laser Class Association Arbitration Procedure

1. Introduction

- 1.1 This addendum applies when an arbitration procedure is used as an alternative to a protest hearing.
- 1.2 Arbitration is a quicker procedure providing lower penalties for any breach of the rules eligible for arbitration.

2. Declining Arbitration

- 2.1 When a party to the protest does not agree to arbitration the protest will be heard by a full panel.

3. Accepting Arbitration

- 3.1 When both parties to the protest agree to arbitration they each agree;
 - (a) that the protest is valid; and
 - (b) to accept the arbitration decision as binding; and
 - (c) that no witnesses will be heard during the arbitration; and
 - (d) questions by parties will be limited to those necessary to establish the basic facts found.
- 3.2 When a party to the protest informs the jury that they do not wish to attend a hearing that party will be deemed to have agreed to arbitration.

4. Arbitration Hearing

- 4.1 The arbitrators will be two members of the jury.
- 4.2 The arbitrators will hear the testimony of the parties and then give one of the following decisions:
 - (a) There was no breach of a rule by either boat; or
 - (b) One or both boats broke a rule of Part 2 and the Arbitration Penalty will be applied, or
 - (c) The case will be referred to a protest hearing.

5. Arbitration Penalty

- 5.1 An Arbitration Penalty (ARB) will be a scoring penalty of 30% (rounded up to the next whole number) of the number of entries.
- 5.2 If a points scoring penalty under the arbitration procedure would result in a score worse than DSQ, the penalty will be that corresponding to DSQ.
- 5.3 The scores of other boats will not be changed.
- 5.4 For the purposes of Appendix A4.2 "Scoring" when a qualifying/final series is sailed the number of boats entered into a qualifying series race will be the number of boats assigned to the largest qualifying fleet.

6. Protest Hearings

- 6.1 If the arbitrators have referred the case to a protest hearing, or if the jury initiates a reopening, any penalty given for a breach of a rule of Part 2 will be the Arbitration Penalty.
- 6.2 If hearing is reopened at the request of a party to the protest under rule 66 (Reopening a hearing) any penalty given may be an Arbitration Penalty or disqualification at the discretion of the jury.
- 6.3 The panel for protest hearings held under 6.1 & 6.2 of this addendum may include one or both of the arbitrators.