

2017 Busan Cup Women's International Match Racing

Busan, South Korea
November 13 – 18 2017

GRADE 1

SAILING INSTRUCTIONS

Abbreviations:

WS: World Sailing	RD: Regatta Director
PRO: Principal Race Officer	OA – Organizing Authority
IJ – International Jury	RC – Race Committee
NoR – Notice of Race	SI – Sailing Instructions
RRS – Racing Rules of Sailing	

1. RULES

- 1.1 The event will be governed by:
 - (a) the 'rules' as defined in the RRS, including RRS Appendix C;
 - (b) the Rules for Handling Boats (SI Addendum C), which also applies to any practice sailing;
 - (c) class rules will not apply;
 - (d) Any applicable prescription of National Authority will be posted on the Official Notice Board.
- 1.2 An IJ will be appointed in accordance with RRS Appendix N and the right of appeal will be denied in accordance with RRS 70.5.
- 1.3 Add to RRS 41: "(e) help to recover from the water and return on board a crew member, provided the return on board is at the approximate location of the recovery."
- 1.4 Add after the first sentence of Appendix A5 "When one of the boats in a match fails to sail the course in accordance with rule 28.1, she shall be scored DNF without a hearing".
- 1.5 Delete RRS C6.3 and replace with: "A boat intending to request redress because of circumstances that arise while she is racing or in the finishing area, shall clearly display a red

flag as soon as possible after she becomes aware of those circumstances, but no later than two minutes after finishing or retiring.”

- 1.6 When the umpires proceed under RRS C8.6 they will follow the guidance in SI Addendum E.
- 1.7 Add RRS C7.2(g): “If one boat has finished and the other boat has an outstanding penalty, the umpires may cancel the outstanding penalty.”
- 1.8 Competitors, team leaders, coaches and other support personnel must wear a personal flotation device properly secured at all times, from dock to dock except when temporarily adding or removing clothing. This changes RRS 40 and Preamble of Part 4. A breach of this instruction shall not be grounds for a protest by a boat. This changes RRS 60.1(a).

2. ENTRIES & ELIGIBILITY

- 2.1. Only skippers invited by the OA are eligible for the event. The skippers are listed in SI Addendum A.
- 2.2. To remain eligible the entire crew shall complete registration including to sign the liability form by all crew members, pay the damage deposit and complete crew weighing, all between 0900 and 1545 on November 13 2017 unless extended by the OA.
- 2.3. 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.
- 2.4. Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or IJ.
- 2.5. After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.
- 2.6. When a registered skipper is unable to continue in the event, the RD may authorise an original crew member to substitute.
- 2.7. When a registered crew member is unable to continue in the event, the RD may authorise a substitute, a temporary substitute or other adjustment.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located on the windows of the regatta office.
- 3.2 Signals made ashore will be displayed from the flag pole located at the regatta office.
- 3.3 Skippers shall attend the first briefing, which will be at 1600 on November 13, 2017 in the Olympic Marina at Busan Sailing Club.
- 3.4 The first meeting with the umpires will be immediately following the first briefing.
- 3.5 A daily morning meeting will start at 0830 on each day.
- 3.6 A press conference may occur 60 minutes after the last attention signal each day.

4. AMENDMENTS TO SAILING INSTRUCTIONS

- 4.1 Amendments to the SI made ashore will be posted at least 30 minutes before the start of any race affected and will be signed by the PRO.
- 4.2 Flag L over the numeral pennant of the most recent amendment will be displayed ashore each day until the boats have departed for the race course.
- 4.3 Amendments made afloat will be signalled by the display of flag 3rd substitute with three sound signals. An umpire will communicate the amendment verbally or in writing to competitors.

5. BOATS AND SAILS

- 5.1 The event will be sailed in K30 type yachts.
- 5.2 The sails to be used will be allocated by the PRO and include a mainsail, jib and spinnaker.
- 5.3 Competitors may be required to exchange sails during a series to satisfy sponsorship commitments. This will not be grounds for redress. This changes RRS 62.

- 5.4 The sail combination to be used will be mainsail, jib, and spinnaker, unless signalled from the RC vessel with or before the attention signal. The signals shall have the following meanings:

<u>Signal</u>	<u>Sail Combination to be used</u>
No Signal	Mainsail, jib and spinnaker
Code Flag Z	Reefed Mainsail, jib and Spinnaker
Code Flag R	Reefed Mainsail, jib and NO Spinnaker

- 5.5 An umpire may give other restrictions or instructions to the boats verbally. Flag 3rd Substitute is not required.
- 5.6 If the PRO decides that a boat should not be used, the skipper assigned that boat will be given the temporary use of another boat.

6. IDENTIFICATION AND ASSIGNMENT OF BOATS

- 6.1 Boats will be identified by bow numbers from 1 to 6.
- 6.2 The mainsails shall display skippers' names.
- 6.3 Boats will be allocated by draw, either daily or for each stage as decided by the PRO.
- 6.4 Boats will be exchanged in accordance with the pairing list and race schedule.

7. CREW MEMBERS, NUMBER AND WEIGHT

- 7.1. The total number of crew, including the skipper, shall be five(5) or six(6). All registered crew shall sail all races unless excused by the OA.
- 7.2. The maximum total crew weight, determined prior to racing shall be 340 kg, when wearing at least shorts and shirts.
- 7.3 All registered crew shall sail all matches unless permission for change is given under SI 2.6 or 2.7

8. EVENT FORMAT AND STARTING SCHEDULES

- 8.1. The event format is detailed in SI Addendum B. The matches to be sailed in a flight will be displayed in order of starting on the RC vessel.
- 8.2. In a knock-out series between two skippers:
- (a) they will alternate assigned ends for each match. Unless designated in SI Addendum B or the pairing list, the initial assigned ends will be determined by a draw. This changes RRS C4.1;
 - (b) when the series has been decided, further matches between these two will not be sailed; and
 - (c) crews will exchange boats after odd matches of the series, unless otherwise agreed by both skippers.
- 8.3. The racing days are scheduled as from November 14th to 18th (inclusive) 2017.
- 8.4. The latest time for an attention signal on the last day of racing will be 1630.
- 8.5. The number of matches to be sailed each day will be determined by the PRO.
- 8.6. The PRO, may terminate any stage or the event when, in its opinion, it is impractical to attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favour of later stages.
- 8.7. The intended time of the first attention signal each day is 1000.
- 8.8. Each subsequent flight will be started as soon as practicable after the previous flight.
- 8.9. When a match cannot start at its intended time, the signals and starts of the following matches will remain as originally scheduled, leaving a blank start for the pair not starting. No starting sequence flags will be displayed for a blank start. Competitors will be so advised verbally by an umpire. Therefore the RC may advise the competitors verbally through the umpires that it is its intention to change the starting order. Flag 3rd substitute will be not used.

8.10. When, in a knock out series, a winner of a particular series has been determined, subsequent starts will be brought forward to eliminate blank starts. Competitors will be so advised verbally by an umpire.

9. RACING AREA

The racing area will be in the waters between Haeundae Beach and the bridge on the right of Dongbaek Island.

10. COURSE

10.1 The course configuration (not to scale) is:

Mark W o

Mark L o

Start/Finish o-----o

10.2 Course signals will be displayed from the RC vessel at or before the warning signal. Marks W and L shall be rounded to starboard.

<u>Signal</u>	<u>Course</u>	<u>Laps</u>
No Signal	Start – W – L – W – Finish	2
Flag S	Start – W – Finish	1
Flag T	Start – W – L – W – L – W – Finish	3

10.3 Description of marks:

The RC vessel will be identified by an orange flag.

The starting/finishing line mark will be a white conical buoy with black top.

Mark W will be a pink cylindrical buoy.

Mark L will be a pink cylindrical buoy.

The change mark will be a red cylindrical buoy.

10.4 Starting/Finishing Line:

The starting/finishing line will be a straight line between the course side of the starting/finishing mark and the flag staff with an orange flag on the RC vessel.

A buoy may be attached to the RC vessel anchor line just below keel depth. Boats shall not pass between this buoy and the RC vessel at any time. This buoy is part of the RC vessel ground tackle.

10.5 Course Limits:

A number of yellow buoys may be laid close to the shore and/or pier to define the limits of the racing area. While afloat, no part of the hull shall cross the imaginary straight line between any two adjacent buoys on the same side of the course.

There is no penalty for touching these buoys or objects defining these areas.

In the absence of boundary buoys, no part of a boat's hull shall sail within 2 hull lengths of any pier or 100 meters from the shoreline. These areas rank as obstructions and are the limit of safe pilotage for the purposes of Part 2 of the RRS. The diagram in SI Addendum F shows where these buoys may be placed when sailing in the area south of the harbor.

A breach of this sailing instruction is not open to protest by boats but is subject to action by umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

10.6 Abandonment and Shortening:

RRS 32 is deleted and replaced with:

“After the starting signal, the RC may abandon or shorten any match for any reason, after consulting with the match umpires when practical”.

Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only.

11. BREAKDOWN AND TIME FOR REPAIRS

- 11.1 Before the attention signal of a flight or within two minutes of finishing or within five minutes of changing into a new boat, whichever is later, a boat may display a white flag 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 to the bosun vessel which will be in the area below the start/finish mark, unless otherwise directed.
- 11.2 The time allowed for repairs will be at the discretion of the PRO.
- 11.3 After the attention signal of a flight, a match will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 11.1.
- 11.4 Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 62.

12. STARTING PROCEDURE

- 12.1. The attention signal will be displayed 7 minutes before the first starting signal in each flight. This changes RRS C3.1.
- 12.2. The next flight number will be displayed on the RC vessel white board.

13. CHANGE OF POSITION OF WINDWARD MARK

- 13.1. A change of course will be made by setting the change mark.
- 13.2. Change of Course Signals (amends RRS 33 and Race Signals):
 - (a) Flag C and a red flag means: "The windward mark has been moved. Sail to the red mark".
 - (b) Flag C means: "The windward mark has been moved, sail to the pink mark".
 - (c) When a change of course after starting only affects some matches, these will be designated by the appropriate numeral pennant.
- 13.3. Signaling vessel:
 - (a) When a change of course is made for the first leg, code flag "C" will replace code flag "P" as the preparatory signal and will be displayed from the RC vessel for each match affected. That signal will be accompanied by a series of repetitive sound signals and the display of a flag indicating the color of Mark W for that match. This changes RRS C3.1.
 - (a) When a change of course is signaled after the first leg, it will be displayed from a vessel in the vicinity of mark L.

14. TIME LIMIT

A boat that does not finish within 5 minutes after her opponent has completed the course and finished will be scored DNF. This changes RRS 35 and A5.

15. PRIZES

- 15.1. Refers to NoR 13
- 15.2. These prizes have been approved by the national authority and have been notified to WS.
- 15.3. The IJ may reduce or remove a prize in the case of misconduct or refusal to comply with any reasonable request, including attendance at official functions.

16. CODE OF CONDUCT

- 16.1. Competitors shall comply with any reasonable request from any official, including attendance at official functions, co-operation with event sponsors and shall not behave so as to bring the event into disrepute.
- 16.2. Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Addenda C and D.

- 16.3. The following actions by skippers and/or crew while racing may be considered a breach of sportsmanship under RRS C8.3(c) and may result in an umpire initiated penalty under RRS C5.2 or C5.3:
- (a) excessive attempts to verbally coerce, coach or influence umpire decisions;
 - (b) repetitive or on-going objection to an umpire decision (verbal or otherwise); or
 - (c) abuse of umpires before or after a decision (See also World Sailing MR Call M4).
- 16.4. Breaches of this SI may also be referred to the IJ. Any penalty will be at the discretion of the IJ and may include exclusion from further participation in the event, the withdrawal of any prize money or the withholding of deposits.
- 16.5. Gross breaches of this SI may be referred to the IJ for action under RRS 69.

18 RISK STATEMENT

Refers to NoR 18.

SI ADDENDUM A – LIST OF INVITED SKIPPERS

Skipper Name	Country ISAF ID	WS WMR Ranking*
1) Anna ÖSTLING	SWEAK1	1
2) Renée GROENEVELD	NEDRG1	2
3) Caroline SYLVAN	SWECS4	3
4) Pauline COURTOIS	FRAPC14	4
5) Trine PALLUDAN	DENTP9	5
6) Marinella LAAKSONEN	FINML22	6
7) Clare COSTANZO	AUSCC23	10
8) Lucy MACGREGOR	GBRLM22	12
9) Linnea FLOSER	SWELF3	14
10) Alexa BEZEL	SUIAB8	17
11) Sarah PARKER	AUSSP27	19
12) Eunjin KIM	KOREK3	-

* *October 18th 2017*

SI ADDENDUM B – EVENT FORMAT and SCHEDULE OF RACES

EVENT FORMAT

Stage 1 – Round Robin

- (a) All skippers will sail a round robin, each skipper is scheduled to sail each other skipper once.
- (b) The 8 highest placed skippers from Stage 1 shall qualify for Stage 2.

Stage 2 – Quarter-Finals

- (a) The highest placed skipper from Stage 1 shall choose their opponent. The next highest placed skipper who has not already been chosen shall choose their opponent and so on.
- (b) In each quarter-final the higher placed skipper from Stage 1 will be starboard entry in the first match.
- (c) The first four skippers to score at least 3 points shall proceed to Stage 3, the others will be scored in accordance with Stage 1 results.

Stage 3 - Semi-Finals

- (a) The highest placed skipper from Stage 1 of the four semi-finalists will be starboard entry in the first match and she shall choose her opponent.
- (b) The remaining two skippers shall sail each other and the higher placed skipper from Stage 1 will be starboard entry in the first match.
- (c) The first two skippers to score at least 3 points shall proceed to Stage 5, the others to Stage 4.

Stage 4 – Petit-Final

- (a) The higher placed skipper from Stage 1 of the two skippers will be starboard entry in the first match.
- (b) The first skipper to score at least 2 points shall be awarded 3rd place, the other 4th.

Stage 5 - Final

- (a) The higher placed skipper from Stage 1 of the two skippers will be starboard entry in the first match.
- (b) The first skipper to score at least 3 points shall be awarded 1st place, the other 2nd.

SI ADDENDUM C – RULES FOR HANDLING OF BOATS IT APPLIES ALSO TO PRACTICE SAILING

1 GENERAL

While all reasonable steps are taken to equalize the boats, variations will not be grounds 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 permission of the PRO.
- 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 RD/PRO, or, on race days, while 'AP' is displayed ashore.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Attaching lines to the fabric of spinnakers.
- 2.10 Perforating sails, even to attach tell tales.
- 2.11 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- 2.12 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.13 Omitting any headsail car or turning block.
- 2.14 The use of electronic instruments other than hand held compasses and watches.
- 2.15 Marking directly on the hull or deck with permanent ink.
- 2.16 Use of any tape that leaves a residue/ use of American/grey tape.
- 2.18 Using the spinnaker pole to wing out the foresail.
- 2.19 Blank.
- 2.20 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.
- 2.21 A breach of SI C 2.20 is not open to protest by boats but is subject to action by the umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

3 PERMITTED ITEMS AND ACTIONS

The following are permitted:

- 3.1 Taking on board the following equipment:
 - (a) basic hand tools
 - (b) adhesive tape
 - (c) line (elastic or otherwise of 4mm diameter or less)
 - (d) marking pens
 - (e) tell-tale material
 - (f) watch, timers and hand held compass
 - (g) shackles and clevis pins
 - (h) Velcro tape
 - (i) spare flags
 - (j) PFDs when not supplied by the OA

- 3.2 Using the items in 3.1 to:
- (a) prevent the fouling of lines, sails and sheets
 - (b) attach tell-tales
 - (c) prevent sails being damaged or falling overboard
 - (d) mark control settings
 - (e) make minor repairs and permitted adjustments
 - (f) make signals as per RRS Appendix C6
 - (g) personal safety
- 3.3 Fixing a spinnaker sheet catcher at the bow, provided that it does not extend the length of the boat by more than 100mm and does not require any repair after removal.

4 MANDATORY ITEMS AND ACTIONS

The following are mandatory:

- 4.1 Report verbally to the PRO at the end of each day, even if no damage or loss is recorded. Reports shall include any evidence of matters, which could cause damage or disadvantage to the boat in future days.
- 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.
- 4.3 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- 4.4 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- 4.5 A breach of item 4.2 will be considered as damage and the cost of rectification will be deducted from the damage deposit.

SI ADDENDUM D – EQUIPMENT LIST

The following non-fixed items, provided by the OA, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported in the daily report.

1 SAILS AND SAILING EQUIPMENT

- 1.1 One Mainsail
- 1.2 One set of battens
- 1.3 One Jib sail
- 1.4 One Spinnaker
- 1.5 One spinnaker pole
- 1.6 Two headsail sheets
- 1.7 Two spinnaker sheets
- 1.8 One white flag
- 1.9 One red flag
- 1.10 One flag “Y”

2 SAFETY GEAR

- 2.1 Bucket
- 2.2 Sponge

SI ADDENDUM E – DAMAGE PENALTIES

Match Racing Penalties for Damage resulting from contact between boats

Appendix C6.6 and C8.6 permits the umpires or protest committee to decide the penalty when a boat breaks RRS 14. This document explains how damage will be assessed and gives general guidance on the appropriate penalty. When the protest committee has good reasons to do so, it may apply a different penalty.

Damage will be divided into 3 levels as shown in the following table:

Level	Extent	Effect
Level A - Minor Damage	Does not significantly affect the value, general appearance or normal operation of the boat.	Boat may race without repair although some minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work.
Level B - Damage	Affects the value and/or general appearance of the boat	The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Requires more than 1 hour of work but should not normally require more than 3 hours of work.
Level C - Major Damage	The normal operation of the boat is compromised and its structural integrity may be impaired.	The boat will need some repair work before racing again. Requires more than 3 hours of work.

Point Penalties - to be applied without a hearing (this amends RRS C8.6);

Level	Round Robin	Knock Out
A	None	None
B	Half Point	Half Point
C	One points	One points

When both boats break RRS 14, they should both receive a points penalty. If a competitor requests a hearing after a points penalty has been imposed, the protest committee may decide (in the hearing) to give a greater penalty.

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 point's penalty given on the water.

SI ADDENDUM F – INTENDED COURSE AREAS



* Note:

- The Olympic marina is on the left in the picture;
- The square points are beacons;
- No more than 4 Yellow buoys will be laid depending of sailing area we will use;
- The umpires will inform you(or if you're in doubt ask to the umpires).