



# USA 2019 Nations Cup Grand Final



2019 Nations Cup Grand Final  
World Sailing Grade 1  
April 10-14, 2019  
Practice Day April 9

## SAILING INSTRUCTIONS (Incorporating Amendment 1 to the NoR relating to Section II 7(c))

### Abbreviations:

PC – protest committee	RC – race committee
OA – organising authority	NA – national authority
RRS – racing rules of sailing	SI – sailing instructions
IJ – international jury	NoR – notice of race
TD – Technical Delegate	

## 1 RULES

- 1.1 The Event will be governed by:
  - (a) the 'rules' as defined in the RRS, including Appendix C.
  - (b) the rules for Handling Boats (SI Addendum C) which also applies to any practice sailing and sponsor races. Class rules will not apply.
  - (c) any prescriptions of the national authority that will apply will be posted on the official notice board.
- 1.2 While on the water, other than for brief periods while adding or removing clothing, all competitors in this regatta shall wear a PFD. This changes RRS 40 and the preamble to RRS Part 4.
- 1.3 An IJ has been appointed for this event in accordance with RRS Appendix N, and the right of appeal will be denied in accordance with RRS 70.5.
- 1.4 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.
- 1.5 If the first boat has finished, leaving the second boat in the match owing a penalty, the umpires may signal according to RRS C5.5 that the outstanding penalty is now completed and remove the corresponding penalty flag. Once she finishes, the second boat may then be scored with a loss without the requirement of completing her penalty turn before finishing. This changes RRS C7.2(d).

- 1.6 When a boat in a match fails to sail the course in accordance with rule 28.1, she will be disqualified without a hearing and scored zero points unless both boats in the match have sailed the same course, in which case the boats will be scored as if they had sailed the course in accordance with rule 28.1. This changes RRS 28, 35, 63.1 and A5.
- 1.7 RRS 62.1(a) is changed to read: "A boat may not request redress under RRS 62.1(a). The IJ may decide to consider giving redress under that rule if it believes that a redressable improper action or omission has been made." This changes RRS 60.1(b) and 62.1(a).
- 1.8 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.
- 1.9 Delete RRS C8.6 and replace with: When the match umpires, together with at least one other umpire, decide that a boat has broken rule 14 and damage resulted, they may impose a points penalty as described in SI Addendum E, without a hearing. The competitor shall be informed of the penalty as soon as practicable and, at the time of being so informed, may request a hearing. The IJ shall then proceed under rule C6.6. Any penalty decided by the IJ may be more than the penalty imposed by the umpires. When the umpires decide a penalty greater than that described in SI Addendum E is appropriate, they shall act under rule C8.4.

## **2 ENTRIES and ELIGIBILITY**

- 2.1 Only skippers invited by World Sailing and meeting the requirements of the NoR are eligible for the event. The skippers are listed in SI Addendum A.
- 2.2 To remain eligible, the entire crew shall complete registration, pay any entry fee, deposit \$1500 US for damage and complete crew weighing, all between 9:00 and 18:00 April 9, 2019 and 8:00 and 8:25 April 10, 2019 unless extended by the TD.
- 2.3 The damage deposit is the limit of liability of each skipper for each incident. If a deduction is made from the deposit, the skipper will be required to restore the deposit to the original value to maintain eligibility. Any remaining deposit after the event will be refunded within 10 days after the event.
- 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 TD may authorize an original crew member to substitute.
- 2.7 When a registered crew member is unable to continue in the event, the TD may authorize 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 in the hallway adjacent to the side (Regatta) entrance of the St. Francis YC.
- 3.2 Signals made ashore will be displayed from the flagpole located on the St. Francis YC Race Deck.
- 3.3 Skippers and crews shall attend the opening ceremony and first briefing, which will be Tuesday April 9, 2019 at 18:45 in the Starting Line Room unless excused by the OA.
- 3.4 The first meeting with the umpires will be immediately following the first briefing.

- 3.5 Except Wednesday April 10, 2019, competitors shall attend a daily morning meeting at 08:30 in the Starting Line Room, unless excused by the OA.
- 3.6 When flag AP is displayed ashore, "1 minute" is replaced with "not less than 30 minutes" in the Race Signal AP.
- 3.7 The RC may make VHF radio broadcasts on Channel 69. In emergencies, to report damage, or in response to a request from the RC, competitors may contact the RC on this VHF channel. All teams are requested to tune their VHF radios to channel 69 between stages as the RC may broadcast pairing information for the next stage. Failure to receive these broadcasts will not be grounds for redress. The umpires may also provide this pairing information to the competitors verbally.

#### **4 AMENDMENTS TO SAILING INSTRUCTIONS**

- 4.1 Amendments to the SI made ashore will be posted by at least 0900 and will be signed by the RC and the TD representatives, except changes to the competitors' briefing time which will be posted by 19:00 on the day before the change occurs.
- 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 may communicate these either verbally or in writing.

#### **5 BOATS and SAILS**

- 5.1 The event will be sailed in J/22 type boats supplied by the OA.
- 5.2 The sail combination to be used will be signalled from the RC start 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, Spinnaker
Code Flag K	Mainsail, Jib (no spinnaker)

- 5.3 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3<sup>rd</sup> substitute is not required.
- 5.4 The RC will decide which boats are to be used for each stage and when they decide a boat should not be used, the skipper assigned that boat will be given the temporary use of another boat.
- 5.5 The RC may permit a substitute boat when it is satisfied that the original boat is damaged and that repairs in the time available are not practical.
- 5.6 The OA or RC may require rotation of sails for any reason. Rotation of sails by the OA or RC shall NOT be grounds for redress by a competitor. This changes RRS 62.1(a).

#### **6 IDENTIFICATION and ASSIGNMENT OF BOATS**

- 6.1 Boats will be identified by bow numbers.
- 6.2 Boats will be allocated by the OA for the stages.
- 6.3 Boats will be exchanged in accordance with the pairing list and race schedule. See SI Addendum B.

## **7 CREW MEMBERS, NUMBER and WEIGHT**

- 7.1 The total number of crew, including the skipper, shall be four (4) in both the Open and Women's Divisions. A crew list shall be named at event registration and all registered crew shall sail all races. All crew members (including the skipper) shall be female in the Women's Division and may be mixed for the Open Division.
- 7.2 The total weight of the crew, including the skipper, dressed in at least shorts and shirts, shall not exceed 350 kg (771.6 lb) for the Open Division and 272 kg (599.8 lb) for the Women's Division, determined at the time of registration or such other times as required by the RC.
- 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**

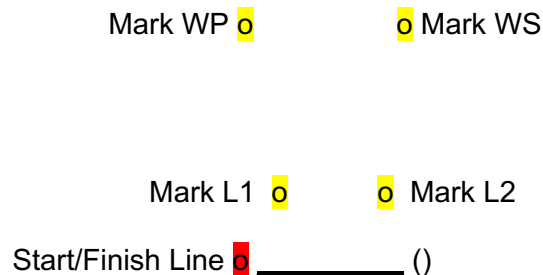
- 8.1 The event format is detailed in SI Addendum B. Race pairing lists and schedule will be provided separately by the RC.
- 8.2 A maximum of one team per MNA per Division may progress to the Semi-Final. If more than one team per MNA per Division is eligible for a Semi-Final place, only the highest placed team from that MNA in the most recent stage will progress to the Semi-Final. If the results of the most recent stage are not conclusive, then the results from Stage 1 will apply. This changes NoR Section II 7(c).
- 8.3 In a knock-out series between two skippers:
  - (a) they will alternate assigned ends for each match. Assigned ends will be designated in the pairing list.
  - (b) crews will exchange boats after odd matches of the series unless both skippers decline to change at the first opportunity.
  - (c) when a winner of a knock-out series has been determined, subsequent starts will be brought forward to eliminate blank starts. Competitors will be so advised verbally by an umpire.
- 8.4 The racing days are scheduled as April 10 to April 14, 2019.
- 8.5 The latest intended time for an attention signal on the last day of racing will be 17:00.
- 8.6 The number of matches to be sailed each day will be determined by the RC in consultation with the TD.
- 8.7 The RC, with the approval of the TD, may terminate any stage or the event, or change the format 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 favor of later stages.
- 8.8 The intended time of the first attention signal each day is 10:00.
- 8.9 Each subsequent flight will be started as soon as practicable after the previous flight.
- 8.10 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; however, if time permits, the RC may advise the competitors affected about a change in match order for that flight. This will be communicated to the competitors by the umpires of each of the affected matches. Flag third substitute will not be flown.

## 9 RACING AREA

The intended racing area, both East and West courses, will be on the City Front, adjacent to the St Francis Yacht Club. The RC may change the intended racing area. See SI Addendum F for a diagram of the racing area.

## 10 COURSE AND SIGNALLING – The instructions below apply to both the East and West courses.

### 10.1 Course Configuration (not to scale)



### 10.2 Signals and Course to be Sailed - Course signals will be displayed from the RC start vessel at or before the warning signal.

<u>Course Signal Green</u>	<u>Starboard Course</u>
Green	Start - WP - WS – L1/L2 - WP - WS - Finish
Green + S	Start - WP - WS – Finish
If Green Flag is displayed, Marks WP and WS shall be rounded to starboard.	

<u>Course Signal Red</u>	<u>Port Course</u>
Red	Start - WS - WP – L1/L2 - WS - WP - Finish
Red + S	Start - WS - WP - Finish
If Red Flag is displayed, Marks WS and WP shall be rounded to port.	

Marks L1 and L2 are to be rounded as a gate. If only one side of the gate is present, the mark shall be rounded to starboard. Marks WP and WS may be attached and laid together.

### 10.3 Description of Marks

- The RC start vessel will be a St Francis YC RC vessel displaying an orange start/finish line flag.
- WP, WS, L1, and L2 will be yellow inflatable marks.
- Replacement mark W (see SI 13) will be a red inflatable mark.
- The starting/finishing line mark will be an orange spherical buoy.

### 10.4 Starting/Finishing Line

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

#### 10.5 Areas That Are Obstructions

- a) While racing, no part of a boat's hull shall cross the lines or areas listed below and as shown in the diagram in Addendum F:
  1. The southern end of the SF Marina entrance Wave Attenuator and the closest point ashore.
  2. The northern end of the SF Marina entrance Wave Attenuator and the closest point ashore.
  3. The "H" Beam piling (located approximately 200 meters west of the St. Francis YC) and the closest point ashore.
  4. An area bounded on the northern corners by Anita Rock Light (located approximately 0.30nm West of StFYC – "Anita Rock" Q 20ft 5M and a white buoy located approximately 20 meters Northwest of Anita Rock Light then to the closest point ashore from each corner.
  5. Fixed mark "2" 15ft 3M (located approximately 0.30nm at 255 degrees from Anita Rock Light) and the closest point ashore.
- b) These lines or areas rank as obstructions and are the limit of safe pilotage for the purposes of Part 2 of the RRS.
- c) There is no penalty for touching the buoys or objects defining these areas.
- d) A breach of this SI is not open to protest by boats but is subject to action by the umpires in accordance with RRS C8.2. This changes RRS 60.1, RRS C6.2 and RRS C8.2.

#### 10.6 Abandonment and Shortening

- a) 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.
- b) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies only to that match.
- c) Abandonment of a match that has started will be signalled by an official vessel displaying flag 'N' and a numeral pennant denoting the match number or by the match umpires approaching the two boats concerned and hailing. This alters Race Signals.

#### 10.7 Commercial Vessels

- a) Immediately North of the racing area is a shipping channel used by large freighters. Competitors are reminded that under the preamble to Part 2 of the RRS, they shall comply with the International Regulations for Preventing Collisions at Sea (IRPCAS) and the US Coast Guard Inland Navigation Rules (US government right-of-way rules). Competitors shall not impede the passage of large vessels constrained to the channel and must keep well clear. Failure to comply with these rules and regulations could result in a protest by the IJ and/or civil prosecution.
- b) The racing area is open to the public and is used by site-seeing tourist ferries, transiting fishing boats and recreational users.

### 11 BREAKDOWN and TIME FOR REPAIRS

- 11.1 Before the attention signal of a flight or within five minutes of finishing or within five minutes of changing into a new boat, whichever is later, a boat may display flag L to signal breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to a position just to leeward of the RC start vessel for their next race and remain there, unless otherwise directed.
- 11.2 The time allowed for repairs will be at the discretion of the RC.

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 Match warning signals will be numeral pennants indicating the match number to be started.

12.2 The next flight number will be displayed on the RC start vessel with numeral plaques.

12.3 The attention signal will be displayed 7 minutes before the first starting signal in each flight. This changes RRS C3.1.

## **13 CHANGE OF POSITION OF THE WINDWARD MARK**

13.1 Changes to the course will be made by setting a single red replacement mark W.

13.2 Subsequent changes in the same race will revert to a single original mark.

13.3 Change of Course Signals (amends RRS 33 and Race Signals):

a) Flag C and a board means: 'The windward mark has been moved. Sail to a red mark located at a magnetic compass bearing displayed on the board, or to the original yellow mark if it is a subsequent change.'

b) When a change of course after starting only affects some matches, these will be designated by the appropriate numeral pennant(s) displayed with the C flag.

13.4 Signalling vessels

a) When a change of course is signalled for the first leg, it will be displayed from the RC start vessel with the preparatory signal for each match affected. The preparatory signal will be followed by a series of repetitive sound signals.

b) When a change of course is signalled after the first leg it will be displayed from a vessel in the vicinity of mark L1 or L2.

## **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 COACH BOATS**

Individual coach boats will not be allowed. A coach boat is any boat that is under the direction or control of a person gathering information or giving material support for the benefit of competitors either on the water or off.

## **16 MEDIA, IMAGES and SOUND**

The OA has the right to use any images and sound recorded during the event free of any charge.

## **17 PRIZES**

(a) The principal prize for first place in each Division will be the World Sailing Nations Cup.

(b) World Sailing Medals in Gold, Silver and Bronze for the teams finishing 1st, 2nd, and 3rd in each division.

(c) The OA, after consultation with the World Sailing TD, may reduce a prize in the case of misconduct or refusal to comply with any reasonable request, including attendance at official functions.

## **18 CODE OF CONDUCT**

- 18.1 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.
- 18.2 Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Addendum C and D.
- 18.3 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:
- Excessive attempts to verbally coerce, coach or influence umpire decisions;
  - Repetitive or on-going objection to an umpire decision (verbal or otherwise);
  - Abuse of umpires before or after a decision (See also MR Call M4).
- 18.4 Breaches of this SI may also be referred to the IJ. Any penalty will be at the discretion of the PC/IJ and may include exclusion from further participation in the event, the withdrawal of any prize money or the withholding of deposits.
- 18.5 Gross breaches of this SI may be referred to the IJ by the OA for action under RRS 69.

## **19 DISCLAIMER**

All those taking any part in the event do so at their own risk. The OA, its associates and appointees accept no responsibility for any loss, damage, injury or inconvenience incurred, howsoever caused.

## **ATTACHMENTS:**

<b>ADDENDUM A</b>	<b>COMPETITOR LIST</b>
<b>ADDENDUM B</b>	<b>EVENT FORMAT</b>
<b>ADDENDUM C</b>	<b>RULES FOR HANDLING BOATS</b>
<b>ADDENDUM D</b>	<b>EQUIPMENT LIST</b>
<b>ADDENDUM E</b>	<b>DAMAGE PENALTIES</b>
<b>ADDENDUM F</b>	<b>RACE AREA DIAGRAM</b>



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 SI Addendum A – Eligible Skippers

Division 1 (Women)		
Rank	MNA	Skipper
1	FRA	Pauline Courtois
2	SWE	Anna Östling
4	SWE	Johanna Bergqvist
5	FIN	Marinella Laaksonen
10	USA	Nicole Breault
13	AUS	Clare Costanzo
15	GBR	Octavia Owen
25	USA	Allie Blecher
n/a	BRA	Juliana Senfft
n/a	RSA	Dominique Provoyeur

Division 2 (Open)		
Rank	MNA	Skipper
4	ITA	Ettore Botticini
5	FRA	Maxime Mesnil
7	EST	Mati Sepp
16	USA	Pearson Potts
22	RUS	Vladimir Lipavsky
23	NZL	Nick Egnot-Johnson
29	AUS	James Hodgson
194	JPN	Kohei Ichikawa
n/a	BRA	Henrique Haddad
n/a	RSA	David Rae

**Each division will follow the following format.**

**1 First Stage - Round Robin**

- a) Skippers will be seeded according to the World Sailing Match Race Sailing ranking list 30 days before the event starts and paired in accordance with the table provided by the RC.
- b) Each Division will sail a single round robin.
- c) The highest scoring five (5) skippers from the round robin qualify for Stage 3. The remaining five (5) skippers advance to Stage 2.

**2 Second Stage – Repechage, Round Robin**

- a) The five (5) skippers will sail a single round robin. Scores from Stage 1 do not carry forward except for use in RRS C11.1(e).
- b) The highest scoring skipper from this round robin qualifies for Stage 3
- c) The remaining four (4) skippers place 7<sup>th</sup> through 10 according to the Stage 2 scores.

**3 Third Stage Quarter Finals - Round Robins**

- a) For each division, the five (5) highest scoring skippers from Stage 1 and the highest scoring skipper from Stage 2 will sail a double round robin. Scores from Stages 1 and 2 do not carry forward. Breaking ties under RRS C11.1(e) will use Stage 1 scores. This changes RRS C11.1.
- b) Skippers will be paired in accordance a table provided by the RC. Boats will be assigned by the RC.
- c) The highest scoring four (4) skippers in each Division advance to Stage 4 (Semi-finals), taking into account SI 8.2.
- d) The remaining two (2) skippers shall place 5<sup>th</sup> and 6<sup>th</sup> according to their Stage 3 scores.

**4 Fourth Stage Semi-finals - Knock-Out**

- a) Skippers will be paired in accordance with a table provided by the RC. Boats will be assigned by the RC.
- b) For each division, the skipper with the highest score in Stage 3 shall select their opponent when requested by the RC to do so. The remaining two skippers shall race each other.
- c) The higher placed skippers from Stage 3 will have starboard entry for the first match.
- d) Skippers will alternate assigned ends for each match.
- e) The first skipper in each pair to score at least three (3) points shall proceed to Stage 6 (Finals). The other skipper from each match shall proceed to Stage 5 (petite final).
- f) When a series has been decided, further matches between these two will not be sailed.
- g) Crews will exchange boats after odd matches of the series unless both skippers decline to change at the first opportunity.

**5 Petite Finals**

- a) The higher placed skipper from Stage 3 will have starboard entry for the first match.
- b) Skippers will alternate assigned ends for each match.
- c) Boats will be assigned by the RC.
- d) The first skipper to score at least two (2) points will be the winner and will finish in 3<sup>rd</sup> place. The other skipper will finish in 4<sup>th</sup> place.
- e) When the series has been decided, further matches between these two will not be sailed.
- f) Crews will exchange boats after odd matches of the series unless both skippers decline to change at the first opportunity.

**6 Finals**

- a) The higher placed skipper from Stage 3 will have starboard entry for the first match.
- b) Skippers will alternate assigned ends for each match.
- c) Boats will be assigned by the RC.
- d) The first skipper to score at least three (3) points will be the winner and will finish in 1<sup>st</sup> place. The other skipper will finish in 2<sup>nd</sup> place.
- e) Crews will exchange boats after odd matches of the series unless both skippers decline to change at the first opportunity.

## **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 to prevent damage or injury, or when directed by an umpire otherwise, the following are prohibited:

- 2.1 Any additions, omissions or alterations to the equipment supplied.
- 2.2 The use of any equipment for a purpose other than that intended or specifically permitted.
- 2.3 The replacement of any equipment without the sanction of the RC.
- 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 signed the Damage Authorization Form or having permission from the RC, 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 in an emergency, 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 Using a winch to adjust the mainsheet, backstay, or vang.
- 2.14 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.15 The use of electronic instruments other than compass and watches.
- 2.16 Using the spinnaker pole to wing out the foresail.
- 2.17 Marking directly on the hull or deck with permanent ink.
- 2.18 After the starting signal and while sailing close hauled for more than a few seconds, the main boom position shall be controlled only by using the mainsheet, traveller, and vang.
- 2.19 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.
- 2.20 A breach of SI Addendum C 2.18 or 2.19 is not open to protest by boats but is subject to action by Umpires in accordance with RRS C8.2. This changes RRS 60.1, C6.2, and C8.2.

## **3 PERMITTED ITEMS and ACTIONS**

- 3.1 The following are permitted.

Taking on board the following equipment:

- (a) basic hand tools;
- (b) adhesive tape of any color except black;
- (c) line (elastic or otherwise of 4 mm diameter or less);
- (d) pencils;
- (e) tell-tale material;
- (f) watch, timers and handheld compass;
- (g) shackles and clevis pins;
- (h) Velcro tape; and
- (i) Spare flags;
- (j) PFDs

- 3.2 Using the items in 3.1 to:

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SI Addendum C – Rules for Handling Boats

- (a) prevent 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 Appendix C6; and
  - (g) personal safety.
- 3.3 Fixing a spinnaker sheet catcher at the bow, providing that it does not extend the length of the boat more than 100 mm and does not require any repair after removal.
- 3.4 Changing the number of mainsheet purchases.

**4 MANDATORY ITEMS and ACTIONS**

- 4.1 The following are mandatory:
- (a) The completion of a written damage report before leaving a boat and submitting it to the RC, even if no damage or loss is recorded.
  - (b) Reports shall include any evidence of matters which could cause damage or disadvantage to the boat in future matches.
- 4.2 At the end of each sailing day:
- (a) rolling, bagging and placement of the sails as directed;
  - (b) leaving the boat in the same state of cleanliness as when first boarded that day; and
  - (c) releasing backstay tension, provided that the slightly tensioned backstay adjustment lines will be used to secure the tiller.
- 4.3 At the end of each day, cleaning the boat (cabin and decks), removing all trash and removing all marks and tape, except tape applied to turnbuckles and for chafe protection.
- 4.4 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- 4.5 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- 4.6 A breach of items 4.2 and 4.3 will be considered as damage.

**SAILS and SAILING EQUIPMENT**

- Mainsail and set of battens
- Jib
- Spinnaker
- One winch handle
- One spinnaker pole
- Two spinnaker sheets
- One continuous headsail sheet
- Jib cars
- Competitor flag set

**SAFETY GEAR**

- First aid kit
- Bucket and sponge
- Flares (in orange box)
- Type IV throwable PFD (in starboard compartment)
- Four adult PFDs (in port compartment)
- Bilge pump
- Paddle
- Tow line (in starboard compartment)
- Anchor with chain and line (in starboard compartment)
- VHF Radio (in pocket of spinnaker launching basket)

**MOORING LINES and FENDERS**

- Two mooring lines
- Two fenders (tied together)

World Sailing 2019 Nations Cup Grand Final, Sailing Instructions  
 SI Addendum E – 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.

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	Boat 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	Three quarters of a point
C	One point	One point

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 points penalty given on the water.



**USA 2019**  
Nations Cup  
Grand Final



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World Sailing 2019 Nations Cup Grand Final, Sailing Instructions  
SI Addendum F – Race Area Diagram

