

**2015 ISAF WOMEN'S MATCH RACING WORLD CHAMPIONSHIP
 8 – 12 July 2015**

NOTICE OF RACE

1. ORGANIZING AUTHORITY

- 1.1 The Organising Authority is Match Racing Denmark and Middelfart Sejlklub in conjunction with the International Sailing Federation (ISAF).
- 1.2 This event is an event in the 2015 Women's International Match Racing Series. The Terms of Series can be found on www.wimseries.com.

2. VENUE

- 2.1 The venue will be Middelfart Marina in Denmark.

3. GRADING

- 3.1 The event is an ISAF Grade W event. This grading is subject to review by the ISAF Match Race Rankings Sub-committee. The event may be re-graded when there is clear reason to do so.

4. PROVISIONAL PROGRAM

- 4.1 The provisional program for the event is as follows:

Tuesday	7 July	0800 - 1730	Registration and crew weigh-in
		0900 - 1730	Practice sessions allocated by the OA
		2000	Opening Ceremony
Wed	8 July	0900	First briefing
		0930	First meeting with umpires (after briefing)
		1000	Attention signal
Thu - Sun	9 – 12 July	0900	Daily skippers' briefing
		0930	Attention signal
Sat	11 July	1930	Official event dinner



Sunday 12 July 1930 Closing and Prizegiving Ceremony

4.2 Unless excused by the Organizing Authority, attendance at the following is mandatory:

- (a) Initial briefing for skippers.
- (b) Daily press conferences, for skippers sailing that day.
- (c) Official event dinner, for skippers and crews.
- (d) Prize giving for the top 8 skippers and crews.

5. ELIGIBILITY

5.1 Up to 16 skippers will be invited. Only skippers invited by the Organizing Authority will be eligible to enter this event. Invitations will be issued as follows:

- (a) the defending World Champion;
- (b) 14 skippers will be invited using the ISAF Women's Match Racing Ranking list on 18 February 2015; and
- (c) a wild card as agreed by the Danish Sailing Association and ISAF.

5.2 After 3 March 2015, ISAF may issue wild card invitations for remaining places at its discretion.

5.3 The registered skipper shall helm the boat at all times while racing, except in an emergency.

5.4 To remain eligible a skipper shall confirm acceptance of their invitation in writing, or by fax or e-mail to be received by the date specified on the letter of invitation

5.5 ISAF Eligibility as required by ISAF Regulation 19 is required of all competitors.

5.6 All competitors shall obtain an ISAF Sailor ID by registering online at www.sailing.org/isafsailor. Skippers shall inform the Organizing Authority of their ISAF Sailor ID at registration.

6. ENTRIES

6.1 The skipper will be regarded as validly entered on completion of registration, crew weighing and the payment of deposits. All payments shall be made by credit card or local currency.

6.2 The non-refundable entry fee is €750 and shall be paid no later than 1 June 2015.

6.3 When a skipper accepts an invitation and later withdraws from the event or leaves the event before the end without written approval from the Organizing Authority, a zero score may be applied to their ranking points.

6.4 An initial damage deposit of €1000 shall be paid at registration, unless extended by the Organizing Authority. This deposit is the maximum payable by the skipper as a result of any one incident.



- 6.5 If a deduction from the damage deposit is decided by the Organizing Authority, it may require that the deposit be restored to its original amount before the skipper will be permitted to continue in the event.
- 6.6 Any remaining deposit after the event will be refunded within 10 days after the event.
- 6.7 All competitors are required to have adequate third party insurance.

7. RULES

7.1 The regatta will be governed by:

- (a) the rules as defined in the ISAF *Racing Rules of Sailing 2013 - 2016* (RRS);
- (b) rules for the handling of boats will apply, and will also apply to any practice sailing and sponsor races. Class rules will not apply.
- (c) No national authority prescriptions will apply.

7.2 Major Alterations to the RRS

- (a) 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.*
- (b) RRS C8.6 and C6.3 will be changed in the sailing instructions.
- (c) RRS 31 will be changed.
- (d) Under RRS 86.2, this event will test a package of test rules proposed for match racing. See detailed wording for these rule changes in NOR Appendix A.

7.3 An International Jury will be appointed in accordance with RRS Appendix N.

8. BOATS AND SAILS

- 8.1 The event will be sailed in Match 28 type boats.
- 8.2 Eight boats will be provided plus a spare.
- 8.3 The following sails will be provided for each boat: mainsail, large and small jib and symmetric spinnaker.
- 8.4 Boats will be allocated by draw, either daily or for each round as decided by the ISAF Technical Delegate.

9. CREW (INCLUDING SKIPPER)

- 9.1 The number of crew (including the skipper) shall be four, five or six. All registered crew shall sail all races.
- 9.2 The maximum total crew weight, determined prior to racing shall be 340kg, when wearing at least shorts and shirts.
- 9.3 Crew weight may be checked during the regatta. At any re-weighing the total weight limit is increased by 10 kg. Any crew weighing in excess of this increased limit shall not be penalised, but they shall reduce their weight to the increased weight limit before racing again.



- 9.4 When a registered skipper is unable to continue in the event the ISAF Technical Delegate may authorise an original crew member to substitute.
- 9.5 When a registered crew member is unable to continue in the event the ISAF Technical Delegate may authorise a substitute, a temporary substitute or other adjustment.

10. EVENT FORMAT

- 10.1 The event will consist of the following stages:
- (a) Stage 1: Round robin
 - (b) Stage 2: Quarter Finals
 - (c) Stage 3: Semi Finals
 - (d) Stage 4: 5 – 8 Place Knockouts
 - (e) Stage 5: 9 – 12 Place Knockouts
 - (f) Stage 6: Final and Petit Final
- 10.2 Stage 1 may be conducted in groups depending on the final number of entries.
- 10.3 The ISAF Technical Delegate may change the format, terminate or eliminate any round, when conditions or the remaining time scheduled do not permit the completion of the intended format.

11. COURSES

- 11.1 The course will be windward/leeward with starboard roundings, finishing downwind.
- 11.2 The intended course area will be in Middelfart Marina.

12. ADVERTISING

- 12.1 As boats and equipment will be supplied by the Organizing Authority, ISAF Regulation 20.4.2 applies. Each boat will be required to display advertising as supplied by the Organizing Authority.
- 12.2 Boats shall not be permitted the right to protest for breaches of any rules regarding advertising (amends RRS 60.1).

13. PRIZES

- 13.1 The first placed skipper after Stage 1 will be presented with the ISAF Nucci Novi Ceppellini Memorial Trophy.
- 13.2 The first placed skipper in the final results will be declared as the 2015 ISAF Women's Match Racing World Champion and will be presented with the ISAF Women's Match Racing World Championship Trophy.
- 13.3 ISAF Gold, Silver and Bronze medals will be presented to the top 3 teams.
- 13.4 The International Jury may reduce or remove a prize in the case of misconduct or refusal to comply with any reasonable request, including attendance at official functions.



14. MEDIA RIGHTS

- 14.1 By participating in the event competitors automatically grant to the Organizing Authority, their sponsors and ISAF the right in perpetuity to make, use and show, from time to time at their discretion, any motion pictures and live, taped or filmed television and other reproductions of the athlete during the period of the competition without compensation.
- 14.2 If required by the Organizing Authority:
- (a) Television personnel and equipment (or dummies) supplied by the Organizing Authority shall be carried on board while racing.
 - (b) Competitors shall wear microphones supplied by the Organizing Authority during racing and be available for interviews when advised by the Organizing Authority or Race Committee.
 - (c) Registered skippers shall wear communications equipment supplied by the Organizing Authority that will allow commentators to communicate with them whilst racing.
 - (d) Competitors shall not interfere with the normal working of the Organizing Authority supplied media equipment.
- 14.3 Competitors may be required for interviews at the event.

15. COACH BOATS

- 15.1 Coach boats shall conspicuously display identification of the team being coached. 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 particular competitors either on the water or off.
- 15.2 Any interference by a coach boat with the racing or event organisation may result in a penalty applied to the appropriate skipper or team, at the discretion of the International Jury.

16. DOPING CONTROL

Doping control may be conducted in accordance with the World Anti-Doping Code. In-Competition testing may be carried out at the Venue.

17. RISK STATEMENT

Competitors participate in the regatta entirely at their own risk and they are reminded of the provisions of RRS 4, Decision to Race. Sailing is by its nature an unpredictable sport and therefore involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

- (a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and the boat supplied to them to such inherent risk whilst taking part in the event;
- (b) They are responsible for the safety of themselves, their crew, their supplied boat and their other property whether afloat or ashore;
- (c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- (d) By participating in any race, they are satisfied that their supplied boat is in good order, equipped to sail in the event and they are fit to participate;
- (e) The provision of a race management team, patrol boats, umpires and other officials and volunteers by the organiser does not relieve them of their own responsibilities;
- (f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;



APPENDIX A - PACKAGE OF TEST MATCH RACING RULES

A. Add new RRS 7 to Part 1:

7 LAST POINT OF CERTAINTY

When there is doubt as to the relationship or change of relationship between *boats*, the last point of certainty will apply.

B. Delete RRS 18, C2.6 and C2.7 and replace with:

18 MARK ROOM

18.1 When Rule 18 Applies

Rule 18 applies between boats when they are required to leave a *mark* on the same side and at least one of them is in the *zone*. However, it does not apply between a boat approaching a *mark* and one leaving it.

18.2 Giving Mark-Room

- (a) When the first boat reaches the *zone*,
 - (1) if boats are *overlapped*, the outside boat at that moment shall thereafter give the inside boat *mark-room*.
 - (2) if boats are not *overlapped*, the boat that has not reached the *zone* shall thereafter give *mark-room*.
- (b) If the boat entitled to *mark-room* leaves the *zone*, the entitlement to *mark-room* ceases and rule 18.2(a) is applied again if required.
- (c) If a boat obtained an inside *overlap* and, from the time the *overlap* began, the outside boat is unable to give *mark-room*, she is not required to give it.

18.3 Tacking or Gybing

When an inside *overlapped* right-of-way boat must tack or gybe at a *mark* to sail her *proper course*, until she tacks or gybes she shall sail no farther from the *mark* than needed to sail that course. Rule 18.3 does not apply at a gate *mark*.

C. Change definition of Mark-Room to:

Mark-Room Room for a boat to sail her *proper course* to round or pass the *mark*.

D. Add the following new rule:

C2.14 Rule 17 is changed to 'After the starting signal, if a boat *clear astern* becomes *overlapped* within two of her hull lengths to *leeward* of a boat on the same *tack*, she shall not sail above her *proper course* while they remain on the same *tack* and *overlapped* within that distance, unless in doing so she promptly sails astern of the other boat.'



This rule does not apply if the right-of-way boat is on a leg to a leeward *mark* or the finishing line, or if the overlap begins while

- (a) the right-of-way boat is on a leg to a leeward *mark*,
- (b) the *windward* boat is required by rule 13 to *keep clear*, or
- (c) both boats are OCS.

