



ISAF
WOMENS MATCH
RACING WORLD
CHAMPIONSHIP
BUSAN KOREA 2013



ISAF WOMEN'S MATCH RACING WORLD CHAMPIONSHIP 2013

4th – 9th June, 2013 Busan, South Korea

SAILING INSTRUCTIONS

Abbreviations:

IJ – International Jury
NoR – Notice of Race
RC – Race Committee
SI – Sailing Instructions

NA – National Authority (KSAF)
OA – Organizing Authority (BSAF)
RRS – Racing Rules of Sailing
ONB – Official Notice Board

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 of Boats (SI appendix C), which also apply to any practice sailing;
 - (c) Class rules will not apply;
 - (d) Any prescriptions of the NA that will apply will be posted on the ONB.
- 1.2 An IJ will be appointed, approved by the NA, in accordance with RRS Appendix N and the right of appeal will be denied in accordance with RRS 70.5.
- 1.3 Boats may be required to race with onboard observers to give information to the umpires. Observers will be weight-equalised by fixing weights near the stern. Observers will not take part in sailing the boat or communicate with the crew while racing.
- 1.4 Changes to the Racing Rules of Sailing:
- (a) 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 an error has been made. The RC and or the Technical Delegate may request the IJ to consider this. This changes RRS 60.1(b) and 62.1(a).
- 1.5 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.
- 1.6 Add to the last sentence of RRS 47.2 – Limitations on Equipment & Crew
Unless that person was placed on board by the OA and they have been retrieved from the water by a support vessel or official vessel.

- 1.7 If the first boat has finished leaving the second boat in the match with an outstanding penalty, the umpires may signal according to C 5.5 that the outstanding penalty is now cancelled.

2 ENTRIES and ELIGIBILITY

- 2.1 Only skippers invited by the OA are eligible for the event. The skippers are listed in SI Appendix A.
- 2.2 To remain eligible the entire crew shall complete registration, pay the deposit for damage and complete crew weighing, as stipulated in the NoR 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 in order 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 OA may authorise an original crewmember to substitute.
- 2.7 When a registered crewmember is unable to continue in the event, the OA may authorise a substitute, a temporary substitute or other adjustment.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 The ONB will be located outside the Regatta Office.
- 3.2 Signals ashore will be displayed from the mast in the vicinity of Regatta Office.
- 3.3 Unless excused by the OA, skippers shall attend the first briefing, with the RC and the Umpires, which will be at 16.30 on Tuesday, 4th June 2013 at Sailing Venue.
- 3.4 Each day there will be a morning meeting that will start at 09.00 hours.

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 RC representative.
- 4.2 Code flag "L" over the Code 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 on the RC vessel of Code flag 3rd substitute with three sound signals. An umpire may communicate these either verbally or in writing.

5 BOATS and SAILS

- 5.1 (a) The event will be sailed in 9 metre match racing boats provided by the OA.
(b) The sails to be used will be allocated by the RC and include a mainsail, jib and symmetrical spinnaker.
(c) competitors may be requested to exchange sails during a series to satisfy sponsorship commitments. This will not be grounds for redress. This changes RRS 62.
- 5.2 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 symmetrical spinnaker
Z	Reefed mainsail, jib and symmetrical spinnaker
R	Reefed mainsail and jib

- 5.3 An umpire may give other restrictions or instructions to the boats verbally. Code flag 3rd substitute is not required.
- 5.4 The RC will decide which boats are to be used for each round. When they decide that a boat should not be used, the skipper assigned that boat will be given the temporary use of another boat.
- 5.5 While all reasonable steps are taken to equalise the boats, variations will not be grounds for redress (Amends RRS 62).

6 IDENTIFICATION and ASSIGNMENT OF BOATS

- 6.1 Numbers from 1 to 6 will identify boats.
- 6.2 Boats will be drawn at the beginning of each stage or as decided by the RC.
- 6.3 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). All registered crew shall sail all races and must be female.
- 7.2 The total weight of the crew, including the skipper, dressed in at least shorts and shirts shall not exceed 340Kg, determined at the time of registration or such time as required by the RC.

8 EVENT FORMAT and STARTING SCHEDULES

- 8.1 The event format is detailed in SI Appendix B. The matches to be sailed in a flight will be displayed in order of starting on the RC vessel.
- 8.2 (a) In a knockout series between two skippers, they shall alternate assigned ends for each match. Crews will exchange boats after odd matches of each series.
This changes RRS C4.1.
(b) When a knockout series between two skippers has been decided, further matches between these two skippers shall not be sailed.
- 8.3 The racing days are scheduled from June 5th to 9th 2013.
- 8.4 The number of matches to be sailed each day will be determined by the RC.
- 8.5 Each subsequent flight will be started as soon as practicable after the previous flight.
- 8.6 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 warning signal flags will be displayed for a blank start. 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.
- 8.7 When, in a knockout series, a winner of a particular series has been determined, subsequent starts shall be brought forward to eliminate blank starts. Competitors will be so advised verbally by an umpire.
- 8.8 (a) The OA may vary the format, terminate or eliminate any stage, when conditions do not permit the completion of the intended format.
(b) The RC 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.

9 RACING AREA

The racing area will be on the Western side of Haeundae Beach adjacent to Dongbaek Island.

10 COURSE

10.1 The Course, Signals and Marks:

- (a) The course will be Windward/Leeward.

Mark W	o
Mark L	o
Start/Finish Line	o-----RC

Marks W and L shall be rounded to starboard.

- (b) Course signals will be displayed from the RC vessel at or before the warning signal:

Code flag	Course	Laps
No Signal	Start – W – L – W – Finish	2
S	Start – W – Finish	1
T	Start - W – L – W – L – W – Finish	3

- (c) Description of Marks:

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

Marks W and L will be yellow cylindrical marks.

The change mark will be an orange cylindrical marks.

10.2 Starting/Finishing Line:

- (a) 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.
- (b) A buoy may be attached to the RC vessel's 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 boat vessel's ground tackle.

10.3 Course Limits:

- (a) Small buoys may be laid close to the shoreline. At any time (racing or not) no part of a boat's hull shall cross the imaginary straight line between any two adjacent buoys on the same side of the course.
- (b) 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.
- (c) These lines shall rank as obstructions and are the limit of safe pilotage for the purposes of Part 2 of the RRS.
- (d) There is no penalty for touching the buoys defining these areas.

10.4 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."

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 taking over a boat, whichever is later, a boat may display a white flag to signal a breakdown or damage to the boat, her sails or injury to her crew and to request a delay to the next start. She shall sail as soon as possible to close to leeward of the RC vessel and remain there unless otherwise directed.
- 11.2 The time allowed for repairs shall 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 breakdowns or the display of a breakdown signal, unless the breakdown signal was displayed as required by SI 11.1.

- 11.4 Except when RRS 62.1(b) applies, failure to make the repairs in the time allowed, or breakdowns after the attention signal, shall not be grounds for redress (amends RRS 62).

12 STARTING PROCEDURE

- 12.1 The attention signal will be displayed 7 minutes before the start of the first match of each flight.
- 12.2 Multiple horns will be sounded before the attention signal of each flight.

13 CHANGE OF POSITION OF THE WINDWARD MARK

- 13.1 A change of course will be made by setting an orange change mark.
- 13.2 Change of Course Signals (amends RRS 33 and Race Signals)
- (a) Flag C and a coloured flag or board means: 'The windward mark has been moved. Sail to a mark the same colour as the flag or board.'
- (b) When a change of course after starting only affects some matches, these will be designated by the appropriate numeral pennant.
- 13.3 Signalling vessel
- (a) When a change of course is made for the first leg, the signal will be displayed from the RC boat 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 boat 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

Refer to NOR Section 13.

16 CODE OF CONDUCT

- (a) Competitors shall comply with any reasonable request from any official, including attendance at official functions, co-operation with event sponsors and shall not behave to bring the event into disrepute.
- (b) Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Appendix C and D.
- (c) The penalty for infringement of this SI is 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.

18 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.

SI APPENDIX A

List of eligible skippers

SKIPPER	COUNTRY	RANKING*
1) Ekaterina SKUDINA	RUS	3
2) Tamara ECHEGOYEN	ESP	7
3) Camilla ULRIKKEHOLM	DEN	8
4) Alexa BEZEL	SUI	18
5) Anna KJELLBERG	SWE	21
6) Claudia PIERCE	NZL	46
7) Katie SPITHILL	AUS	69
8) Sung-Eun CHOI	KOR	142
9) Susannah PYATT	NZL	-

* Ranking on ISAF World Match Race Rankings dated February, 6th 2013.

SI APPENDIX B

EVENT FORMAT

1 Stage One - Round Robin

- (a) All skippers will sail a double round robin - each skipper is schedule to sail each other skipper twice.
- (b) The 8 highest ranked skippers from stage one shall qualify for stage two.

2 Stage Two – Quarter-Final Knockout

- (a) The Skippers will be paired in accordance with the table below.

8 vs. 1, 7 vs. 2, 6 vs. 3, 5 vs. 4.

- (b) In each quarter-final the higher ranked skipper from stage one will be starboard entry in the first match.
- (c) The first four skippers to score at least 3 points shall proceed to stage four, the others to stage three.

3 Stage Three – Positions 5 - 8 Knockout

- (a) Of the four competitors in stage three, the highest ranked skipper from stage one shall choose her opponent for her match.
- (b) The remaining two skippers shall sail each other.
- (c) In each match in stage three the higher ranked skipper from stage 1 will be starboard entry in that match.
- (d) The first two skippers to score at least 1 point shall be the winners, and sail against each other for 5th and 6th place, the losers shall sail against each other for 7th and 8th place.
- (e) The first skippers to score at least 1 point shall be the winners and be awarded 5th or 7th place accordingly. The losers shall be awarded 6th or 8th place accordingly.

4 Stage Four - Semi-finals

- (a) The higher ranked skipper from stage one 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 ranked skipper from stage one will be starboard entry in the first match.
- (c) The first two skippers to score at least 3 points shall proceed to stage six, the others to stage five.

5 Stage Fifth - Petit Final

- (a) The higher ranked skipper from stage one 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.

6 Stage Sixth - Final

- (a) The higher ranked skipper from stage one 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 APPENDIX C

HANDLING OF THE BOATS

1 GENERAL

While all reasonable steps are taken to equalise the boats, variations will not be grounds for redress. (Amends 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 actions 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 paid the required damage deposit or having permission from the RC, or, on racing days, while Code flag "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 Using a winch to adjust the mainsheet, backstay or vang.
- 2.14 Using a reef line as an outhaul.
- 2.15 Cross winching foresail sheets.
- 2.16 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.17 The use of electronic instruments other than compass and watches.
- 2.18 Marking directly on the hull or deck with permanent ink.
- 2.19 It is forbidden to use grey ("american", duck) tape.
- 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 C2.20 is not open to protest by boats but may be subject to action by 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 a bag on board containing:
 - (a) basic hand tools
 - (b) adhesive tape
 - (c) line (elastic or otherwise of 4 mm diameter or less)
 - (d) tell tale material
 - (e) hand held compass and electronic timers
 - (f) shackles and clevis pins
 - (g) velcro tape
 - (h) "Y" flag
- 3.2 Using the items in 3.1 to:
 - (a) prevent fouling of lines, sails and sheets
 - (b) attach tell tales
 - (c) prevent sails being damaged or falling overboard
 - (d) make minor repairs

- e) for the items in 3.1 (e), timing and taking compass bearings.
- 3.3 Changing the number of mainsheet purchases.
- 3.4 The use of the following items to facilitate hiking is permitted, provided they are not modified in any way and any loads imposed does not result in damage:
 - (a) working sheets
 - (b) fixed equipment
- 4 **MANDATORY ITEMS AND ACTIONS**

The following are mandatory:

 - 4.1 The completion of a written damage report before leaving a boat at jetty and submitting it to the Race Office 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 APPENDIX 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:

- One Mainsail
- One set of battens
- One Jib sail
- One Symmetrical Spinnaker
- Two winch handles
- One spinnaker pole
- One mainsail sheet
- Two headsail sheets
- Two spinnaker sheets
- Five life jackets for the crew
- Two mooring lines
- One yellow flag
- One blue flag
- One white flag
- One red flag
- One flag "Y"

Any loss shall be reported on the daily damage report.

SI APPENDIX E

MATCH RACING PENALTIES FOR DAMAGE RESULTING FROM CONTACT BETWEEN BOATS

Appendix C6.6 and C8.6 permits the umpires or IJ 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 IJ 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	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 IJ 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.