

Sailing Instructions Woman-Match-Race 2009

This event is an ISAF Grade 2 event.

The Organising Authority (OA) will be Verein Seglerhaus am Wannsee.

The race office is located at:

Verein Seglerhaus am Wannsee, Am Großen Wannsee 22-26, D-14109 Berlin, Germany

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

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 appendix C), which also apply to any practice sailing. Class rules will not apply.
 - (c) no prescriptions of the national authority will apply.
- 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 not sailing a match shall not sail on other course areas where marks are placed and boats are sailing.

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 entry fee, deposit 500,00 € for damage (The OA does not accept credit cards for initial damage deposits) and complete crew weighing, all at 09th July between 1600 hrs and 2100 hrs 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 the 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 crew member to substitute.
- 2.7 When a registered crew member 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 Notices to competitors will be posted on the official regatta notice board, located beside the entrance of the race office (Seglerhaus).
- 3.2 Signals made ashore will be displayed from the flagpole located outside in front of Seglerhaus.
- 3.3 Skippers shall attend the first briefing, which will be on 10th July at 0830 hrs in the clubhouse.
- 3.4 The first meeting with the umpires will be 10th July at 0900 hrs, following the first briefing.
- 3.5 A daily morning meeting with the Umpires and the Race Committee will start at all other days at 0830 hrs if not otherwise announced.
- 3.6 Skippers shall attend a press conference in the press and media center each day they race, only if requested by the OA.

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 and the Chief Umpire.
- 4.2 Amendments made afloat will be signalled by the display 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 international Laser SB 3-Class boats.
 - (b) The sails to be used will be allocated by the RC.
 - (c) Competitors may be requested to exchange sails during a series. This will not be grounds for redress. This changes RRS 62.
- 5.2 The sail combination to be used will be signalled from the RC boat with or before the attention signal. The signals shall have the following meanings:

Signal	Sails that may be used
No signal	mainsail, jib and gennaker
Code flag "O"	mainsail and jib

- 5.3 Other restrictions or instructions may be given to the boats verbally by an umpire. Code flag 3rd 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 to that boat will be given the temporary use of another boat.

6 IDENTIFICATION and ASSIGNMENT OF BOATS

- 6.1 Boats will be identified by numbers on the hull.
- 6.3 Boats will be allocated by the RC for the stage in accordance with instructions given at the first briefing.
- 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 3 excluding persons placed on board by the OA. All registered crew shall sail all races.
- 7.2 The total weight of the crew, including the skipper, dressed in at least shorts and shirts, shall not exceed 204 kg, determined at the time of registration.

8 EVENT FORMAT AND STARTING SCHEDULES

- 8.1 The event format and match pairing lists are detailed in SI Appendix A and B. The matches to be sailed in a flight will be displayed in order of starting on the RC boat.
- 8.2 (a) In a knock-out series between two skippers, they shall alternate assigned ends for each match. Unless designated in the pairing list, the initial assigned ends shall be determined by a draw. This changes RRS C4.1.
(b) When a knock-out series between two skippers has been decided, further matches between these two shall not be sailed.
(c) Crews will exchange boats after odd matches of each series.
- 8.3 The racing days are scheduled as 10 July to 12 July.
- 8.4 No attention signal will be made after 1530 hrs on the last day of sailing. If there is a tie in the finals at this time or later at the end of a previously started match the latest attention signal will not be later than 1600 hrs.
- 8.5 The number of matches to be sailed each day will be determined by the RC.
- 8.6 (a) 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.
(b) Add RRS C10.3(b): 'When a single round robin is terminated before completion, or a multiple round robin is terminated during the first round robin, the highest score shall be determined as the average points scored per match sailed by each competitor, unless one or more competitor has completed less than one third of the scheduled matches when the entire round robin shall be disregarded and if necessary the event declared void.'
- 8.7 The intended time for the first attention signal on Friday, 10 July will be 1030 hrs, on 11 and 12 July at 1000 hrs.
- 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.
- 8.10 When, in a knock out 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.

9 RACING AREA

The racing area will be on lake Wannsee in Berlin, Germany.

10 COURSE

10.1 (a) **Course Configuration** (not to scale)

see picture

b) **Course to be sailed**

Marks W and L shall be rounded starboard,

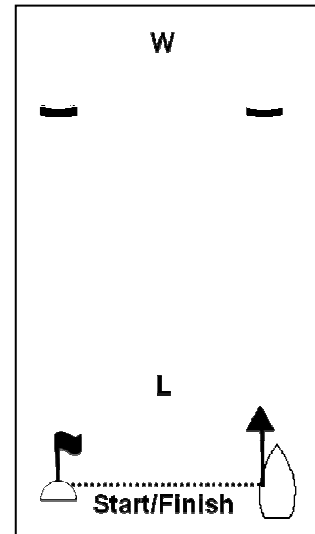
Start – W – L – W - Finish

(c) **Description of Marks**

The race committee signal boat will be identified by the club pennant of VSaW. The starting/finishing marks will be the race committee signal boat and a pin with a BMW flag.

Mark W will be a pin with a red flag, an orange bubble or a pin with a green flag. The default mark W is the orange bubble if not otherwise indicated (SI 12.4 or SI 13.1).

Mark L will be orange bubble.



10.2 **Starting/Finishing Line**

(a) The starting/finishing line will be a straight line between the course side of a starting/finishing mark identified by a BMW flag and a bearing mast with a red triangle on the top on the Race Committee signal boat.

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

10.3 **Course limits**

If necessary, a number of spar buoys with yellow flags may be laid close to the shore. While racing, no part of a boat shall cross the imaginary straight line between any two adjacent buoys on the same side of the course, or the imaginary line perpendicular to the shore from the last buoy of each line of buoys. In addition while racing boats shall not sail inside the harbour area as shown in the diagram in Appendix "F". There you will find an example of the restricted areas.

10.4 **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.

11 BREAKDOWN and TIME FOR REPAIRS

- 11.1 Until two minutes before the warning signal of a match or within two minutes of finishing or within five minutes after changing into a new boat, whichever is later, a boat may display the code flag "L" to signal a breakdown, or damage to the boat or sails, or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to close to leeward of the RC boat 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 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.
- 12.2 The next flight number will be displayed on a white board at the RC signal boat.
- 12.3 RRS C3.1 Starting signals is changed as follows: "The attention signal code flag "F" will be given 7 minutes prior to the next start.
- 12.4 A red or green flag displayed on the RC signal boat with the preparatory signal means: Mark W is the mark with the same coloured flag as shown.

13 CHANGE OF POSITION OF THE WINDWARD MARK

- 13.1 CHANGE OF COURSE SIGNALS (amends RRS 33 and Race Signals)
 - (a) Code flag C and a coloured flag means: 'The windward mark has been moved. Sail to the mark with the same colour as the flag. When no colour is shown with code flag C, sail to the orange windward mark.
 - (b) When a change of course after starting only affects some matches these shall be designated by the appropriate numeral pennant.
- 13.2 START PROCEDURE
 - (a) When a change of course is made for the first leg, the signal shall be displayed from the RC boat with the preparatory signal for each match affected. The preparatory signal shall be followed by a series of repetitive sound signals.
 - (b) When a change of course is signalled after the first leg it shall 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 SUPPORT BOATS

- 15.1 Team leaders, coaches and other support personnel shall stay at least 100 meters outside areas where boats are racing from the of the attention signal for the first match until all boats have finished that flight or the RC signals a postponement or abandonment for all matches in the flight
- 15.2 Team leaders, coaches and/or support personnel shall register at the registration at the race office before the first start of the first race.

16 MEDIA, IMAGES and SOUND

- 16.1 The OA may require media personnel and equipment (or dummies) to be carried on board at any time and may require competitors to be available for interviews.
- 16.2 The position of non-racing personnel or equipment will be determined by the OA and may be advised verbally.
- 16.3 The OA shall have the right to use any images and sound recorded during the event free of charge.
- 16.4 Crew members (including the skipper) may be required to carry an audio microphone.

17 PRIZES

- 17.1 The principal price will be the "*Berlin-Womens-Match-Race-Cup*" as a perpetual trophy to be won by each year's winner.
- 17.2 Prizes will be awarded to the top four teams.
- 17.3 There will be no price money.

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 Appendix C and D.
- 18.3 The penalty for breaking this SI is at the discretion of the Jury and may include exclusion from further participation in the event, the withdrawal of any price money or the withholding of deposits.

19 DISCLAIMER

- 19.1 Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.
- 19.2 The responsibility for the decision of a skipper to participate in a race or to continue with it is solely with him, to that extent he also takes the responsibility for his crew. The skipper is responsible for the qualification and the correct nautical conduct of his crew as well as for the suitability and the transport-safe condition of the registered boat.
In cases of Force Majeure or on grounds of administrative orders or for safety reasons, the organizer is entitled to make changes in the realization of the event or to cancel the event. In these cases there does not exist any liability for compensation of the organizer to the participant.

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In case of a violation of obligations that do not constitute primary respectively material contractual duties (cardinal obligations), the liability of the organizer, no matter because of which cause in law, for material and property damages of all kinds and their consequences that arise to the participant during or in connection with the participation in the event resulting from a conduct of the organizer, his representatives, servants or agents, is restricted to damages that were caused wilfully or grossly negligent. When a violation of cardinal obligations occurs, in cases of simple negligence the liability of the organizer is limited to foreseeable, typically occurring damages. To the extent that the liability for damages of the organizer is excluded or restricted, the participant also relieves the staff - employees and representatives, agents, servants, sponsors and individuals who provide or drive salvage, safety or rescue vessels or assist with their use - from the individual liability for damages, as well as also all other individuals who were instructed to act in connection with the realization of the event.

The effective racing rules of the ISAF, the administrative regulations regatta-sailing and the articles of association of the DSV as well as the regulations of the invitation to the competition and the sailing instructions are to be complied with and are expressly recognized.

The German law shall prevail.

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SI APPENDIX A

– List of Eligible Skippers and Pairing Lists based on ranking list 30 days prior to the event, (10th June 2009)

Women-Match-Race 2009 ISAF grade 2

July 10th – July 12th, Berlin
Verein Seglerhaus am Wannsee

Competitors confirmed

	<u>Surname</u>	<u>Firstname</u>	<u>Nation</u>	<u>WRL</u> 10th June
1	Spithill	Katie	AUS	7
2	Souter	Nicole	AUS	12
3	Scrivenor	Amanda	AUS	26
4	Whitty	Lucinda	AUS	29
5	Lawrence	Charlotte	GBR	31
6	Monina	Christiana	ITA	40
7	Ward	Susanne	DEN	47
8	Ramires	Maria	POR	49
9	Rook	Mary	GBR	58
10	Puls	Svenja	GER	79
11	Schümann	Ullrike	GER	90
12	Lobato	Marta	POR	124
13	Abrahamsen	Trine	DEN	not ranked
13	Groeneveld	Renée	NED	not ranked
13	Skudina	Ekatarina	RUS	not ranked
13	Tadinac	Tihana	SLO	not ranked



BMW
Niederlassung Berlin



To be announced on the official notice board.

SI APPENDIX B – Event Format and Schedule of Races

- (a) Skippers will be divided into two groups based on the ISAF ranking list 30 days prior to the event.
- (b) The event will consist of the following rounds and stages
Stage 1 - a single round robin (in groups)
Stage 2 - a Quarter Final with 8 teams
Stage 3 and 4 (Semi Final and Final) - a knock-out series
- (c) The OA may change the format, terminate or eliminate any round, when conditions do not permit the completion of the intended format.

1) First Stage - Round Robins

- (a) Skippers will be divided into 2 groups using the ISAF Match Race Sailing ranking list 30 days before the event start.
- (b) All skippers will sail a round robin - each skipper sails each other skipper in their group once.
- (c) Boats will be allocated according to the pairing list
- (d) The first four ranked skippers of each Round-Robin are qualified for the Quarter Finals Stage 2

2) Second stage – Quarter-Finals

- (a) All skippers will complete a full Round Robin of 8 - each skipper sails each other skipper once
- (b) Boats will be allocated according to the pairing list
- (c) The top four scored skippers are qualified for the Semi-Finals Stage 3

4) Third stage – Places 5 / 6 and 7 / 8

Boats will be allocated by draw.

The first skipper to score 2 points shall be awarded the 5 / 7 Place

5) Fourth stage - Semi Finals

- (a) Boats will be allocated by draw.
- (b) The first skippers to score 3 points will sail the final, the other skippers will sail the petit final

6) Third/Fourth Place – Petit Final

- (a) Boats will be allocated by draw.
- (b) The first skipper to score 2 points shall be awarded the third place, the other the fourth place.

7) Finals

- (a) Boats will be allocated by draw.
- (b) The first skipper to score at least 3 points shall be the winner

SI APPENDIX C – HANDLING BOATS

1 GENERAL

While all reasonable steps are taken to equalise the paired 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 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 OA, or, on race days, while 'AP' is displayed ashore.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 blank
- 2.10 Attaching lines to the fabric of gennakers
- 2.11 Perforating sails, even to attach tell tales.
- 2.12 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- 2.13 Adjusting or altering the tension of standing rigging.
- 2.14 The use of electronic instruments other than compass and watches.
- 2.15 blank
- 2.16 Marking directly on the hull or deck with permanent ink.
- 2.17 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 as it exits the block on the cockpit floor, and the vang.
- 2.18 The use of the shrouds (including inner shrouds) above the lower battle screw (turnbuckle) to facilitate tacking, gybing or course changes or to aid the projection of a crew member outboard is prohibited.
- 2.19 (a) When hiking or sitting outboard, crews shall sit facing inboard in such away that the base of their spine or legs are not on or over the side rails, or outside the forward extension of the line of the side rails,
(b) No device, method or sheet may be used to implement or assist hiking or sitting outboard other than the foot straps as positioned. by the organizer
- 2.20 A boat is not allowed to have the bowsprit extended when it is in close proximity to another boat, except:
when a boat is on a downwind course and is either in the process of setting, or flying a spinnaker,
when a boat is taking down the spinnaker, and then the bowsprit shall be fully retract at the first reasonable opportunity after the drop
- 2.21 During racing, the jib shall not be lowered or tied up.
- 2.22 A breach of SI C 2.17, C 2.18, C 2.19, 2.20 or C2.21 are not open to protest by boats but are 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 on board the following equipment:
 - (a) basic hand tools
 - (b) adhesive tape (but no grey tape!)
 - (c) line (elastic or otherwise of 4 mm diameter or less)
 - (d) marking pens
 - (e) tell tale material
 - (f) watch, timers and hand held compass
 - (g) shackles and clevice pins
 - (h) velcro tape
 - (i) spare flags
- 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) mark control settings
 - (e) make minor repairs and permitted adjustments
 - (f) make signals as per RRS Appendix C6
- 3.3 Changing the number of mainsheet purchases.

4 MANDATORY ITEMS and ACTIONS

The following are mandatory:

- 4.1 The completion of a written damage report before leaving a boat and submitting it to the Beachmaster, 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 matches.
- 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
- 4.3 At the end of the final day for a particular boat, cleaning the boat, removing all trash and removing all tape and marks.
- 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 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. Any loss shall be reported on the daily damage report.

SAILS and SAILING EQUIPMENT

Mainsail and set of battens

Small headsail

Gennaker

One gennaker sheet

One headsail sheet

One mainsail sheet

Tiller extension

Y-flag, red flag

Flags blue, yellow and codeflag L are attached to the backstay

MOORING LINES and FENDERS

Mooring lines

Fenders

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SI APPENDIX E – International Jury / Officials

Chief Umpire : Jesper Wilken IU,IJ DEN

Chairman of the International Jury :
Jos M Spijkerman IU,IJ NED

Umpire:
Francois Eggenberger IU,NJ SUI
Rafael Iturrioz NJ,IJ ESP
Luuk Wijers NU,IJ NED
Werner Baumgarten NU,NJ GER

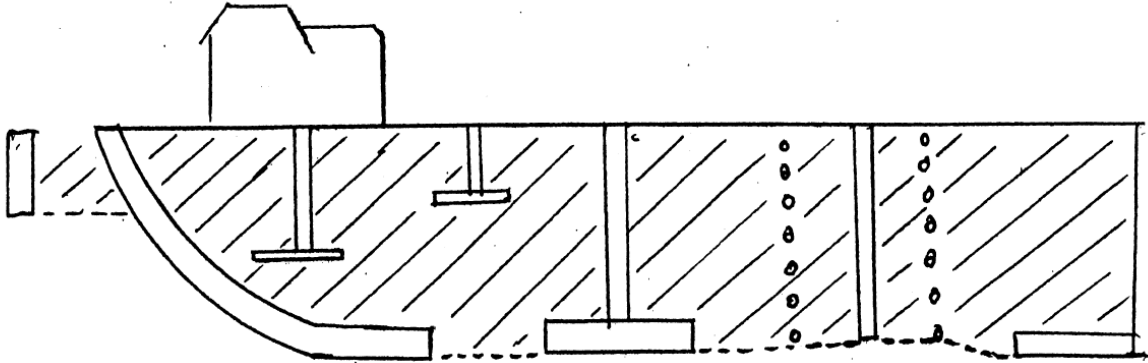
Race Committee:

Dr. Philipp Kadelbach NRO , NJ
Annemieke Bayer
Mark Bayer
Undine Hopsch
Hendrik Kadelbach
Winnie Semmer
Dr. Phillip Semmer
Jochen Baumeyer
Erik Anders


Beachmaster:

Nils Schröder
Jan Kowalski
Max Brandstetter
Jasper Wagner
Maik

SI Appendix F The Restricted Areas

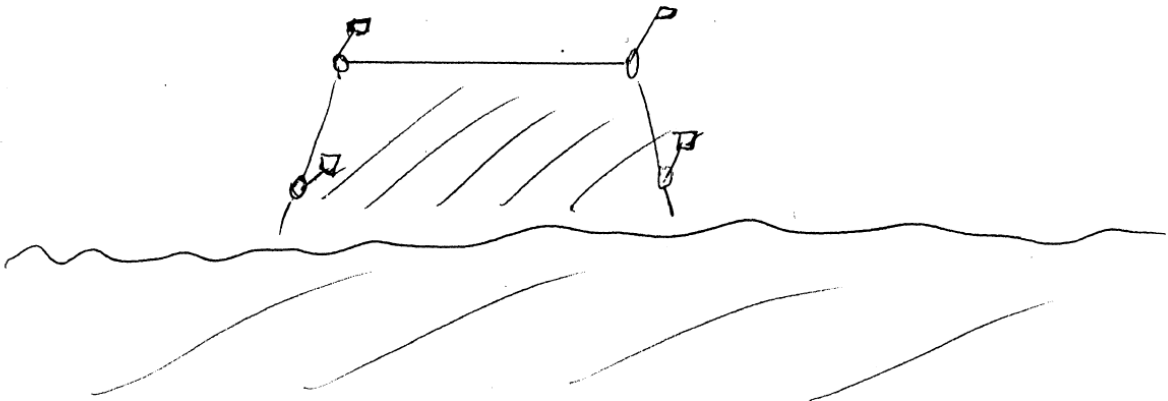


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RC Boat  Starting Line



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09. July 2009