



2015 BUSAN CUP

WOMEN'S INTERNATIONAL MATCH RACE

27th October - 1st November, 2015

Busan, South Korea

NOTICE OF RACE

1 ORGANIZING AUTHORITY

1.1 The Organizing Authority will be the Busan Sailing Federation(BSAF) in conjunction with MetroCity Busan.

1.2 This event is an event in the 2015 Women's International Match Racing Series (WIM Series). The Terms of Series can be found on www.wimseries.com

2 VENUE

2.1 The venue will be inshore of the Haeundae Beach, Busan, Korea.

2.2 This regatta is final event of four (4) events comprising the Women's International Match Racing Series (WIM Series).

2.3 The complete list of regattas in the WIM Series is as follows:

- 8-12 July – 2015 ISAF WMR World Championship – Middelfart, Denmark
- 3-8 August – 2015 Lysekil Women's Match – Lysekil, Sweden
- 16-20 September – 2015 Buddy Melges Challenge – Sheboygan, USA
- 28 October – 1 November – 2015 Busan Cup W's International MR Busan, S. Korea

NB: A fifth event may be added.

3 EVENT GRADING

3.1 The event is an ISAF Women Grade 1 event.

3.2 This grading is subject to review by the ISAF Match Race Rankings Subcommittee. The event may be re-graded when there is clear reason to do so.

4 PROVISIONAL SCHEDULE

4.1

- (a) Race office opens from Tuesday 27th October 2015 at 09.00.
- (b) Registration on Tuesday 27th October 2015 from 09.00 to 15.45.
- (c) Crew weighing on Tuesday 27th October 2015 from 09.00 to 15.45.
- (d) There will be a morning (11.00-13.00) and afternoon (13.00-15.00) practice sessions on Tuesday 27th October 2015. It's mandatory to reserve the session otherwise it will be decided by the OA.
- (e) The first briefing on Tuesday 27th October 2015 will be at village at 16.00, first meeting with umpires will follow the first briefing.
- (f) Opening Ceremony on Tuesday 27th October 2015 at 18.00
- (g) Daily briefings will be held at 09.00 on each race day.
- (h) Racing days from 28th October to 1st of November 2015.
- (i) Time of the first signal each day will be 10.00.
- (j) Daily press conference 30 minutes after the last race of each day.

(k) Prize giving on Sunday 1st November 2015 immediately after racing.

4.2 ***Unless excused by the OA, attendance at the following is mandatory :***

- (a) First briefing for skippers.
- (b) Daily briefing, for skippers.
- (c) Opening ceremony.
- (d) Daily press conferences, for skippers sailing that day.
- (e) Regatta dinner, for skippers.
- (f) Prize giving on 1st November 2015.

5 SKIPPERS ELIGIBILITY

5.1 Twelve (12) female skippers will be invited. Only skippers invited by the OA will be eligible to enter this event.

- (a) Eight (8) skippers will be invited using the ISAF Women's Match Race Ranking list.
- (b) Two (2) skippers will receive a wild card by the Organizing Authority.
- (c) Two (2) Asian competitor one from host country and another from other than host country.

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

5.3 To remain eligible a skipper shall confirm acceptance of invitation in writing, (fax or e-mail is acceptable) to be received by the date specified on the letter of invitation.

5.4 All competitors shall meet the eligibility requirements of ISAF regulation 19.2.

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

5.6 All competitors shall be current members of the Women's International Match Racing Association (WIMRA).

6 ENTRIES

6.1 The skipper shall be entered on completion of registration, crew weighing and the payment of all fees and deposits. All payments shall be made by credit card, cash, or cheque.

6.2 Entry Fee

No entry fee will be required for this event.

6.3 When a skipper accepts an invitation and later withdraws within two months of the event or leaves the event before the end without written approval from the OA, a zero score may be applied to their Ranking points for that event by the ISAF. (ISAF Regulation 27.2(d)).

6.4 Damage deposit

- (a) An initial damage deposit of \$US 1,000 shall be paid at registration, unless extended by the OA. This deposit is the maximum payable by the skipper as a result of any one incident.
- (b) In the event of a deduction from the damage deposit is decided by the OA it may require that the deposit be restored to its original amount before the skipper will be permitted to continue in the event.
- (c) Any remaining deposit after the event will be refunded within 10 days after the event.

6.5 Insurance

All competitors are required to have adequate third party insurance.

7 RULES

7.1

- (a) The rules for the handling of boats will apply, and will also apply to any practice sailing and sponsor races. Class rules will not apply.
- (b) Any prescriptions of the national authority that will apply shall be posted on the official notice board.

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

7.3 An International Jury (IJ) will be appointed, approved by ISAF, in accordance with RRS Appendix N.

8. BOATS AND SAILS

- (a) The event will be sailed in 9m match racing yachts (K30) provided by OA.
- (b) 6 boats will be provided.
- (c) The following sails will be provided for each boat:
Mainsail, Jib, Symmetric Spinnaker.
- (d) Boats will be allocated by draw, either daily or for each round as decided by the Regatta Director.

9 CREW (INCLUDING SKIPPER)

- (a) The number of crew (including the skipper) shall be 5-6. All shall be female, and all registered crew shall sail all races.

- (b) The maximum total crew weight, determined prior to racing shall be 340 kg, when wearing at least shorts and shirts.
- (c) When a registered skipper is unable to continue in the event the Regatta Director may authorize an original crew member to substitute.
- (d) When a registered crew member is unable to continue in the event the Regatta Director may authorize a substitute, a temporary substitute or other adjustment.

10 EVENT FORMAT

- (a) The event will consist of the following stages:
 - 1) Round Robin
 - 2) Quarter-Finals knockout
 - 3) Semi-Finals
 - 4) Finals
- (b) The organizing committee may vary the format, terminate or eliminate any stage, when conditions do not permit the completion of the intended format.

11 COURSE

- (a) The course will be windward/leeward with starboard rounding, finishing downwind.
- (b) The intended course area will be inshore of the Haeundae Beach side or in front of Dongbaik Island.

12 ADVERTISING

- (a) As boats and equipment will be supplied by the Organizing Authority, ISAF, regulation 20.4 applies. Each boat will be required to display advertising as supplied by the OA.
- (b) The Organizing Authority intend to supply the following equipment ISAF regulation 20.4 will apply and Category C advertising as supplied by the OA is to be displayed on this equipment.
- (c) Competitors may be permitted to display advertising ashore at the venue, but this is subject to individual negotiation with the Organizing Authority.
- (d) Boats shall not be permitted the right to protest for breaches of any rules regarding advertising (amends RRS 60.1).

13 PRIZES

- (a) The principal prize for first place will be Busan Women's Match Cup 2015.
- (b) In addition the following prize money will be awarded:

First prize	\$US 20.000
Second prize	\$US 15.000
Third prize	\$US 12.000
Fourth prize	\$US 10.000
Fifth prize	\$US 9.000
Sixth prize	\$US 8.000
Seventh prize	\$US 7.000
Eighth prize	\$US 6.000
Ninth prize	\$US 5.000
Tenth prize	\$US 4.000
Eleventh prize	\$US 2.000
Twelfth prize	\$US 2.000

- (c) If fewer than 12 teams participate at the event, the prize money not awarded will not be redistributed.
- (d) These prizes have been approved by the national authority. There will be prizes for all the competitors.
- (e) ISAF has been notified of these Prizes.
- (f) The OA may reduce a prize in the case of misconduct or refusal to comply with any reasonable request, including attendance at official functions.

14 MEDIA, IMAGES AND SOUND

The OA may require television personnel and equipment (or dummies) to be carried on board while racing and may require competitors to be available for interviews. The OA shall have the right to use any images and sound recorded during the event free of any charge.

15 COACH BOATS

Coach boats shall not be allowed.

16 OTHER REQUIREMENTS

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18 DISCLAIMER

Exclusion of liability-limitation of liability - cognovits clause

All those taking 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.

According to Korean law, the responsibility for the helmsman to participate in a race or to continue with, it is solely with him/her, to that extent that he/she also takes the responsibility for crews. The helmsman is responsible for the

qualification and the correct nautical conduct of his/her crew as well as for the suitability and the transport-safe condition of the registered boat.

In case of Force Majeure or on grounds of administrative orders or 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.

In the case of 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 participants 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 willfully or grossly negligent.

When a violation of cardinal obligations on 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 regulations of the invitation to the competition and the sailing instructions are to be complied with and are expressly recognized.

19 INVITATIONS

Entries will only be accepted from invited skippers. If you wish to be invited please register your request for an invitation before the deadline with the OA by E-mail to Alfredo Ricci ar.umpire@gmail.com

The deadline of request acceptance is 15th April, 2015.

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.

This NOR is a subject that could be changed or amended according to the demand by
OA