



**LYSEKILS SEGELSÄLLSKAP GULLMAR  
(LYSEKIL YACHT CLUB GULLMAR)**

**LYSEKIL WOMEN'S MATCH 2015**

**GRADE 1**

SAILING INSTRUCTIONS

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

Addenda:

- SI ADDENDUM A - LIST OF ELIGIBLE SKIPPERS and PAIRING LISTS/KNOCK OUT TABLE
- SI ADDENDUM B - EVENT FORMAT and SCHEDULE OF RACES
- SI ADDENDUM C - HANDLING BOATS
- SI ADDENDUM D - EQUIPMENT LIST
- SI ADDENDUM E - Match Racing Penalties for Damage resulting from contact between boats
- SI ADDENDUM F - COURSE LIMITS
- SI ADDENDUM G - PACKAGE OF TEST MATCH RACING RULES version 1\*\*

**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;
  - (c) any prescriptions of the national authority that will apply will be posted on the official notice board.
- 1.2 An IJ will be appointed, and 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 on-board 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 RRS 31 is changed to 'While *racing*, neither the crew nor any part of a boat's hull shall touch a starting *mark* before *starting*, a *mark* that begins, bounds or ends the leg of the course on which she is sailing, or a finishing *mark* after *finishing*. In addition, while *racing*, a boat shall not touch a race committee vessel that is also a *mark*.'
- 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 after the first sentence of RRS Appendix A5 'When one of the boats in a match fails to sail the course in accordance with rule 28.1, she shall be scored DNF without a hearing.'

- 1.7 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.
- 1.8 When the umpires proceed under RRS C8.6 they will follow the guidance in SI Addendum E.
- 1.9 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 SI Addendum G.

**Note** that ISAF has approved a change to Appendix C from January 1, 2015 as follows: Delete current rule C2.9 and replace with: **C2.9** Rule 22.3 is deleted.



## **2 ENTRIES and ELIGIBILITY**

- 2.1 Only skippers invited by the OA 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 SEK 15 000 for damage and complete crew weighing, all between 09:00 and 16:00 Monday, August 3 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 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 IJ may authorise an original crew member to substitute.
- 2.7 When a registered crew member is unable to continue in the event, the IJ 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 notice board located at the LSSG's clubhouse.
- 3.2 Signals made ashore will be displayed from a flagstaff at the entrance of the LSSG's clubhouse.
- 3.3 Skippers shall attend the first briefing, which will be at 16.00 on August 3, 2015 at "Oscar's", unless excused by the OA.
- 3.4 The first meeting with the umpires will be immediately after the first briefing at the same location.
- 3.5 A daily morning meeting will start at 08.15 at "Oscar's".
- 3.6 Skippers shall attend a press conference in Havsbadsparken (the park at the event harbour) each day they race, starting as soon as possible after the last race of the day.

## **4 AMENDMENTS TO SAILING INSTRUCTIONS**




- 4.1 Amendments to the SI made ashore will be posted at least 1 h before the start of any race affected and will be signed by the RC and the IJ representatives.
- 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 Boats

- (a) the event will be sailed in DS37 type boats.
- (b) the sails to be used will be allocated by the RC.
- (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 (a) The sail combination to be used will be signalled from the RC boat with or before the attention signal. The signals will have the following meanings:

Signal	Main sail	Fore sail	Spinnaker
No flag	Full	Genoa	Yes
B 	Full	Jib	Yes
D 	One reef	Jib	Yes
E 	One reef	Jib	No

- (b) When the jib forms part of the sail combination, it shall remain hoisted whilst racing, if the signal is combined with flag I . 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.

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

## 6 IDENTIFICATION and ASSIGNMENT OF BOATS

- 6.1 Boats will be identified by sponsor name.
- 6.2 The mainsails shall display skipper's names as provided by the OA.
- 6.3 Boats will be drawn each day at the morning meeting or at the beginning of each stage as decided by the RC.
- 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 6 or 7, excluding persons placed on board by the RC.
- 7.2 **Crew Weighing**
- (a) The total weight of the crew, including the skipper, dressed in at least shorts and shirts, shall not exceed 408 kg, determined at the time of registration or such time as required by the RC.
  - (c) Crew weights 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 will not be penalised, but they shall reduce their weight to the increased weight limit before racing again.
- 7.4 All registered crew shall sail all matches unless permission for change is given under SI 2.6 or 2.7.

## 8 EVENT FORMAT and STARTING SCHEDULES

- 8.1 The event format and match pairing lists are detailed in SI Addenda A and B.
- 8.2 In a knock-out series between two skippers:
- (a) they will alternate assigned ends for each match. Unless designated in the pairing list, the initial assigned ends will be determined by a draw. This changes RRS C4.1.
  - (b) when the series has been decided, further matches between these two will not be sailed.
  - (c) crews will exchange boats after odd matches of the series, unless otherwise agreed by both skippers.
- 8.3 The racing days are scheduled as August 4 to 8, 2015.
- 8.5 The number of matches to be sailed each day will be determined by the RC.
- 8.6 The RC may change the format, terminate any stage or the event when, in its opinion, it is impracticable 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.
- 8.7 The intended time of the first attention signal each day is 09:30.
- 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 will be brought forward to eliminate blank starts. Competitors will be so advised verbally by an umpire.

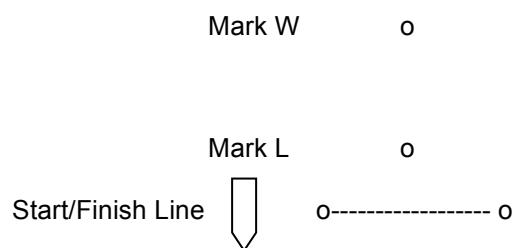
## 9 RACING AREA

The racing area will be the waters adjacent to Kyrkvik, south of Lysekil.

## 10 COURSE

### 10.1 Configuration, Signals and Course to Be Sailed

- (a) Configuration (not to scale)



- (b) **Signals and Course to be Sailed**

Course signals will be displayed from the RC boat bow, at or before the warning signal. Marks W and L shall be rounded to starboard.

<u>Signal</u>	<u>Course</u>
No Signal*	Start - W - L - W - Finish
T 	Start - W - L - W - L - W - Finish



- (c) **Description of Marks**

The RC boat will be identified by an LSSG's club burgee.  
The starting/finishing line marks will be red tetrahedrons.  
Marks W will be yellow cylinder.  
Mark L will be yellow cylinder.  
The replacement mark will be red tetrahedron.

## 10.2 Starting/Finishing Line

- (a) The starting/finishing line will be a straight line between the top points of two tetrahedrons, the starting/finishing line marks.
- (c) The RC boat will not anchor and the competitors shall keep clear of the RC boat. 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.


## 10.3 Course Limits

- (a) A number of small green buoys with yellow flags on poles  or small yellow buoys  may be laid close to the shore as shown in the diagram in SI Addendum F. While racing, 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. This also applies to the line between the lighthouse and "Släggö".
- (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 these buoys or objects defining these areas.
- (d) 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.

## 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 to that match only.


## 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 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 boat 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:

Match 1: Number pennant 1 

Match 2: Number pennant 2 





Match 3: Number pennant 3 

12.2 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 replacement mark W, which will be a red tetrahedron.

13.2 **Change of Course Signals** (changes RRS 33 and Race Signals)

- (a) Flag C  and a red triangular,  shape means: 'The windward mark to be rounded is the replacement mark W, a red tetrahedron.'
- (b) Flag C  and a yellow rectangular,  shape means: 'The windward mark to be rounded is the original mark, a yellow cylinder.'

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 COACH BOATS

15.1 No coach boats will be permitted.

## 16 MEDIA, IMAGES and SOUND

16.1 If required by the OA:

- (a) Media personnel and equipment (or dummies) supplied by the OA shall be carried on board while racing.
- (b) Competitors shall wear microphones supplied by the OA during racing and be available for interviews when advised by the OA or RC.
- (c) Registered skippers shall wear communications equipment supplied by the OA that will allow commentators to communicate with them whilst racing.

16.2 Competitors shall not interfere with the normal working of the OA supplied media equipment.

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

## **17 PRIZES**

17.1 The principal prize for first place will be The Lysekil Women's Match Trophy.

17.2	First prize -	100 000 SEK
	Second prize -	47 000 SEK
	Third prize -	39 000 SEK
	Fourth prize -	31 000 SEK
	Fifth prize -	27 000 SEK
	Sixth prize -	24 000 SEK
	Seventh prize -	19 000 SEK
	Eight prize-	13 000 SEK

17.3 Prizes have been approved by the National Authority.

17.4 ISAF have been notified of these Prizes.

## **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.

**SI ADDENDUM A – LIST OF ELIGIBLE SKIPPERS and PAIRING LIST/KNOCK-OUT TABLE**

<b>Ranking*</b>	<b>Skipper</b>	<b>Country</b>
1	Anna Östling	SWE
2	Camilla Ulrikkeholm Klinkby	DEN
3	Stephanie Roble	USA
4	Anne-Claire Le Berre	FRA
6	Caroline Sylvan	SWE
7	Klaartje Zuiderbaan	NED
8	Pauline Courtois	FRA
11	Annabel Vose	GBR
17	Sanna Häger	SWE
23	Alexa Bezel	SUI
34	Juliana Senfft	BRA
117	Johanna Bergqvist	SWE

**\*ISAF Ranking as of 17 June 2015 (valid 30 days prior to the event)**



## SI ADDENDUM B – EVENT FORMAT and SCHEDULE OF RACES

### EVENT FORMAT

#### 1 Stage 1 - Round Robin

- (a) All skippers will sail a single round robin - each skipper is scheduled to sail each other skipper once.
- (b) The 8 highest ranked skippers from Stage 1 shall qualify for Stage 2. The skippers ranked 9<sup>th</sup> to 12<sup>th</sup> in Stage 1 shall qualify for Stage 4.

#### 2 Stage 2 – Quarter-Finals

- (a) The highest placed skipper from Stage 1 shall choose their opponent. The next highest placed skipper who has not already been chosen shall choose their opponent and so on.
- (b) In each quarter-final the higher ranked skipper from Stage 1 will be starboard entry in the first match.
- (c) The first four skippers to score at least 3 points shall proceed to Stage 5, the others to Stage 3.

#### 3 Stage 3 – Positions 5 - 8

- (a) Of the four competitors in Stage 2, the highest ranked skipper from Stage 1 shall choose her opponent for her match.
- (b) The remaining two skippers shall sail each other.
- (c) In each match in Stage 3 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 5<sup>th</sup> and 6<sup>th</sup> place, the losing skippers shall sail against each other for 7<sup>th</sup> and 8<sup>th</sup> place.
- (e) The first skippers to score at least 1 point shall be the winners and be awarded 5<sup>th</sup> or 7<sup>th</sup> place accordingly. The losers shall be awarded 6<sup>th</sup> or 8<sup>th</sup> place accordingly.

#### 4 Stage 4 – Positions 9 - 12

- (a) Of the four competitors in Stage 4, the highest ranked skipper from Stage 1 shall choose her opponent for her match.
- (b) The remaining two skippers shall sail each other.
- (c) In each match in Stage 4 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 9<sup>th</sup> and 10<sup>th</sup> place, the losing skippers shall sail against each other for 11<sup>th</sup> and 12<sup>th</sup> place.
- (e) The first skippers to score at least 1 point shall be the winners and be awarded 9<sup>th</sup> or 11<sup>th</sup> place accordingly. The losers shall be awarded 10<sup>th</sup> or 12<sup>th</sup> place accordingly.

#### 5 Stage 5 - Semi-Finals

- (a) The highest ranked skipper from Stage 1 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 1 will be starboard entry in the first match.
- (c) The first two skippers to score at least 3 points shall proceed to Stage 6, the others to Stage 5.

**6 Stage 6 – Petit-Final**

- (a) The higher ranked skipper from Stage 1 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.

**7 Stage 7 - Final**

- (a) The higher ranked skipper from Stage 1 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 ADDENDUM C – HANDLING of BOATS**

### **1 GENERAL**

While all reasonable steps are taken to equalise the 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 RC, or, on race days, while 'AP' is displayed ashore.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Marking directly on the hull or deck with permanent ink, or using any tape that leaves a residue/ use of duct tape.
- 2.10 Using a flattener as a reef or using a reef line as an outhaul.
- 2.12 Cross winching foresail sheets.
- 2.13 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.14 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.15 Using a winch to adjust the mainsheet, backstay or vang.
- 2.16 Using the spinnaker pole to wing out the foresail.
- 2.17 Attaching lines to the fabric of spinnakers.
- 2.18 Perforating sails, even to attach tell tales.
- 2.19 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- 2.20 The use of electronic equipment, unless permitted by C3.1.
- 2.21 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.
- 2.26 A breach of SI C 2.16 or 2.21 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.

**3 PERMITTED ITEMS and ACTIONS** – the following are permitted:

- 3.1 Taking on board the following equipment:
- (a) basic hand tools
  - (b) adhesive tape
  - (c) line (elastic or otherwise of 4 mm diameter or less)
  - (d) marking pens
  - (e) tell tale material
  - (f) hand held compasses, watches, timers and small personal video devices such as GoPro
  - (g) shackles and clevis pins
  - (h) velcro tape
  - (i) bosun's chair
  - (j) spare flags
  - (k) PFD's when not supplied by the OA
- 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 Appendix C6
  - (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** – the following are mandatory:

- 4.1 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. Reports shall include any evidence of matters which could cause damage or disadvantage to the boat in future matches. When boat swaps are carried out on the water, the report should be made verbally to the RC as soon as possible.
- 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 At the end of the final day for a particular boat, cleaning the boat (cabin and decks), 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.
- 4.7 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 ADDENDUM 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 (Jib)
- Large headsail (Genoa)
- Spinnaker
- Two winch handle
- One spinnaker pole
- Two spinnaker sheets
- Two headsail sheets
- Tiller extension
- Genoa cars

### **SAFETY GEAR**

- First Aid kit
- Bucket and lanyard

### **TOOLS**

- Any supplied tools

### **GROUND TACKLE**

- Anchor and chain
- Anchor line

### **MOORING LINES and FENDERS**

- Two mooring lines
- Two fenders

### **GALLEY EQUIPMENT**

- Lunch box
- As provided by the organisers

### **FUEL and WATER**

- As provided by the organisers

## SI ADDENDUM E – DAMAGE PENALTIES

### 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 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
<b>A</b>	None	None
<b>B</b>	Half point	Three quarters of a point
<b>C</b>	One point	One point

When both boats break RRS 14, they should both receive a points penalty. If a competitor requests a hearing when a points penalty is 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.

## SI ADDENDUM F – COURSE LIMITS

Thick lines designate course limits.



(It is recommended to keep clearance of at least 10m around the lighthouse.)

## SI ADDENDUM G – PACKAGE OF TEST MATCH RACING RULES version 1\*\*

Below are the details of the changes to the RRS:

### 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.'