

**SAILING Champions League 2017 Act2**  
**31<sup>st</sup> of August to 3<sup>rd</sup> of September 2017**  
**St. Moritz, SUI**

**SAILING INSTRUCTION.**

**1 Organizer**

The Organising Authority (OA) is Segel Club St. Moritz. This event is powered by the SAILING Champions League GmbH and St. Moritz Tourismus.

Event Location:

The venue will at St. Moritz Lake

Segel Club St. Moritz

Via Grevas 34

7500 St. Moritz,

Switzerland

**2 Rules**

2.1 The Event will be governed by

- (a) The 'rules' as defined in the RRS.
- (b) The rules for Handling Boats (SI Attachment C) that also applies to any practice sailing and sponsor races. Class rules will not apply.
- (c) Any prescriptions of the national authority that will apply will be posted on the official notice board.
- (d) All races will be sail under ISAF Addendum Q (modified) – Umpired Fleet Racing.

2.2 Changes of Rules.

- (a) RRS 26 is change, see SI 12
- (b) RRS 27.1 is amended, with the following:  
"no later than the warning" is change to "no later than the 1 min. signal"

**3 Advertising**

The rules on advertising are mention in SI Attachment B

**4 Notices to competitors**

Notices to competitors will be posted on the official notice board located at the Race Office.

## **5 Changes to the sailing instructions**

Changes to the sailing instructions will be posted on the official notice board or distributed to all teams not less/after than 30 minutes before they will take effect, except that any change to the time schedule of races will be posted by 21:00 the day before it will take effect.

## **6 Signals made ashore**

- 6.1 Signals made ashore will be displayed from the signal mast in front of the Race Office
- 6.2 When flag AP is displayed ashore, "1 minute" is replaced with "not less than 10 minutes" in the race signal AP.

## **7 Drawing of groups and boats, technical defects**

- 7.1 The drawing of groups and boats will be done before the event. Order and number of races will result from the pairing list. The pairing list will be published before the drawing. It may be changed if teams fail to compete or if boats need to be withdrawn due to technical defects.
- 7.2 If the race committee or repair service are unable to prepare a boat within a reasonable time, the race committee may start the race without this boat. The team associated with this boat will then be scored RDG with the average of all other races sailed in compliance with RRS A10(a).

## **8 Schedule**

### **Thursday:**

Registration from 09:00 to 18:00

Practice from 10:00 to 18:00

Get together 18:00

### **Friday:**

Registration from 08:00 to 10:00

Opening Ceremony is at 10:00

Skippers briefing is at 10:30

First warning signal is at 11:30

Crew Dinner at 20:00 (Dresscode: Smart Casual)

### **Saturday:**

Skippers briefing at 09:00

First warning signal at 09:30

After Sailing: BBQ at the Club

**Sunday:**

Skippers briefing at 09:00  
First warning signal at 09:30  
Last possible warning signal at 16:00  
Price giving ceremony at 16:30

- 8.1 Training Opportunity: All participants have access to training in the boats for periods of hours, according to a plan published on Thursday morning at 09:00.
- 8.2 Subsequent races will be started immediately after crew changes have finished after the finishing of the previous race. The crew change will be as schedule in the Paring list. The Paring List will be published on Thursday.

**9 Class flag**

The Class Flag is a white flag with the SAILING Champions League logo.

**10 Race Area**

Will be describe later see Attachment E

**11 Course**

Attachment A shows the course and the order in which marks are to be rounded or passed and their required side.

**12 Marks**

- 12.1 Mark 1 is a orange inflatable mark with either a red or green banderol or non banderol

(a) This will be indicated at the 1-minute signal by displaying a flag with the colour of the mark.

- 12.2 Marks 2a and 2b, are orange inflatable marks.

- 12.3 Start and finishing mark is a flag buoy with an orange flag on one end and an orange flag on the committee boat in the other end.

**13 Start**

- 13.1 The starting line is between the orange flags on the starting line marks.

- 13.2 RRS 26 is amended as follows:

(a) Warning signal: 3 minutes before the start. The signal flag "Class flag" will be displayed, with one sound signal.

(b) Preparation signal: 2 minutes before the start signal flag "P" will be displayed, with one sound signal.

(c) One-minute signal: 1 minute before the starting signal, signal flag "P", will be lowered, with one sound signal.

**(d)** Start signal: The signal flag "Class flag" is lowered with one sound signal.

13.3 Boats that start later than 3 minutes after starting signal will be scored DNS without a hearing.

#### **14 Change of course.**

14.1 The Race committee may change mark 1 in the following way.

(a) When rounding the gate:

(1) Displaying red, or green or orange flag with repeated sound signals.

(a) This means: Mark M1 is replaced by the mark with the colour of the signal.

#### **15 Shortening the course**

The course will not be shortened.

#### **16 The finishing line.**

The finishing line is identical with the start line.

#### **17 Protest and request for redress**

17.1 ISAF Addendum Q will be used for direct judging.

17.2 Breaches of the following sailing instruction will not be grounds for protest by a boat. Penalty for those infringements will be initiated by an umpire according to Addendum Q.

(a) SI 19.1 personal buoyancy

(b) SI 19.3 prohibited area

(c) SI C4.1 crew position

(d) SI C4.2 bowsprit.

17.3 There will be an International Jury for the event. Their decisions cannot be appealed according to RRS 70.5

#### **18 Target time**

18.1 Target time for each race is 12-15 minutes.

18.2 Time limit for first boat finishing is 25 minutes.

18.3 Boat that does not finish within 5 minutes after the first boat has finished will be scored DNF. This change RRS 35, A4 and A5

#### **19 Scoring**

19.1 Low point system will be used under RSS

- (a) DNC, DNS, OCS, DNF, RET, DSQ all score 8 points.
- 19.2 Three flights are required by all competitors in order to constitute a valid SAILING Champions League Act1.
- 19.3 Each competitor's score will be the sum of her scores for all races. This change RRS A2
- 19.4 If at the end of the regatta, some of the competitors have sailed and uneven number of races, due to incomplete flights, the competitors missing a race will be scored according to RRS A10 (a).
- 19.5 If a participant is unable to start a race because the organizer cannot supply a boat for them, the participant will have an average score for this race, according to RRS A10 (b).

## **20 Security / Restricted area**

- 20.1 Each participant must wear a personal flotation device when racing. Except while briefly while changing or adjusting personal clothing. Wet suits and dry suits are not considered as a personal flotation device.
- 20.2 A boat that retires from the race shall immediately notify the race committee.
- 20.3 There might be a restricted area. This area is prohibited to sail in and rank as an obstruction. The marks that limit the area may be touch. See description on the official notice board.

## **21 Replacement of crew and equipment**

- 21.1 When a skipper or crew is unable to continue in the event, the IJ may authorize a change.
- 21.2 Substitution of damaged or lost equipment and repairs may only be done by the organizers repairmen, or under their management.

## **22 Official boats.**

The official boats will be marked with white flags with the following text:

Race Committee: "RC"

Repair boat: "Repair"

Umpire boat: "Jury"

Press boat: "Press"

## **23 Electronic**

While racing, a participant may not use any electronic devices except a watch for timing the start. If this watch has functions other than the clock, they must not be used.

## **24 Coaches and support boats**

- 24.1 Coaches and support boats shall be marked with the club name or identify the club they are supporting.

24.2 Coaches and support boats must keep a minimum distance of 50 meters to any racing boat and will motor in a way so they do not make waves or swells in the racing area.

## **25 Damage**

25.1 If there is a damage on a boat, the participant shall complete a damage report as described in Attachment D.

25.2 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or the IJ.

## **26 Crew change**

26.1 Every team shall hold itself ready for change in sufficient time at the shuttle dock. Last point in time is the preceding start.

26.2 The change takes place after the finish, with rolled-up jib and standing mainsail. The shuttle boat will then berth.

26.3 After the change, the shuttle boat will stay next to the boat for about 2 minutes. During this time, the new crew will inspect the boat. If there is damage, the crew has to pull the Echo flag on the shrouds. The repair service will then come to the boat. Protests declared later than that are not valid and will not lead to a start postponement.

Attachments:

Attachment A: The course

Attachment B: Advertising

Attachment C: Handling the boats

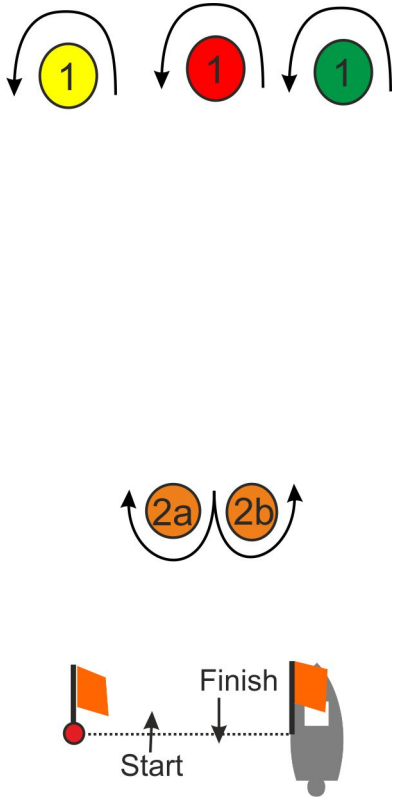
Attachment D: Damage Report

Attachment E: Course area

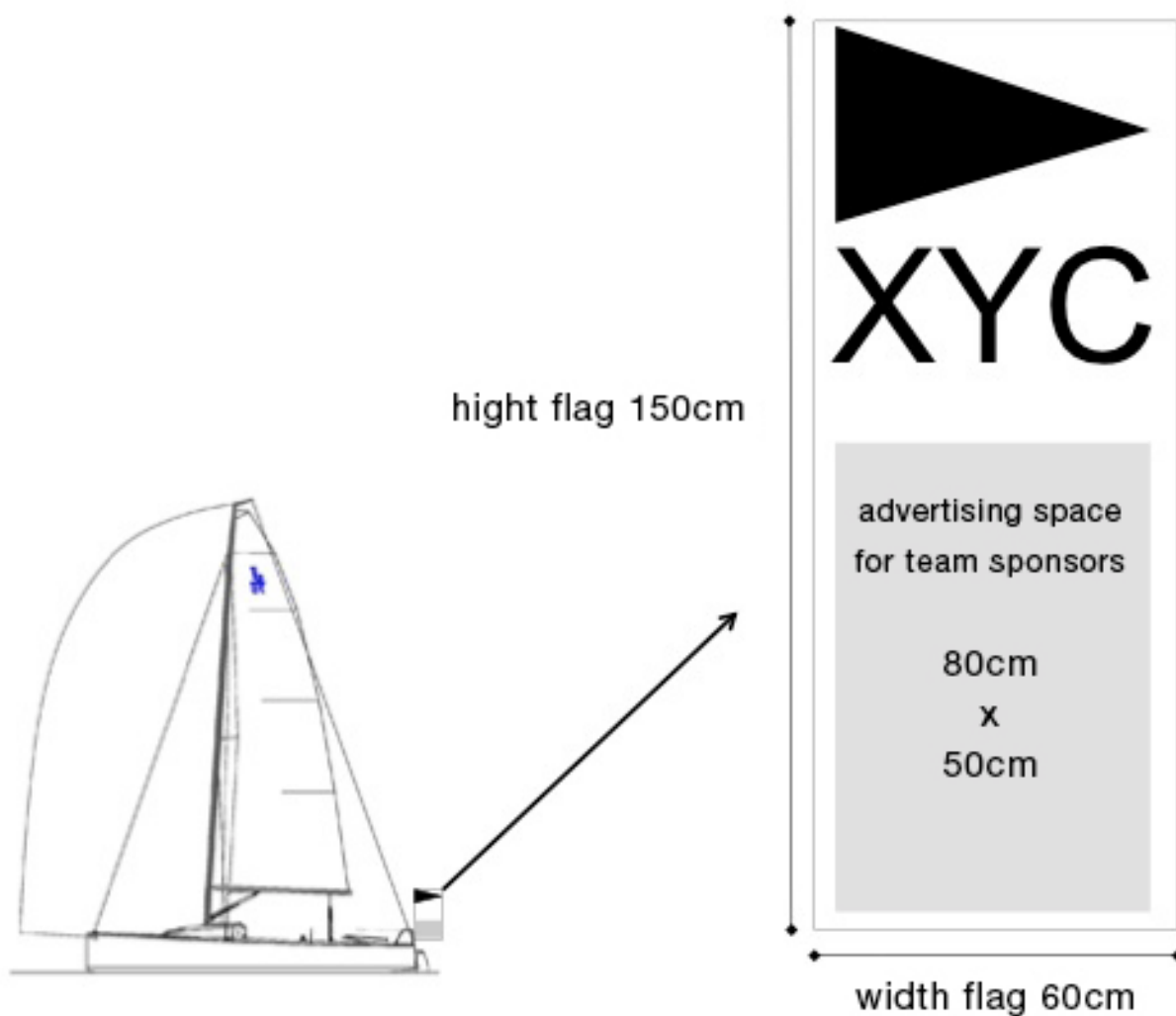
Attachment Q: ISAF Addendum Q – Umpired Fleet Racing

**Attachment A:**

Mark rounding order:  
Start – M1 – M2a/M2b – M1 – Finish

	<p>Mark 1 will be located upwind, seen from the starting line.</p> <p>The colour of the mark which shall be rounded will be displayed with a coloured flag at the starting vessel no later than the warning signal.</p> <p>Mark 1 shall be passed on port side</p> <p>Marks 2a and 2b are gate-marks</p> <p>Sequence: Start – 1 – 2a/2b – 1 – Finish</p> <p>Colour and shape of the marks may differ from the drawing and are not binding for the regatta.</p> <p>At the start, the pin end can be a race committee boat as well as a buoy.</p>
--	---

**Attachment B:**



## **Attachment C: Handling the boats.**

### **C 1 General**

The organizers aims to get the boats equal. Any differences in the boats cannot be ground for redress.

### **C 2 Prohibited Actions**

To prevent damage to the boat and crew the following is prohibited, except in an emergency or under the instructions of the race committee:

C2.1 To sail the boat in a way that can lead to damage to the boat or crew.

C2.2 Any substitution, change or assembly of spare parts and equipment, if they have not been supplied by the organizer.

C2.3 Using the equipment for purposes other than its intended use.

C 2.4 Moving the equipment from its normal position, except to fix it properly.

C 2.5 Write on the hull, cockpit or sail, perforation of the sails or installation of additional tell-tails on the sails.

### **C3 Receipt and delivery of boats**

C3.1 When a crew receives a boat, it has 3 minutes to check that the boat is okay and report possible errors for the race committee (hail to either start boat, repair boat or the umpire boat).

After this, the race committee may start the procedure for the next race.

Information to the organizer after the warning signal has been displayed will not be reason for postponement for repair.

C3.2 The crew sailing the boat shall report any damage or problem with the boat, before turning over a boat to the next crew. This can be done to the repair boat or the boat changing the crew.

### **C4 Other rules that apply while boats are racing**

#### **C4.1 CREW POSITIONING**

The crew shall not hang, push or pull on the standing rigging to promote the manoeuvre or to bring weight outboards.

#### **C4.2 Bowsprit**

The bowsprit shall be fully retracted at all times except when the gennaker is being set and the boat is on the new leg, is set, or is being retrieved soon after downing the gennaker within a continues manouver.

An extended bowsprit shall not be considered part of the boat for the purposes of:  
Establishing an overlap, or establishing right of way, unless the gennaker is set.

#### C4.3 Standing rigging and lifelines

It is prohibited to adjust shroud and forestay tension as well as lifelines (security lines out of the cockpit) at all times during the event. Backstay tension may be adjusted while racing.

C4.4 RRS 42.3(c) is changed so that there is no restriction on pumping the gennaker sheet and main sail sheet.

**Attachment D:**

Damage Report

Note If there is a damage on one of the boats when you take over, please inform the race committee immediately and before the start of the next race	
Boats Number	
Responsible skipper/crew member	
Date and Time	
Description of damage	
Cause of Damage	
Signature Skipper/responsible crew member	

For Race Committee use:

Damage report received (Date and time)	
Estimated cost of repair work	
Comments	

Notice:

in Case of any damage every skipper is obligated to fill in a complete a damage report for the race committee and organizing authority

## Attachment E

### Racing Area

All days the racing will be in front of the club house of the Segel Club St. Moritz.



## **Attachment F**

### **Breakdowns when boats are provided by the organizing authority**

- F1 When a boat suffers a breakdown in the racing area, she may request a score change by displaying flag E at the first reasonable opportunity after the breakdown until it is acknowledged by the race committee or by an umpire. If possible, she shall continue racing.
- F2 The protest committee shall decide requests for a score change in compliance with rules F3 and F4. It may take evidence in any way it considers appropriate and may communicate its decision orally.
- F3 When the race committee decides that the boat's finishing position was made significantly worse, that the breakdown was through no fault of the crew, and that in the same circumstances a reasonably competent crew would not have been able to avoid the breakdown, it shall make as equitable a decision as possible. This may be: The boat will be scored in accordance to RRS A10(a) or, if the finishing position was predictable, award her points for that position. Any doubt about a boat's position when she broke down shall be resolved against her.
- F4 A breakdown caused by defective supplied equipment or a breach of a rule by an opponent shall not normally be determined to be the fault of the crew, but one caused by negligence, capsizing or careless handling shall be. The slipping of a block, break down of the battle stick or opening of a shackle in the visual range counts not as a technical breakdown caused by defective supplied equipment. When there is any doubt about the crews responsibility, the decision shall be presumed that the crew are not at fault.

## **Attachment Q: ADDENDUM Q - UMPIRED FLEET RACING**

These sailing instructions change the definition Proper Course, and rules 20, 28.2, 44, 60, 61, 62, 63, 64.1, 65, 66, 70, 78.3 and B5.

### **Q1 CHANGES TO RACING RULES**

*Additional changes to rules are made in instructions Q2, Q3, Q4, and Q5.*

#### **Q1.1 Changes to the Definitions and the Rules of Part 2 and Part 4**

- (a) Add to the definition Proper Course: 'A boat taking a penalty or manoeuvring to take a penalty is not sailing a *proper course*.'
- (b) When rule 20 applies, the following arm signals are required in addition to the hails:
  - (1) for 'Room to tack', repeatedly and clearly pointing to windward; and
  - (2) for 'You tack', repeatedly and clearly pointing at the other boat and waving the arm to windward.

Instruction Q1.1(b) does not apply to boards.

#### **Q1.2 Changes to Rules Involving Protests, Requests for Redress, Penalties and Exoneration**

- (a) The first sentence of rule 44.1 is replaced with: 'A boat may take a One-Turn Penalty in accordance with rule 44.2 when, in an incident while *racing*, she may have broken one or more of the rules of Part 2 (except rule 14 when she has caused damage or injury), rule 31 or rule 42.'
- (b) For boards, the One-Turn Penalty is one 360° turn with no requirement for a tack or a gybe.
- (c) Rule 60.1 is replaced with 'A boat may protest another boat or request redress provided she complies with instructions Q2.1 and Q2.4.'
- (d) The third sentence of rule 61.1(a) and all of rule 61.1(a)(2) are deleted. Rule B5 is deleted.
- (e) Rules 62.1(a), (b) are restricted to the cases described in part F and 62.1(d) is deleted.
- (f) Rule 64.1(a) is changed so that the provision for exonerating a boat may be applied by the umpires without a hearing, and it takes precedence over any conflicting instruction of this addendum.

## **Q2 PROTESTS AND REQUESTS FOR REDRESS BY BOATS**

**Q2.1** While racing, a boat may protest another boat under a rule of Part 2 (except rule 14) or under rule 31 or 42; however, a boat may only protest under a rule of Part 2 for an incident in which she was involved. To do so she shall hail 'Protest' and conspicuously display the Y-flag at the first reasonable opportunity for each. She shall remove the flag before, or at the first reasonable opportunity after a boat involved in the incident has taken a penalty voluntarily or after an umpire's decision. However, a board need not display a red flag.

**Q2.2** A boat that protests as provided in instruction Q2.1 is not entitled to a hearing. Instead, a boat involved in the incident may acknowledge breaking a rule by taking a One-Turn Penalty in accordance with rule 44.2. An umpire may penalize any boat that broke a rule and was not exonerated, unless the boat took a voluntary penalty.

**Q2.3** - Deleted

**Q2.4** A boat intending to

- (a) protest another boat under a rule other than instruction Q3.2 or rule 28, or a rule listed in instruction Q2.1,
- (b) protest another boat under rule 14 if there was contact that caused damage or injury, or
- (c) request redress

shall hail the race committee after finishing. The same time limit applies to protests under instruction Q5.5. The protest committee may extend the time limit if there is good reason to do so.

**Q2.5** The race committee will promptly inform the protest committee about any protests or requests for redress made under instruction Q2.4.

**Q2.6** The representative of the protesting team shall be available in a shuttle rib for a hearing on the water right after the crew change.

## **UMPIRE SIGNALS AND IMPOSED PENALTIES**

**Q3.1** An umpire will signal a decision as follows:

- (a) A green and white flag with one long sound means 'No penalty.'
- (b) A red flag with one long sound means 'A penalty is imposed or remains outstanding.' The umpire will hail or signal to identify each such boat.
- (c) A black flag with one long sound means 'A boat is disqualified.' The umpire will hail or signal to identify the boat disqualified.

**Q3.2** (a) A boat penalized under instruction Q3.1(b) shall take a One-Turn Penalty in accordance with rule 44.2.

- (b) A boat disqualified under instruction Q3.1(c) shall promptly leave the course area.

## **Q4 PENALTIES AND PROTESTS INITIATED BY AN UMPIRE; ROUNDING OR PASSING MARKS**

**Q4.1** When a boat

- (a) breaks rule 31 and does not take a penalty,
- (b) breaks rule 42,
- (c) breaks rule C4.1 or C4.2,
- (d) gains an advantage despite taking a penalty,
- (e) deliberately breaks a rule,
- (f) commits a breach of sportsmanship, or
- (g) fails to comply with instruction Q3.2 or to take a penalty when required to do so by an umpire,

an umpire may penalize her without a protest by another boat. The umpire may impose one or more One-Turn Penalties to be taken in accordance with rule 44.2, each signalled in accordance with instruction Q3.1(b), or disqualify her under instruction Q3.1(c), or report the incident to the protest committee for further action. If a boat is penalized under instruction Q4.1(g) for not taking a penalty or taking a penalty incorrectly, the original penalty is cancelled.

**Q4.2** The last sentence of rule 28.2 is changed to 'She may correct any errors to comply with this rule, provided she has not rounded the next *mark* or *finished*.'

A boat that does not correct any such error shall be disqualified under instruction Q3.1(c).

**Q4.3** An umpire who decides, based on his own observation or a report received from any source, that a boat may have broken a rule, other than instruction Q3.2 or rule 28 or a rule listed in instruction Q2.1, may inform the protest committee for its action under rule 60.3. However, he will not inform the protest committee of an alleged breach of rule 14 unless there is damage or injury.

**Q5 PROTESTS; REQUESTS FOR REDRESS OR REOPENING; APPEALS; OTHER PROCEEDINGS**

**Q5.1** No proceedings of any kind may be taken in relation to any action or non-action by an umpire.

**Q5.2** A boat may not base an appeal on an alleged improper action, omission or decision of the umpires. A party to a hearing may not base an appeal on the decision of the protest committee. In rule 66 the third sentence is changed to 'A party to the hearing may not ask for a reopening.'

**Q5.3**

- (a) Protests and requests for redress need not be in writing.
- (b) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.
- (c) If the protest committee decides that a breach of a rule has had no effect on the outcome of the race, it may impose a penalty of points or fraction of points or make another arrangement it decides is equitable, which may be to impose no penalty.
- (d) If the protest committee penalizes a boat in accordance with instruction Q5.3 or if a standard penalty is applied, all other boats will be informed about the change of the penalized boat's score.

**Q5.4** The race committee will not protest a boat.

**Q5.5** The protest committee may protest a boat under rule 60.3. However, it will not protest a boat for breaking instruction Q3.2 or rule 28, a rule listed in instruction Q2.1, or rule 14 unless there is damage or injury.