
Youth SAILING Champions League 2018

Travemünde, July 27th to July 29th

SAILING INSTRUCTIONS

ORGANISING AUTHORITY

General Information

Organizer: Travemuender Woche gGmbH

Host clubs: Lübecker Yacht-Club e.V., Norddeutscher Regatta Verein e.V., Hamburger Segel-Club e.V.

Adress:

Trelleborgallee 2A,

23570 Travemünde.

The Organising Authority (OA) is Travemünder Woche in conjunction with the SAILING Champions League GmbH.

1. Rules

- 1.1. The regatta will be governed by the rules as defined in "The Racing Rules of Sailing", with the exception of class rules.
- 1.2. The rules concerning the handling of the boats, ranking as class rules, as described in Appendix B to these sailing instructions, are applicable.

2. Notices to competitors

Notices to competitors will be posted on the official notice board at the Trailer of the German Sailing League, which is located at the shuttle area.

3. Changes to Sailing Instructions

Changes to the sailing instructions will be posted no later than 90 minutes before the preparatory signal of the first race for which they will take effect.

4. Signals made ashore

- 4.1. Signals made ashore will be displayed on the flagpole. The location of the flagpole will be posted on the official notice board.
- 4.2. When flag signal AP is displayed ashore, the next warning signal will be made earliest 20 min after removal of AP ashore. This changes race signal AP.
- 4.3. When flag D is displayed on the starting vessel, the crew change will be ashore.

5. Regatta format

- 5.1. The regatta consists of a flight racing (15 Flights sheduled) and a final series (up to 4 races).
- 5.2. At the end of the flight racing series the top 4 boats qualify for the final series.

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5.3. The flight racing series may be ended after any race on the last day of racing if 3 or more flights have been completed.

5.4. Final Series:

5.4.1. The boats race until one boat has two wins, which concludes the event. This means that between 1 and a maximum of 4 races will be sailed in the final series.

5.4.2. The top ranked boat of flight racing series is granted one win for final series.

5.4.3. The total score of flight racing series will be carried on. Places 2-4 will be determined by low point scoring, in case no boat has two wins before the last possible warning signal this applies to place 1 to 4.

5.4.4. In case of a tie, the score from flight racing series breaks the tie. This changes RRS A8.

6. Drawing of groups and boats, technical defects

6.1. 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.

6.2. 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).

7. Time Schedule

7.1. The Check-In will take place at the SAP Sailors Lounge.

Thursday, 26th of July, 12:00 – 19:00

Friday, 27th of July, 08:00 – 10:00

7.2. Friday, 27th of July, Skippersbriefing, 10:30

7.3. Friday, 27th of July, First Warning Signal, 12:30

7.4. Friday, 27th of July, Come together at SAP Sailors Lounge, 19:30

7.5. Saturday 28th of July, Skippersbriefing at SAP Sailors Lounge, 09:00

7.6. Saturday 28th of July, First Warning Signal, 10:00

7.7. Sunday 29th of July, Skippersbriefing at SAP Sailors Lounge, 09:00

7.8. Sunday 29th of July, First Warning Signal, 10:00

7.9. Last possible warning signal in alteration of the notice of race at 15:30 if there is no objection during/with check-in.

7.10. The race office (SAILING Champions League - Trailer at shuttle base) will have the following opening hours:

1st Race day: 11:00 - 13:30 and 17:00 - 19:00

2nd Race day: 08:00 - 09:30 and 17:00 - 19:00

3rd Race day: 08:00 - 09:30 and 13:00 - 16:00

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7.11. Practice Opportunities:

All competitors will have the opportunity to practice on the racing boats on Thursday July 26th. The practice time is 2 hours. First trainings-slot 12:00.

7.12. First skippers meeting will be in the SAP Lounge on the first racing day at 10:30.

7.13. First warning signal will be made at 12:30 on the first racing day. The following races will be sailed subsequently, with changes of boats and crews, according to the pairing list, on the water or at the changing area onshore.

7.14. The last possible warning signal for a race of the final will be at 15:30 on the last race day. See also 7.9.

8. Class Flags

The Class Flag is a white Flag with SCL Logo

9. Race course

Appendix A shows the course including the order in which marks are to be passed, and the side on which each mark is to be left. If a gate mark is missing, the remaining mark shall be rounded on the port side.

10. Course Marks

10.1. Course marks 1, 2a and 2b will be inflatable marks.

10.2. The starting and finishing marks will be a race committee boat and a buoy with an orange flag, in compliance with Appendix A.

11. Start

11.1. The starting line will be between a staff with an orange flag on a race committee signalvessel and a buoy with an orange flag.

11.2. Rule 26 is changed as follows::

- 3 minutes before the starting signal: Warning signal (display class flag, together with a sound signal)
- 2 minutes before the starting signal: Preparatory signal (display flag "P", together with a sound signal)
- 1 minute before the starting signal: 1 Minute signal (remove flag "P", together with a sound signal)
- Starting signal (remove class flag, together with a sound signal)

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11.3. Boats starting later than 3 minutes after their starting signal will be scored DNS without a hearing, this changes RRS A4.

12. Change of the Next Leg of the Course

RRS 33 is changed as follows:

If Flag C is displayed together with a coloured flag and repeated sound signals at the gate, the position of mark 1 has changed. The new mark 1 has now the colour of the flag displayed.

13. Shortening the Course

The course will not be shortened

14. Finish

The finishing line will be between a staff with an orange flag on the race committee signal vessel and a buoy with an orange flag.

15. Penalty System, Protests and Requests for Redress

15.1. There will be umpired fleet racing as described in Appendix Q to these sailing instructions.

Decisions taken by the protest committee are final according to RRS 70.5 (b).

15.2. Breaches of the following sailing instruction will not be grounds for protest by a boat: SI

18.1, SI 19

16. Target Times and Time Limits

16.1. Target time is 15 minutes. Failure to meet the target time will not be ground for requests for redress. This changes rule RRS 62.1(a).

16.2. Time limit for the first boat is 20 minutes.

16.3. Boats failing to finish within 10 minutes after the first boat has sailed the course and finished will be scored „Did Not Finish” (DNF) without a hearing. This changes RRS 35, A4 and A5.

17. Scoring

17.1. At least three races for each team are required to constitute a regatta.

17.2. DNC, DNS, OCS, DNF, RET, DSQ all score 7 points. This changes RRS A4.2

17.3. If at the end of the flight racing series teams have sailed an uneven number of races due to incomplete flights, the teams missing a race will be scored according to RRS A10(a).

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18. Security

- 18.1. All participants must carry personal flotation devices on board while racing. This changes RRS 40.
- 18.2. A boat retiring from the race shall immediately inform the race committee.

19. Replacement of crew and equipment

- 19.1. Substitution of crew members will only be allowed in reasonable, exceptional cases and after approval of the OA.
- 19.2. Substitution of damaged or lost equipment and repairs may only be done by the repair service of the OA, or under their management.

20. Crew Change

- 20.1. Every team shall keep ready for boat/crew changing in sufficient time at the shuttle dock. Last point in time is the preceding start.
- 20.2. Boat/crew changing takes place after the finish of a race, with rolled-up jib and standing mainsail. The shuttle boat will then come alongside.
- 20.3. 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. Later objections are not possible and will not postpone the race.

21. Advertisement

- 21.1. Advertising displayed on the boats by the competitors is limited to the flag at the stern and must comply with Appendix C of these Sailing Instructions.

22. Official Boats

Official boats will be marked with white flags carrying letters as follows:

- Race committee boats: „RC“
- Umpire Boats: „JURY“
- Press Boats: „PRESS“
- Repairservice: „REPAIR“

23. Electronic Devices

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While racing, a team shall neither make radio transmissions nor receive radio information not available to all teams. Navigation aids are not permitted. Watches without navigational functions are allowed.

24. Support Boats and Coach Boats

Support boats and coach boats shall be registered beforehand with the OA at Check-In..

25. Technical Fault and Damage

25.1. When a boat has a technical fault, it shall display flag E latest immediately after finishing the race in order to alert the Repair Service. The Repair Service will also be marked with flag E

25.2. If there is a damage on a boat, the participant shall complete a damage report as described in Attachment D at the first reasonable opportunity after getting back ashore.

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Appendices:

Appendix A: Course

Appendix B: Rules for Handling of the Boats

Appendix C: Advertising

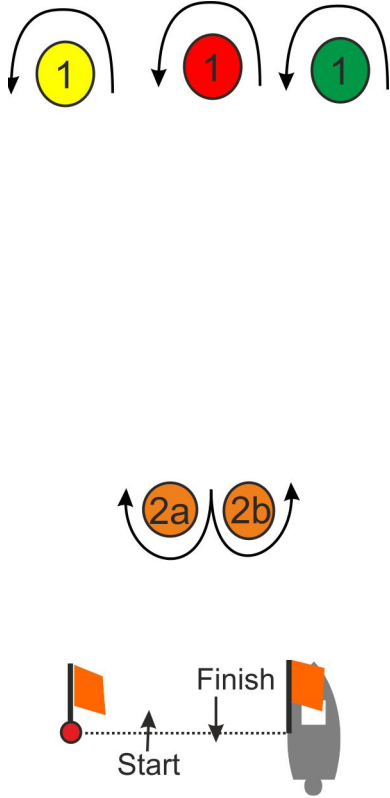
Appendix D: Damage Report

Appendix E: Technical Breakdowns

Appendix Q: Umpired Fleet Racing

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Appendix A: Course

	<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 then 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>
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Appendix B:

Rules for handling the boats.

B1 General

Variations in the boats despite all measures for equalization will not be grounds for redress, this changes RRS 62.

B2 Prohibited actions

In order to prevent damage and injuries, the following actions are prohibited unless in case of emergency or directed by race committee or umpires

- (a) Sailing in a manner that could cause serious damage or injury (also see RRS 14)
- (b) Tying in, binding or dropping the jib.
- (c) Any additions or alterations to the equipment supplied
- (d) Use of equipment for a purpose other than that intended.
- (e) Replacement of any equipment. Exception: damage. In this case, the replacement may be carried out only by the repair service.
- (f) Moving equipment from its normal stowage position except when being used as intended.
- (g) Marking of sails, perforation of sails or attachment of further tell-tails to the sails.

B3 Handing over / leaving boats

- B3.1 A boat may only be handed over to the following team in the presence of a race committee member, or afloat or at the changing area, as prearranged.
- B3.2 Before handing over a boat to the next crew, the original condition shall be restored by the crew.
- B3.3 The crew sailing the boat shall report any damage or problem with the boat before handing over a boat to the next crew.

B4 Other Rules

B4.1 Crew Positioning

- (a) The crew shall not hang, push or pull on the standing rigging to promote the manoeuvre or to bring weight outboards. The cockpit lines may be used with the exception that hanging on to the cockpit lines from the outside is prohibited.
- (b) The crew shall not stand, sit or lie on the cockpit lines, except on the pushpits as long as no leg is outboards.

B4.2 Bowsprit

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The bowsprit shall be fully retracted at all times except when the gennaker is being set, is set, or is being retrieved, and shall be retracted at the first reasonable opportunity after the retrieval.

At mark 1 the bowsprit shall not be set before the bow passes mark 1 to windward to round the mark.

B4.3 Shrouds and Forestay

It is prohibited to adjust shroud and forestay tension at all times while afloat. Backstay tension may be adjusted while racing.

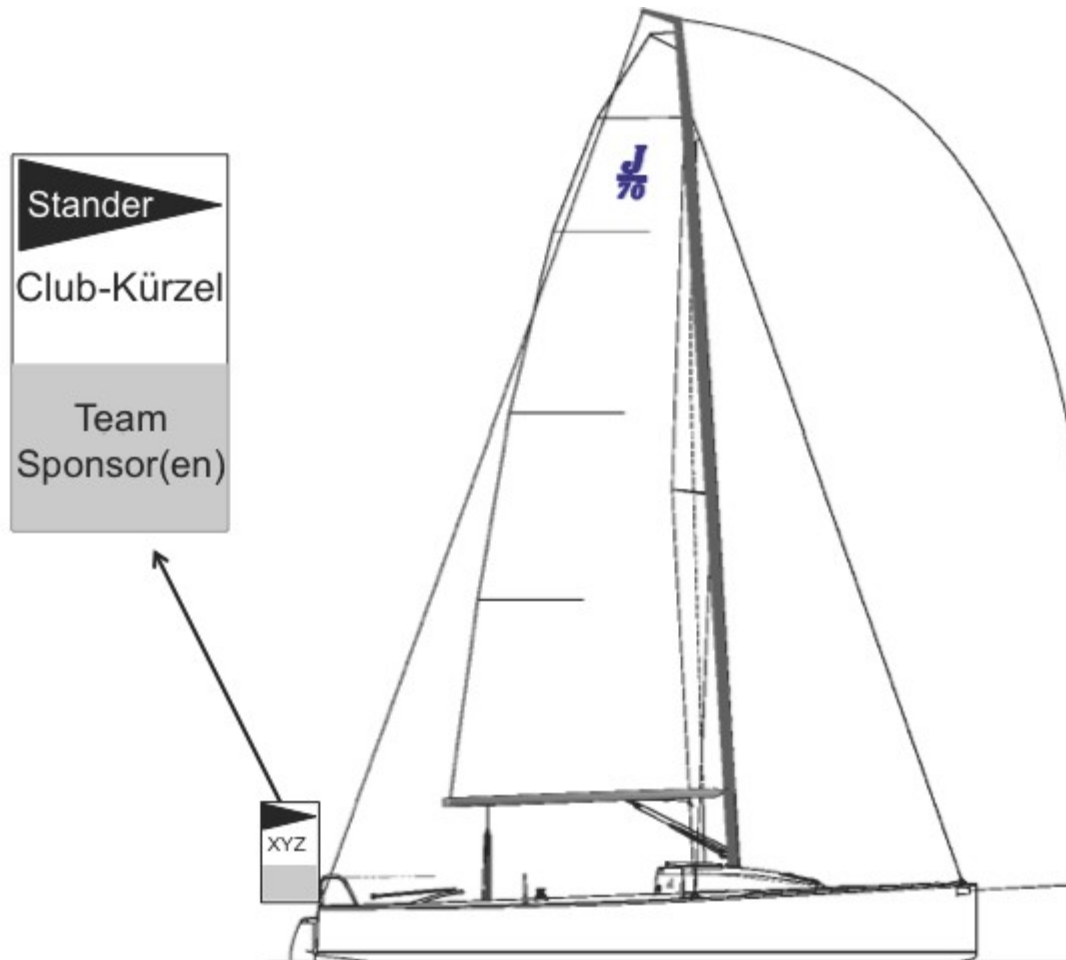
B4.4 When flag W is displayed on the race committee signal vessel, gennakers shall not be used while racing.

B4.5 RRS 42.3(c) is changed so that there is no restriction on pumping the gennaker sheet and main sail sheet.

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Appendix C: Advertising

The illustrated pushpit flags will be produced exclusively by SCL GmbH



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Damage Report

For race committee only

Attention:

In case of damage, every skipper is obliged to submit a complete damage report to the race committee whenever he detects damage or loss.

Appendix E:

Breakdowns when boats are provided by the organizing authority

- E1 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.
- E2 The protest committee shall decide requests for a score change in compliance with rules E3 and E4. It may take evidence in any way it considers appropriate and may communicate its decision orally.
- E3 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.
- E4 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.

Appendix Q

based on WS Addendum Q, version of April 27, 2017

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.

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) Spare
- (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. Furthermore, the second sentence of rule 61.1(a) is replaced by: "When her protest will concern an incident in the racing area that she was involved in or saw, she shall hail "Protest" and conspicuously display a flag Y at the first reasonable opportunity for each.
- (e) Rules 62.1(a), (b) and (d) are deleted. In a race where this addendum applies, there shall be no scoring adjustments for redress given under any of these rules for a previous race.
- (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.

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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.

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 - Spare

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 immediately after finishing. The same 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.

Q3 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.

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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 SI Attachment 2, 4.1 or 4.2,
- (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.

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