

Sailing Instructions

Date: 18/08/2020

SAILING Champions League

Season 2020

Qualifier, Tutzing

GENERAL INFORMATION

Organizing Authority: SAILING Champions League GmbH in conjunction with the hosting club (Deutscher Touring Yacht Club).

Hosting Club: Deutscher Touring Yacht Club

Racing Days: 20-23 August

Principal Race Officer: Wolfgang Stückl

Chief Umpire: Neven Baran

Racing Area: Starnberger See

Racing Format: Fleet race

Race courses: According to Attachment A to these 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

ONB – official notice board

1. RULES

The regatta will be governed by:

- (a) the “rules” as defined in *The Racing Rules of Sailing*,
- (b) the rules for on-the-water judging (SI Attachment F: SCL Umpired Fleet Racing Rules),
- (c) the Rules for handling the boats (SI Attachment B) (Class rules will not apply.),
- (d) any prescriptions of the NA that will apply posted on ONB, and
- (e) English text takes precedence.

2. NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board located at the SCL-Sprinter.

3. CHANGES TO SAILING INSTRUCTIONS

Changes to the SIs will be posted on the ONB and may be additionally distributed to all teams no later 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. Oral changes may be given on the water and communicated by the umpires to each boat before the warning signal.

4. BOATS

The event will be sailed in J70 type boats.

5. SIGNALS MADE ASHORE

- 5.1. Signals made ashore will be displayed on the flagpole located on the outer pier of the port of DTYC.
- 5.2. 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.

6. FORMAT

- 6.1. The regatta consists of a qualifying series (18 flights planned) and a final series (up to four races).
- 6.2. The qualifying series may end after any race on the last day of racing if three or more flights have been completed.
- 6.3. Top four teams in qualifying series progress to the final series.
- 6.4. Race scores of the first four teams in the qualifying series will be carried forward to the final series with points equal to the team's final rank in the qualifying series. The winner in qualifying series shall be granted a bonus of one race win for the final series.
- 6.5. Final series:
 - 6.5.1. The top four teams will draw for boats at the final series. There will be no boat changes in between the races.
 - 6.5.2. The first team to reach a total of two race wins shall be the winner of the regatta and this concludes the event. This means that between one or four races will be sailed in the final series.
 - 6.5.3. The remaining places in the final series shall be calculated using the low point scoring system of RRS Appendix A including qualifying series score according to SI 6.4. No score will be excluded.
 - 6.5.4. In case no team has two wins when regatta is terminated, the final score of each team, calculated using the low point system of RRS Appendix A, will be the sum of its scores in the final series including qualifying series score in accordance with SI 6.4. No score will be excluded.
 - 6.5.5. In case of a tie, the team's final rank in the qualifying series breaks the tie. This changes RRS A8.

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 event.
- 7.2. The pairing list may be changed if a club fails to compete or if boats need to be withdrawn due to technical defects.

8. TIME SCHEDULE

- 8.1. The race office is located (in the SCL-Sprinter, next to the clubhouse) and has the following opening hours:

Racing day 1: 9.00 - approx.19.00
 Racing day 2: 9.00 - approx.19.00
 Racing day 3: 9.00 – approx. 19.00
 Racing day 4: 9.00 – approx. 17.30

- 8.2. The programme (local time):

Thursday, 20 August	09.00 - 12.00 hrs 12.00 hrs 12.45 hrs 13.00 hrs	Check-in at race office Skippers briefing Dock-out boats First warning signal
Friday, 21 August	09.00 hrs Approx.10.00 hrs before	Skippers briefing there will be an announcement at the evening
Saturday, 22 August	09.00 hrs Approx. 10.00 hrs before	Skippers briefing there will be an announcement at the evening
Sunday, 23 August	09.00 hrs Approx. 10.00 hrs before 16.00 hrs 13.30 hrs 14.00 hrs 16.00 hrs 16.30 hrs	Skippers briefing there will be an announcement at the evening Last possible warning signal Last possible warning signal, qualifying series First possible warning signal, final series Last possible warning signal, final series Prize giving ceremony

- 8.3. On the last racing day, no warning signal for the first race of a flight of the qualifying series will be given after 12.00 and the last possible warning signal for a race of a flight of the qualifying series will be 13.30.
- 8.4. On the last racing day, the first warning signal of the final series will be given at 14.00 and the last possible warning signal for a race of the final series not after 16.00.
- 8.5. A flight consists of 3 consecutive races according to the pairing list, in which each entered team races once.

9. RACE COURSE

9.1. SI Attachment 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. Mark M1 is an inflatable buoy and shall be left to port. It can be either red, green, yellow or white.
- 10.2. Marks M2S and M2P are yellow inflatable buoys.

11. TOUCHING A MARK

RRS 31 is changed as follows: 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 RC vessel that is also a *mark*.

12. START

- 11.1. The starting/finishing line will be between the course side of a starting mark and a staff displaying an orange flag on RC boat.
- 11.2. Rule 26 is changed as follows:
 - 3 minutes before the starting signal: Warning signal: displaying a black flag with white number 3
 - 2 minutes before the starting signal: Preparatory signal: removing the black flag with white number 3 and displaying a grey flag with white number 2
 - 1 minute before the starting signal: One-minute signal: removing the grey flag with white number 2 and displaying white flag with black number 1
 - Starting signal: removing the white flag with white number 1

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- 11.3 The visual signals will be accompanied by a sound signal. Times will be taken from the visual signals. The absence of a sound signals shall be disregarded.
- 11.4 Boats shall not start later than 3 minutes after their starting signal. They shall be scored DNS without a hearing. This changes RRS A4 and A5.
- 11.5 No later than the “one-minute signal”, RC shall signal the colour of mark 1 by displaying a flag of the same colour.

12 CHANGE OF 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 will be same colour as flag (red, green, yellow or white).

13 SHORTENING THE COURSE

The course will not be shortened.

14 PENALTY SYSTEM, PROTESTS AND REQUESTS FOR REDRESS

- 14.5 All races will be umpired fleet racing as described in SI Attachment F. There will be an IJ appointed for the event according to RRS 91(b) and decisions shall be taken under RRS 70.5.
- 14.6 Breaches of the following Sailing Instructions will not be grounds for protest by a boat: SI 18.1, SI 20. This changes RRS 60.1(a).

15 TARGET TIMES AND TIME LIMITS

- 15.5 Target time is 15 minutes. Failure to meet the target time shall not be ground for redress.
- 15.6 Time limit for the first boat is 25 minutes.
- 15.7 Boats failing to finish within 5 minutes after the first boat has sailed the course and finished will be scored DNF without a hearing. This changes RRS 35, A4 and A5.

16 SCORING

- 16.5 At least three races for each team are required to constitute a regatta.
- 16.6 DNC, DNS, OCS, DNF, RET, DSQ all score 1 point more than the number of boats entered in the largest race of the current flight. This changes RRS A4.2.
- 16.7 A team's series score is the amount of its individual scores according to the low point system of the RRS without any discard.
- 16.8 If there is a series score tie between two or more teams, their rank will be decided according to RRS A8.
- 16.9 If at the end of the regatta competitors have sailed an uneven number of races due to incomplete flights, the competitors missing a race will be scored according to RRS A10 (a). This changes RRS A4.2.
- 16.10 For a race that is started with seven boats instead of eight boats, the following scores will be given:
- Rank 1: 1 point
 - Rank 2: 2.2 points
 - Rank 3: 3.4 points
 - Rank 4: 4.6 points
 - Rank 5: 5.8 points
 - Rank 6: 7 points
 - Rank 7: 8 points.
- This changes RRS A4.1.

16.11 The failure to attach the battle flag at the stern before racing leads to a penalty (one additional point to the score of the race) in this race without a hearing. This changes RRS 63.1.

17 SECURITY

17.1 All participants must carry personal flotation devices according to DIN EN 393 or ISO DIN EN ISO 12402-5 on board when racing. Wet suits and dry suits are not considered as a personal flotation device. This changes RRS 40. Please observe W05.

17.2 A boat retiring from the race shall immediately inform RC.

18 REPLACEMENT OF CREW AND EQUIPMENT

18.1 Substitution of crew members will only be allowed in reasonable, exceptional cases (e.g. injury or sickness) and after approval of the OA. The new crew member shall be a member of the same club of the replaced crew member.

18.2 Substitution of damaged or lost equipment and repairs may only be done by the repair service of the OA, or under their management.

19 CREW CHANGE

19.1 Every team shall be ready for change at shuttle jetty not later than the time of the preceding start.

19.2 The change takes place after the finish, and boats shall be presented with rolled-up jib and hoisted mainsail.

19.3 During the two minutes following the change, the new crew shall inspect the boat and display flag E attached to the shroud if there is damage and assistance will follow by repair service. An objection about a boat raised after two minutes have passed will not postpone the next race.

19.4 The shuttle boats are not manned by a driver, there will be driven by a team member/sailor. For this purpose, all teams will deposit a copy of their driving license, which is valid on Lake Starnberg, at least at the check-in.

20 ADVERTISEMENT

Advertising displayed on the boats by the competitors is limited to the battle flag at the stern and must comply with SI Attachment C.

Each boat will be required to display advertising as supplied by the OA.

21 OFFICIAL BOATS

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

Race committee: "RC"

Umpire: "JURY"

Press: "PRESS"

Media: "TV"

Repair service: "REPAIR"

22 ELECTRONIC DEVICES

While racing, a team shall neither make radio transmissions nor receive radio information not available to all teams.

23 SUPPORT BOATS AND COACH BOATS

There are no coach and support boats allowed.

24 TECHNICAL FAULT AND DAMAGE

- 24.1 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.
- 24.2 If there is a damage to a boat, the participant shall complete a damage report as described in SI Attachment D at the first reasonable opportunity after getting back ashore.
- 24.3 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires.
- 24.4 The costs definition will be responsibility of the repair service team.
- 24.5 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.

ATTACHMENTS:

Attachment A: Course

Attachment B: Rules for Handling of the Boats

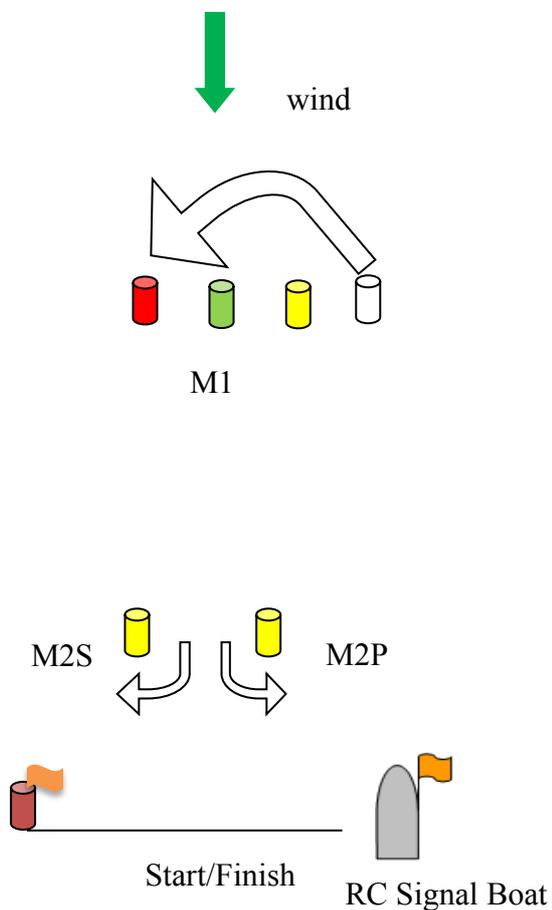
Attachment C: Advertising

Attachment D: Damage Report

Attachment E: Spare

Attachment F: Umpired Fleet Racing Rules

Attachment A: Course



Mark 1 will be located upwind, seen from the starting line.

The colour of mark 1 will be indicated by displaying flag of the same colour on the starting vessel no later than the “one-minute signal”. This flag will be removed in case of a course change.

Mark 1 shall be passed on port side

Marks 2S and 2P are gate-marks

Sequence: Start – 1 – 2S/2P – 1 – Finish

Colour and shape of the marks may differ from the drawing and are not binding for the regatta. At the start, the pin end may be a RC boat as well as a buoy.

Attachment B: Rules for Handling the Boats

B1 General

Variations in the boats and their equipment despite all measures for equalization will not be grounds for redress.

The technical committee can check the boats for any changes that are in breach of instructions B2 or B6 on a random basis. If they find such change, they will inform PC. PC may penalise the boat with one additional point without a hearing. This changes RRS 63.1, A4 and A5.

B2 Prohibited actions

In order to prevent damages and injuries:

B2.1 The following actions are prohibited unless in case of emergency or directed by RC or umpires:

- (a) Sailing in a manner that could cause serious damage or injury.
- (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) Moving equipment from its normal stowage position except when being used as intended.
- (f) Replacement of any equipment. Exception: damage. In this case, the replacement may be carried out only by the repair service.
- (g) Marking of sails, boat or arranged equipment, 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 boat's original condition shall be restored by the crew.
- B3.3 Before handing over a boat to the next crew, the crew sailing the boat shall report any damage or problem with the boat.
- B3.4 When a crew receives a boat, it has 2 minutes to check that the boat is okay and report possible problems or damages to RC (hail to either start boat, repair boat or the umpire boat) and display flag E.

B4 Crew positioning

- B4.1 The crew shall not hang, push or pull on the standing rigging to promote the manoeuvre or to project weight outboards. It is allowed to use the mast or the companionway for promoting the manoeuvre.
- B4.2 The cockpit lines may be used with the exception that hanging on to the cockpit lines from the outside is prohibited.
- B4.3 The crew shall not stand, sit or lie on the cockpit lines or the pushpits.

B5 Bowsprit

- B5.1 Having the bowsprit extended, except when in the process of setting, flying or taking down the gennaker is prohibited. The bowsprit shall be fully retracted at the first reasonable opportunity after taking down the gennaker. A boat that does not retract the bowsprit fully may be warned and given an opportunity to correct the error.
- B5.2 Extending the bowsprit before getting on the new leg of the course, after entering the zone of a rounding mark without a gennaker set is prohibited.

B6 Shrouds and forestay

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

B7 Gennaker

When flag W is displayed on RC signal vessel, gennakers shall not be used while racing.

Attachment C: Advertising

The battle flags will be only produced by the SCL GmbH.



Attachment D: Damage Report

If you detect any damage when taking over a boat, please notify RC before starting the race.	
Boat number and club name	
Skipper	
Date and race number	
Damage description	
Reason for damage	
Skipper's signature	

For OA only:

Damage protocol received (date and time)	
Has the reparation been executed satisfactorily?	Yes/No
Estimated repair cost in Euro	
Comments	

Attention:

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

Attachment F: SCL Umpired Fleet Racing Rules

F1 Changes to the Racing Rules of Sailing

F1.1 These sailing instructions change rules 28.2, 44, 60, 61, 62, 63, 64, 65 and 66.

F1.2 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) Rule 60.1 is replaced with 'A boat may protest another boat or request redress provided she complies with instructions F2.1 and F2.3.'
- (c) The third sentence of rule 61.1 (a) and all of rule 61.1 (a) (2) are deleted.
- (d) Rules 62.1 (a), (b) and (d) are deleted.
- (e) 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 attachment.

F2 Protests and request for redress by boats

F2.1 While racing, a boat may protest another boat under rules of Part 2 (except rule 14) or under rules 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 a 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.

F2.2 A boat that protests as provided in instruction F2.1 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.

F2.3 A boat intending to:

- (a) protest another boat under a rule other than instruction F3.2 or rule 28, or a rule listed in instruction F2.1;
- (b) protest another boat under rule 14 if there was contact that caused damage or injury;
- (c) request redress;

shall inform the race committee latest 2 minutes after finishing. The protest committee may extend the time limit if there is good reason to do so.

F2.4 The race committee will promptly inform the protest committee about any protests or requests for redress made under instruction F2.3.

F3 Umpire Signals and imposed penalties

F3.1 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.

- F3.2**
- (a) A boat penalized under instruction F3.1(b) shall take a One-Turn Penalty as described in rule 44.2.
 - (b) A boat disqualified under instruction F3.1(c) shall promptly leave the course area.

F4 Penalties and protests initiated by an umpire; rounding or passing marks

F4.1 When a boat:

- (a) breaks rule 31 and does not take a penalty,
- (b) breaks rule 42,
- (c) gains an advantage despite taking a penalty,
- (d) deliberately breaks a rule,
- (e) commits a breach of sportsmanship,
- (f) fails to comply with instruction F3.2 or to take a penalty when required to do so by an umpire, or
- (g) breaks instructions 9.2, B2, B4, B5 or B7.

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 signaled in accordance with instruction F3.1(b), or disqualify her under instruction F3.1(c), or report the incident to the protest committee for further action. If a boat is penalized under instruction F4.1(f) for not taking a penalty or taking a penalty incorrectly, the original penalty is cancelled.

- F4.2** 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 F3.1(c).

- F4.3** 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 F3.2 or rule 28 or a rule listed in instruction F2.1, 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.

F5 Protests, Requests for redress and reopening; appeals; other proceedings

- F5.1** No proceedings of any kind may be taken in relation to any action or non-action by an umpire.

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- F5.2** 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.’
- F5.3**
- (a) Protests and requests for redress need not be in writing.
 - (b) The protest committee may inform the protestee and schedule the hearing in any way it considers appropriate and may communicate this orally.
 - (c) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.
 - (d) 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.
- F5.4** The race committee will not protest a boat.
- F5.5** The protest committee may protest a boat under rule 60.3. However, it will not protest a boat for breaking instruction F3.2 or rule 28, a rule listed in instruction F2.1, or rule 14 unless there is damage or injury.