

Sailing Instructions

Date: 28/07/2021

SAILING Champions League Qualifier 2021

GENERAL INFORMATION

Overall Organizing Authority: SAILING Champions League GmbH

Organizing Authority: Kiel.Sailing.City in cooperation with SCB, TSVS

1. NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board located on the side of the DSBL Sprinter.

2. CHANGES TO SAILING INSTRUCTIONS

Changes to the Notice of Race or the Sailing Instructions (SI) will be posted on the official notice board (ONB) or 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 21.00hrs the day before it will take effect.

3. SIGNALS MADE ASHORE

Signals made ashore will be displayed on the flagpole. The location of the flagpole will be posted on the official notice board.

4. TECHNICAL DEFECTS

4.1 If the race committee or the repair service are unable to prepare a boat within a reasonable time, the race committee may start the race without this boat.

4.2 The team associated with this boat will be scored RDG with the average of all other races sailed in compliance with RRS A9(a) in this race. This changes RRS 63.1, A5.1 and A5.2.

5. TIME SCHEDULE

5.1. The first warning signal will be made at 11.00hrs 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.

5.2. The time of the first warning signal on the second and third racing days will be posted on the official notice board by the race committee on the previous day after the racing has concluded, latest at 19.00hrs.

5.3. On the last racing day, no warning signal for the first race of a flight will be given after 15:15hrs and the last possible warning signal for the second or third race of a flight will be at 16:00hrs.

5.4 A flight consists of three consecutive races according to the pairing list, in which each entered team races once.

6. MARKS

- 6.1. Rounding marks will be inflatable marks, in compliance with Attachment E in the Notice of Race.
- 6.2. The windward marks will be inflatable marks (green, red, yellow). The leeward marks will be inflatable marks (yellow). This changes Attachment E: Course in NoR.

7. REPLACEMENT OF EQUIPMENT

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

8. CREW CHANGE

- 8.1. Every team shall be ready for boat/crew changing at the shuttle base or on a change raft not later than the time of the preceding start.
- 8.2. After finishing a race, the boats shall roll up their jibs and mainsails hoisted to allow the shuttle boat coming alongside for the crew change.
- 8.3. During the two minutes following the change, the new crew shall inspect the boat and display flag E if there is damage. An objection about a boat raised after two minutes have passed will not postpone the next race.

9. OFFICIAL BOATS

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

Race committee: "RC"

Umpire: "J" or "JURY"

Press: "P" or "PRESS" or "Presse"

Repair service: "S" or "REPAIR"

Media / TV: "Media"

10. ELECTRONIC DEVICES

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

11. SUPPORT BOATS AND COACH BOATS

Support boats and coach boats shall be registered beforehand with the OAA.

12. TECHNICAL FAULT AND DAMAGE

- 12.1.** 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.
- 12.2.** If there is a damage on a boat, the participant shall complete a damage report as described in Attachment G to Notice of Race at the first reasonable opportunity after getting back ashore.
- 12.3.** Each team is responsible for the damage or a loss to their boat unless responsibility is otherwise assigned by the umpires.
- 12.4.** The costs definition will be responsibility of the repair service team.
- 12.5.** In the event that a deduction is made from the deposit, the skipper/club will be required to restore the deposit to the original value to maintain eligibility. If the damage deposit is used up after a race, every club is obliged to restore the deposit to the original value after the event. For every incident the whole deposit could be used. The damage deposit is the limit of liability of each skipper for each incident.