



**2016 Laser Standard Men Under-21 World Championship
2016 Laser Radial Women Under-21 World Championship**

09 - 16 August 2016

Sailing Instructions

Venue: Kiel, Germany

**Organizing Authority: The Kieler Yacht-Club (Host) and
the International Laser Class Association (ILCA)**



KIELER YACHT-CLUB
gegründet 1887

1. RULES

- 1.1 The regatta will be governed by the 'rules' as defined in the Racing Rules of Sailing. The prescriptions of the National Authority will not apply.
- 1.2 Laser class rule 7 (a) is restricted as follows: "Only one person shall be on board whilst racing. The person shall be named on the entry form."
- 1.3 Appendix P will apply as amended in instruction 18.
- 1.4 In all rules governing this regatta (DP) denotes a rule for which the penalty is at the discretion of the International Jury and (NP) denotes a rule that shall not be grounds for protests by a boat. This changes RRS 60.1(a).
- 1.5 (DP)(NP) Advertising - The organizing authority may require competing boats to carry event sponsor advertising.
- 1.6 If there is a conflict between languages the English text will take precedence.

2. NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the official notice board as shown in Addendum "Harbour Map and Locations" appended to these sailing instructions.
- 2.2 The Championships will be hosted at the Kiel-Schilksee Olympic Centre. The race office is located at the Olympic Centre.
- 2.3 The race office is open:
09-10 August from 0900-1200 & 1300-1800
11-16 August from 0900 until 30 minutes after the close of the protest time unless extended at the discretion of the race committee.

3. CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted before the end of the last protest time or 2000, whichever is later, on the day before it will take effect.

4. REGISTRATION / EQUIPMENT INSPECTION

- 4.1 Competitors shall register at the race office and complete all required registration and equipment inspection formalities before racing.
- 4.2 Information on equipment inspection will be posted on the official notice board. Boats shall be presented with all equipment that shall be used in the regatta, with the bottom mast, boom and all control lines rigged and with the sail and top section derigged ready for inspection.
- 4.3 Equipment inspection will take place in South Hall between the following dates and times:
09-10 August from 0900-1200 & 1300-1800
Equipment inspection outside these times will only be possible at the discretion of the regatta measurer and on payment of EUR 20.
- 4.4 Wet clothing, measurement and equipment checks may be made throughout the regatta at the discretion of the class representative, race committee or the jury.

5. (NP)(DP) EQUIPMENT PROTESTS

- 5.1 Equipment protests will only be accepted from either the race committee or jury. This changes rule 60.1(a).
- 5.2 If a boat is sailed without a centreboard stopper, or with no mast retention line attached (class rule 3(b) xi), a scoring penalty of 30% rounded to a whole number (rounding 0.5 upward) of the number of entries will, without a hearing, be added to the boats score in the last completed race in which she was racing without a centreboard stopper or the retention line. However, she shall not be scored worse than DSQ. This changes rules 63.1 and A5.
- 5.3 If a sail, top mast, or bottom mast has been changed prior to a race without the permission required by instruction 6.2 the sailor will be disqualified without a hearing from the last completed race when the change was used. This changes rule 63.1 and A5.

6. (NP)(DP) BOATS AND EQUIPMENT

- 6.1 All competitors shall use only one hull, sail, batten set, mast, boom, centreboard and rudder; all of which shall be identified during equipment inspection.
- 6.2 In the event of damage, boats and equipment may only be substituted with the written permission of the regatta measurer. If the damage occurs less than 2 hours before the first scheduled start on a racing day, and before the start of the last race of the day, provisional verbal permission shall be obtained from the regatta measurer, jury or race committee and the written permission of the regatta measurer shall be applied for before the end of the protest time limit at the end of the day in which the substitution takes place.
- 6.3 For the purposes of rule G1.1, sails shall display the national letters of the World Sailing member national authority under which the entry was accepted. This changes rule G1.1.

- 6.4 Boats shall not be towed unless flag T is displayed ashore or on the race committee signal boat. When flag T is displayed a tow shall not exceed 8 knots.
- 6.5 When ashore boats shall be kept in their assigned places at the venue.
- 6.6 Boats may be required to display identification numbers.
- 6.7 Boats may be required to carry cameras, sound equipment or positioning equipment as specified by the organizing authority.

7. RACE FORMAT

- 7.1 The women entries will sail as a single fleet.
- 7.2 The men entries will be divided into two fleets and will sail a qualifying series followed by a final series in accordance with the ILCA Qualifying and Final Series Formats appended to these sailing instructions.
- 7.3 If four races have not been completed by the end of the fourth scheduled racing day the qualifying series will continue until the end of the racing day in which a fourth qualifying race is completed.

8. PROGRAMME

- 8.1 09 August 0900-1200 & 1300-1800 Registration, Equipment Inspection, Charter Boat allocation
10 August 0900-1200 & 1300-1800 Registration, Equipment Inspection, Charter Boat allocation
Practice race at 1400 followed by an ceremony at 1930.
- 11 August 2 races back to back, (Qualifying series)
- 12 August 2 races back to back, (Qualifying series)
- 13 August 2 races back to back, (Qualifying series)
- 14 August 2 races back to back, (Qualifying series)
- 15 August 2 races back to back, (Qualifying/final series)
- 16 August 2 races back to back, (Qualifying/final series) followed by charter boat return, prize giving party and buffet meal.
- 8.2 The time of the first warning signal for the practice race will be 1400.
- 8.3 The time of the first warning signal on 11-16 August will be 1100.
- 8.4 Each day succeeding races will be started as soon as practicable after the finish of the previous race.
- 8.5 Any race whose warning signal is not made by 1500 on the last day of the championship will be abandoned and not resailed.
- 8.6 The programme may be changed to sail more than two races a day.

9. FLEET IDENTIFICATION

- 9.1 While racing each boat shall display a coloured band corresponding to the fleet to which she has been assigned. The band shall be placed on the bottom mast between the boom vang fitting and the boom.
- 9.2 The coloured bands will be issued at registration and if bands are lost or damaged spares will be available at the race office. A deposit of EUR 5 is required for the bands. The deposit will be refunded on the return of the bands.

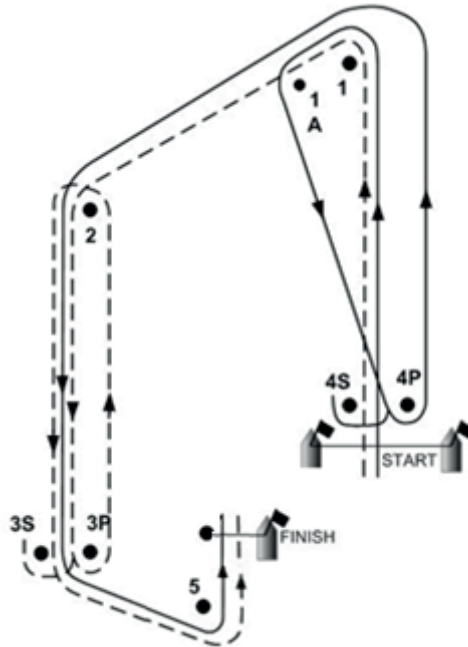
10. SIGNALS MADE ASHORE AND RACING AREA

- 10.1 Signals made ashore will be displayed on the main flag pole at the location shown in "Harbour Map & Locations" appended to these sailing instructions.
- 10.2 The approximate position of the racing area (Juliet) is shown in "Racing Areas" appended to these sailing instructions.
- 10.3 When a signal ashore is displayed over a fleet flag (or flags) it shall apply to that fleet (or fleets) only.
- 10.4 Flag D displayed ashore with one sound means 'The warning signal will be made not less than 60 minutes after flag D is displayed'. Boats shall not go afloat until this signal is made.
- 10.5 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in the race signal AP.

11. THE COURSE

- 11.1 The diagram shows the course, the order in which marks are to be passed and the side on which each mark is to be left. The leg between marks 3S/3P and mark 5 may be laid shorter than the leg between mark 1 and mark 2 so that the finish line is not directly to leeward of the start line.

Outer:1, 2, 3S/3P (gate), 2, 3S/3P (gate), 5, FINISH
Inner:1, 1A, 4S/4P (gate), 1, 2, 3S/3P (gate), 5, FINISH



- 11.2 No later than the warning signal, the race committee signal boat will display the approximate compass bearing of the first leg.
- 11.3 The length of the course will be set for a target time of 50 minutes. Failure to meet the target time will not be grounds for redress under rule 62.1(a).
- 11.4 The course may be shortened to finish at a rounding mark or a gate provided 4 or more legs have been sailed on an outer course and at least 3 or more legs have been completed on an inner course (excluding the leg between mark 1 and mark 1A).

12. MARKS

- 12.1 Marks 1, 2, 3s, 3p, 4s, 4p and 5 will be yellow cylinders. Advertising will be displayed on the marks.
- 12.2 Mark 1A will be a spar buoy with a yellow flag.
- 12.3 Change marks will be an orange cylinder with a black band.
- 12.4 The starting and finishing line marks will be committee boats or spar buoys with orange flags.

13. THE START

- 13.1 To alert boats that a race or sequence of races will begin soon, the orange starting line flags will be displayed with one sound for at least five minutes before a warning signal is made.
- 13.2 The warning signal for the subsequent starts will be made as soon as practicable after the previous start.
- 13.3 Start Sequence and Fleet Flags:

Fleet	Fleet Flag	Start Sequence	Course
Under 21 Men Yellow/Gold	Yellow	1 st Start	Outer
Under 21 Men Blue/Silver	Blue	2 nd Start	Outer
Under 21 Women	Red	3 rd Start	Inner

- 13.4 The starting line will be between staffs displaying orange flags on the starting marks.
- 13.5 (NP)(DP) Boats whose warning signal has not been made shall avoid the starting area during start sequences for other fleets.
- 13.6 A boat starting later than 4 minutes after her starting signal will be scored DNS. This changes rules A4 and A5.

14. STARTING PROCEDURE

- 14.1 Races will be started by using rule 26 with the warning signal made 5 minutes before the starting signal.
- 14.2 If flag U has been displayed as the preparatory signal, no part of a boat's hull, crew or equipment shall be in the triangle formed by the ends of the starting line and the first mark during the last minute before her starting signal. If a boat breaks this rule and is identified, she shall be disqualified without a hearing but not if the race is restarted or re-sailed or postponed or abandoned before the starting signal. This changes rule 26, Starting Races. When flag U is used as the preparatory signal rule 29.1, Individual Recall, does not apply. The scoring abbreviation for a flag U penalty is UFD. This changes RRS Appendix A11, Scoring Abbreviations.
- 14.3 Rule 30.3 (Black Flag Rule) is supplemented as follows;
 - (a) Sail numbers will be displayed for at least 3 minutes. A long sound signal will be made when the numbers are initially displayed.
 - (b) (NP)(DP) A boat whose number is so displayed shall leave the racing area, defined in instruction 14.3(c) before the new preparatory signal. If she fails to do so, she is liable to be scored DNE.
 - (c) Before the starting signal, the racing area is the area within 100 metres of the starting line. After the starting signal, the racing area is the area within an imaginary line drawn 100 metres outside any point where a boat might sail during normal racing and includes the area bounded by marks 1, 2, 3 and 4 at all times when any boat of any fleet is still racing.
 - (d) When the race committee decides that its application of rule 30.3 might entitle a boat to redress under rule 62.1(a), it may decide not to display her sail number and not disqualifying her. This changes rules 30.3, 60.2 and 63.1.
 - (e) For the purposes of rule 30.3 a race is 'restarted or resailed' when it has the same race number as a previously abandoned or recalled race, even if the race is resailed on a later date, or is resailed as part of a final series instead of a qualifying series.

15. CHANGE OF THE NEXT LEG OF THE COURSE

A change of the next leg of the course will first be attempted by changing the position of the original marks. When this is not possible the course will be reset using one or more change marks (described in instruction 12.2). When change marks are already in use, the course may be further reset using the original marks. A boat shall not request redress under 60.1(b) because of an action or no action by the race committee under this instruction.

16. ABANDONING A RACE

Under rule 32.1, the race committee may abandon the race because of a major wind shift or irregular winds or when the wind speed drops below 5 knots (2.5 m/s) as measured by the race committee. A boat shall not request redress under 60.1(b) because of any action or no action by the race committee under this instruction.

17. THE FINISH

The finishing line will be between a staff displaying an orange flag on the finishing marks, except when rule 32.2 'Shortening Course' applies.

18. PENALTY SYSTEM FOR BREACHES OF RULE 42

- 18.1 Appendix P will apply with the following changes:
- If a first penalty is signalled after a boat has finished, a scoring penalty of 10% rounded to a whole number (rounding 0.5 upward) of the number of entries will be added to the boat's score. However, she shall not be scored worse than DSQ.
 - Rule P3 is replaced with "If a boat has been penalised for the first time under rule P1 and the race is restarted or resailed the penalty is cancelled, but it is counted to determine the number of times she has been penalised during the regatta. This changes rule 36."
 - Rule P4 is replaced with "An action by the jury under rule P1 shall not be grounds for a request for redress by a boat. The jury may initiate a redress hearing and may give redress for an action under rule P1 by a member of the jury or its designated observer". This changes rule 60.1(b).
- 18.2 A boat that has either retired from or been disqualified in a race for a breach of rule 42 shall not compete in that race if it is restarted or resailed. For the purposes of this instruction a race is 'restarted or resailed' when it has the same race number as a previously abandoned or recalled race, even if the race is resailed on a later date, or is resailed as part of a final series instead of a qualifying series. If she competes in that race, she shall be disqualified without a hearing and that score shall not be excluded (DNE) and the jury will consider calling a hearing under rule 69.1(a). This does not apply when the disqualification is the result of the boat's first penalty and she was not informed of the disqualification prior to the restart or resail. This changes rule 36.

This means:

Yellow Flag	Immediate penalty action by boat	After a general recall or a postponement or an abandonment	No action by boat	After a general recall or a postponement or an abandonment
1st	Two turns / 10% (SI 18.1(a))	Can restart	DSQ	Shall not restart if notified of the DSQ.
2nd	Retire (RET)	Shall not restart	DNE	Shall not restart
3+	Retire (DNE)	Shall not restart	DNE Regatta	Shall not restart

19. TIME LIMIT

Boats failing to finish within 20 minutes after the first boat in her fleet sails the course and finishes will be scored Did Not Finish (DNF). This changes rules 35, A4 and A5.

20. PROTESTS

- 20.1 Protests shall be in writing and delivered to the race office within the protest time limit. Protest forms will be available at the race office. The protest time limit will be set and posted on the official notice board by the jury and may be different for each fleet.
- 20.2 Protest notices will be posted within 30 minutes of the protest time limit for each fleet. Protests will be heard at the jury office.
- 20.3 Notices of protests by the race committee or jury will be posted before the end of the protest time limit to inform boats under rule 61.1(b).
- 20.4 If rule N1.4(b) applies, the time limit for requesting a hearing under that rule is 30 minutes after the party was informed of the panel's decision.
- 20.5 On the last day of the qualifying series and on the last scheduled day of racing a request for a reopening of a hearing under rule 66 shall be delivered:
 - o within the protest time limit if the party requesting reopening was informed of the decision on the previous day;
 - o no later than 30 minutes after the party requesting reopening was informed of the decision on that day.
 - o If no racing has taken place on that day, no later than 30 minutes after 'AP over A' is displayed ashore.
- 20.6 On the last scheduled day of racing, a request for redress based on a jury decision under rule 62.2 shall be delivered no later than 30 minutes after the decision was posted.
- 20.7 Decisions of the jury will be final as provided in rule 70.5.
- 20.8 To request correction of an alleged error in posted race or series results, a boat shall complete a scoring enquiry form available at the race office.
- 20.9 A list of boats that, under instruction 18, have been penalised for breaking rule 42 will be posted after racing each day.

21. ARBITRATION PROCEDURE

As an alternative to a protest hearing by the jury for an alleged breach of a rule of Part 2, boats may be given the choice of using an arbitration procedure in accordance with the ILCA Arbitration Procedure appended to these sailing instructions. The arbitration procedure changes rules 63 and 64.

22. WHISTLE SYSTEM

To encourage boats to take penalties afloat, jury members may blow a whistle when they see what they believe to be a breach of a rule.

23. SCORING

- 23.1 A total of four races are required to be completed to constitute a championship.
- 23.2 When from four to nine races have been completed one race score will be excluded.
- 23.3 When ten or more races have been completed two races scores will be excluded.
- 23.4 When a qualifying/final series is sailed:
 - (a) The qualifying series races and the final series races will count for total points in the championship.
 - (b) A qualifying series race will not count until all qualifying series fleets have completed that race.
 - (c) One qualifying series race score will be excluded when calculating the division into final series fleets.
 - (d) If only one final series race is completed it will not be excluded.
 - (e) If two or more final series races are completed then a maximum of one final series race score may be excluded.
 - (f) For the purposes of rule A4.2 "Scoring" the number of boats entered into a qualifying series race will be the number of boats assigned to the largest qualifying fleet.
- 23.5 For the purposes of rule A11 "Scoring abbreviations": ARB means scoring penalty after arbitration, PTS scoring penalty for a yellow flag after finishing, and UFD means a disqualification under instruction 14.2 (U flag).

24. TITLES & PRIZES

Laser Standard Men Under-21 Championship

- 24.1 The first place sailor will be the Laser Standard Men Under-21 World Champion.
- 24.2 The first under-19 sailor will be awarded an Under-19 prize.
- 24.3 Under-19 sailors are those sailors that will not become 19 or older in 2016.
- 24.4 Under-19 results will be determined by the series score in the overall results. (Note: These results will be extracted from the overall results and published without recalculation.)

Laser Radial Women Under-21 Championship

- 24.5 The first place sailor will be the Laser Radial Women's Under-21 World Champion.
- 24.6 The first under-19 sailor will be awarded an Under-19 prize.
- 24.7 Under-19 sailors are those sailors that will not become 19 or older in 2016.
- 24.8 Under-19 results will be determined by the series score in the overall results. (Note: These results will be extracted from the overall results and published without recalculation.)

ILCA Cube Prizes

- 24.9 ILCA cube prizes will be awarded in accordance with the ILCA Honour Award By-Law.

25. (NP)(DP) COACH/SUPPORT BOATS AND COACHES/TEAM LEADERS MEETING

- 25.1 There will be a coaches/team leaders meeting in the Olympic Centre every morning from 10 August 2016, 2.5 hours before the first warning signal of the day. The objectives of these meetings are to receive feedback from the coaches on the regatta organization, exchange viewpoints and inform the coaches about changes in the sailing instructions and regatta organization in general.
- 25.2 All coach/support boat drivers shall confirm registration of their boats and submit the names and sail numbers of the sailors they are supporting at the race office before 1800 on 10 August 2016.
- 25.3 Each coach/support boat shall clearly display an identification number supplied at registration. No other individual support boats shall be used.
- 25.4 Each coach/support boat shall carry at least three hazard warning tapes for the purposes of SI 26.6. The tape is available from the race office.
- 25.5 Each coach/support boat is required to carry a VHF radio.
- 25.6 Except when participating in rescue operations, team leaders, coaches, parents and other support personnel (coach/support boats) shall stay more than 100 meters from any point where a boat might sail during normal racing and completely outside the area bounded by marks 1, 2, 3, and 4 from the time of the preparatory signal for the first fleet to start until all boats have finished or the race committee signals a postponement or abandonment of **all fleets**. When boats are finishing coach/support boats shall stay more than 100 meters outside and to windward of the starboard end of the finish line until all boats in all fleets have finished.

- 25.7 Coach boat drivers and crews shall wear a life jacket or other adequate personal buoyancy securely fastened at all times when afloat except briefly while changing or adjusting clothing or personal equipment. Wet suits and dry suits do not constitute adequate personal buoyancy.
- 25.8 When the coach boat engine is running coach boat drivers shall be connected to a device that will stop the engine if the boat driver falls out the boat or is otherwise not in control of the boat.
- 25.9 If a coach/support boat does not comply with instructions 25.3, 25.4, 25.5, 25.6, 25.7 and 25.8 a discretionary penalty may be applied by the jury to some or all associated competitors and may include restrictions on the movement of their coach/support boat.

26. (NP)(DP) SAFETY

- 26.1 Competitors shall wear a life jacket or other adequate personal buoyancy securely fastened at all times when afloat except briefly while changing or adjusting clothing or personal equipment. Wet suits and dry suits do not constitute adequate personal buoyancy. This changes rule 40 and the preamble to RRS part 4.
- 26.2 Competitors who require assistance should wave one arm with hand open. If no assistance is required, the arm should be waved with fist closed.
- 26.3 If considered necessary a competitor may be ordered by a race organization boat to abandon his or her boat and board a patrol boat.
- 26.4 Each competitor shall check-out each day before going afloat by dropping his/her tally from the "Check-Out / Check-In wall" into the basket. After returning to the shore each competitor shall check-in by dropping again his/her tally from the wall into the basket right after parking his/her boat in the designated area. Tallies are provided at the registration.
- 26.5 A boat that retires from a race shall notify a race committee, safety/patrol or jury boat as soon as possible and the race office immediately after returning to the shore.
- 26.6 If a boat is abandoned it will be marked with a hazard tape tied through the bow eye to signal that the sailor is safe.

27. (NP)(DP) RUBBISH/TRASH DISPOSAL

As sailors, we seek to protect and restore our oceans and coastal waters. Boats shall not intentionally put trash in the water (rule 55). Trash may be placed aboard support and race officials boats.

28. PHOTOGRAPHY CONSENT

By entering the regatta competitors accept that they may be photographed and/or videotaped participating in the regatta and/or using the regatta facilities and they consent to the taking of such images and to the use, reuse, publication and republication of such images in any media, in conjunction with the competitors name or not, without compensation and without the competitors approval of such images or any use thereof.

29. LIABILITY

- 29.1 The responsibility for the decision to participate in a race or to continue with it is solely with the skipper; to that extent the skipper also accepts full responsibility for the crew. The skipper is responsible for the qualification and the correct nautical conduct of the crew as well as for the suitability and the transport safe condition of the registered boat. In cases of Force Majeure or on grounds of administrative orders or for safety reasons, the organizer is entitled to make changes in the realization of the event or to cancel the event. This does not constitute any liability by the organizer towards the participant, if the reasons for the changes or the cancellation do not result from a wilful or grossly negligent behavior of the organizer. In case of a violation of obligations that do not constitute primary or material contractual duties (cardinal obligations), the liability of the organizer for financial and property damages incurred by the participant during or in connection with the participation in the event and resulting from a conduct of the organizer, its representatives, servants or agents, is restricted to damages that were caused willfully or grossly negligent. When a violation of cardinal obligations occurs due to minor negligence, the liability of the organizer is limited to foreseeable, typical damages. To the extent that the liability for damages of the organizer is excluded or restricted, the participant also relieves the staff – employees and representatives, agents, servants, sponsors and individuals who provide or drive salvage, safety or rescue vessels or assist with their use from the individual liability for damages, as well as also all other individuals who were instructed to act in connection with the realization of the event. The effective racing rules of the World Sailing, the administrative regulations regatta-sailing and the articles of association of the DSV, the class rules as well as the regulations of the invitation to the competition and the sailing instructions are to be complied with and are expressly recognized.
- 29.2 The German law shall prevail.
- 29.3 The establishment of the notice of race and the sailing instructions in no way limits or reduces the complete and unlimited responsibilities of a competitor being solely and entirely responsible for the management of a boat he is sailing.
- 29.4 All competitors shall maintain their boats in a safe and seaworthy condition.

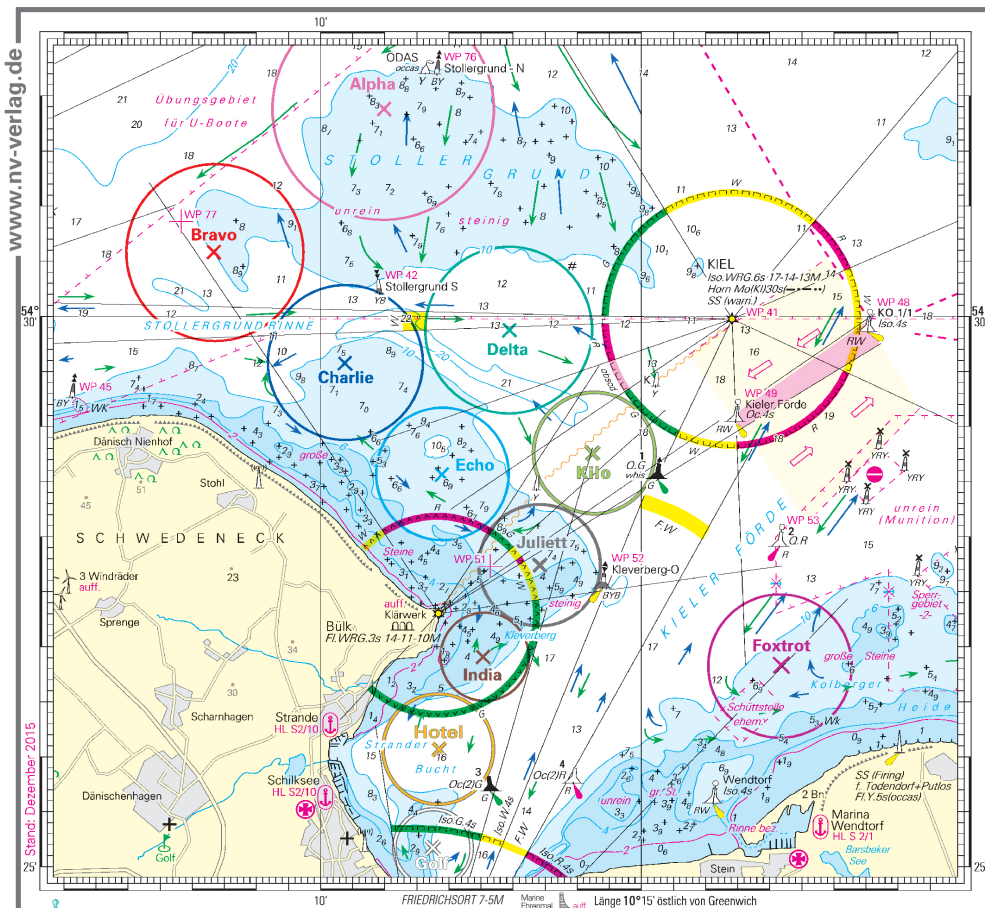
- 29.5 A competitor shall be of good health and a competent sailor capable of racing a Laser Standard in open water in all conditions including strong winds.
- 29.6 All competitors shall be insured with valid third party liability insurance with a minimum cover of EUR 300,000,000 per event or equivalent thereof in any other currency. (Note: Third party liability insurance may be available from suppliers listed on the ILCA entry system website.)
- 29.7 A competitor is recommended to have personal accident and health insurance that covers him while attending the regatta and while racing.

30. OFFICIAL BOATS

- 30.1 Race committee boats will display a white flag with 'RC'.
- 30.2 Equipment inspection boats will display a white flag with 'M'.
- 30.3 Jury boats will display a white flag with 'J' or 'JURY'.
- 30.4 Press/TV boats will display a green flag with 'PRESS' or 'MEDIA' or 'TV'.
- 30.5 Rescue/First Aid/Medical boats will display a pink flag with 'Wassenwacht' or 'DLRG'.
- 30.6 Failure of an official boat to fly an identifying flag will not be grounds for redress under rule 60.1(b).

Racing Areas

Regattabahnen KYC 2016



NV. Regattakarte

International Laser Class Association Qualifying and Final Series Formats

1. Introduction

This addendum applies when boats are divided into fleets to sail a qualifying series and a final series.

2. Qualifying Series

- 2.1 For the qualifying series boats will be assigned to fleets of, as near as possible, equal size and ability.
- 2.2 Initial assignments will be made by a seeding committee appointed by the organizing authority and will be posted by 2000 on the last day of registration.
- 2.3 Where a practice race is scheduled the organizing authority will post a practice race fleet assignment at 0900 on the day of the practice race.
- 2.4 In the qualifying series boats will be reassigned to fleets after each day of racing, except if on the first day only one race is completed. If all fleets have completed the same number of races, boats will be reassigned on the basis of their ranks in the series. If all fleets have not completed the same number of races the series scores for reassignment will be calculated for those races, numbered in order of completion, completed by all fleets.
- 2.5 Reassignments will be made as follows:

	Two fleet format	Three fleets format	Four fleets format
Rank in Series	Fleet Assignment	Fleet Assignment	Fleet Assignment
1 st	1	1	1
2 nd	2	2	2
3 rd	2	3	3
4 th	1	3	4
5 th	1	2	4
6 th	2	1	3
7 th	2	1	2
8 th	1	2	1
9 th	1	3	1
And so on			

- 2.6 Reassignments will be based on the ranking available at 2100 that day regardless of protests or requests for redress not yet decided.
- 2.7 If all fleets have not completed the same number of races by the end of a day, the fleets with fewer races will continue racing the following day until all fleets have completed the same number of races. All boats will thereafter race in the new fleets.
- 2.8 If four races have not been completed on the last scheduled day of the qualifying series, the qualifying series will continue until the end of the racing day in which a fourth qualifying race is completed.
- 2.9 If at the end of the qualifying series some qualifying series fleets have more race scores than others, any extra races will be abandoned so that all boats in the qualifying series have the same number of race scores.

3. Final Series

- 3.1 Boats will be assigned to final series fleets on the basis of their ranks in the qualifying series.
- 3.2 There will be the same number of fleets in the final series as there were in the qualifying series.
- 3.3 The final series fleets will be, as nearly as possible, of equal size but so that the Silver fleet is not larger than the Gold fleet and the Bronze fleet (where it exists) is not larger than the Silver fleet and the Emerald fleet (where it exists) is not larger than the Bronze fleet. Boats with the best qualifying series ranks will race all final series races in the Gold fleet; boats with the next best qualifying series ranks will race in the Silver fleet; boats with the next best qualifying series ranks will race in the Bronze fleet (where it exists); and boats with the next best qualifying series ranks will race in the Emerald fleet (where it exists).
- 3.4 Any recalculation of qualifying series ranking after boats have been assigned to final series fleets will not affect the assignments except that a redress decision may promote a boat to a higher fleet.
- 3.5 Different final series fleets need not have completed the same number of final races. The boats in the Gold fleet will be ranked highest, except for a boat disqualified from a final series race under rules 5 or 69.

International Laser Class Association Arbitration Procedure

1. Introduction

- 1.1 This addendum applies when an arbitration procedure is used as an alternative to a protest hearing.
- 1.2 Arbitration is a quicker procedure providing lower penalties for any breach of the rules eligible for arbitration.

2. Declining Arbitration

When a party to the protest does not agree to arbitration the protest will be heard by a full panel.

3. Accepting Arbitration

- 3.1 When both parties to the protest agree to arbitration they each agree;
 - (a) that the protest is valid; and
 - (b) to accept the arbitration decision as binding; and
 - (c) that no witnesses will be heard during the arbitration; and
 - (d) questions by parties will be limited to those necessary to establish the basic facts found.
- 3.2 When a party to the protest informs the jury that they do not wish to attend a hearing that party will be deemed to have agreed to arbitration.

4. Arbitration Hearing

- 4.1 The arbitrators will be two members of the jury.
- 4.2 The arbitrators will hear the testimony of the parties and then give one of the following decisions:
 - (a) There was no breach of a rule by either boat; or
 - (b) One or both boats broke a rule of Part 2 and the Arbitration Penalty will be applied, or
 - (c) The case will be referred to a protest hearing.

5. Arbitration Penalty

- 5.1 An Arbitration Penalty (ARB) will be a scoring penalty of 30% rounded to a whole number (rounding 0.5 upward) of the number of entries.
- 5.2 If a points scoring penalty under the arbitration procedure would result in a score worse than DSQ, the penalty will be that corresponding to DSQ.
- 5.3 The scores of other boats will not be changed.
- 5.4 For the purposes of rule A4.2 "Scoring" when a qualifying/final series is sailed the number of boats entered into a qualifying series race will be the number of boats assigned to the largest qualifying fleet.

6. Protest Hearings

- 6.1 If the arbitrators have referred the case to a protest hearing, or if the jury initiates a reopening, any penalty given for a breach of a rule of Part 2 will be the Arbitration Penalty.
- 6.2 If the hearing is reopened at the request of a party to the protest under rule 66 (Reopening a hearing) any penalty given may be an Arbitration Penalty or disqualification at the discretion of the jury.
- 6.3 The panel for protest hearings held under 6.1 & 6.2 of this addendum may include one or both of the arbitrators.

