



2018 Laser Masters World Championship 07 – 15 September 2018

Sailing Instructions

Venue: Dun Laoghaire, Ireland

Organizing Authority: Royal St George Yacht Club, National Yacht Club, and Dun Laoghaire Harbour Company (Hosts) and the International Laser Class Association (ILCA)

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 Appendix T (Arbitration) will apply.
- 1.5 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 rule 60.1(a).
- 1.6 (NP, DP) Advertising - The organizing authority may require competing boats to carry event sponsor advertising.
- 1.7 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 located near the race office. They may be repeated on a notice board under the balcony of the National Yacht Club and on the Championship website noticeboard.
- 2.2 The race office is located at the Royal St George Yacht Club, Harbour Road, Dun Laoghaire, Co Dublin, Ireland.
- 2.3 The race office is open:
07-08 September from 0900 – 1200 and from 1300 - 1800
09-11 & 13-15 September from 0900 until 30 minutes after the protest time limit unless extended at the discretion of the race committee
12 September – opening hours will be posted on the Official Notice Board

3. CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 0830 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 limit 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 at the boat park between the following dates and times:
07-08 September from 0900 – 1200 and 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, equipment inspector, race committee or the jury.

5. EQUIPMENT PROTESTS (NP, DP)

- 5.1 Equipment protests will only be accepted from either the race committee, equipment inspector 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.
- 5.4 For any other equipment protest, the jury may apply an alternative penalty to disqualification.

6. BOATS AND EQUIPMENT (NP, DP)

- 6.1 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 equipment inspector. If the damage occurs less than two 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 equipment inspector, jury or race committee and the written permission of the regatta equipment inspector 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 (refer NOR 2.1.) This changes rule G1.1.
- 6.4 When ashore boats shall be kept in their assigned places at the venue.
- 6.5 Boats may be required to display identification numbers.
- 6.6 Boats may be required to carry cameras, sound equipment or positioning equipment as specified and supplied by the organizing authority.
- 6.7 Access to the boat park may be restricted during certain hours including the hours of darkness.

7. RACE FORMAT

- 7.1 The Standard rig/age group entries will each sail as single fleets.
- 7.2 The Radial Apprentice and Radial Masters will sail together as a single fleet.
- 7.3 The Radial Grand Masters, Radial Great Grand Masters and Radial 75 and Over entries will each sail as a single fleet.

8. SCHEDULE

- 8.1 07 September 0900-1200 & 1300-1800 Registration, Equipment Inspection, Charter Boat allocation
- 08 September 0900-1200 & 1300-1800 Registration, Equipment Inspection, Charter Boat allocation
- Practice race at 1500 followed by an opening ceremony.
- 09 September 2 races back to back, (Qualifying series)
- 10 September 2 races back to back, (Qualifying series)
- 11 September 2 races back to back, (Qualifying series)
- 12 September Reserve Day
- 13 September 2 races back to back, (Qualifying/final series)
- 14 September 2 races back to back, (Qualifying/final series)
- 15 September 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 1500.
- 8.3 The time of the first warning signal on 09-11, 13-15 September will be 1200.

- 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 given by 1500 on the last day of the regatta will be abandoned and not resailed.
- 8.6 The schedule may be changed to sail more than two races a day.

9. FLEET IDENTIFICATION (NP, DP)

- 9.1 While racing each boat shall display a colored 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 colored bands will be issued at registration and if bands are lost or damaged spares will be available at the race office.

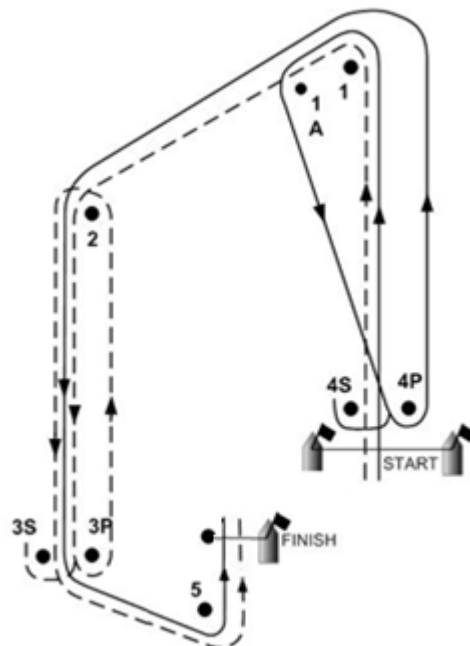
10. SIGNALS MADE ASHORE and RACING AREA

- 10.1 Signals made ashore will be displayed on the main flag mast in the Royal St George YC and may be repeated on the flagpole of the National Yacht Club.
- 10.2 The approximate position of the racing areas is displayed on the official notice board.
- 10.3 The Racing Area A flag is a flag with the letter A and the Racing Area B flag is a flag with the letter B.
- 10.4 When a signal ashore is displayed over a racing area flag and fleet flag(s) it shall apply to that racing area/fleet(s) only.
- 10.5 Flag G displayed with two sounds (one when removed) means "No boat shall go afloat until this signal is removed. The first warning signal will be made not less than 60 minutes after flag G is removed.
- 10.6 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in the race signal AP.

11. THE COURSES

- 11.1 The diagram shows the courses, the order in which marks are to be passed and the side on which each mark is to be left.

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 vessel 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 Course marks 1, 2, 3s, 3p, 4s, 4p and 5 will be inflated yellow cylinders for racing area A and inflated black cylinders for racing area B.
- 12.2 Course mark 1A will be a smaller buoy.
- 12.3 Change marks will be inflated orange cylinders.
- 12.4 The starting marks will be committee boats with orange flags at each end.
- 12.5 The finishing line marks will be a committee boat with an orange flag at the starboard end and a committee boat with an orange flag or a dan buoy with an orange flag at the port end.

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 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

Racing Area A

Fleets	Fleet Flags	Start Sequence	Course
Radial Apprentice Masters Radial Masters	Green & Red	1 st Start	Outer
Radial Grand Masters	Blue	2 nd Start	Outer
Radial Great Grand Masters	Yellow	3 rd Start	Inner
Radial 75 and over	White	4 th Start	Inner

Racing Area B

Fleets	Fleet Flags	Start Sequence	Course
Standard Apprentice Masters	Green	1 st Start	Outer
Standard Masters	Red	2 nd Start	Outer
Standard Grand Masters	Blue	3 rd Start	Inner
Standard Great Grand Masters	Yellow	4 th Start	Inner

- 13.1 The starting line will be between staffs or a staff and a mast displaying orange flags on the starting marks.
- 13.2 (DP, NP) Boats whose warning signal has not been made shall avoid the starting area during start sequences for other fleets.
- 13.3 A boat starting later than four minutes after her starting signal will be scored DNS. This changes rules A4 and A5.

14. STARTING PROCEDURE

- 14.1 Races will be started using either rule 30.3 (U Flag Rule), or 30.4 (Black Flag Rule).
- 14.2 Rule 30.4 (Black Flag Rule) is supplemented as follows;
 - (a) Sail numbers will be displayed for at least three minutes. A long sound signal will be made when the numbers are initially displayed. A boat whose number is so displayed shall leave the racing area, defined in instruction 14.2(b) before the new preparatory signal. If she fails to do so, she is liable to be scored DNE.
 - (b) 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.
 - (c) When the race committee decides that its application of rule 30.4 might entitle a boat to redress under rule 62.1(a), it may decide not to display her sail number and not disqualify her. This changes rules 30.4, 60.2 and 63.1.
 - (d) For the purposes of rule 30.4 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.

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 mark(s). When this is not possible the course will be reset using one or more change marks (described in instruction 12). When change marks are already in use, the course may be further reset using the original mark(s). Any action or no action by the race committee under this instruction will not be grounds for redress under rule 60.1(b).

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. Any action or no action by the race committee under this instruction will not be grounds for redress under rule 60.1(b).

17. THE FINISH

The finishing line will be between a staff or mast displaying an orange flag on a race committee vessel at the starboard end and a staff displaying an orange flag on a race committee vessel or the course side of a finishing mark at the port end, 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:

- (a) If a first penalty is signalled after a boat has crossed the finish line, 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.
- (b) Rule P3 is replaced with "If a boat has been penalized for the first time under rule P1.2 and the race is restarted or resailed the penalty is cancelled, but it is counted to determine the number of times she has been penalized during the regatta."
- (c) Rule P4 is replaced with "An action by the jury under rule P1.2 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 P1.2 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 second or subsequent breach of rule 42 shall not compete in that race if it is restarted or resailed. This changes rule 36. 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 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
1 st	Two turns / 10% (SI 18.1(a))	Can restart	DSQ	Can restart
2 nd	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) without a hearing. 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 by the jury and posted on the official notice board 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 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.
- 20.6 Decisions of the jury will be final as provided in rule 70.5.
- 20.7 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.
- 20.8 A list of boats that, under instruction 18, have been penalized for breaking rule 42 will be posted after racing each day.

21. 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.

22. SCORING

- 22.1 Four races are required to be completed to constitute a championship.
- 22.2 When four or more races have been completed the worst race score will be excluded.

23. TITLES & PRIZES

Laser Masters' Championship

- 23.1 Prizes will be awarded in accordance with the ILCA Honour Awards By-Law for each of the following:
 - Laser Standard Apprentice Men
 - Laser Standard Master Men
 - Laser Standard Grand Master Men
 - Laser Standard Great Grand Master Men
 - Laser Radial Apprentice Men & Women combined
 - Laser Radial Master Men & Women combined
 - Laser Radial Grand Master Men & Women combined
 - Laser Radial Great Grand Master Men & Women combined
 - Laser Radial Apprentice Women
 - Laser Radial Master Women
 - Laser Radial Grand Master Women
 - Laser Radial Great Grand Master Women
 - Laser Radial 75 and over
- 23.2 Women's results will be determined by the series score in the combined Men & Women competition. (Note: These results will be extracted from the overall results and published without recalculation.)
- 23.3 The Laser Radial Apprentice & Laser Radial Masters results will be determined by the series score in the combined Laser Radial Apprentice and Laser Radial Masters fleets. (Note: This result will be extracted from the overall result and published without recalculation.)

ILCA Cube Prizes

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

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

- 24.1 There will be a coaches/team leaders meeting every morning from 09 September 2018, 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.
- 24.2 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 08 September 2018.
- 24.3 Each coach/support boat shall be clearly display an identification number supplied at registration. No other individual support boats shall be used.
- 24.4 Each coach/support boat shall carry at least three hazard warning tapes for the purposes of SI 25.6. The tape is available from the race office.
- 24.5 Each coach/support boat is required to carry a VHF radio capable of transmitting and receiving all international ship-to-ship channels.
- 24.6 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.
- 24.7 Coach/support 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.
- 24.8 When the coach/support boat engine is running coach/support 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.
- 24.9 If a coach/support boat does not comply with instructions 24.3, 24.4, 24.5, 24.6, 24.7 or 24.8 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.

25. SAFETY (NP, DP)

- 25.1 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.
- 25.2 Competitors who require assistance should wave one arm with hand open. If no assistance is required, the arm should be waved with fist closed.
- 25.3 If considered necessary a competitor may be ordered by a race organization boat to abandon his or her boat and board a patrol boat.
- 25.4 Competitors are personally required to sign-out every day before they go racing and sign-in on the same sheet when they come ashore and before the end of protest time. The location of the sign-out/in sheets will be posted on the official notice board.
- 25.5 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.
- 25.6 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.

26. RUBBISH/TRASH DISPOSAL

Trash may be placed aboard support and race officials boats.

27. 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.

28. LIABILITY

- 28.1 The Royal St George Yacht Club, National Yacht Club, Dublin Port Company and Dun Laoghaire Harbour Company the International Laser Class Association and all their officers, members and volunteers, and regatta sponsors and patrons do not accept liability for loss of life or property, or personal injury or damage caused by or arising out of the regatta. Competitors take part in the regatta at their own risk.
- 28.2 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.
- 28.3 All competitors shall maintain their boats in a safe and seaworthy condition.
- 28.4 A competitor shall be of good health and a competent sailor capable of racing a Laser Standard or Laser Radial in open water in all conditions including strong winds.
- 28.5 At-fault occurrences to other boats are the responsibility of the helmsman. Competitors are not covered by any liability insurance provided by the Organizing Authority and should provide their own coverage for personal goods and liability protection. The Organizing Authority recommends that competitors consult their own insurance carriers to assure they are covered at this event and regarding additional personal liability insurance coverage.
- 28.6 A competitor is recommended to have personal accident and health insurance that covers him while attending the regatta and while racing.

29. COMMITTEE BOATS

- 29.1 The race committee signal boat, pin boat and any boat displaying course signals will not display an identification flag.
- 29.2 All other race committee boats will display a white flag with the letters RC or RACE COMMITTEE..
- 29.3 Jury boats will display a flag with the word JURY.
- 29.4 Press/TV boats will display a flag with the words PRESS or MEDIA.
- 29.5 Failure of a committee boat to fly an identifying flag will not be grounds for redress under rule 60.1(b).