

Weymouth and Portland International Regatta 2011 Sailing Instructions

These sailing instructions are divided into sections.

- Section 1 applies to all competition on the water.
- Section 2 (beginning with SI 20) applies only to Fleet Racing.
- Section 3 (beginning with SI 30) applies only to Match Racing.
- Section 4 (beginning with SI 40) contains other instructions for all racing.

Section 1 – All Racing

1. Rules

- 1.1. The Regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS).
- 1.2. No national authority prescriptions will apply.
- 1.3. The Weymouth and Portland International Regatta 2011 Equipment Inspection Regulations will apply.
- 1.4. The Weymouth and Portland International Regatta 2011 Coach Boat Regulations will apply.
- 1.5. Decisions of the International Jury will be final as provided in RRS 70.5.
- 1.6. If there is a conflict between languages, the English text will take precedence.
- 1.7. RRS 63.7 is changed to read: 'If there is a conflict between rules that needs to be resolved before the International Jury can decide a protest or request for redress, the Jury shall apply the rule that it believes will provide the fairest result for all boats affected.'

2. Safety regulations

- 2.1. Athletes are advised to wear personal flotation devices at all times while afloat, except briefly while changing or adjusting clothing or personal equipment.
- 2.2. Boats not leaving the harbour for a scheduled race shall promptly notify the Sport Information Desk.
- 2.3. Before leaving to race on each scheduled racing day, athletes shall personally deposit their accreditation at the required check point close to the Mixed Zone and collect their tracking device battery pack.
- 2.4. Within 15 minutes of returning ashore, athletes shall personally collect their accreditation from the required check point and deposit their tracking device battery pack.
- 2.5. A boat that retires from racing shall notify the Race Committee before leaving the racing area or, if that is not possible, shall notify the Sport Information Desk as soon as possible after returning ashore.
- 2.6. Boats retiring from racing in accordance with SI 2.5 shall complete a retirement declaration form at the Sport Information Desk before the protest time limit.
- 2.7. Windsurfers shall only use the north slipway, and dinghies shall only use the east slipway, to launch or return to shore, unless otherwise authorised by the beach master.

- 2.8. All athletes and coach boats shall depart and enter Portland Harbour through the North Ship Channel only. However, the East Ship Channel may be used for an exit or an entry if authorised by a race official. Boats shall avoid commercial traffic and shall cross shipping channels as nearly as practicable at right angles.
- 2.9. Any outside help whilst racing shall be reported to the International Jury before the end of protest time on the day concerned on a form available from the Jury office reception, located in the Marina Office building or the Sport Information Desk. The form shall be returned to the Jury office reception.

3. Code of conduct

- 3.1. Athletes shall comply with any reasonable request from a Regatta official.
- 3.2. Athletes shall handle boats and equipment provided by the Organising Authority with proper care and seamanship and in accordance with SI Addendum E.

4. Daily race schedules and course area assignments

- 4.1. The course areas are shown in SI Addendum A.
- 4.2. The daily race schedule and assignment of Events to course areas will be posted on the Official Notice Board as follows:
 - 4.2.1. A provisional assignment for all races in the Regatta will be posted at the beginning of the Regatta.
 - 4.2.2. The Race Committee will post the assignment for each Event on a daily basis, by 20:00 the previous evening.
 - 4.2.3. The Race Committee may reassign an Event to any course area no later than two hours before the scheduled starting signal. However:
 - 4.2.3.1. When flag AP is displayed ashore, the racing area may be changed until 15 minutes before the AP is removed; and
 - 4.2.3.2. When flag AP is displayed afloat, the course area may be changed. The Race Committee signal boat will fly flag L over the class flag(s) and move to the new course area.

5. The courses

- 5.1. Courses will be windward / leeward or trapezoid with optional finishing legs. The diagrams in SI Addendum B show the courses, the course designations, the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.
- 5.2. No later than the warning signal, the Race Committee signal boat will display the course designation and, except for Men and Women's Windsurfers and Women's Match Racing, the approximate compass bearing of the first leg.

6. Marks

- 6.1. Marks 1, 2, 3, and 4, and associated gate marks, will be cylindrical inflated buoys as follows:

Events	Marks 1 2 3a 3b 4a 4b	New mark	Other marks
Size for all Events	1.8m cylinder	1.6m cylinder	
Colours by Event			
Men's One Person Dinghy Women's One Person Dinghy	Red	Red with black band	
Men's Two Person Dinghy Women's Two Person Dinghy	Pink	Pink with black band	
Men's Skiff	Yellow	Yellow with black band	
Men's One Person Dinghy (Heavyweight) Men's Keelboat	Orange	Orange with black band	See SI 6.2
Men's Windsurfer Women's Windsurfer	Blue	Blue with black band	Slalom – yellow 1.8m cylinder

Women's Match Racing	Mark colour	Mark size
Start / finish pin	Orange	1.5m cylinder
Mark 1 windward	Yellow	1.5m cylinder
Mark 1 option	Red	1.5m cylinder
Mark 1 option	Green	1.5m cylinder
Mark 2 leeward	Yellow	1.5m cylinder

- 6.2. Marks that may be used for Men's One Person Dinghy (Heavyweight) and Men's Keelboat are:

Purpose	Mark colour	Mark size
Mark 1 Star only, when combined with Finn	Green	1.8m cylinder
Mark 1 Star change when combined with Finn	Green, black band	1.6m cylinder

- 6.3. The starting line marks will be Race Committee vessels except for Women's Match Racing where the starting marks will be a Race Committee vessel and an inflatable mark.
- 6.4. The finishing line marks will be Race Committee vessels, or a Race Committee vessel and one of either a Dan buoy with an orange flag or an inflatable mark.

7. Event flags

Event flags will be class insignia on the following background:

Event	Class insignia	Background colour
Men's One Person Dinghy	Laser	White
Women's One Person Dinghy	Laser	Light blue
Men's One Person Dinghy (Heavyweight)	Finn	White
Men's Two Person Dinghy	470	White
Women's Two Person Dinghy	470	Light blue
Men's Skiff	49er	White
Men's Keelboat	Star	White
Women's Match Racing	Elliott 6M	White
Men's Windsurfer	RS:X	White
Women's Windsurfer	RS:X	Light blue

8. The start

- 8.1. The starting line will be between a staff displaying an orange flag on the Race Committee vessel at the starboard end and either:
- (a) The course side of the port-end inflatable starting mark; or
 - (b) A staff displaying an orange flag on the Race Committee vessel at the port end.
- 8.2. Boats whose warning signal has not been made shall avoid the starting area. The starting area is defined as a rectangle 50m from the starting line and marks in all directions.

9. The finish

The finishing line will be between a staff displaying an orange flag on the Race Committee vessel and one of:

- a) A staff displaying an orange flag on a nearby Race Committee vessel; or
- b) The course side of the nearby finishing Dan buoy with an orange flag; or
- c) The course side of the nearby inflatable finishing mark.

10. Time limits and target times

- 10.1. Except for Medal Races, time limits and target times are as follows:

Event	Time limit	Mark 1 time limit	Finish window	Target time
Men's One Person Dinghy Women's One Person Dinghy Men's Two Person Dinghy Women's Two Person Dinghy	90	30	20	60
Men's Skiff	50	20	10	30
Women's Match Racing	None	None	5	18

Event	Time limit	Mark 1 time limit	Finish window	Target time
Men's One Person Dinghy (Heavyweight) Men's Keelboat	115	40	25	75
Men's Windsurfer Women's Windsurfer	50	30	15	30

10.2. Time limits and target times for Medal Races are as follows:

Event	Time limit	Mark 1 time limit	Finish window	Target time
Men's Windsurfer Women's Windsurfer	50	15	10	20
All other Events	50	30	10	30

10.3. If no boat has passed Mark 1 within the Mark 1 time limit, the race will be abandoned.

10.4. Boats failing to finish within the time stated in the finish window after the first boat sails the course and finishes will be scored Did Not Finish. This changes RRS 35, A4 and A5.

11. Communications with athletes

11.1. Notices to athletes will be posted on the Official Notice Board located in the main hall of the Weymouth and Portland venue.

11.2. When a visual signal is displayed over an Event or match flag, the signal applies only to that Event or match. This changes the Race Signals preamble.

11.3. Signals ashore will be displayed at the Weymouth and Portland International Regatta 2011 flag poles.

11.4. When flag AP is displayed ashore, '1 minute' is replaced with the times shown below. This changes Race Signals AP. Flag AP over H displayed ashore means 'Boats shall stay ashore or at their designated berth'. This changes Race Signals AP over H.

Course area	Race Signal AP not less than time
Nothe Harbour	45 minutes
Weymouth Bay West Weymouth Bay South	60 minutes
Weymouth Bay East	75 minutes

11.5. When flag Y is displayed ashore, RRS 40 applies at all times while afloat. This changes the Part 4 preamble.

12. Changes to Sailing Instructions

- 12.1. Any change to the Sailing Instructions will be posted by 20:00 on the day before it will take effect.
- 12.2. Except as permitted in SI 4 and SI 32, any change to the format or schedule of races will be posted by 20:00 on the day before it will take effect.

13. Equipment and measurement checks

- 13.1. Details of pre-first race equipment inspection, location and schedules will be posted on the Official Notice Board.
- 13.2. Equipment may be inspected at any time for compliance with the Class Rules and Sailing Instructions. When instructed by an Equipment Inspector, a boat shall proceed immediately to a designated area for inspection.
- 13.3. Boats shall apply Equipment Limitation Control stickers to specified equipment and sign a declaration of compliance prior to racing.
- 13.4. When an Equipment Inspector decides that a boat or personal equipment may not comply with the Class Rules, RRS 43 or Equipment Inspection Regulations, he or she shall report the matter to the Equipment Inspection Committee (EIC) which may protest the boat. The EIC shall inform the boat of its intention to protest as soon as reasonably possible. This changes RRS 43.1(c), 60, 61.1(b) and 78.3.

14. Replacement of athletes or equipment

- 14.1. Substitution of athletes will not be allowed without prior written approval of the Race Committee and shall comply with any restrictions in the Notice of Race.
- 14.2. Substitution of damaged or lost equipment will not be allowed unless approved by the EIC in accordance with the Equipment Inspection Regulations.

15. Official boats

- 15.1. Official boats will be marked as follows:

Boat type	Identification flag
Competition Manager	White flag with blue 'COMPETITION MANAGER'
Equipment support	White flag with blue 'EQUIPMENT'
Equipment inspection	Yellow flag with black 'MEASURER'
First aid / medical	White flag with 'FIRST AID'
ISAF	White flag with blue 'ISAF'
Jury / judges	White flag with black 'JURY'
Marshalls	White flag with red 'MARSHALL'
Media / press	Green flag with white 'MEDIA'
Principal Race Officer	White flag with blue 'IRO'
Rescue	White flag with red 'RESCUE'
Technical Delegate	White flag with blue 'TECHNICAL DELEGATE'
Umpires	White flag with black 'UMPIRE'

Boat type	Identification flag
VIP	White flag with blue 'VIP'

15.2. Actions by official boats or helicopters shall not be grounds for requesting redress by a boat. This changes RRS 60.1 (b).

16. Coach and spectator boats

16.1. Coach boats shall comply in full with the Weymouth and Portland International Regatta 2011 Coach Boat Regulations.

16.2. For the purposes of these Sailing Instructions, a coach boat includes any boat that is under the control or direction of a person who is providing physical or advisory support to an athlete, including the gathering of data that may be used at a later time.

16.3. Except for boat identification as required in NoR 17.3, these instructions and the Coach Boat Regulations shall also apply to spectator boats.

Section 2 - Fleet Racing only

20. Additional rules

- 20.1. Appendix P, Special Procedures for RRS 42, will apply.
- 20.2. For the Men's Skiff Event, RRS 44.1 and RRS P2.1 are changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.
- 20.3. For Medal Races, ISAF Addendum Q, Umpired Fleet Racing, will apply and takes precedence over any conflicting instructions.

21. Identification and advertising while racing

- 21.1. Each day, the first, second and third boats in series ranking at the beginning of the day shall display a yellow, blue and red bib on the crew respectively. In addition, the Organising Authority may require a coloured dot to be applied to the mainsail. The Organising Authority will supply the bibs and coloured dots, and instructions for their use.
- 21.2. Boats in specified fleets shall display bow numbers. The Organising Authority will supply the numbers and instructions for their use.
- 21.3. A boat's recall number will be her national letters. This changes RRS 30.3.
- 21.4. For the purposes of scoring, only national letters will be used. Sail numbers are optional. Where sail numbers are present, they shall be in accordance with the Class Rules. This changes RRS appendix G1.1.
- 21.5. Country flags will be issued to athletes by the Organising Authority and shall be applied to sails in accordance with the Equipment Inspection Regulations for all boats, except 49er and Elliott 6M.
- 21.6. Athletes shall be responsible for collection, mounting, removal and return of their tracking device battery pack each day.
- 21.7. Athletes shall not in any way interfere with the functionality of supplied devices.

22. Format of racing

- 22.1. The format is an opening series followed by a Medal Race.
- 22.2. Medal Race:
 - 22.2.1. A Medal Race will be scheduled for each Event with six or more opening series races completed before the last day of racing scheduled for the event.
 - 22.2.2. For Events with a Medal Race, the 10 boats ranked highest in the opening series will be assigned to compete in the Medal Race.

22.2.3. Assignments to the Medal Race will be based on the ranking available at 08:00 on the day of the Medal Race. The International Jury may extend the time limit.

23. Schedule of races

23.1. The maximum number of races scheduled, including the Medal Race, if any, is as follows:

Event	Maximum number of races	Maximum races per day
Men's Skiff	16	4
All other Events	11	3

23.2. Events will be sailed to the schedule set out in the NoR, except that any races not sailed on the scheduled day may be sailed on a following day at the discretion of the Race Committee.

23.3. The warning signal for each succeeding race will be made as soon as practicable.

23.4. After a long delay, to alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound for at least four minutes before a warning signal is displayed.

23.5. On the last day of racing, no warning signal will be made after 18:00.

24. Course changes

24.1. To change the next leg of the course, the Race Committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

24.2. Courses will not be shortened. This changes RRS 32.

25. Protests and requests for redress

25.1. Protest forms are available from the Jury office reception, located in the Marina Office building, or from the Sport Information Desk. Protests and requests for redress or reopening shall be delivered to the Jury office reception within the appropriate time limit.

25.2. For each Event, the protest time limit is 90 minutes after the last boat in that Event has finished the last race of the day.

25.3. Notices will be posted on the Official Notice Board within 30 minutes of the protest time limit to inform athletes of hearings in which they are parties or named as witnesses. Hearings will be held in the protest rooms located in the Jury offices in the Marina Office building, beginning at the time posted. Hearings may be scheduled to begin up to 30 minutes before the end of the protest time.

25.4. Notices of protests by the Race Committee, the EIC or International Jury will be posted to inform boats under RRS 61.1(b).

- 25.5. A list of boats that have been penalised under Appendix P for breaking RRS 42 will be posted.
- 25.6. Breaches of SIs 2, 21, Equipment Inspection Regulations and Coach Boat Regulations will not be grounds for a protest by a boat. This changes RRS 60.1(a).
- 25.7. Penalties for breaches of NoR 25.2 (Media Rights, Cameras and Electronic Equipment), and SIs 2, 3, 8.2, 11.4, 13.2, 13.3; 14, 16, 21, 26.7, 40, 41, 42, and 44, or for breaches of RRS 41, the Class Rules or Equipment Inspection Regulations are at the discretion of the International Jury.
- 25.8. A boat may accept a discretionary penalty for the breaches stated in 25.7 before a hearing concerning the same incident by completing a form available at the Jury office reception, located in the Marina Office building, or the Sport Information Desk.
- 25.9. For some specific breaches of the rules, the Race Committee may apply a standard penalty without a hearing. A list of these breaches and the standard penalty will be posted on the Official Notice Board at the beginning of the Regatta. The Race Committee may still protest a boat when they consider the standard penalty to be inappropriate. A competitor may request redress if he or she believes the application of a standard penalty to be improper. This changes RRS 63.1 and Appendix A5.
- 25.10. On the last day of the opening series, or on the last scheduled day of racing, a request for reopening a hearing shall be delivered:
 - a) Within the protest time limit if the requesting party was informed of the decision on the previous day; or
 - b) No later than 30 minutes after the requesting party was informed of the decision on that day.

This changes RRS 66.

- 25.11. On the last day of the qualifying series or opening series, or on the last scheduled day of racing, a request for redress based on an International Jury decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.

26. Scoring

- 26.1. The Low Point System of RRS Appendix A will apply. RRS B8 is deleted.
- 26.2. When fewer than five opening series races have been completed, a boat's series score will be the total of her race scores.
- 26.3. When five or more opening series races have been completed, a boat's series score will be the total of her race scores excluding her worst score. However, the score from any Medal Race will not be excluded.
- 26.4. One race is required to be completed to constitute a Regatta.

- 26.5. A boat starting later than four minutes after her starting signal will be scored Did Not Start. This changes RRS A4 and A5.
- 26.6. The scoring abbreviation for a discretionary penalty imposed under SIs 25.7, 25.8 and 25.9 will be DPI.
- 26.7. A boat may complete a scoring enquiry form to request correction of an alleged error in posted race or series results. Forms are available from the Jury office reception located in the Marina Office building, or the Sport Information Desk, and shall be returned to the Sport Information Desk.
- 26.8. Medal Race:
- 26.8.1. The boats assigned to compete in the Medal Race will be ranked highest in the Regatta, except for a boat disqualified from the Medal Race under RRS 5 or 69.
- 26.8.2. RRS A4.1 is changed so that the points are doubled. RRS A4.2 is changed so that the scores are based on the number of boats assigned to compete in that race and then doubled.
- 26.8.3. For boats assigned to compete in the Medal Race, ties in the Regatta score will be broken by the Medal Race score. This changes RRS A8. For boats with the same points score in the Medal Race, ties in the Regatta score will be broken applying RRS A8 to the opening series scores.
- 26.8.4. A boat assigned to compete in the Medal Race shall make a genuine effort to start, sail the course and finish. The penalty for a breach of this instruction will be ranking the boat tenth in the Regatta. If there are two such boats, they will be ranked ninth and tenth, in order of their opening-series ranks, and so on. This changes RRS A2.

Section 3 - Match Racing only

30. Additional rules

- 30.1. SI Addendum E, Handling of Provided Boats, will apply, including for practice racing. The International Elliott 6m Class Rules do not apply.
- 30.2. Athletes shall wear personal flotation devices at all times while racing. This changes RRS 40 and the preamble to RRS Part 4.
- 30.3. The attention signal, Flag F, will be displayed at seven minutes. This changes RRS appendix C3.1.
- 30.4. RRS C8.6 is deleted and replaced with 'When the match umpires, together with at least one other umpire, decide that a boat has broken RRS 14 and damage resulted, they may impose a points penalty as described in Addendum F, without a hearing. The competitor shall be informed of the penalty as soon as practicable and, at the time of being so informed, may request a hearing. The International Jury shall then proceed under RRS C6.6. Any penalty decided by the International Jury may be more than the penalty imposed by the umpires. When the umpires decide a penalty greater than that described in SI Appendix E is appropriate, they shall act under RRS C8.4'.
- 30.5. A boat may not protest another boat under SI E2.15 or E2.17. This changes RRS 60.1. When the umpires decide that a boat has broken SI E2.15 or E2.17, she shall be penalised under RRS C5.2 or RRS C5.3.
- 30.6. A buoy may be attached to the Race Committee signal boat anchor line just below keel depth. Boats shall not pass between this buoy and the Race Committee signal boat at any time. This buoy is part of the Race Committee signal boat ground tackle.

31. Identification and assignment of boats

- 31.1. Boats will be identified by numbers on the bow.
- 31.2. Boats shall display the skipper's name and country flag on the mainsails as supplied by the Organising Authority.
- 31.3. Boats will be allocated by the Organising Authority for each stage in accordance with a pre-determined draw.
- 31.4. Boats will be exchanged in accordance with the daily race schedule that will be posted on the Official Notice Board in accordance with SI 4 and the Women's Keelboat Match Racing Pairing Lists that will be posted on the Official Notice Board prior to the beginning of the Regatta.
- 31.5. The Organising Authority will decide which boats are to be used for each stage, and when it decides a boat should not be used, the crew assigned that boat will be given the temporary use of another boat.

32. Communications with athletes

- 32.1. Any change to the Sailing Instructions made ashore will be posted at least 30 minutes before the start of any match affected.
- 32.2. Any change to the Sailing Instructions made afloat will be signalled by the display of flag 3rd substitute with three sound signals. An umpire will communicate these changes verbally.
- 32.3. The sail combination that may be used will be signalled from the Race Committee boat with or before the attention signal:

Signal	Sail combination to be used
No signal	Jib, mainsail and spinnaker
Flag Z	Jib and mainsail only

- 32.4. Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.

33. Format of racing

- 33.1. Teams will be paired in accordance with the Women's Keelboat Match Racing Pairing Lists that will be posted on the Official Notice Board prior to the beginning of the Regatta.

- 33.2. Stages:

33.2.1. Stage 1: Opening Round Robin Series

- 33.2.1.1. A full round robin between the 12 teams will be sailed.
- 33.2.1.2. The first 8 teams will go to the Quarter Finals (Stage 2) and their results will determine seeding at that stage.
- 33.2.1.3. For the remaining teams, the result will determine places 9 through 12 in the overall Event.

33.2.2. Stage 2: Quarter Finals

- 33.2.2.1. The 8 teams will sail a knock-out series.
- 33.2.2.2. The pairings will be:
 - (a) QF1: 1st place in Stage 1 v 8th place in Stage 1
 - (b) QF2: 4th place in Stage 1 v 5th place in Stage 1
 - (c) QF3: 3rd place in Stage 1 v 6th place in Stage 1
 - (d) QF4: 2nd place in Stage 1 v 7th place in Stage 1.

- 33.2.2.3. The winner of each pair will be the first team to score at least three points. The losers go to the Sail Offs (Stage 3) and the winners go to the Semi Finals (Stage 4).

33.2.3. Stage 3: Sail Offs

33.2.3.1. The 4 teams will sail a knock-out series.

33.2.3.2. The loser of QF1 SI 33.2.2.2 (a) will sail against the loser of QF2, SI 33.2.2.2 (b). The two remaining losers will sail against each other.

33.2.3.3. The winner of each pair will be the first team to score at least three points.

33.2.3.4. The two winners will go to the 5 to 6 sail off, and the two losers will go to the 7 to 8 sail off.

33.2.3.5. The winner of each pair will be the first team to score at least three points. The results will determine places 5 to 8 in the Event.

33.2.4. Stage 4: Semi Finals

33.2.4.1. The 4 teams will sail a knock-out series.

33.2.4.2. The winner of QF1 SI 33.2.2.2 (a) will sail against the winner of QF2, SI 33.2.2.2 (b). The two remaining winners will sail against each other.

33.2.4.3. The winner of each pair will be the first team to score at least three points. The winners go to the Final and the losers go to the Petit Final (Stage 5).

33.2.5. Stage 5: Final and Petit Final

33.2.5.1. The Final and Petit Final will be a knock-out series for 2 teams.

33.2.5.2. The winner of each pair will be the first team to score at least three points. The results will determine places 1 to 4 in the final standings.

33.3. In a knock-out series between two teams:

33.3.1. The teams shall alternate assigned ends for each match. Except for Stage 2: Quarter Finals (SI 33.2.2), the initial assigned end will be decided by a draw conducted by the Chief Umpire at the beginning of the Regatta.

33.3.2. When, in a knock-out series, a winner of a particular series has been determined, further matches between these two teams will not be sailed. Subsequent matches will be brought forward to eliminate blank starts. Athletes will be so advised verbally by an umpire.

34. Schedule of races

- 34.1. The maximum number of matches scheduled is 126.
- 34.2. The daily race schedule, the allocated course area and the scheduled time of the starting signal for the first flight will be posted on the Official Notice Board as set out in SI 4.
- 34.3. The attention signal for each succeeding flight will be made as soon as practicable.
- 34.4. On the last day of racing, no attention signal will be made after 18:00.
- 34.5. When a match cannot start at its intended time, the signals and starts of the following matches will remain as originally scheduled, leaving a blank start for the pair not starting. The warning signal for a blank start will be a pink flag; there will be no other signals for the blank start.
- 34.6. Breakdown and time for repairs:
 - 34.6.1. Before the attention signal of a flight, or within two minutes of finishing, or within five minutes of changing into a new boat, whichever is later, a boat may display flag L to signal breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to close to leeward of the Race Committee signal boat and remain there, unless otherwise directed.
 - 34.6.2. The time allowed for repairs shall be at the discretion of the Race Committee.
 - 34.6.3. After the attention signal of a flight, a match will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 34.7.1.
 - 34.6.4. Except when RRS 62.1 (b) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 62.

35. Course changes

- 35.1. Changes to the course will be made by laying a new Mark 1.
- 35.2. RRS 33 and Race Signals are changed as follows:
 - 35.2.1. Flag C and a coloured flag or board means: 'The windward mark has been moved or replaced. Sail to a mark the same colour as the flag or board.'
 - 35.2.2. When a change of course after starting only affects some matches, these will be designated by the appropriate numeral pennant.
- 35.3. When a change of course is made for the first leg, the signal will be displayed from the Race Committee signal boat with the preparatory signal for each match affected. The preparatory signal will be followed by a series of repetitive sound signals.

35.4. RRS 32 is deleted and replaced with: 'After the starting signal the Race Committee may abandon or shorten any match for any reason after consulting with the match umpires when practical'.

Section 4 - Other instructions for all racing

40. Trash disposal

As sailors, we seek to protect and restore our oceans and coastal waters. Boats shall not intentionally put trash in the water. Trash may be placed aboard coach and race official boats.

41. Berthing and boat park

When berthed, boats shall be kept in their assigned places in the marina or boat park.

42. Haul out restrictions

Keel boats shall not be hauled out during the Regatta, except with and according to the terms of prior written permission of the EIC.

43. Diving equipment and plastic pools

Underwater breathing apparatus and plastic pools or their equivalent shall not be used around keel boats between the preparatory signal of the first race and the end of the Regatta.

44. Radio communication

A boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats, except in an emergency or when using equipment provided by the Organising Authority. This restriction also applies to mobile telephones.

45. Prizes

Medals will be awarded to the top three boats in each Event. The Organising Authority may alter prizes if less than 10 boats are entered in an Event.

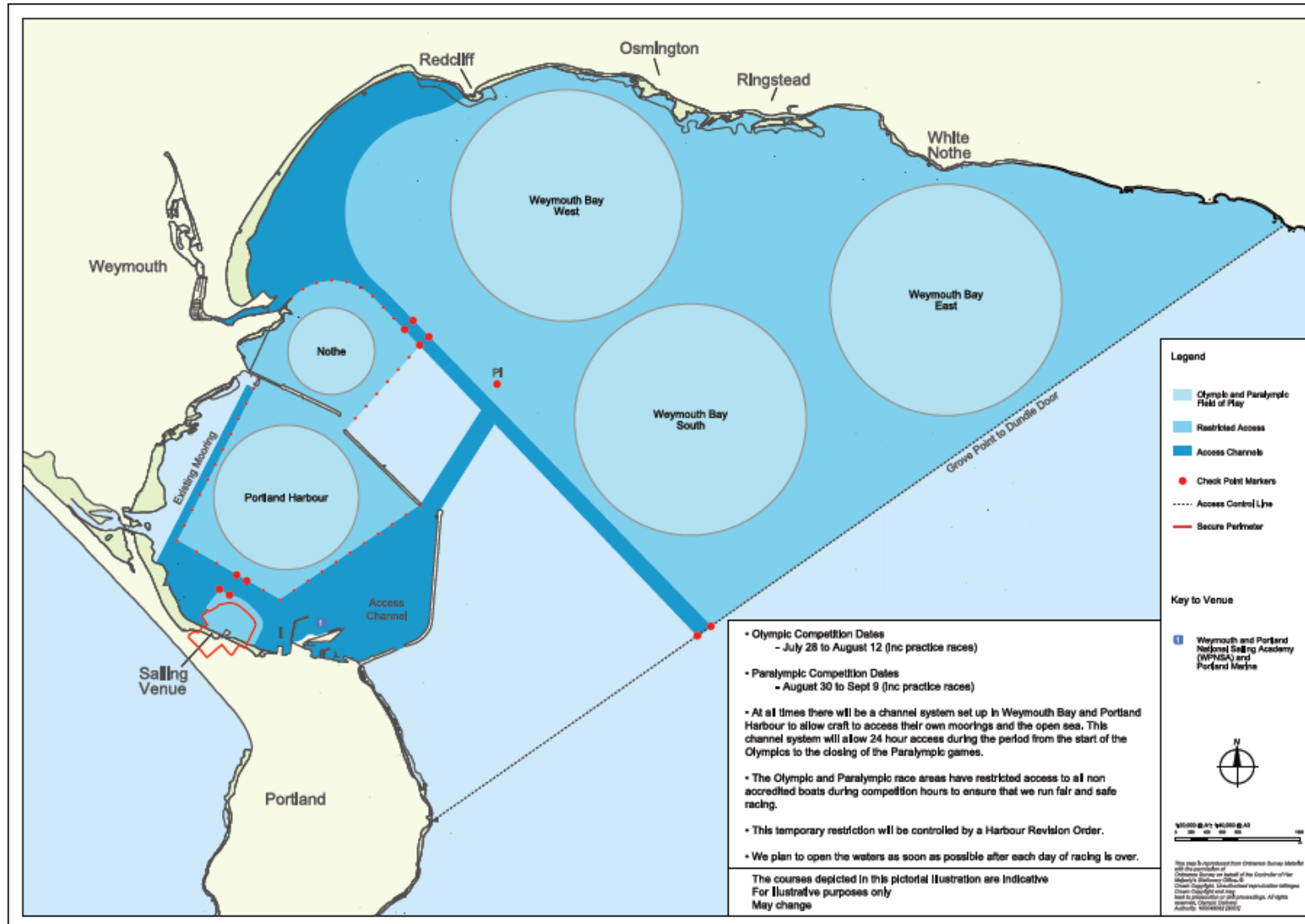
46. Disclaimer of liability

Athletes participate in the Regatta entirely at their own risk. See RRS 4, Decision to Race. Neither the Organising Authority nor ISAF will accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the Regatta.

47. Insurance

For all Events, each person in charge shall be insured with valid third-party liability insurance with a minimum cover of £1,500,000 or the equivalent per incident.

Addendum A – Course areas



Addendum B – Course illustrations

O

Course: Outer Trapezoid

Signal	Mark Rounding Order
O2	Start - 1 - 2 - 3s/3p - 2 - 3p - Finish
O3	Start - 1 - 2 - 3s/3p - 2 - 3s/3p - 2 - 3p - Finish
O4	Start - 1 - 2 - 3s/3p - 2 - 3s/3p - 2 - 3s/3p - 2 - 3p - Finish

I

Course: Inner Trapezoid

Signal	Mark Rounding Order
I2	Start - 1 - 4s/4p - 1 - 2 - 3p - Finish
I3	Start - 1 - 4s/4p - 1 - 4s/4p - 1 - 2 - 3p - Finish
I4	Start - 1 - 4s/4p - 1 - 4s/4p - 1 - 4s/4p - 1 - 2 - 3p - Finish

OS

Course: Outer Slalom

Signal	Mark Rounding Order
OS2	Start - 1 - 2 - 3s/3p - 2 - 3p - S1 - S2 - S3 - Finish
OS3	Start - 1 - 2 - 3s/3p - 2 - 3s/3p - 2 - 3p - S1 - S2 - S3 - Finish
OS4	Start - 1 - 2 - 3s/3p - 2 - 3s/3p - 2 - 3s/3p - 2 - 3p - S1 - S2 - S3 - Finish

IS

Course: Inner Slalom

Signal	Mark Rounding Order
IS2	Start - 1 - 4s/4p - 1 - 2 - 3p - S1 - S2 - S3 - Finish
IS3	Start - 1 - 4s/4p - 1 - 4s/4p - 1 - 2 - 3p - S1 - S2 - S3 - Finish
IS4	Start - 1 - 4s/4p - 1 - 4s/4p - 1 - 4s/4p - 1 - 2 - 3p - S1 - S2 - S3 - Finish

L

Course: Windward/Leeward

Signal	Mark Rounding Order
L2	Start - 1 - 4s/4p - 1 - Finish
L3	Start - 1 - 4s/4p - 1 - 4s/4p - 1 - Finish
L4	Start - 1 - 4s/4p - 1 - 4s/4p - 1 - 4s/4p - 1 - Finish

M

Course: Windward/Leeward With Marks To Starboard

Signal	Mark Rounding Order
M1	Start - 1 - Finish
M2	Start - 1 - 2 - 1 - Finish
M3	Start - 1 - 2 - 1 - 2 - 1 - Finish
M4	Start - 1 - 2 - 1 - 2 - 1 - 2 - 1 - Finish

Note:
For the purposes of RRS C7, Mark 1 will be the windward mark and Mark 2 will be the leeward mark.

LS

Course: Windward/Leeward With Slalom Finish

Signal	Mark Rounding Order
LS2	Start - 1 - 4s/4p - 1 - 4p - S1 - S2 - S3 - Finish
LS3	Start - 1 - 4s/4p - 1 - 4s/4p - 1 - 4p - S1 - S2 - S3 - Finish
LS4	Start - 1 - 4s/4p - 1 - 4s/4p - 1 - 4s/4p - 1 - 4p - S1 - S2 - S3 - Finish

LG

Course: Windward/Leeward

Signal	Mark Rounding Order
LG2	Start - 1 - 4s/4p - 1 - 4s - Finish
LG3	Start - 1 - 4s/4p - 1 - 4s/4p - 1 - 4s - Finish
LG4	Start - 1 - 4s/4p - 1 - 4s/4p - 1 - 4s/4p - 1 - 4s - Finish

LR

Course: Windward/Leeward

Signal	Mark Rounding Order
LR2	Start - 1 - 4s/4p - 1 - 4p - Finish
LR3	Start - 1 - 4s/4p - 1 - 4s/4p - 1 - 4p - Finish
LR4	Start - 1 - 4s/4p - 1 - 4s/4p - 1 - 4s/4p - 1 - 4p - Finish

Length and angle of finish leg is variable for LG and LR courses

Addendum E – Handling of provided boats

1. General

While all reasonable steps are taken to equalise the boats, variations will not be grounds for redress. This changes RRS 62.

2. Prohibited items and actions

Except in an emergency or in order to prevent damage or injury, or when directed by an umpire otherwise, the following are prohibited:

- 2.1. Any additions, omissions or alterations to the equipment supplied.
- 2.2. The use of any equipment for a purpose other than that intended or specifically permitted.
- 2.3. The replacement of any equipment without the approval of the Race Committee.
- 2.4. Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 2.5. Moving equipment from its normal stowage position, except when being used.
- 2.6. Boarding a boat without prior permission.
- 2.7. Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the Race Committee, or, on race days, while 'AP' is displayed ashore.
- 2.8. Hauling out a boat or cleaning surfaces below the waterline.
- 2.9. Using a flattener as a reef.
- 2.10. Attaching lines to the fabric of spinnakers.
- 2.11. Perforating sails, even to attach tell tales.
- 2.12. Radio transmission (including mobile telephones), except to report damage or in response to a request from the Race Committee.
- 2.13. Adjusting or altering the tension of standing rigging.
- 2.14. The use of electronic instruments other than compass and watches.
- 2.15. Using the spinnaker pole to wing out the foresail.
- 2.16. Marking directly on the hull or deck with permanent ink.
- 2.17. The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or gybing, or to aid the projection of a crew member outboard, is prohibited.

- 2.18. Except in an emergency or when directed by a race official, no person from a team's support crew shall go on board a racing boat or physically assist a team with preparations or repairs.

3. Permitted items and actions

The following are permitted:

- 3.1. Taking on board the following equipment:

- (a) Basic hand tools;
- (b) Adhesive tape;
- (c) Line (elastic or otherwise of 4mm diameter or less);
- (d) Marking pens;
- (e) Tell-tale material;
- (f) Watch, timers and handheld compass;
- (g) Shackles and clevis pins;
- (h) Velcro tape; and
- (i) Spare flags.

- 3.2. Using the items in 3.1 to:

- (a) Prevent fouling of lines, sails and sheets;
- (b) Attach tell tales;
- (c) Prevent sails being damaged or falling overboard;
- (d) Mark control settings;
- (e) Make minor repairs and permitted adjustments; and
- (f) Make signals as per RRS Appendix C6.

- 3.3. Fixing a spinnaker sheet catcher at the bow, providing that it does not extend the length of the boat more than 100mm and does not require any repair after removal.

- 3.4. Fixing a watch or timer to the mast providing that it does not require any repair after removal.

4. Mandatory items and actions

The following are mandatory:

- 4.1. The completion of a written damage report before leaving a boat and submitting it to the Race Committee, even if no damage or loss is recorded. Reports shall include any evidence of matters which could cause damage or disadvantage to the boat in future matches.

- 4.2. At the end of each sailing day:

- (a) Folding, bagging and placement of the sails as directed; and
- (b) Leaving the boat in the same state of cleanliness as when first boarded that day.

- 4.3. At the end of the final day for a particular boat, cleaning the boat (cabin and decks), removing all trash and removing all tape and marks.
- 4.4. Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes / no answer.
- 4.5. Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- 4.6. A breach of items 4.2 and 4.3 will be considered as damage and the cost of rectification will be deducted from the damage deposit.
- 4.7. When towing, the tow line should be attached to the forward pad eye (not the mast). If multiple boats on one tow, the after attachment should run through the small pad eye on the transom and be attached to the pad eye just aft of the main sheet track.

Addendum F – Match racing penalties for damage resulting from contact between boats

Appendix C6.6 and C8.6 permit the umpires or International Jury to decide the penalty when a boat breaks RRS 14. This document explains how damage will be assessed and gives general guidance on the appropriate penalty. When the International Jury has good reasons to do so, it may apply a different penalty.

Damage will be divided into three levels:

Level	Extent	Effect
Level A – Minor Damage	Does not significantly affect the value, general appearance or normal operation of the boat.	The boat may race without repair, although some minor surface work may be required after the Regatta. Repairs should not normally require more than 1 hour of work.
Level B – Damage	Affects the value and / or general appearance of the boat.	The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Requires more than 1 hour of work but should not normally require more than 3 hours of work.
Level C – Major Damage	The normal operation of the boat is compromised and its structural integrity may be impaired.	The boat will need some repair work before racing again. Requires more than 3 hours of work.

Points penalties – to be applied without a hearing (this amends RRS C8.6):

Level	Round robin	Knock out
Level A – Minor Damage	None	None
Level B – Damage	0.5 point	0.75 point
Level C – Major Damage	One point	One point

When both boats break RRS 14, they should both receive a points penalty. If a competitor requests a hearing after a points penalty has been imposed, the International Jury may decide (in the hearing) to give a greater penalty.

Deductions from damage deposits

The assessment of damage level is only for the purpose of points penalties, and is not linked to any deductions from the competitor's damage deposits.

Any points penalty will be based on the assessment of damage level made on the water. Subsequent assessments of the damage level after closer inspection, whether the level turns out to be higher or lower, will have no effect on the points penalty given on the water.

Addendum Q – Umpired fleet races

(Weymouth and Portland International Regatta 2011 Version)

Under rule 86.2 and Regulation 28.1.3, the ISAF has approved the use of these Sailing Instructions as an addendum to the Sailing Instructions for the Weymouth and Portland International Regatta 2011, for umpired fleet racing in the Medal Races.

These Sailing Instructions change the definitions Finish and Proper Course, and rules 20.1, 28.1, 44, 60, 61, 62, 63, 64.1, 65, 66, 70, 78.3 and B7.

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) The definition Finish is changed to:

A boat *finishes* when any part of her hull, or crew or equipment in normal position, crosses the finishing line in the direction of the course from the last *mark*, either for the first time or after completing any penalties or, under rule 28.1, after correcting an error made at the finishing line.
- (b) Add to the definition Proper Course: 'A boat taking a penalty or manoeuvring to take a penalty is not sailing a *proper course*.'
- (c) When rule 20.1 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.

Instruction Q1.1(c) does not apply to boards.

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 when she may have broken a rule of Part 2 (except rule 14 when she has caused damage or injury) or rule 31 while *racing*.'
- (b) For boards, the One-Turn Penalty is one 360° turn with no requirement for a tack or a gybe.
- (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. Rule B7 is deleted.

- (e) Rule 62.1(a), (b) and (d) are deleted.
- (f) Rule 64.1(c) 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.
- (g) Rules P1 to P4 shall not apply.

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, but only for an incident in which she was involved, or under rule 31 or 42. To do so, she shall hail 'Protest' and conspicuously display a red 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. However, a board need not display a red flag.

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 promptly taking a One-Turn Penalty. If the protested boat does not take a penalty voluntarily, an umpire will decide whether to penalise any boat and signal the decision as provided in instruction Q3.1.

Q2.3 At the finishing line, the Race Committee will display each boat's sail number and her finishing place or scoring abbreviation. After this has been done for all boats, the Race Committee will promptly display flag B with one sound. Two minutes later, flag B will be removed with one sound.

Q2.4 A boat intending to:

- (a) protest another boat under a rule other than instruction Q3.2 or Q4.2(a), rule 42, 44 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 before or during the display of flag B. The same time limit applies to protests under instructions Q5.5 and Q5.6. The International Jury may extend the time limit if there is good reason to do so.

Q2.5 The Race Committee will promptly inform the International Jury about any protests or requests for redress made under instruction Q2.4.

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 penalised under instruction Q3.1 (b) shall take a One-Turn Penalty.
 - (b) A boat disqualified under instruction Q3.1 (c) shall promptly leave the course area.

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) gains an advantage despite taking a penalty;
- (d) deliberately breaks a rule;
- (e) commits a breach of sportsmanship; or
- (f) fails to comply with instruction Q3.2 or to take a penalty when required to do so by an umpire

an umpire may penalise her without a protest by another boat. The umpire may impose one or more penalties to be taken under rule 44, each signalled by displaying a red flag and hailing the boat, or disqualify her under instruction Q3.1 (c), or report the incident to the International Jury for further action.

- Q4.2
- (a) A boat shall not round or pass a mark on the wrong side. If she does so, she may correct her error as provided in rule 28.1 only if she does so before she rounds or passes the next mark or finishes.
 - (b) When a boat breaks instruction Q4.2(a) and fails to correct her error before rounding or passing the next mark or finishing, an umpire may disqualify her 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 Q4.2(a) or a rule listed in instruction Q2.1, may inform the International Jury for its action under rule 60.3. However, he will not inform the International Jury 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 or the International Jury. 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 International Jury may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.
- (c) If the International Jury 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.
- Q5.4 The Race Committee will not protest a boat.
- Q5.5 The EIC may protest a boat for an alleged breach of a Class Rule, Equipment Inspection Regulation or rule 43.1 (a) or (b).
- Q5.6 The International Jury may protest a boat under rule 60.3. However, it will not protest a boat for breaking instruction Q3.2 or Q4.2(a), a rule listed in instruction Q2.1, or rule 14 unless there is damage or injury.

June 19, 2011