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**SOPOT MATCH RACE  
WORLD SAILING GRADE 1  
22-25 AUGUST 2018**

Abbreviations:

PC – protest committee	RC – race committee
OA – organising authority	NA – national authority
RRS – racing rules of sailing	SI – sailing instructions
IJ – International Jury	NoR – notice of race

## 1. RULES

- 1.1 The event will be governed by
  - (a) The rules as defined in RRS2017-2020, incl. appendix C
  - (b) the rules for Handling Boats (SI appendix C), which also apply to any practice sailing and sponsor races. Class rules will not apply.
  - (c) any prescriptions of the national authority that will apply shall be posted on the official notice board.
- 1.2 If there is a conflict between languages, the English text will take precedence.
- 1.3 Add to RRS 41: (e) help to recover from the water and return on board a crew member, provided the return on board is at the approximate location of the recovery
- 1.4 Delete RRS C8.6 and replace with: When the match umpires, together with at least one other umpire, decide that a boat has broken rule 14 and damage resulted, they may impose a points penalty as described in SI Appendix E, 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 protest committee shall then proceed under RRS C6.6. Any penalty decided by the protest committee 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 rule C8.4.
- 1.5 Add to the preamble of RRS part 4: 'Rule 40 shall apply to all boats when afloat'.

## 2. ENTRIES and ELIGIBILITY

- 2.1. Only skippers invited by the OA are eligible for the event. The skippers are listed in SI Appendix A.
- 2.2. To remain eligible the entire crew shall complete registration, pay the, deposit 1000 EUR for damage and complete crew weighing, all between 12:00 on the 21 August and 08:30 on 22 August unless extended by the OA.
- 2.3. The damage deposit is the limit of liability of each skipper for each incident. In the event that a deduction is made from the deposit, the skipper will be required to restore the deposit to the original value in to maintain eligibility.
- 2.4. Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or PC.
- 2.5. After the warning signal for a match, the registered skipper shall not leave the helm except in an emergency.

- 2.6. When a registered skipper is unable to continue in the event, the PC may authorize an original crew member to substitute.
- 2.7. When a registered crew member is unable to continue in the event, the PC may authorize a substitute, a temporary substitute or other adjustment.

### 3. COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located at the Race Office and replicated in the competitor's area in the Marina Sopot.
- 3.2 Signals made ashore will be displayed on the RC boat.
- 3.3 Skippers shall attend the first briefing, which will be at the Race Office at 0900 on 22 August, unless excused by the OA.
- 3.4 The first meeting with the umpires will follow the first briefing.
- 3.5 A daily morning meeting will start at 09:00 at the Race Office.
- 3.6 Skippers shall attend a press conference at the Marina Sopot each day they race, starting approximately 30 minutes after the last race of the day.

### 4. AMENDMENTS TO SAILING INSTRUCTIONS

- 4.1 Amendments to the SI made ashore will be posted at least 30 minutes before the start of any race affected and will be signed by the RC and the PC representatives, except for changes in the time for the first attention signal, which will be signalled in accordance with SI 8.7.
- 4.2 Amendments made afloat will be communicate by an umpire verbally or in writing. Flag 3<sup>rd</sup> substitute and sound signals are not necessary.

### 5. BOATS AND SAILS

- 5.1 The event will be sailed in Diamant 3000 type boats.
- 5.2 The sails to be used will be allocated by the RC. The sail combination to be used will be signalled from the RC boat with or before the attention signal. The signals will have the following meanings:

<b>Signal</b>	<b>Sail combination to be used</b>
None	Jib, Full Main, Spinnaker
Flag G	Jib, Full Main, No Spinnaker
Flag J	Jib, Reefed Main, Spinnaker
Flag R	Jib, Reefed Main, No Spinnaker
- 5.3 Competitors may be requested to exchange sails during a series to satisfy sponsorship commitments. This will not be grounds for redress. This changes RRS 62.
- 5.4 The RC will decide which boats are to be used for each stage and when they decide a boat should not be used, the skipper assigned that boat will be given the temporary use of another boat.
- 5.5 The RC may permit a substitute boat when it is satisfied that the original boat is damaged and that repairs in the time available are not practical.

### 6. IDENTIFICATION and ASSIGNMENT OF BOATS

- 6.1 Boats will be identified by sponsors name on the hull:
- 6.2 Boats will be drawn for each stage at the morning meeting or at the beginning of each stage as decided by the RC.

6.3 Boats will be exchanged in accordance with the pairing list and race schedule.

## 7. CREW MEMBERS, NUMBER and WEIGHT

7.1 The total number of crew (including the skipper) shall be 4 for Open and 5 for all Women crews; excluding persons placed on board by the RC. All registered crew shall sail all races.

7.2 The total weight of the crew, including the skipper, dressed in at least shorts and shirts, shall not exceed 350 kg, determined at the time of registration.

## 8. EVENT FORMAT AND STARTING SCHEDULES

8.1 The event format detailed in SI Appendix B.

8.2 (a) In a knock-out series between two skippers they shall alternate assigned ends for each match. Unless designated in the pairing list, the initial assigned ends shall be determined by a draw. This changes RRS C4.1.

(b) When a knock-out series between two skippers has been decided, further matches between these two shall not be sailed.

(c) Crews will exchange boats after odd matches of each series unless otherwise agreed by both skippers.

8.3 The racing days are scheduled as 22 to 25 August.

8.4 The latest time for an attention signal on the last scheduled day of racing will be around 1530.

8.5 The number of matches to be sailed each day will be determined by the RC.

8.6 The RC may terminate any stage or the event when, in its opinion, it is impractical to attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favour of later stages.

8.7 The intended time of the first attention signal each day is 10:00, except August 22 is 1030

8.8 Each subsequent flight will be started as soon as practicable after the previous flight.

8.9 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. No starting sequence flags will be displayed for a blank start.

8.10 When, in a knock out series, a winner of a particular series has been determined, subsequent starts shall be brought forward to eliminate blank starts. Competitors will be so advised orally by an umpire.

## 9. RACING AREA

The racing area will be in the Bay of Gdansk, near the Molo (wooden pier in Sopot). The racing area will be situated as close to the shore as practicable.

## 10. COURSE

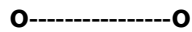
10.1 Configuration, Signals and Course To Be Sailed.

(a) Configuration (not to scale)

Mark W ○

Gate L1 ○ ○ L2

Start/Finish



- (b) Signals and course to be sailed  
Course signals will be displayed from the RC vessel at or before the warning signal.

<b>Signal:</b>	<b>Course:</b>
No signal	Start - W - L1/L2 - W - Finish
Flag S	Start - W- Finish

- (c) Description of Marks  
The RC boat will be identified by a RC Flag.  
The starting/finishing line mark will be a pole with orange flag.  
Mark W will be a yellow mark  
Marks L<sub>1</sub> and L<sub>2</sub> will be yellow marks  
Replacement W marks will be red and green marks.

#### 10.2 Starting/Finishing Line

The starting/finishing line will be a straight line between the course side of a starting/finishing line mark and a pole with orange on the RC vessel.

#### 10.3 Course Limits

- (a) Multiple small buoys of white colour may be laid close to the shore. While racing, no part of a boat's hull shall cross the imaginary straight line between these buoys or the extensions of the line.
- (b) This line ranks as an obstruction and is the limit of safe pilotage for the purposes of Part 2 of the RRS.
- (c) There is no penalty for touching these buoys.
- (d) A breach of this sailing instruction is not open to protest by boats but is subject to action by umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

#### 10.4 Abandonment and Shortening

- (a) RRS 32 is deleted and replaced with: 'After the starting signal the RC may abandon or shorten any match for any reason, after consulting with the match umpires when practical.'
- (b) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies only to that match.

### 11. BREAKDOWN SIGNAL and TIME FOR REPAIRS

11.1 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 a green flag 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 RC boat and remain there, unless otherwise directed.

11.2 The time allowed for repairs shall be at the discretion of the RC.

11.3 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 11.1.

11.4 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.

### 12. STARTING PROCEDURE

12.1 Starting signals will be made in accordance with the following table. This changes RRS C3.1.

Time to the Start [Minutes]	Visual Signal	Sound Signal	Means
7	Flag 7 displayed	One	Attention Signal
6	Flag 7 removed	None	
5	Flag 5 displayed Match numeral pennant displayed	One	Warning Signal
4	Flag 4 displayed Flag 5 removed	One	Preparatory Signal
2	Blue or Yellow flag or both displayed if required*	One if required	End of prestart entry time
1	Flag 1 displayed Flag 4 removed Match numeral pennant removed	One	1 Minute to Start
0	Flag 1 removed	One	Starting Signal

\* These signals shall be made only if one or both boats fail to comply with rule C4.2. The flag(s) shall be displayed until the umpires have signalled a penalty or for one minute, whichever is earlier.

### 13. CHANGE OF POSITION OF THE WINDWARD MARK

13.1. **Change of Course Signals** (amends RRS 33 and Race Signals):

- (d) Flag C and a coloured flag or board together with repetitive sound signals means: 'The windward mark has been moved. Sail to the mark with the same colour as the flag or board'.
- (e) When a change of course after starting only affects some matches these shall be designated by the appropriate numeral pennant.

13.2. **Signalling vessel**

- (a) When a change of course is made for the first leg, the signal shall be displayed from the RC boat with the preparatory signal for each match affected. The preparatory signal shall be followed by a series of repetitive sound signals.
- (b) When a change of course is signalled after the first leg it shall be displayed from a boat in the vicinity of mark L.

### 14. TIME LIMIT

A boat that does not finish within 5 minutes after her opponent has completed the course and finished, will be scored DNF. This changes RRS 35 and A5.

### 15. SPARE

### 16. MEDIA, IMAGES and SOUND

16.1. If required by the OA:

- (a) Television personnel and equipment (or dummies) supplied by the OA shall be carried on board while racing.

(b) Registered skippers shall use VHF radio supplied by the OA during racing and be available for interviews when advised by the OA or RC.

16.2. Competitors shall not interfere with the normal working of the OA supplied media equipment.

16.3. The OA shall have the right to use any images and sound recorded during the event free of any charge.

## **17. PRIZES**

17.1. The principal prize for first place will be the Sopot Match Race Trophy.

17.2. Other prizes may be awarded.

## **18. CODE OF CONDUCT**

18.1 Competitors shall comply with any reasonable request from any official, including attendance at official functions, co-operation with event sponsors and shall not behave so as to bring the event into disrepute.

18.2 Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Appendix C and D.

18.3 The penalty for breaking this SI is at the discretion of the IJ and may include exclusion from further participation in the event, the withdrawal of any prize money or the withholding of deposits.

## **19. DISCLAIMER**

All those taking any part in the event do so at their own risk. The OA, its associates and appointees accept no responsibility for any loss, damage, injury or inconvenience incurred, howsoever caused.

**SI APPENDIX A**

**LIST OF ELIGIBLE SKIPPERS**

No	Skipper	Country	World Sailing Ranking
1	Ettore Botticini	ITA	5
2	Patryk Zbroja	POL	6
3	Eric Monnin	SUI	10
4	Szymon Szymik	POL	27
5	Szymon Jabłkowski	POL	30
6	Feliks Jacobsen	DEN	31
7	Łukasz Wosinski	POL	34
8	Przemysław Tarnacki	POL	67
9	Sylvain Escurat	FRA	127
10	Karol Jabłoński	POL	152

## SI APPENDIX B

### EVENT FORMAT and SCHEDULE OF RACES

#### 1 Round Robin 1

- (a) All skippers will sail a First Round Robin..
- (b) The 1st highest scoring skipper in will qualify directly to Semi-Finals.
- (c) The skippers placed 2-7 shall qualify for Quarterfinal

#### 2 Quarter-finals

- (a) 2<sup>nd</sup> highest ranked skipper will have a right to choose an opponent in quarterfinals. Than second ranked will have the right to choose an opponent out of remaining 3. Last 2 skippers will sail each other.
- (b) The first skippers to score at least 3 points shall proceed do the Semi-Final.

#### 3 Semi-Finals

- (a) The highest ranked skipper will have a right to choose an opponent in Semi Final. Other two skippers will sail each other
- (b) The first skippers to score at least 3 points shall proceed do the Final, and the other two shall race in Small Final

#### 4 Small Final

The first skipper to score at least 2 points shall be awarded third place, the other fourth place

#### 5 Final

The first skipper to score at least 3 points shall be the winner



## SI APPENDIX C

### HANDLING 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 sanction of the RC.
- 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 RC, 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 RC.
- 2.13 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.14 Using a winch to adjust the mainsheet, backstay or vang.
- 2.15 Adjusting lifeline tension.
- 2.16 Using a reef line as an outhaul.
- 2.17 Cross winching foresail sheets.
- 2.18 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.19 The use of electronic instruments other than hand held compass and watches.
- 2.20 Using the spinnaker pole to wing out the foresail.
- 2.21 Marking directly on the hull or deck with permanent ink.
- 2.22 Use of tape, including duct tape, that leaves a residue.
- 2.23 The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) or the stantions, guardrails or lifelines to facilitate tacking or gybing, or to aid the projection of a crew member outboard is prohibited.
- 2.24 Use of the engine between the lowering of the attention signal and a boats preparatory signal.

A breach of SI C 2.23 and 2.24 are not open to protest by boats but are subject to action by Umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

#### 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 4 mm diameter or less)

- (d) marking pens
  - (e) tell tale material
  - (f) watch, timers and hand held compass
  - (g) shackles and clevice pins
  - (h) velcro tape
  - (i) bosun's chair
  - (j) 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
  - (f) make signals as per Appendix C6

#### 4 **MANDATORY ITEMS and ACTIONS**

The following are mandatory.

- 4.1 At the end of each sailing day:
  - (a) folding, bagging and placement of the sails as directed
  - (b) leaving the boat in the same state of cleanliness as when first boarded that day
  - (c) releasing backstay tension
- 4.2 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.
- 4.3 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- 4.4 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- 4.5 Leaving the engine gear lever in the reverse position while racing.
- 4.6 Using backstays while sailing is mandatory. A breach of this SI is not open to protest by boats.

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### SI APPENDIX D – EQUIPMENT LIST

The following non-fixed items, provided by the OA, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported on the daily damage report.

#### SAILS and SAILING EQUIPMENT

Mainsail and set of battens

Jib

Spinnaker

One winch handle

One spinnaker pole

Two spinnaker sheets

Two jib sheets

Tiller extension

Jib cars

#### SAFETY GEAR

Life jackets for each crew member

Bilge pump

#### GROUND TACKLE

Anchor and chain

Anchor line

#### MOORING LINES and FENDERS

Two mooring lines

Two fenders

#### FUEL and WATER

As provided by the organisers

TOOLS Any supplied tools

## SI APPENDIX E – DAMAGE PENALTIES

### Match Racing Penalties for Damage resulting from contact between boats

Appendix C6.6 and C8.6 permits the umpires or protest committee 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 protest committee has good reasons to do so, it may apply a different penalty.

Damage will be divided into 3 levels as shown in the following table:

Level	Extent	Effect
Level A - Minor Damage	Does not significantly affect the value, general appearance or normal operation of the boat.	Boat may race without repair although some minor surface work may be required after the event. 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.

### Point Penalties - to be applied without a hearing (this amends RRS C8.6);

Level	Round Robin	Knock Out
<b>A</b>	None	None
<b>B</b>	Half point	Three quarters of a point
<b>C</b>	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 protest committee 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.



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## **Amendment No. 1**

### **Change 10.5:**

#### 10.5 Course Limits

- (e) Multiple small buoys of white and violet colour may be laid close to the shore. While racing, no part of a boat's hull shall cross the imaginary straight line between these buoys or the extensions of the line.

### **Add 1.6:**

1.6 If one boat has finished and the other boat has an outstanding penalty, the umpires may cancel the outstanding penalty. (RRS C7.2g)