

**APPENDIX D** (Updated January 2016)

**STANDARD WORLD CHAMPIONSHIP SAILING INSTRUCTIONS**

(World Championship Sailing Instructions shall be submitted to the IGC for approval)

This guide provides a set of sailing instructions designed primarily for World Championships and may be modified and adapted for other sanctioned events.

The principles on which all sailing instructions should be based are as follows:

- 1 They should include only two types of statement: the intentions of the race committee and the obligations of competitors.
- 2 They should be concerned only with racing. Information about social events, assignment of moorings, etc. should be provided separately.
- 3 They should not change the racing rules except when clearly desirable.
- 4 They should not repeat or restate any of the racing rules.
- 5 They should not repeat themselves.
- 6 They should be in chronological order; that is, the order in which the competitor will use them.
- 7 They should, when possible, use words or phrases from the racing rules.

**INTERNATIONAL ETHELLES CLASS**

**20\_\_ World Championship**

\_\_\_\_ Yacht Club, \_\_\_\_\_

**XX to YYMonth 20\_\_**

The Organising Authority is the \_\_\_\_\_ Yacht Club in conjunction with the \_\_\_\_\_ Etchells Fleet (or the .....Yacht Club if no Etchells fleet is involved)

**REGATTA OFFICIALS**

Event Organiser:	_____	Chairman
Race Committee:	_____	Chairman
International Jury:	_____	Chairman
	_____	
	_____	
	_____	
	_____	

# INTERNATIONAL ETHELLES CLASS

## 20\_\_ World Championship

### SAILING INSTRUCTIONS

#### 1. RULES

- 1.1 The regatta will be governed by the 'rules' as defined in the current Racing Rules of Sailing (RRS).
- 1.2 The prescriptions of the \_\_\_\_\_ national authority will not apply (for World Championships only where applicable).
- 1.3 The rules of the International Etchells Class Association will apply except as modified by these Sailing Instructions.
- 1.4 The Championship is an ISAF Recognised Event and is sanctioned by the International Etchells Class as a Class A event. All competitors shall meet the eligibility requirements of the International Etchells Class and shall comply with the ISAF Eligibility Code, Regulation 19.
- 1.5 Boats may be required to display advertising chosen and supplied by the organising authority.
- 1.6 If there is a conflict between languages, the English text will take precedence.
- 1.7 If there is a conflict between rules or regulations, other than RRS, the Sailing Instructions will prevail. This alters RRS 63.7.

#### 2. NOTICES TO COMPETITORS

Notices to competitors will be posted on the Official Notice Board located at \_\_\_\_\_.

#### 3. CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before \_\_\_\_\_ hours on the day it will take effect, except that any change to the schedule of races will be posted by 2000 hours on the day before it will take effect.

#### 4. SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed at \_\_\_\_\_.
- 4.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than \_\_\_\_\_ minutes' in race signal AP. This changes RRS Race Signals.
- 4.3 When flag Y is displayed ashore, RRS 40 applies at all times while afloat. This changes RRS Part 4 Preamble.

#### 5. REGISTRATION

- 5.1 Registration formalities as detailed in the Notice of Race are required to be completed by \_\_\_\_\_ hours on \_\_\_\_\_.
- 5.2 All boats will be issued with bow numbers at registration. Bow numbers are to be attached to the forward part of each side of each boat, with the after part of the bow number to be no more than one metre from the hull datum point as defined in class rule D.2.4 (a) and the top of the bow number to be no more than 20 mm below the gunwale. No numbers may wrap around the stem or the gunwale and the spacing between characters shall be 70 mm.

## 6. SCHEDULE OF RACES

6.1 Racing is scheduled as follows:

Date	Race	Time
Day and Date	Skippers' Briefing	_____
Day and Date	Practice Race, 1 <sup>st</sup> Warning signal	_____
Day and Date	Race Day 1, 1 <sup>st</sup> Warning signal	_____
Day and Date	Race Day 2, 1 <sup>st</sup> Warning signal	_____
Day and Date	Race Day 3, 1 <sup>st</sup> Warning signal	_____
Day and Date	Race Day 4, 1 <sup>st</sup> Warning signal	_____
Day and Date	Race Day 5, 1 <sup>st</sup> Warning signal	_____
Day and Date	Race Day 6, 1 <sup>st</sup> Warning signal	_____

6.2 Nine races are scheduled and more than one race may be sailed on any race day.

6.3 The Class International Governing Committee members present may permit the Race Committee to deviate from the above schedule.

6.4 When more than one race will be held on the same day, the warning signal for each succeeding race will be made as soon as practicable. To alert boats that another race will begin soon, flag L will be displayed at the finish of the previous race.

6.5 On the last day of the regatta no warning signal will be made after \_\_\_\_\_.

## 7. CLASS FLAG

The class flag will be the Etchells Class insignia on a white background or Flag E.

## 8. RACING AREA

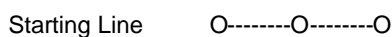
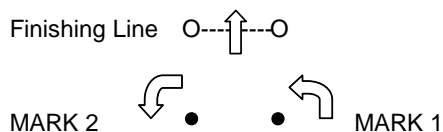
Racing will take place in the vicinity of \_\_\_\_\_.

## 9. THE COURSES

9.1 The diagrams below show the course configuration, including the order in which marks are to be passed, and the side on which each mark is to be left. The approximate length of the windward legs will be \_\_\_\_\_nm.

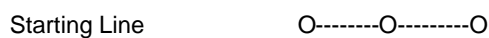
**Course 1**

Start – 1 – 2 - 3P/3S – 1 – 2 - 3P/3S – Finish



**Course 2**

Start – 1 – 2 – 3P/3S – 1 – 2 – Finish



9.2 The course to be sailed will be designated by displaying Numeral Pennant 1 or 2 from the race committee vessel no later than the warning signal.

9.3 The race committee vessel may display the approximate compass bearing from the Starting Line to Mark 1.

9.4 When there is a gate, boats shall sail between the gate marks from the direction of the previous mark and round either gate mark.

9.5 Courses may be shortened in accordance with RRS 32 and Race Signals.

## **10. MARKS**

10.1 Marks 1, 2, 3P and 3S will be \_\_\_\_\_.

10.2 New marks, as provided in instruction 12.1, will be \_\_\_\_\_.

10.3 The starting and finishing marks will be \_\_\_\_\_.

## **11. THE START**

11.1 Races will be started using RRS 26.

11.2 The Starting Line will be between the staffs displaying a orange flags on the race committee vessels at each end of the starting line. If a split starting line is used, the wording should be: The Starting Line will consist of three committee vessels; starboard end signal boat, mid line signal boat and port end signal boat. The mid line signal boat may not be on a straight line between the starboard end signal boat and the port end signal boat. The Starting Line will be between staffs displaying orange flags on the starboard end signal boat and the mid line signal boat and between staffs displaying orange flags on the mid line signal boat and the port end signal boat.

11.3 A boat starting later than 10 minutes after the starting signal will be scored DNS. This changes RRS 63.1, A4.1 and A.5.

11.4. A Race Committee boat stationed near Mark 1 will display the bow numbers of boats that have violated RRS 30.3. Other Race Committee boats may also be used along the first windward leg for such display. Boats identified under this instruction shall promptly leave the race course and not interfere with boats still racing.

11.5 The Race Committee will attempt to notify OCS and BFD boats by bow number or sail number by radio on VHF Channel..... approximately one minute after the starting signal. Failure of equipment, failure to hear a hail, delay in hailing or the order in which hails are given will not be grounds for redress.

11.6 If a split starting line is used, the following wording should be included: RRS 30.1, the I flag Rule, is modified so that boats subject to 30.1 shall thereafter sail from the course side, across an extension of either end, or around the mid line boat, leaving it to port as if it were the port end of the starting line and to the pre-course side before starting.

## **12. CHANGE OF THE NEXT LEG OF THE COURSE**

12.1 To change the next leg of the course, the Race Committee will move the original mark (or the finishing line) to a new position. The change will be signaled before the leading boat has begun the leg, although the mark (or finishing line) may not yet be in the new position. Any mark to be rounded after rounding the moved mark may be relocated without further signaling to maintain the course configuration. This changes RRS 33.

## **13. THE FINISH**

13.1 The finishing line will be between staffs displaying a orange flags on the race committee vessels at each end of the line.

## **14. PENALTY SYSTEM**

14.1 The penalty for breaking a rule of Part 2 shall be a One Turn Penalty (one tack and one gybe in the same direction) except that for infringements occurring within the Zone as defined in the current RRS the penalty shall be a Two Turns Penalty (two tacks and two gybes in the same direction). This changes RRS 44.1 and 44.2.

14.2 A boat that has taken a penalty or retired under RRS 44.1 shall complete an acknowledgement form at the race office within the protest time limit.

## **15. TIME LIMITS**

15.1 The time limit for Course 1 will be 4 hours from the starting signal or for Course 2 it will be 3 hours from the starting signal. If one boat finishes within the time limit, then the race will stand.

15.2 If no boat has passed the first windward mark one hour after the starting signal, the race shall be abandoned.

15.3 Boats failing to finish within 60 minutes after the first boat sails the course and finishes will be scored Did Not Finish. This changes RRS 35, A4.1 and A.5.

## **16. PROTESTS AND REQUESTS FOR REDRESS**

16.1 Protest forms are available at the race office. Protests shall be delivered there within \_\_\_\_\_ hours of the last boat to finish the last race of the day. This time will be posted on the Official Notice Board. This changes RRS 61.3 and 62.2.

16.2 Notices will be posted within 30 minutes of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held at \_\_\_\_\_ on \_\_\_\_\_ beginning at \_\_\_\_\_ hours.

16.3 Notices of protests by the Race Committee or the International Jury will be posted within the protest time limit on the Official Notice Board to inform boats under RRS 61.1(b).

16.4 Prior to a hearing and with the permission of the International Jury, a boat that has broken a rule of Part 2 of the RRS and has not complied with the requirements of RRS 31 or 44.1, may accept a 40% place penalty, calculated on the number of boats entered rounded to the nearest whole number (rounding 0.5 upwards), except that she shall not be scored worse than DNF.

16.5 For infringements of the rules other than Part 2, the International Jury may award a lesser penalty than DSQ.

16.6 For the purpose of RRS 64.3(b) the 'authority responsible' is the Class International Governing Committee.

16.7 Breaches of instructions 5.2, 14.2, 18, 19, 23, 24 and 25 will not be grounds for protest by a boat. This changes RRS 60.1(a). Penalties for these breaches may be less than disqualification if the International Jury so decides.

16.8 On the last day of the regatta:

(a) a request for reopening a hearing shall be delivered within the protest time limit if the party requesting reopening was informed of the decision on the previous day;

(b) a request for reopening a hearing held on the last day shall be delivered no later than 30 minutes after the party requesting reopening was informed of the decision on that day;

(c) the time limit to request redress based upon an action or omission of the Race Committee or International Jury shall be 30 minutes after the final results are posted. This changes RRS 62 and 66.

16.9 Decisions of the International Jury will be final as provided in RRS 70.5.

## **17. SCORING**

17.1 The Low Point scoring system of RRS Appendix A will apply.

17.2 Six races are required to be completed to constitute a series.

## **18. SAFETY REGULATIONS**

A boat that retires from a race shall notify the Race Committee as soon as possible.

## **19. REPLACEMENT OF CREW OR EQUIPMENT**

19.1 Substitution of crew will not be allowed without prior written approval of the International Jury, and such requests shall be submitted to the Race Committee for verification of eligibility and crew weight of the substitute crew.

19.2 After measurement until completion of racing, no boat, sail or any item of measured equipment shall leave the venue without being posted on the Official Equipment Sign-out Sheet on the Official Notice Board. It is the sole responsibility of each skipper to ensure proper recording.

19.3 After measurement until completion of racing, no sail shall be recut or altered. Repairs to sails pursuant to all applicable rules are permissible only upon written approval of the International Jury. All such sails may be subject to re-measurement on completion of repairs.

## **20. EQUIPMENT AND MEASUREMENT CHECKS**

20.1 A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions which may include RRS 43 and Class Rules C.2.2 and C.3.2.

20.2 On the water, a boat can be instructed by the Race Committee or the Jury to proceed immediately to a designated area for inspection.

## **21. CREW WEIGHING**

21.1 The weights and total combined crew weight of each crew including skipper shall be determined prior to racing and the total combined weight of crew members for each boat will be posted on the Official Notice Board.

21.2 For each boat with a total crew weight within eight (8) kilos of the maximum crew weight, each crew member shall be reweighed on alternate (every other) mornings at \_\_\_\_\_ between the hours of \_\_\_\_\_ and \_\_\_\_\_ for the remaining days of the championship to ensure compliance with Class Rule C.2.2. Crews that fail to reweigh by the designated time or fail to make the weight limit by the designated time shall be scored DNS for all races sailed that day and for all subsequent races until such time as they comply with Class Rule C.2.2. The Race Committee may approve an extension of time in extenuating circumstances, and such requests are to be submitted in writing to the Race Committee.

21.3 Crews shall be weighed wearing light clothing, the minimum being outerwear shorts and t-shirt.

21.4 Crew substitutions shall not be permitted for the purpose making the weight limit.

21.5 Weighing scales will be available on each race day in the Race Office from \_\_\_\_\_ to \_\_\_\_\_.

## **22. OFFICIAL BOATS**

Official boats will be marked as follows: \_\_\_\_\_.

### **23. COACH AND SUPPORT BOATS**

23.1 Coach and support boats must be registered with the Organising Authority prior to acting as a coach or support boat and shall be marked with identifying flags issued by the Organising Authority. Boats shall display identifying flags at all times while they are acting as a coach or support boat.

23.2 All registered coach and support boats will carry on board and operate while on the water a VHF radio capable of transmitting and receiving on VHF Channels \_\_\_\_\_ and agree to assist the Race Committee if directed to do so.

23.3 Competitors shall have no communication with, and boats shall not be tied to, coach or support boats from the first Warning Signal (or any other time the Organising Authority considers appropriate) of the day until racing has been concluded for the day. Between races, coach and support boats shall not approach, communicate with or transfer provisions or equipment to or from their supported boats unless in a medical or emergency requirement threatening the health of the crew or the flotation of the boat and only with the expressed permission of the International Jury or the Race Committee.

23.4 Registered coach and support boats and their personnel shall stay at least 100 metres below the starting line from the time of the Preparatory Signal until five minutes after the start of any race. After this time, coach and support boats may then proceed parallel to the course on the starboard side of the course facing the wind at a distance of at least 100 metres outside areas where boats are racing. Coach and support boats shall not go above the weather marks or the Course 1 finishing line or below the leeward marks or the Course 2 finishing line at any other time while boats are racing.

23.5 Any breach of SI 23.1, 23.2, 23.3 or 23.4 by a coach or support boat may result in a penalty being applied to any or all boats serviced by that coach or support boat. The penalty may be disqualification or some other penalty as determined by the International Jury.

23.5 Coach and support boats shall, when requested by the Race Committee, tow or assist boats not associated with them. Coach and support boats will monitor VHF channel \_\_\_\_ and shall follow all instructions from the Race Committee.

### **24. HAUL-OUT RESTRICTIONS**

All boats shall be afloat before \_\_\_\_\_ hours on \_\_\_\_\_ and shall not be hauled out during the regatta except with and according to the terms of prior written permission of the Jury. The penalty may be DSQ for any subsequent races.

### **25. PLASTIC POOLS**

Plastic pools or their equivalent shall not be used around competing yachts between the close of registration and the end of the regatta.

### **26. RADIO COMMUNICATION** (for Class sanctioned events in which radios are required to be carried)

26.1 This supplements but does not change RRS 2 and 41 for the IECA. All boats must carry a marine band VHF receiver capable of receiving normal international channels. Boats must use the radio to report retirement from racing and may use the radio to request assistance in an emergency. No other transmissions are permitted by



competing yachts during each racing day from the first Warning Signal until the end of the last race of the day.

26.2 The Race Committee may use the radio to advise competitors of race information.

26.3 The use of mobile/cell phones or any device capable of sending and/or receiving external electronic communication and/or connecting to the internet is prohibited after the first Warning Signal (or any other time considered appropriate by the Organising Authority) on each race day until the boat has completed its days racing, except as provided in clause 26.1 or in an emergency threatening the safety of any member of the crew or the flotation of the boat and only with the express permission of the International Jury or the Race Committee.

## **27. PRIZES**

27.1 Overall series perpetual trophies will be awarded as follows:

The Founders Trophy, an antique silver bowl, for the overall World Championship winner – given by Mary Etchells.

C Stanley Ogilvy Masters Trophy, an antique sextant and box, for the winner of the Masters' Division (Masters' category is defined as helmsman 50 years of age or older) – given by the Members and Governors of the Class to honour Stan Ogilvy's 17 years of service to the Class as Chairman of the Technical Committee.

Robert W Sides Seniors Trophy, a Lucite boat on marble block, for the winner of the Seniors' Division (Seniors' category is defined as helmsman 60 years of age or older – should fewer than two skippers qualify for this division the age limit for the year will be 55 years or older) – given by US Etchells Fleet 4.

Grand Masters Trophy, a crystal plate mounted on a stainless steel base given by the International Etchells Class Association of Australia in honor of Ian Kingsford Smith, Awarded to the skipper and crew with best result at the World Championship with a combined age of 150 years for a three person crew or 200 years for a four person crew, (ages being as at midnight on the last day of registration).

Bill Munster Sportsmanship Trophy, a ceramic tile with a picture of an Etchells mounted on a wooden plaque, presented by Jim DeWitt. To be awarded annually to the competitor who in the eyes of the Organizing Authority, Race Committee and International Jury exhibits the most sportsmanlike qualities of the event.

Corinthian Cup, a pewter cup on a wood base, given by Patricia Stadel in recognition of outstanding achievement by Corinthian sailors to be awarded to the so defined (ISAF Category 1) Corinthian skipper and crew achieving the best result in the International Etchells World Championship.

Best Female Helm Trophy, a wooden backing with raised brass Etchells half hull with sails, presented by US Detroit Fleet #7. Awarded to the female helm achieving the best result.

Next Generation Trophy, a silver cup, presented by the friends of Hans Fogh. Awarded to the skipper and crew, all 35 or younger as of the first day of competition, achieving the best result.

27.2 Individual race perpetual trophies will be awarded as follows:

Race 1: A silver tray for the first race winner – given by Etchells Fleet 6, Newport Beach, California, USA.

Race 2: A half model, the Peter Tirion/Etchells Association of Canada perpetual trophy for the second race winner – given by the Royal Canadian Yacht Club, Toronto, Ontario, Canada.

Race 3: A photo engraved plaque of an Etchells under spinnaker on timber backing for the third race winner – given by the Brisbane Etchells Fleet, Australia.

Race 4: A half model for the fourth race winner – given by US Etchells Fleet 4 and the Eastern Yacht Club, Marblehead, Massachusetts, USA.

Race 5: A silver bowl and stand for the fifth race winner – given by US Etchells Fleet 12 and the St Francis Yacht Club, San Francisco, California, USA.

Race 6: A silver plate, the American Yacht Club Centennial for the sixth race winner - given by the American Yacht Club, Rye, New York, USA.

Race 7: A framed symbolic Kauri wood carving. Donated by the Gulf Harbour Yacht Club, Gulf Harbour, New Zealand.

Race 8.

Race 9. A half model for the ninth race winner - given by the Cowes Fleet in honour of Cowes Fleet member Ante Razmilovic, the winner of the first race nine at the 2002 World Championship.

27.3 Other trophies will be awarded at the discretion of the Organising Authority.

## **28. DISCLAIMER OF LIABILITY**

28.1 Competitors participate in the regatta entirely at their own risk. It is the competitor's decision to enter the Championship or to start or continue in any race. Competitors' attention is drawn to RRS Fundamental Rule 4 which states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."

28.2 The Organizing Authority is not responsible for the seaworthiness of a yacht whose entry is accepted or the sufficiency or adequacy of its equipment. The Organizing Authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

## **29. INSURANCE**

29.1. All Yachts competing are required to carry current Third Party Property Liability Insurance.

29.2. It is strongly recommended that each yacht be covered by appropriate Third Party Personal Injury Liability Insurance of not less than\_\_\_\_\_. All insurance cover shall be maintained during the period of racing.