



2015 BUSAN CUP
WOMEN INTERNATIONAL MATCH RACE
October 28th - November 1st, 2015
Busan, South Korea
SAILING INSTRUCTIONS

Abbreviations:

RD: Regatta Director

IJ – International Jury

OA – Organizing Authority

NoR – Notice of Race

RC – Race Committee

RRS – Racing Rules of Sailing

SI – Sailing Instructions

1. RULES

1.1. The event will be governed by:

- (a) the ‘rules’ as defined in the RRS, including RRS Appendix C;
- (b) the Rules for Handling Boats (SI Addendum C), which apply to any practice sailing;
- (c) class rules will not apply;

1.2. Any applicable prescription of National Authority will be posted on the Official Notice Board.

1.3. An IJ will be appointed in accordance with RRS Appendix N and the right of appeal is denied in accordance with RRS 70.5.

1.4. 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.”

- 1.5. When the umpires proceed under RRS C8.6 they will follow the guidance in SI Addendum E
- 1.6. Delete RRS C6.3 and replace with:
 "A boat intending to request redress because of circumstances that arise while she is racing or in the finishing area, shall clearly display a red flag as soon as possible after she becomes aware of those circumstances, but no later than two minutes after finishing or retiring."
- 1.7. If the first boat has finished with the second boat in the match has a penalty outstanding, the umpires may signal in accordance with C5.5 that the outstanding penalty is now completed and remove the corresponding flag. Once it has finished, the second boat may then be scored with a loss without the requirement of completing a penalty before finishing. This changes rule C7.4
- 1.8. RRS 31 is changed to 'While *racing*, neither the crew nor any part of a boat's hull shall touch a starting *mark* before *starting*, a *mark* that begins, bounds or ends the leg of the course on which she is sailing, or a finishing *mark* after *finishing*. In addition, while *racing*, a boat shall not touch a race committee vessel that is also a *mark*.'
- 1.9. Add to the last sentence of RRS 47.2 – Limitations on Equipment & Crew
 Unless that person was placed on board by the OA and they have been retrieved from the water by a support vessel or official vessel.
- 1.10. Under RRS 86.2, this event will test a package of test rules proposed for match racing. See detailed wording for these rule changes in SI Addendum G.

Note that ISAF has approved a change to Appendix C from January 1, 2015 as follows: Delete current rule C2.9 and replace with: new **C2.9** Rule 22.3 is deleted.

2. ENTRIES & ELIGIBILITY

- 2.1. Only skippers invited by the OA are eligible for the event. The skippers are listed in SI Addendum A.
- 2.2. To remain eligible the entire crew shall complete registration including to sign the liability form by all crew members, pay the damage deposit and complete crew weighing, all between 1000 and 15.45 on Tuesday October 27 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 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 IJ.
- 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 RD may authorise an original crew member to substitute.
- 2.7. When a registered crew member is unable to continue in the event, the RD may authorise 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 on the windows of Regatta Office.
- 3.2. Signals made ashore will be displayed from the flag pole located at Regatta Office.
- 3.3. Skippers shall attend the first briefing, which will be at 16.00 on October 27 2015 at sailing village.
- 3.4. The first meeting with the umpires will be immediately following the first briefing.
- 3.5. A daily morning meeting will start at 0845 on each day.
- 3.6. A press conference may occur 30 minutes after the last race of each 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 PRO.

- 4.2. Flag L over the numeral pennant of the most recent amendment will be displayed ashore each day until the boats have departed for the race course.
- 4.3. Amendments made afloat will be signalled by the display of flag 3rd Substitute with three sound signals. An umpire will communicate the amendment verbally or in writing to competitors.

5. BOATS AND SAILS

- 5.1. The event will be sailed in Busan 30' boats.
- 5.2. The sails to be used will be allocated by the RC and include a mainsail, jib and spinnaker.
- 5.3. Competitors may be required to exchange sails during a series to satisfy sponsorship commitments. This will not be grounds for redress. This changes RRS 62.
- 5.4. The sail combination to be used will be mainsail, jib, and spinnaker, unless signalled from the RC vessel with or before the attention signal. The signals shall have the following meanings:

<u>Signal</u>	<u>Sail Combination to be used</u>
No Signal	Mainsail, jib and spinnaker
Code Flag Z	Reefed Mainsail, jib and spinnaker
Code Flag R	Reefed Mainsail and jib only

- 5.5. An umpire may give other restrictions or instructions to the boats verbally. Flag 3rd Substitute is not required.
- 5.6. If the RC decide that a boat should not be used, the skipper assigned that boat will be given the temporary use of another boat.

6. IDENTIFICATION AND ASSIGNMENT OF BOATS

- 6.1. Boats will be identified by bow numbers from 1 to 6
- 6.2. If supplied by the OA, mainsails shall display sailors' names.
- 6.3. Boats will be allocated by the OA for each stage in accordance with a pre-determined draw by the PRO.
- 6.4. 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 five(5) or six(6). All registered crew shall sail all races unless excused by the OA.
- 7.2. The total weight of the crew, including the skipper, dressed in at least shorts and shirts shall not exceed 340kg.

8. EVENT FORMAT AND STARTING SCHEDULES

- 8.1. The event format is detailed in SI Addendum B. The matches to be sailed in a flight will be displayed in order of starting on the RC boat.
- 8.2. In a knock-out series between two skippers:
 - (a) they will alternate assigned ends for each match. Unless designated in SI Addendum B or the pairing list, the initial assigned ends will be determined by a draw. This changes RRS C4.1;
 - (b) when the series has been decided, further matches between these two will not be sailed; and
 - (c) crews will exchange boats after odd matches of the series, unless otherwise agreed by both skippers.
- 8.3. The racing days are scheduled as from October 28 to November 1 (inclusive) 2015.
- 8.4. Spare.
- 8.5. The number of matches to be sailed each day will be determined by the RC.
- 8.6. The RC, after consulting with RD, 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 1000.
- 8.8. Each subsequent flight will be started as soon as practicable after the previous flight.

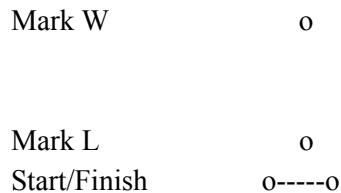
- 8.9. When a match cannot start at its intended time, the signals and starts of the following matches will remain as originally scheduled, leaving a blank start for the pair not starting. No starting sequence flags will be displayed for a blank start. Competitors will be so advised verbally by an umpire. Therefore the RC may advise the competitors verbally through the umpires that it is its intention to change the starting order. Flag 3rd substitute will be not used.
- 8.10. When, in a knock out series, a winner of a particular series has been determined, subsequent starts will be brought forward to eliminate blank starts. Competitors will be so advised verbally by an umpire.

9. RACING AREA

The racing area will be in the waters between Haeundae Beach and the bridge on the right of Dongbaek Island.

10. COURSE

- 10.1. The course configuration (not to scale) is:



- 10.2. Course signals will be displayed from the RC boat at or before the warning signal. Marks W and L shall be rounded to starboard.

Signal	Course	Laps
No Signal	Start – W – L – W – Finish	2
Flag S	Start – W – Finish	1
Flag T	Start – W – L – W – L – W – Finish	3

- 10.3. Description of marks:

- The RC boat will be identified by the Orange flag
- The starting/finishing line mark will be a white conical buoy with black top.
- Mark W will be a yellow cylindrical.
- Mark L will be a yellow cylindrical.
- The change mark will be a red cylindrical

- 10.4. Starting/Finishing Line:

- The starting/finishing line will be straight line between the course side of the starting/finishing mark and the flag staff with an orange flag on the RC boat.
- A buoy may be attached to the RC boat anchor line just below keel depth. Boats shall not pass between this buoy and the RC boat at any time. This buoy is part of the RC boat ground tackle.

- 10.5. Course Limits:

- A number of orange buoys may be laid close to the shore and/or pier to define the limits of the racing area. While afloat, no part of the hull shall cross the imaginary straight line between any two adjacent buoys on the same side of the course.
- There is no penalty for touching these buoys or objects defining these areas.
- 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.

- 10.6. Abandonment and Shortening:

- 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”.
- Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only.

11. BREAKDOWN 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 white 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 will 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. The attention signal will be displayed 7 minutes before the first starting signal in each flight. This changes RRS C3.1.
- 12.2. The next flight number will be displayed on the RC boat white board.

13. CHANGE OF POSITION OF WINDWARD MARK

- 13.1. A change of course will be made by setting the change mark.
- 13.2. Change of Course Signals (amends RRS 33 and Race Signals):
 - (a) Flag C and a coloured flag or board means: "The windward mark has been moved. Sail to a mark the same colour as the flag or board".
 - (b) When a change of course after starting only affects some matches, these will be designated by the appropriate numeral pennant.
- 13.3. Signalling vessel:
 - (a) When a change of course is made for the first leg, code flag "C" will replace code flag "P" as the Preparatory signal and will be displayed from the RC boat for each match affected. That signal will be accompanied by a series of repetitive sound signals and the display of a flag indicating the color of Mark W for that match. This changes RRS C3.1.
 - (b) When a change of course is signalled after the first leg, it will 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. PRIZES

- 15.1. Refers to NoR 13
- 15.2. These prizes have been approved by the national authority and have been notified to ISAF.

16. CODE OF CONDUCT

- 16.1. 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.
- 16.2. Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Addenda C and D.
- 16.3. The following actions by skippers and/or crew while racing may be considered a breach of sportsmanship under RRS C8.3(c) and may result in an umpire initiated penalty under RRS C5.2 or C5.3:
 - (a) excessive attempts to verbally coerce, coach or influence umpire decisions;
 - (b) repetitive or on-going objection to an umpire decision (verbal or otherwise); or
 - (c) abuse of umpires before or after a decision (See also ISAF MR Call M4).
- 16.4. Breaches of this SI may also be referred to the IJ. Any penalty will be 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.

16.5. Gross breaches of this SI may be referred to the IJ for action under RRS 69.

18 RISK STATEMENT

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 ADDENDUM A – LIST OF INVITED SKIPPERS

Skipper Name	Country ISAF ID	ISAF WMR Ranking*
1) Camilla ULRIKKEHOLM KLINKBY	DENCU1	1
2) Anna ÖSTLING	SWEAK1	3
3) Anne-Claire LE BERRE	FRAAL6	4
4) Pauline COURTOIS	FRAPC14	5
5) Caroline SYLVAN	SWECS4	6
6) Milly BENNETT	AUSMB72	9
7) Katie SPITHILL	AUSKS1	12
8) Denise LIM	SINDL3	28
9) Renée GROENEVELD	NEDRG1	30
10) Diana Jane KISSANE	IRLDK17	34
11) Sung Eun CHOI	KORSC4	124
12) Maggie SHEA**	USAMS75	-

* ISAF Rankings issued on October 14th 2015

** WimSeries ToS 2015, section 3(a).

SI ADDENDUM B – EVENT FORMAT and SCHEDULE OF RACES

EVENT FORMAT

1. Stage 1 – Round Robin

- (a) All skippers will sail a single round robin - each skipper is scheduled to sail each other skipper once.
- (b) The 8 highest ranked skippers from Stage 1 shall qualify for Stage 2.

2. Stage 2 – Quarter-Finals

- (a) The highest ranked skipper from Stage 1 shall choose their opponent. The next highest placed skipper who has not already been chosen shall choose their opponent and so on.
- (b) In each quarter-final the higher ranked skipper from Stage 1 will be starboard entry in the first match.
- (c) The first four skippers to score at least 3 points shall proceed to Stage 3, the others will be scored in accordance with Stage 1 results.

3. Stage 3 – Semi-Finals

- (a) Of the four competitors in Stage 2, the highest ranked skipper from Stage 1 shall choose her opponent for her match. The remaining two skippers shall sail each other.
- (b) In each semi-final the higher ranked skipper from Stage 1 will be starboard entry in the first match.
- (c) The first two skippers to score at least 3 points shall proceed to Stage 5, the others to Stage 4.

4. Stage 4 – Petit-Final

- (a) The higher ranked skipper from Stage 1 will be starboard entry in the first match.
- (b) The first skipper to score at least 2 points shall be awarded 3rd place, the other 4th.

5. Stage 5 – Final

- (a) The higher ranked skipper from Stage 1 will be starboard entry in the first match.
- (b) The first skipper to score at least 3 points shall be awarded 1st place, the other 2nd.

SI ADDENDUM C – RULES FOR HANDLING OF 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 permission 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 Regatta Director, 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. Using a reef line as an outhaul.
- 2.16. Cross winching foresail sheets.
- 2.17. Omitting any headsail car or turning block before sheeting onto a winch.
- 2.18. The use of electronic instruments other than hand held compasses and watches.
- 2.19. Marking directly on the hull or deck with permanent ink.
- 2.20. Use of any tape that leaves a residue/ use of american/grey tape.
- 2.21. Using the spinnaker pole to wing out the foresail.
- 2.22. Blank
- 2.23. 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.
- 2.24. A breach of SI C 2.23 is not open to protest by boats but is subject to action by the 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 4mm diameter or less)
 - (d) marking pens
 - (e) tell-tale material
 - (f) watch, timers and hand held compass
 - (g) shackles and clevis pins

- (h) velcro tape
 - (i) spare flags
 - (j) PFDs when not supplied by the OA
- 3.2. Using the items in 3.1 to:
- (a) prevent the 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 RRS Appendix C6
 - (g) personal safety
- 3.3. Fixing a spinnaker sheet catcher at the bow, provided that it does not extend the length of the boat by more than 100mm and does not require any repair after removal.
- 3.4. Changing the number of mainsheet purchases.
- 4. MANDATORY ITEMS AND ACTIONS**
- The following are mandatory:
- 4.1 Report verbally to the PRO at the end of each day, 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 days.
- 4.2 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.
- 4.3 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 A breach of item 4.2 will be considered as damage and the cost of rectification will be deducted from the damage deposit.

SI ADDENDUM 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 in the daily report.

1. SAILS AND SAILING EQUIPMENT

- 1.1 One Mainsail
- 1.2 One set of battens
- 1.3 One Jib sail
- 1.4 One Symmetrical Spinnaker
- 1.5 Two winch handles
- 1.6 One spinnaker pole
- 1.7 Two headsail sheets
- 1.8 Two spinnaker sheets
- 1.9 One white flag
- 1.10 One red flag
- 1.11 One flag “Y”

2. SAFETY GEAR

- 2.1. Bucket
- 2.2. Sponge

SI ADDENDUM 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
A	None	None
B	Half point	Three quarters of a point
C	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.

SI ADDENDUM F – INTENDED COURSE AREA

