

2008 LASER SB3 WORLD CHAMPIONSHIP

Dun Laoghaire, Ireland

20th September – 27th September 2008

The Organising authority is the National Yacht Club, Dun Laoghaire in conjunction with the Laser SB3 Class World Council.

Host club website www.nyc.ie Event website: - www.sb3worlds2008.com

SAILING INSTRUCTIONS

1 Rules

- 1.1 The Championship will be governed by the Rules as defined in the Racing Rules of Sailing. The prescriptions of the National Authority will not apply.
- 1.2 Advertising: - The Organising Authority may require competing boats to carry event sponsor advertising on the hull.
- 1.3 Sails shall have the full sail number and national letters in accordance with the class rules and the rule Appendix G1.
- 1.4 If there is a conflict between languages, the English text shall prevail.

2 Additional Identification

- 2.1 Boats shall be required to affix a bow number on each side of the hull. The organising authority will supply stickers and instructions for their use.
- 2.2 While racing, each boat shall display a coloured pennant corresponding to the group to which she has been assigned. The pennant shall be placed on the backstay. Each skipper shall collect and return their pennants to the Check Out/Check In table when signing out before racing and signing in after racing each day.

3 Cameras and Electronic Equipment

Boats may be required to carry cameras, sound equipment or positioning equipment as specified by the organising authority.

4 Notices to competitors

Notices to competitors will be posted on the Official Notice Board located near the Race Office. The Race Office is situated in the National Yacht Club and will be open from 1200hrs to 20.00hrs on Friday 19th September and from 0900hrs -1800hrs or 30 minutes after the end of protest time, whichever is the later, from Saturday 20th to Friday 26th September.

5 Changes to the Sailing Instructions

Any change to the sailing instructions will be posted before 0900hrs on the day it will take effect, except that any change to the schedule of races, will be posted by 2100hrs on the day before it will take effect.

6 Signals made ashore

- 6.1 Signals made ashore will be displayed on the signal mast near the Race Office.

- 6.2** Flag V with 2 sound signals (1 when lowered) means that no boats shall leave their berth until this signal is lowered. The first warning signal will be made not less than 1 hour after V is lowered. This changes Race Signals.
- 6.3** Flag AP with 2 sound signals (1 when lowered) means 'the race is postponed. The 1st warning signal will be made not less than 45 minutes after AP is lowered'. This changes Race Signals.

7 Measurement

- 7.1** All skippers shall present their boats for scrutiny by the Championship Measurer before the start of the first race. Boats shall be presented fully equipped with all mandatory safety equipment, engine and fuel and weight correctors as applicable. Measurement will take place on the National Yacht Club Platform prior to craning in between the following times: -

Friday 19 th	1200 - 2000hrs
Saturday 20 th	0900 - 1800hrs
Sunday 21 st	0900 - 1200hrs

The schedule will be published on the official notice board and the event website beforehand. Measurement outside these times may be allowed at the discretion of the Championship Measurer and will be charged at 50 Euros per boat (except in the event of damage).

- 7.2** A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions. On the water, a boat can be instructed by a race committee appointed measurer or a member of the Jury to proceed immediately to a designated area for inspection.

8 Format of Racing

- 8.1** The fleet will be divided into two coloured groups and will sail a qualifier and final series. The groups will race on 2 separate courses designated Course 1 and Course 2.
- 8.2** For the qualifying series boats will be assigned to groups Orange and Blue of, as nearly as possible, equal size and ability. The Orange group will race on Course 1 and the Blue group on Course 2. The organising authority will make initial assignments. Those assignments will be posted by 1100hrs on 20th September and will apply to the Practice Race and to the races held on the first day of the Championship. Thereafter boats will be assigned on the basis of their ranking in the series and the groups will be posted before 2100hrs on the evening before each day of qualifying racing.
- 8.3** Assignments will be based on the scores available at 2000hrs that day regardless of protests or requests for redress not yet decided.
- 8.4** If both groups have not completed the same number of races, the series scores for reassignment will be calculated for those races, numbered in order of completion, completed by both groups.
- 8.5** If both groups have not completed the same number of races by the end of a day, the group with fewer races will sail their outstanding races the following day in the previous day's group before any racing in the new group.
- 8.6** After completion of racing on the 3rd racing day and the completion of at least 4 qualifier races, boats will be assigned to final series Gold and Silver groups on the basis of their qualifying series scores. If at the end of the qualifying series one qualifying group has more race scores than the other, the more recently sailed races will be abandoned so that all the boats in the qualifying series have the same number of race scores. This changes Rule 32.1.
- 8.7** If at the end of the third racing day, 4 qualifier races have not been completed for a group, the 4th racing day will be used for qualifier races and the fleet will be assigned to final series Gold and Silver groups at the completion of racing on the 4th racing day, taking into account points 8.8 and 8.9 below. If less than 4 races have been completed, the qualifying series will conclude after the fourth day.

- 8.8** The final-series groups will have, as near as possible, equal size so that the Silver group is not larger than the Gold group. Boats with the best qualifying-series scores will race all the final series races in the Gold group, boats with the next best qualifying series ranking will race in the Silver group. The Gold group shall race on Course 1 and the Silver group shall race on Course 2.
- 8.9** A boat's worst score will be excluded to calculate the division into the finals groups if there are two or more qualifier races completed.
- 8.10** Any recalculation of qualifying series ranking after boats have been assigned to final-series groups will not affect the assignments except that a redress decision may promote a boat to the gold group.

9 Programme and Schedule of Races

Date	Time	Item
Friday 19 th Sept	1200 – 2000hrs	Registration & Measurement
Saturday 20 Sept	0900 – 1800hrs	Registration & Measurement
Sunday 21 Sept	0900 – 1200hrs 1200hrs 1400hrs 1800hrs	Registration & Measurement Skipper's Briefing Warning signal - Practice Race Opening ceremony
Monday 22 nd Sept	1100hrs	1 st Warning Signal – 3 qualifying races
Tuesday 23 rd Sept	1100hrs	1 st Warning Signal – 3 qualifying races
Wednesday 24 th Sept	1100hrs	1 st Warning Signal – 3 qualifying races
Thursday 25 th Sept	1100hrs	1 st Warning Signal – 3 finals races
Friday 26 th Sept	1100hrs	1 st Warning Signal – 2 finals races Prize giving and Closing Ceremony

- 9.1** The warning signal for each succeeding race will be made as soon as practicable.
- 9.2** On Friday 26th September, no warning signal will be made after 1500hrs.

10 Class flags

- 10.1** Class flags used as warning signals will be:

Group	Flag
Orange or Gold	Yellow
Blue or Silver	White

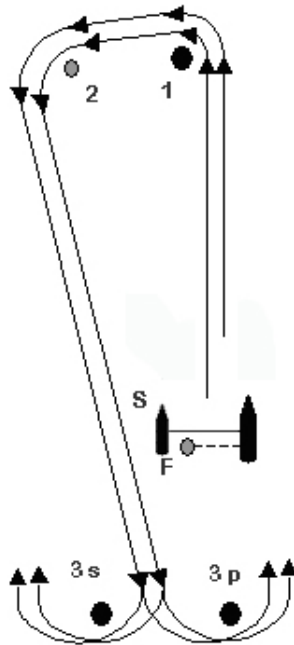
- 10.2** When a signal is displayed ashore over a yellow or white flag, it applies to that group only.

11 Sailing Area

- 11.1** The approximate position of Course 1 and Course 2 will be displayed on the official notice board before 0900hrs each racing day. The course flags are numeral pennants corresponding to the course number. The committee boat on the starboard end of the start line may display the numeral pennant corresponding to the course number of that committee boat.
- 11.2** Addendum A is a chart of Dublin Bay showing the location of permanent racing and shipping marks and the Dublin Port shipping channel (the No Go zone). Racing in this shipping channel is prohibited.

12 The Course

- 12.1** The diagram below shows the course, the order in which marks are to be passed and the side on which each mark is to be left. It is not to scale:



- 12.2** After starting, boats shall sail – 1 – 2 – Gate between 3s and 3p – 1 – 2 – Gate between 3s and 3p - Finish.
- 12.3** At the gate, boats shall sail between the gate marks from the direction of the previous mark and round either gate mark.
- 12.4** Not later than the Warning Signal the Committee Boat may display the approximate compass bearing of the first leg.
- 12.5** The course may be shortened to finish at a rounding mark provided 2 or more legs have been sailed (excluding the leg between Mark 1 and Mark 2).
- 12.6** The position of marks 1 and 2 may be adjusted without signalling in order to maintain the upwind legs at approximately the same lengths.
- 13 Marks**
- 13.1** On Course 1, Marks 1, 3s, 3p will be orange inflatable buoys. On Course 2, Marks 1, 3s, 3p will be yellow inflatable buoys with chimney.
- 13.2** Mark 2 will be an orange inflatable prism shaped buoy on each course.
- 13.3** Inner distance marks as per 14.2 will be small orange inflatable marks or red plastic buoys.
- 13.4** The small mark as per 14.4 will be a blue plastic buoy.
- 13.5** The finish mark shall be a candy striped inflatable mark.
- 14 The Start**
- 14.1** Races will be started by using Rule 26.
- 14.2** The starting line will be between a red and white pole on a race committee boat displaying an orange flag at the starboard end and a red and white pole of a race committee boat displaying an orange flag at the port end.
- 14.3** Adjacent to the Race Committee Boats, inner limit marks may be laid. No boat shall pass between the Race Committee boat and the adjacent limit marks.

14.4 A small mark may be placed at approximately mid-distance between each of the two committee boats forming the starting line. The mark may or may not be positioned on the starting line and it is each boat's responsibility to ascertain the position of the mark in relation to the starting line.

14.5 A boat starting later than 4 minutes after her starting signal will be scored Did Not Start. This changes rules A4 & A5.

15 Starting Penalties - Black Flag Rule

15.1 Rule 30.3 is supplemented as follows:

If a general recall is signalled, the race committee may display bow numbers in place of sail numbers. This changes RRS 30.3. Numbers will be displayed for at least 3 minutes. A long sound signal will be made when the numbers are initially displayed. A boat whose number is so displayed shall leave the racing area before the new preparatory signal. If she fails to do so, she will be scored DNE. This SI changes rule 63.1. The race committee may also broadcast numbers on VHF.

15.2 Before the starting signal, the racing area is defined as the area within 100 metres of the start line.

After the starting signal, the racing area is the area within an imaginary line drawn 100 metres outside any point where a boat might sail during normal racing and includes the area bounded by marks 1 and 2 at all times when any boat is still racing.

15.3 When the race committee decides that its application of Rule 30.3 entitles a boat to redress under rule 62.1(a), it may give her redress by not displaying her sail number and not disqualifying her (change of rules 30.3, 60.2 and 63.1).

16 Change of the next leg of the course.

16.1 To change the next leg of the course, the race committee will move the original mark (or the finishing line) to a new position.

16.2 Except at a gate, boats shall pass between the race committee boats signalling the change of the next leg and the nearby mark, leaving the mark to port and the race committee boat to starboard. This changes rule 28.1.

17 The Finish

17.1 The Finishing Line will be between a red and white pole on a race committee boat displaying a blue flag on the starboard side of the line and the port end finishing mark.

17.2 If a course is shortened at a "gate" the finish line shall be between the two gate marks.

17.3 The course may be shortened by the display of flag T at the gate accompanied by repetitive sound signals. When flag T is so displayed, boats after passing through the gate shall sail to the finish line to finish. This changes racing signals and RRS 32.

18 Penalty system

RRS 44.1 and 44.2 are changed so that only one turn, including one tack and one gybe, is required.

19 Time limits

Boats failing to finish within 15 minutes after the first boat in her group sails the course and finishes will be scored Did Not Finish. This changes rule 35, A4 and A5.

20 Protests and requests for redress

- 20.1** Protest forms are available at the Race Office. Protests and requests for redress or reopening shall be delivered there within the protest time limit. The end of protest time shall be posted on the official notice board and may be different for each group.
- 20.2** Notices will be posted within 30 minutes of the protest time limit to inform competitors of hearings in which they are parties or witnesses. Hearings will take place in the Jury Room.
- 20.3** Notices of protests by the race committee or jury will be posted to inform boats under RRS 61.1 (b).
- 20.4** Breaches of instructions 1.2, 2, 3, 24, 26, 27, 28, and 29 will not be grounds for protest by a boat. This changes rule 60.1 (a). Penalties for these breaches may be less than disqualification if the jury so decides.
- 20.5** On the last day of the qualifying series and on the last scheduled day of racing (26th Sept), a request for reopening a hearing shall be delivered:
- (a) Within the protest time limit if the party requesting reopening was informed of the decision on the previous day.
 - (b) No later than 30 minutes after the party requesting reopening was informed of the decision on that day.
 - (c) If no racing has taken place on that day, no later than 30 minutes after signal 'AP over A' is displayed ashore.

This changes Rule 66.

- 20.6** On the last day of the qualifying series and on the last scheduled day of racing (26th Sept), a request for redress from a jury decision shall be delivered no later than 30 minutes after the decision was posted. This changes Rule 62.2.
- 20.7** Decisions of the International Jury will be final as provided in rule 70.4.

21 Arbitration System

- 21.1** As an alternative to a complete protest hearing by the jury for an alleged breach of a rule of Part 2 or rule 31, competitors may be given the choice of using an arbitration system. A condition for this is that the parties that are present at the time scheduled for the hearing agree to accept the decision of the arbitrators. The arbitration system changes rules 63 and 64.
- 21.2** The arbitrators will be two members of the jury. They will take the evidence of the parties and give their opinion as to any rule breaches. This opinion will be binding as a protest decision on the parties. However, the hearing may be reopened under rule 66. If a party to a hearing asks for a reopening and the hearing is reopened, the penalty, if any, will be DSQ. If the arbitrators refer the case to the full jury, or the jury initiates a reopening, the penalty will be the penalty prescribed in instruction 21.3 or a greater penalty.
- 21.3** If the arbitrators penalise a boat, the penalty will be a scoring penalty of 25% (rounded up to the next whole number) of the number of boats in the boat's assigned group. See rule 44.3(c).
- 21.4** If, at the time of offering the arbitration system to the parties, any of the parties refuse to accept the system, the protest will be heard by the full jury and the penalty score becomes DSQ or more (DNE).

22 Scoring

- 22.1** A total number of 5 races, consisting of the qualifying races completed by each group and any final races completed by the Gold group, are required to constitute a championship.
- 22.2** The low point scoring system of Appendix A will apply to the qualifying series except that if at the end of the series, some boats have more race scores than others, scores for the most recent races will be

excluded so that all boats have the same number of race scores. Except for the race scores excluded under this instruction, a boat's series score for the championship will be the total of her race scores from those qualifying races completed by both groups and her final races excluding any discards as described in 22.4.

- 22.3 The Low Point scoring system of Appendix A will apply separately to the two final series groups. Each final-series group need not have completed the same number of final races. Boats in the Gold Group will be scored before boats in the Silver Group.
- 22.4 When fewer than 5 races have been completed, the boat's event score will be the total of her race scores. When 10 or more races have been completed, a boat's event score will be the total of her race scores excluding her worst 2 scores. However no more than one score may be excluded from the final series and only when two or more final-series races have been completed.
- 22.5 For rules 30.2, 44.3, A4.2 and A5, a boat's penalty score in the qualifying series shall be based on the number of boats in the largest group. A boat's penalty score in the final series will be based on the number of boats per group. This changes rule A4.2 and A5.
- 22.6 For boats with scores from the final series races, ties in the event scores are broken by final series scores with no race score excluded. This changes rule A8.
- 22.7 If a points scoring penalty under the Arbitration System would result in a score worst than DSQ, the penalty will be that corresponding to DSQ. The scores of the other boats will not be changed.
- 22.8 To request correction of an alleged error in posted race or series results, a boat may complete a scoring enquiry form available at the race office

23 Safety Regulations

- 23.1 Before going afloat each day, a member of the crew from each boat shall personally sign the check-out sheet and, on coming ashore, shall personally sign the check-in sheet before the end of the protest time limit. Both sheets will be located on tables near the Race Office.
- 23.2 A boat that retires from a race shall notify the race committee as soon as possible.
- 23.3 Each competitor (helm and crew) shall wear a properly fastened life jacket or other adequate personal buoyancy at all times when on board, other than when the boat is made fast ashore. This SI amends the preamble to Part 4 and rule 40. (This is a Government requirement when sailing in Irish waters.)
- 23.4 Wet suits and dry suits do not constitute personal buoyancy.
- 23.5 Boats shall keep clear of commercial shipping at all times. Particular attention must be paid to keep clear of the arrival and departure path into and from Dun Laoghaire Harbour of the Stena Line High Speed Ferry (HSS). A boat impeding the movement of the HSS is liable to be fined by the Harbour authorities. Scheduled movement times of the HSS are as follows: -

Arrival	10.55
Departure	11.30
Arrival	17.00
Departure	17.45

- 23.6 In the event that sea conditions in the harbour prevent boats from returning to their assigned berth after racing, Flag O may be flown from the main committee boat and boats will be given alternative berthing instructions by a rib stationed near the Carlisle pier.

24 Official Boats

Official boats may display flags as follows:

Committee Boats- Orange Flag

Official Patrol and Mark laying Boats – Lime Green Flag

Jury boats – J Flag.

25 Support boats

25.1 Except when participating in rescue operations, coach and support boats shall stay outside the Racing Area (as defined in SI 15.2) from the time of the Preparatory Signal for a start until all boats have finished or the Race Committee signals a postponement or abandonment. If a General Recall is signalled coach and support boats are not permitted in the Racing Area.

Note: to be certain of not infringing this instruction, support boats are advised to remain at least 150 metres outside the starboard end of the starting line and below the extension of the starting line.

25.2 Competitors affiliated to or associated with a coach or support boat that infringes SI 25.1 may be penalised (by the addition of points in accordance with rule 44.3(c)) by the International Jury.

25.3 Coach and support boats shall be registered at the race office. They shall conspicuously display a Pink numbered flag allocated by the organising authority at all times while afloat.

26 Haul out restrictions

Boats shall not be hauled out during the championship except with and according to the permission of the race committee or when required to come ashore at the request of the Measurer or Jury. In the case that there is a forecast of unsuitable wind and sea conditions or forecasts, all competitors will be advised that some or all boats should be removed from the water.

27 Diving equipment

Underwater breathing apparatus and plastic pools or their equivalent shall not be used around boats between the preparatory signal for the first race and the end of the championship. Consent to underwater examination of damage may be granted on application to the International Jury.

28 Radio Communication

A boat shall neither make radio transmissions while racing nor receive communications not available to all boats. This restriction also applies to mobile telephones. The race committee may transmit on Channel 72 (Course 1) and Channel 69 (Course 2).

29 Rubbish Disposal

Boats shall not discard any rubbish in the water. Rubbish may be placed aboard support and race committee boats when it is convenient for the race committee boat to receive it. Under no circumstances will race committee boats accept spare or excess equipment.

30 Prizes

The first competitors overall will be awarded the title Laser SB3 World Champions. Place prizes will be awarded for the first 6 places in the Gold group, first 3 places in the Silver group, first boat that was helmed by a Lady and first boat that was helmed by a local sailor. Other prizes may be given at the discretion of the organising authority.

31 Liability

31.1 The National Yacht club, the Laser SB3 World Council and their officers, members and volunteers do not accept liability for loss of life or property, or personal injury or damage caused by or arising out of the 2008 World Championship, and competitors take part in the championship entirely at their own risk.

31.2 The establishment of the Notice of Race and the Sailing Instructions in no way limits or reduces the complete and unlimited responsibilities of competitors being solely and entirely responsible for the management of a boat they are sailing.

31.3 It is the sole responsibility of each nominated skipper to decide to participate in a race or continue racing.

31.4 A skipper is wholly and exclusively responsible for third party liability insurance on the boat that he or she is sailing. A competitor is wholly and exclusively responsible for his or her personal accident and health insurance.

Addendum A - Chart of Dublin Bay.

