



Women's Match Race Golfe du Morbihan 2014

23-27 July 2014

ISAF EVENT GRADING 2

SAILING INSTRUCTIONS

Abbreviations:

OA – Organising Authority
RRS – Racing Rules of Sailing
IJ – International Jury
SI – Sailing Instructions

RC – Race Committee
NA – National Authority
NoR – Notice of Race

1 RULES

- 1.1 The Event will be governed by
 - (a) the 'rules' as defined in the RRS, including Appendix C.
 - (b) the rules for Handling Boats (SI Addendum C) which also applies to any practice sailing and sponsor races. Class rules will not apply.
 - (c) any prescriptions of the national authority that will apply will be posted on the official notice board.
- 1.2 An IJ will be appointed, and approved by the NA in accordance with RRS Appendix N, and the right of appeal will be denied in accordance with RRS 70.5.
- 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 Addendum 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 Addendum E is appropriate, they shall act under rule C8.4.
- 1.5 Delete RRS C6.3 and replace with : A boat intending to request redress because of circumstances that arise while she is no longer racing, 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.



2 ENTRIES and 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, by paying a 500 € entry fee and a deposit of 500 € for damage, all between 10:00 am and 18:00 pm on Wednesday July 23, unless extended by the OA. Crew weighting may be completed Thursday July 24 from 8:00 am to 9:00 am.
- 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 IJ may authorise an original crew member to substitute.
- 2.7 When a registered crew member is unable to continue in the event, the IJ 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 at athletes area in Baden.
- 3.2 Signals made ashore will be displayed from a signal pole close to athletes area in Baden.
- 3.3 Skippers shall attend the first briefing and Opening Ceremony, which will be at 7:00 pm Wednesday July 23 at the Town Hall in Vannes, unless excused by the OA.
- 3.4 The first meeting with the umpires will be at 5:00 pm Wednesday July 23 at athletes area in Baden.
- 3.5 A daily morning meeting will start at 9:00 am at athletes area in Baden.
- 3.6 Press conference may occur 30 minutes after the last race of each day. When requested by OA, skippers should attend.

4 AMENDMENTS TO SAILING INSTRUCTIONS

- 4.1 Amendments to the SI made ashore will be posted at least 1 hour before the start of any race affected and will be signed by the RC and the IJ representatives
- 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 may communicate these either verbally or in writing.

5 BOATS and SAILS

- 5.1 Boats
 - (a) the event will be sailed in Beneteau 7.5 type boats.
 - (b) the sails to be used will be allocated by the RC.
 - (c) 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.
- 5.2 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 :

<u>Signal</u>	<u>Sail combination to be used</u>
No signal	mainsail, jib and asymmetrical spinnaker
Flag I	mainsail , small jib and asymmetrical spinnaker
Flag Z	reefed mainsail, small jib and asymmetrical spinnaker
Flag R	reefed mainsail and jib only

- 5.3 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.
- 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 bow numbers 1 to 8.
- 6.2 Boats will be drawn each day at the morning meeting or at the beginning of each stage as decided by the RC.

7 CREW MEMBERS, NUMBER and WEIGHT

- 7.1 The total number of crew, including the skipper, shall be 4. 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 272 kg.

8 EVENT FORMAT and STARTING SCHEDULES

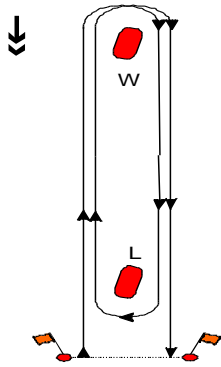
- 8.1 The event format and match pairing lists are detailed in SI Addendum B. The matches to be sailed in a flight will be displayed in order of starting on the RC boat.
- 8.2 In a knock-out series between two skippers :
- they will alternate assigned ends for each match. Unless designated in the pairing list, the initial assigned ends will be determined by a draw. This changes RRS C4.1.
 - when the series has been decided, further matches between these two will not be sailed.
 - crews will exchange boats after odd matches of the series.
- 8.3 The racing days are scheduled as July Thursday 24 to Sunday 27. The latest time for an attention signal on the last day of racing will be 5:00 pm.
- 8.4 The number of matches to be sailed each day will be determined by the RC.
- 8.5 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.
- 8.6 The intended time of the first attention signal each day is 10:20 am.
- 8.7 Each subsequent flight will be started as soon as practicable after the previous flight.
- 8.8 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.
- 8.9 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 the bay of Kerdélan facing Toulindac.

10 COURSE

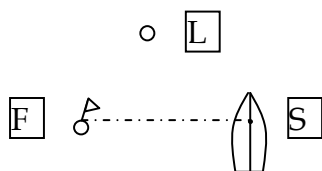
10.1 (a) Course configuration (not to scale)



(b) Course signals and course to be sailed
Course signals will be displayed from the RC boat at or before the warning signal.
Marks W and L shall be rounded to starboard.

<u>Signal</u>	<u>Course</u>
No Signal	Start - W - L - W - Finish
S	Start - W - Finish
Numeral 3	Start - W - L - W - L - W - Finish

(c) Course configuration: cross tide course (not to scale)



(d) Course signals and course to be sailed
Course signals will be displayed from the RC boat at or before the warning signal.

Green flag means : “round marks W, O and L to starboard”

Red flag means : “round marks O, W and L to port”

<u>Signal</u>	<u>Course</u>
Green flag	Start – W – O – L – W – O – Finish
Green flag + S	Start – W – O – Finish
Red flag	Start – O – W – L – O – W – Finish
Red flag + S	Start – O – W – Finish

Mark W and O may be laid together.

(e) Description of Marks

The RC Signal boat will be identified by a “SR Vannes” flag.

The starting/finishing line mark will be a yellow inflatable cylindrical buoy.

Mark L will be a yellow inflatable conical buoy.

Mark W will be a yellow inflatable conical buoy.

Mark O will be a white or a red inflatable conical buoy.

The replacement marks for Mark W will be either a white or a red inflatable conical buoy as signalled at the start or at mark L.

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.

10.2 Starting/Finish line

The starting and finishing line will be a straight line between the course side of the starting/finishing mark and a staff displaying an “SR Vannes” flag on the RC boat.

10.3 Course Limits

- (a) The four cylindrical buoys may be laid close to the shore as shown in the diagram in Addendum F. While racing, no part of a boat's hull shall cross the imaginary straight line between any two adjacent buoys on the same side of the course.
- (b) These lines rank as obstructions and are the limit of safe pilotage for the purposes of Part 2 of the RRS.
- (c) There is no penalty for touching these buoys or objects defining these areas.
- (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 Spinnaker Restriction

- (a) A boat shall not have the head of the spinnaker above the main boom gooseneck on a leg of the course between marks W and O until her bow is within two boat lengths of the mark at the end of the leg.
- (b) 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.

10.5 Abandonment and Shortening

- (b) 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.’
- (c) 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

The attention signal will be displayed 7 minutes before the first starting signal in each flight. This changes RRS C3.1.

13 CHANGE OF POSITION OF THE WINDWARD MARK

- 13.1 Changes to the course will be made by setting a replacement mark W.
- 13.2 Change of Course Signals (amends RRS 33 and Race Signals)
 - (a) Flag C and a colored flag means : 'The windward mark has been moved. Sail to a mark the same color as the flag.'
 - (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 Signal boat for each match affected. That signal will be followed by a series of repetitive sound signals and the display of a flag indicating the color of Mark W for that match. This changes appendix C 3.1.
 - (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. In addition to Code flag "C" and a flag indicating the color of the next W mark, the match number will also be displayed if the change does not affect all matches in that flight. In some cases, the RC Signal boat may make the signals from their bow, instead of from a separate 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 COACH BOATS

- 15.1 Coach boats shall conspicuously display identification of the team being coached.
- 15.2 The OA will provide berths for coach boats.
- 15.3 Any interference by a coach boat with the racing or event organisation may result in a penalty applied at the discretion of the IJ to the associated skipper or team.

16 MEDIA, IMAGES and SOUND

- 16.1 If required by the OA television personnel and equipment (or dummies) supplied by the OA shall be carried on board while racing.
- 16.2 Competitors shall not interfere with the normal working of the OA supplied media equipment.
- 16.3 The OA have the right to use any images and sound recorded during the event free of any charge.

17 PRIZES

- 17.1 Cash prizes will be distributed amongst the top 8 skippers :

First prize	2475 €
Second prize	1275 €
Third prize	975 €
Fourth prize	750€
Fifth prize	675 €
Sixth prize	600 €
Seventh prize	450 €
Eighth prize	300 €

- 17.2 Prizes have been approved by the National Authority.
- 17.3 ISAF have been notified of these Prizes.

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 Addendum C and D.
- 18.3 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 :
- Excessive attempts to verbally coerce, coach or influence umpire decisions ;
 - Repetitive or ongoing objection to an umpire decision (verbal or otherwise) ;
 - Abuse of umpires before or after a decision (See also Call M4).
- 18.4 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.
- 18.5 Gross breaches of this SI may be referred to the IJ by the OA for action under RRS 69.

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 ADDENDUM A – LIST of ELIGIBLE SKIPPERS

	Sailor ID	Ranking	Skipper - Country
1	DENCU1	1	Camilla Ulrikkeholm - DEN
2	SWEAK1	2	Anna Kjellberg - SWE
3	SWECS4	6	Caroline Sylvan - SWE
4	NZLCP7	9	Claudia Pierce - NZL
5	FRAAL6	10	Anne-Claire Le Berre - FRA
6	NEDKZ1	13	Klaartje Zuiderbaan - NED
7	FRAPC14	29	Pauline Courtois - FRA
8	GBRAV3	31	Annabel Vose - GBR
9	RUSAG15	32	Anastasia Guseva - RUS
10	FRAMF2	36	Morgane Fontaine - FRA
11	FRALS7	45	Lucie Scheiwiller - FRA
12	OMARA2	157	Rajaa Al Owaisi - OMA

SI ADDENDUM B – EVENT FORMAT, SCHEDULE OF RACES and PAIRING LIST

1 First Stage

- (a) All skippers will sail a Round Robin-each skipper sails each other skipper once.
- (b) The 6 highest scoring skippers will proceed to the ¼ finals.

2 Second stage

- (a) Skippers ranked from 7 to 12 sail a Round Robin-each skipper sail each other skipper once.
- (b) The 2 highest scoring skippers will proceed to the ¼ final.

3 Quarter final

- (a) The highest scoring skipper in the first stage shall select her opponent when requested by the RC to do so, the second ranked skipper shall select her opponent in the remaining skippers and so on.
- (b) The 1st skipper to score 3 points in her match shall proceed to quarter finals.

4 Semi Finals

- (a) The highest qualified skipper in the first stage shall select her opponent when requested by the RC to do so.
The remaining two skippers shall race each other.
- (b) The first skippers to score at least 3 points shall proceed to the final. The two others are proceeding to race the third/fourth place final.

5 Finals

Final

The first skipper to score at least 3 points shall be the overall winner, the other skipper the overall second.

Third/Fourth final

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

Round Robin

Flight 1

Match	Boats	<i>Blue</i>	Boats	<i>Yellow</i>
1		Kjellberg		Al Owaisi
2		Zuiderbaan		Pierce
3		Le Berre		Sylvan
4		Guseva		Vose

Flight 2

Match	Boats	<i>Blue</i>	Boats	<i>Yellow</i>
1		Le Berre		Al Owaisi
2		Zuiderbaan		Sylvan
3		Kjellberg		Guseva
4		Vose		Pierce

Flight 3

Match	Boats	<i>Blue</i>	Boats	<i>Yellow</i>
1		Le Berre		Pierce
2		Vose		Zuiderbaan
3		Fontaine		Courtois
4		Ulrikkeholm		Scheiwiller

Flight 4

Match	Boats	<i>Blue</i>	Boats	<i>Yellow</i>
1		Ulrikkeholm		Fontaine
2		Scheiwiller		Courtois
3		Vose		Le Berre
4		Guseva		Pierce

Flight 5

Match	Boats	<i>Blue</i>	Boats	<i>Yellow</i>
1		Courtois		Ulrikkeholm
2		Al Owaisi		Fontaine
3		Kjellberg		Scheiwiller
4		Guseva		Zuiderbaan

Flight 6

Match	Boats	<i>Blue</i>	Boats	<i>Yellow</i>
1		Ulrikkeholm		Guseva
2		Fontaine		Kjellberg
3		Sylvan		Al Owaisi
4		Scheiwiller		Le Berre

Flight 7

Match	Boats	<i>Blue</i>	Boats	<i>Yellow</i>
1		Al Owaisi		Ulrikkeholm
2		Fontaine		Vose
3		Guseva		Le Berre
4		Pierce		Scheiwiller

Flight 8

Match	Boats	<i>Blue</i>	Boats	<i>Yellow</i>
1		Pierce		Ulrikkeholm
2		Le Berre		Fontaine
3		Sylvan		Vose
4		Guseva		Courtois

Flight 9

Match	Boats	<i>Blue</i>	Boats	<i>Yellow</i>
1		Courtois		Pierce
2		Ulrikkeholm		Le Berre
3		Vose		Kjellberg
4		Sylvan		Scheiwiller

Flight 10

Match	Boats	<i>Blue</i>	Boats	<i>Yellow</i>
1		Courtois		Sylvan
2		Le Berre		Kjellberg
3		Scheiwiller		Zuiderbaan
4		Pierce		Al Owaisi

12 Skippers - 8 Boats - 1 R.R.

Continued Round Robin

Flight 11

Match	Boats	<i>Blue</i>	Boats	<i>Yellow</i>
1		Courtois		Kjellberg
2		Al Owaisi		Scheiwiller
3		Zuiderbaan		Fontaine
4		Pierce		Sylvan

Flight 12

Match	Boats	<i>Blue</i>	Boats	<i>Yellow</i>
1		Fontaine		Sylvan
2		Al Owaisi		Courtois
3		Kjellberg		Zuiderbaan
4		Vose		Ulrikkeholm

Flight 13

Match	Boats	<i>Blue</i>	Boats	<i>Yellow</i>
1		Ulrikkeholm		Zuiderbaan
2		Al Owaisi		Vose
3		Fontaine		Guseva
4		Courtois		Le Berre

Flight 14

Match	Boats	<i>Blue</i>	Boats	<i>Yellow</i>
1		Vose		Courtois
2		Al Owaisi		Guseva
3		Scheiwiller		Fontaine
4		Zuiderbaan		Le Berre

Flight 15

Match	Boats	<i>Blue</i>	Boats	<i>Yellow</i>
1		Scheiwiller		Guseva
2		Courtois		Zuiderbaan
3		Fontaine		Pierce
4		Sylvan		Kjellberg

Flight 16

Match	Boats	<i>Blue</i>	Boats	<i>Yellow</i>
1		Pierce		Kjellberg
2		Zuiderbaan		Al Owaisi
3		Scheiwiller		Vose
4		Sylvan		Ulrikkeholm

Flight 17

Match	Boats	<i>Blue</i>	Boats	<i>Yellow</i>
1		Guseva		Sylvan
2		Kjellberg		Ulrikkeholm

SI ADDENDUM C – HANDLING of BOATS

1 GENERAL

1.1 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 spare

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 compasses and watches.

2.20 Marking directly on the hull or deck with permanent ink.

2.21 Use of any tape that leaves a residue/ use of duct tape

2.22 After the starting signal and while sailing close hauled for more than a few seconds, the main boom position shall be controlled only by using the mainsheet as it exits the block on the cockpit floor, and the vang.

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 Having the bowsprit extended, except when in the process of setting, flying or taking down the spinnaker. The bowsprit shall be fully retracted at the first reasonable opportunity after taking down the spinnaker.

2.25 Extending the bowsprit before getting on the new leg of the course, after entering the zone of a rounding mark without a spinnaker set.

2.26 A breach of SI C 2.22, 2.23, 2.24 or 2.25 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.

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 clevis pins
- (h) velcro tape
- (i) bosun's chair
- (j) spare flags
- (k) PFD's when not supplied by the OA

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
- (g) personal safety

3.3 Changing the number of mainsheet purchases.

4 MANDATORY ITEMS and ACTIONS – the following are permitted :

4.1 The completion of a written damage report before leaving a boat and submitting it to the RC, even if no damage or loss is recorded. Reports shall include any evidence of matters which could cause damage or disadvantage to the boat in future matches. When boat swaps are carried out on the water, the report should be made verbally to the RC as soon as possible.

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 At the end of the final day for a particular boat, cleaning the boat (cabin and decks), removing all trash and removing all tape and marks.

4.4 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.

4.5 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.

4.6 A breach of items 4.2 and 4.3 will be considered as damage and the cost of rectification will be deducted from the damage deposit.

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 on the daily damage report.

SAILS and SAILING EQUIPMENT

- Mainsail, set of battens and its black bag
- Small headsail and its red bag
- Large headsail and its white/red bag
- Asymmetrical spinnaker and its blue bag
- One winch handle
- Two black spinnaker trimsheets
- One green spinnaker tacksheet
- One blue or orange headsail sheet
- Two genoa cars and slides
- Two genoa shackles
- Four spinnaker pulleys (including two switchable pulleys)
- One bowsprit pulley
- Tiller extension
- Bucket
- Scoop
- Sponge
- Broom brush

SAFETY GEAR

- Mooring with anchor, chain and rode
- Life jackets for each crew member

MOORING LINES and FENDERS

- Three mooring lines
- Three fenders

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 – COURSE LIMITS

BAY OF KERDELAN

