

# **2014 IOD WORLD CHAMPIONSHIP**

## **JUNE 21-26,2014**

**Fjærholmen, Toensberg, NORWAY.**

**The Organizing Authority is Toensberg Seilforening ( TS ) and The Norwegian IOD-Committee**

### **SAILING INSTRUCTIONS**

#### **1. RULES**

- 1.1 The regatta will be governed by the rules as defined in the Racing Rules of Sailing (RRS) 2013 – 2016
- 1.2 The International One-Design Class BY-Laws and Championship Regulation (CR) will also apply. In the event of conflict, the IOD CR shall take precedence.
- 1.3 The NSF/Scandinavian (Norwegian) prescriptions to the RRS will not apply.
- 1.4 RRS rule 62.1 is changed by adding a new section;/e) physical damage not falling within RRS 62.1.b which was due to defective supplied equipment and which a reasonably competent crew would not have been able to avoid or promptly repair.
- 1.5 An international Jury will be appointed in accordance with Appendix N and the decisions of the Jury will be final (RRS 70.5)
- 1.6 In the event of conflict between the Notice of Race and the Sailing Instructions, the Sailing Instructions shall take precedence. This changes RRS rule 63.7

#### **2. ADVERTISING**

There will be no advertising posted on hull or sails.

#### **3. NOTICE TO COMPETITORS**

Notices to competitors will be posted on the Official Notice Board located at TS Regatta Office.

#### **4. CHANGES TO SAILING INSTRUCTIONS**

Changes to the Sailing Instructions will be posted before 0800 hours on the day they take effect. Changes to the Schedule of Races will be posted before 2000 hours the day preceding the races affected.

#### **5. SIGNALS MADE ASHORE**

- 5.1 Signals ashore will be displayed from the flagpole on «The Stone» (Steinen) at Fjærholmen.
- 5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in the race signal AP.

#### **6. SCHEDULE OF RACES**

- 6.1 Registration: Saturday June 21<sup>st</sup>, 2014 at Toensberg Seilforening, Fjærholmen, 1400 till 1800 hours. Fees not paid according to NOR will void the entry.
- 6.2 Skippers Meeting with boat draw, Sunday 22<sup>nd</sup>. at 0800 hours at TS Club house.
- 6.3 Dates of Racing:
  - Sunday, June 22
  - Monday, June 23
  - Tuesday, June 24
  - Wednesday, June 25
  - Thursday, June 26 Spare day. AGM. No race will be started after 1500 hours.
- 6.4 Seven races are scheduled. The Race Committee at its sole discretion may adjust the starting time and the number of races held each day.

- 6.5 Scheduled time of the warning signal each day is 1100. Day for AGM may be changed and number of races each day may be adjusted due to weather conditions.
- 6.6 Any race abandoned or postponed will be sailed later.

## **7. RACING AREA**

Racing will be conducted off Fjærholmen. A chart with racing areas marked will be provided. See addendum 2.

## **8. THE COURSES**

- 8.1 Courses will be Windward /Leeward with a gate as leeward mark as depicted in Addendum 1.
- 8.2 An offset mark may be used at the windward mark.
- 8.3 Starting and finishing lines will be between windward and leeward marks.
- 8.4 **Course** to be signalled from starting boat:
- Course 1 will be 6 legs, signalled with numeral pennant 1. (three full rounds)
  - Course 2 will be 4 legs, signalled with Numeral Pennant 2. (two full rounds)
- 8.5 The **course area** will be signalled ashore from the "Stone" as depicted in Addendum 2.(course area map)
- (a) Numeral Pennant 1 – Course area marked with 1 in a circle on the map
  - (b) Numeral Pennant 2 – Course area marked with 2 in a circle on the map
  - (c) Numeral Pennant 3 - Course area marked with 3 in a circle on the map

## **9. MARKS**

Marks will be inflated red cylinders. Offset mark will be an orange ball. The Starting mark will be a pin/flag buoy.

## **10. THE START**

- 10.1 Races will be started according to RRS rule 26. There will be an attention horn signal approximately 1 minute prior to the warning signal. Class Flag will be code (signal) flag D. The course to be sailed will be signalled not later than the warning signal.
- 10.2 A boat which starts later than 10 minutes after the starting signal will be scored DNS without a hearing. This changes RRS appendix A, rule 4 and 5.

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

Changing the next leg of the course will be signalled according to RRS 33, (a) (1) The new mark will be the same as the original mark. When changing course at windward mark, there will be no offset mark.

## **12. THE FINISH**

- 12.1 The finish line will be between the blue flag on the race committee boat and the nearby orange round ball.
- 12.2 Code flag A on the committee boat at the finish of a race means "no more racing today".

## **13. TIME LIMIT**

The Time Limit will be 2,5 hours.

## **14. PROTESTS**

- 14.1 A boat intending to protest is requested to notify the finish line boat of its intention.
- 14.2 Protest forms are available at the regatta office. Completed forms must be delivered there within protest time limit, which will be 90 minutes after the last race of the day is finished. The protest time limit and the list of hearings will be posted on the official notice board as soon as possible after they are received by the jury.
- 14.3 On the last day of scheduled racing, a request for re-opening a hearing or redress shall be delivered:
- a) within the protest time limit if the protesting party was informed of the decision on the previous day or
  - b) If the requesting party was not so informed, no later than 30 minutes after the requesting party was informed.
- This changes RRS rule 66.

## **15 RETIREMENT**

A competitor who has retired shall inform the race committee by any means possible before leaving the racecourse.

## **16. SCORING**

**16.1** The Championship scoring shall be in accordance with CR 7 and the RRS, Appendix A.

16.2 Boats that receive redress under rule 62.1(e) will be scored in accordance with CR 7.4

## **17. BOATS AND EQUIPMENT**

17.1 The regatta will be sailed in boats supplied by the Norwegian IOD Committee.

17.2 The boats will be rotated for each race according to the draw held at the Skippers Meeting.

17.3 **The Spinnaker** supplied with a teams first boat shall be used by the team throughout the regatta and the skipper is responsible for any damage to that spinnaker.

17.4 The boats supplied shall not be modified in any way except as follows:

- a.) A compass may be tied or taped to the hull or spars.
- b.) Wind indicators may be tied or taped anywhere on the boat.
- c.) Hulls (above the waterline only), decks, sails and equipment may be cleaned only with non-abrasive materials.
- d.) Adhesive tape may be used anywhere above the waterline except on brightwork.
- e.) All fittings or equipment designed to be adjusted in accordance with Class Rules may be adjusted within the limits provided, except that shrouds, forestay and mast chocks shall not be adjusted.

17.5 Competitors may provide their own spinnaker sheets and spinnaker turtles.

17.6 If a competitor is required to sail a boat (spare boat) other than originally scheduled, this will not be grounds for redress.

17.7 **Prohibited actions:**

- a.) The shrouds above turnbuckles may not be used to project crew weight
- B.) No holes may be made in sailcloth to permit the attachment of tell-tales.
- C.) Cross winching of sheets not allowed.
- D.) Competitors are prohibited from cleaning hulls below the waterline.

## **18. SAIL RESTRICTIONS IN CASE OF STRONG WINDS**

When Code Flag 'W' is displayed with the warning signal or at a windward mark with multiple sound signals, spinnakers shall not be hoisted during that race unless Code Flag 'O' is subsequently displayed, with multiple sound signals, at a windward mark.

## **19. BREAKDOWN**

19.1 A boat suffering a breakdown shall fly a yellow flag at first possible opportunity. Following a race a boat suffering a breakdown shall inform the race Committee of their breakdown.

19.2 Breakdown scoring shall be at the discretion of the international Jury and will follow the procedures set forth in the Championship Regulations. ( CR )

## **20. DAMAGE REPORT AND PENALTIES**

20.1 Submission of a Damage Report after each race is mandatory.

20.2 The Damage Report shall comprise a declaration on a form provided by the Organizing Authority to be signed after each race by each skipper, regardless of whether or not there is a damage, and returned to the TS representative performing the boat change. On this form each skipper shall EITHER declare that the boat he sailed bears no performance-impairing conditions OR describe sustained damage.

20.3 The Damage Report for a race that is the final race of the day must be completed, signed and returned to the Regatta Office desk no later than the protest time limit.

20.4 The penalty for non-compliance will be DSQ at the discretion of the Jury without a hearing.

20.5 If an untimely or inaccurate declaration or non-declaration causes the TS to withdraw a boat from competition for repairs, and if there is no replacement boat, the skipper who last sailed the affected boat shall not compete in any further races until that boat or a replacement boat becomes available and that skipper will be scored DNC for those races not sailed.

20.6 If there is unreported or incorrectly reported damage, it will be subject to SI 20.4

## **21. SPARE BOATS AND DAMAGE**

21.1 The Organizing Authority will provide a minimum of one spare boat.

21.2 The ability of a boat to sail will be determined by the Organizing Authority at its discretion.

21.3 If one boat becomes un-sailable, a spare boat will replace that boat in the schedule until the original boat is repaired. This will not be grounds for redress.

21.4 If more than one boat becomes un-sailable and there are sufficient spare boats, the Organizing Authority will, at its discretion determine which spare boat will replace the original boat in the schedule.

21.5 If there are more un-sailable boats than spare boats:

21.5(a) Competitors already governed by SI 20.5 will remain so governed.

21.5(b) All competitors who are scheduled to sail boats that are un-sailable shall drop out of the racing schedule until either the original boat is repaired or a spare boat is available.

21.6 Competitors prevented from racing because of pre-existing unreported damage will automatically receive redress for each race missed. If redress is awarded in any race or races using this SI to determine average points, the average will be computed according to CR 7.4(b), using all the races sailed except the race or races in question. This Changes RRS rule 64.2.

## **22. REDRESS**

22.1 In the event of a breakdown of a boat through no fault of the team sailing her, the helmsman may apply for breakdown points by filing for redress.

22.2 At the discretion of the Jury redress will be granted in accordance with RRS rule 62.1 (e) or CR 7.4

## **23. CREW SUBSTITUTION**

Request for crew substitution shall be made in writing to the Organizing Authority before 0900 on the day it is to take place. Decisions to allow a change of crew will be at the sole discretion of the Jury. This changes CR.5.3.

## **25. RADIO COMMUNICATION**

25.1 Boats are required to carry an operational marine VHF radio. The Race Committee will make fleet announcements on VHF channel 72 indicating the course to be sailed when posted and to attempt to notify boats that are OCS.

25.2 Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile phones.

25.3 A boats failure to hear a broadcast by the race committee shall not be grounds for redress. This modifies RRS rule 62.

## **26. PRIZES**

Prizes will be awarded to the five best teams in the regatta.

There will be gold, silver and bronze medals for top tree teams.

These perpetual trophies owned by the World Class Association will be awarded:

Bjarne Aas Trophy

William E. John Jr. Trophy

Allegra Trophy

Winner of the World Championship

Yacht Club of the World Champion

Second place in the World Championship

Edinburgh Trophy  
Outstanding crew award

Third place in the World Championship  
Most valuable crew member

## **27. DISCLAIMER OF LIABILITY**

Competitors participate in the regatta entirely at their own risk. See RRS rule 4. 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.

## **FURTHER INFORMATION.**

**Bjorn Erikstad, PRO**

**Tonsberg Seilforening(regatta office) Phone;(+47) 33384210, mail; [tonsberg.sf@online.no](mailto:tonsberg.sf@online.no)**

**Asbjorn Johnsen; Mobile phone;(+47) 48242238, mail; [asbjohns@hotmail.com](mailto:asbjohns@hotmail.com)**