



505 world championship

Gdynia, Poland 2018

2018 SAP 505 WORLD CHAMPIONSHIP TO INCLUDE THE 2018 CLASSIC CHAMPIONSHIP & PRE-WORLD CHAMPIONSHIP

18 – 27 July 2018

The Organizing Authority is the Polish Yachting Association and the Polish 505 Class Association on behalf of the International 505 Yacht Racing Association

SAILING INSTRUCTIONS

In all Rules governing this regatta:

[DP] denotes a rule for which the penalty is at the discretion of the jury.

[SP] denotes a rule for which a standard penalty may be applied by the race committee without a hearing, or a discretionary penalty applied by the jury with a hearing (this changes RRS 63.1 and A5); and

[NP] denotes a rule that shall not be grounds for protests by a boat. This changes RRS 60.1(a).

1 RULES

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing 2017 - 2020* (RRS) and the International 505 Class Championship Rules and Guidelines.
- 1.2 National prescriptions shall not apply
- 1.3 In the event of a conflict between the Notice of Race and Sailing Instructions, the Sailing Instructions shall prevail. This changes RRS63.7.

2 COMMUNICATIONS WITH COMPETITORS

- 2.1 There will be briefings for competitors as follows:

Pre-Worlds: Friday 20 July at 10:00

Worlds: Sunday 22 July at 10.30.

- 2.2 Notices to competitors will be posted on the official notice board, located in a tent in the Regatta Village.
- 2.3 Signals made ashore will be displayed from the flag pole located on the balcony of the Yacht Klub Polski Gdynia.
- 2.4 When flag AP is displayed ashore '1 minute' is replaced with 'not less than 60 minutes' in the race signal AP.
- 2.5 Flag D displayed with one sound means 'The warning signal will not be made less than 45 minutes after flag D is displayed'.

3 CHANGES TO SAILING INSTRUCTIONS & SCHEDULE OF RACES

Any change to the schedule of races will be posted by 20:00 on the day before it will take effect and any change to the sailing instructions will be posted at least 90 minutes before the scheduled warning signal of the first race affected.

4 CLASS FLAGS

4.1 The class flags will be:

Worlds fleet Class Logo on a blue flag

Classic fleet Pennant 8

5 SCHEDULE OF RACES

5.1 The race schedule is as follows:

Date:	Event:	Time of 1st warning signal & scheduled races per day:	
		Time:	# Races:
Fri 20 July	Pre-Worlds	12:00	3
Sun 22 July	Worlds	13:00	2/3
Mon 23 July	Worlds	12:00	2/3
Tues 24 July	Worlds	12:00	2/3
Wed 25 July	Reserve/Lay day		
Thurs 26 July	Worlds	13:30	2/3
Fri 27 July	Worlds	12:00	1/2

5.2 The warning signal for each succeeding race in a day will be made as soon as practicable after the previous race..

5.3 The Worlds fleet and Classic fleet will start together.

5.4 On the last day of the regatta no warning signal will be made after 15:00..

5.5 The Reserve/Lay Day will be used at the discretion of the race committee if the Championship is at risk of not completing 4 races by the end of the Worlds regatta.

6 RACING AREAS

The racing area options are shown in Attachment A.

7 THE COURSES

7.1 The diagrams in Attachment B show the courses, the course designations, the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.

7.2 The gate 3s/3p may be replaced by a single mark to be left to port.

7.3 No later than the warning signal, the race committee signal boat will display the course designation and the approximate compass bearing of the first leg.

7.4 To change the next leg of the course, the race committee will lay a new windward mark (mark 1) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

8 MARKS

8.1 Marks 1, 2, 3s and 3p will be orange inflated cylinder buoys. Mark 1a will be a smaller orange inflated buoy. Mark 4 will be a red inflated buoy.

8.2 The new mark in SI 7.4 will be a green inflated conical buoy.

8.3 Starting marks for a gate start will be the port limit mark (a dan buoy with an orange flag laid close to the starting vessel), the pathfinder (until released) and the gate launch (displaying flag G) until the gate is closed.

8.4 Finishing marks will be a race committee boat at the starboard end, and a boat or buoy at the port end.

9 THE START

9.1 Gate Start:

- (a) To alert boats that a race will begin soon, flag G will be displayed with one sound at least five minutes before a warning signal is made,
- (b) Starting Area: The race committee signal boat will be in the starting area, which will be to leeward of the course (Attachment B). The port limit mark will be laid at the leeward end of gate 3s/3p.
- (c) Distinguishing Flags & Signals: The race committee signal boat and gate launch will display flag G. When used, the guard launch will display flag U. The starting signals, using RRS 26, will be made from the race committee signal boat.
- (d) Selection of Pathfinder: The race committee will nominate the pathfinder and a reserve pathfinder for the first race of each event (Pre-Worlds and Worlds) separately. It is possible to be the pathfinder or reserve pathfinder boat in both of the events. Thereafter, the pathfinder will be the tenth boat in the preceding race. When she is unable to race, or has been the pathfinder previously in the event, the pathfinder will be the eleventh boat in the preceding race and so on. The reserve pathfinder will be the next boat in the previous race. The sail numbers of pathfinder and reserve for the first race of each day will be posted on the official notice board, and will be displayed on the side of the committee boat before flag G is displayed. If more than one race is sailed on the same day, the numbers will be displayed on the side of the committee boat before flag G is displayed for each successive race. The pathfinder and reserve shall report to the committee boat as soon as possible after her number is displayed and before the preparatory signal. A pathfinder or reserve that fails to report will be scored Did Not Start. This changes RRS A4 and A5.
- (e) Positioning of Pathfinder, gate launch and guard launch: Shortly before the starting signal the Pathfinder will position itself near the starting mark and as soon as possible after the starting signal (and within 10 seconds) will sail from the starting mark on a close-hauled port tack course. During the start the Pathfinder, will be followed by the gate launch. Boats may start behind the gate launch once it has cleared the starting mark closely behind the Pathfinder. If the Pathfinder is unable to do this, the race committee will signal a postponement or abandonment. When used, the guard launch will protect the Pathfinder and will keep station off her starboard bow.
- (f) Starting Line: The starting line for all boats except the Pathfinder will be between the port limit mark and the centre of the stern of the gate launch. The pathfinder shall sail a close-hauled course until it is released by hail from the Gate boat, after which the pathfinder has started and may continue or tack onto starboard tack. When she tacks or when the gate has been opened for the period signaled in SI 9.1(g), she ceases to be a starting mark.
- (g) Pathfinder Course: The length of time that the gate launch will be required to motor along the port tack course after the starting signal will be displayed on the starboard side of the committee boat before the warning signal. The Pathfinder shall maintain her close-hauled course until she is released by a hail from the gate launch, and may tack onto starboard. After releasing the Pathfinder, the gate launch and guard launch will maintain their course and speed. At the end of the period of time displayed on the committee boat, the gate launch will stop, lower flag G half way with a sound, and drift for two minutes. Flag G will then be fully lowered with a sound to indicate the closing of the gate. No boat shall start after the gate start line is closed.
- (h) Starting: Boats other than the Pathfinder shall start by crossing the starting line on starboard tack after the starting signal and before the gate closes. A boat that has not started at the close of the gate will be scored DNS without a hearing. This changes RRS A4.
- (i) A boat that has not already started correctly, and that is on the course side of the gate launch while the gate is open, shall not cross the starting line from the course side.

- (j) Interference with Pathfinder, Gate Launch and Guard Launch: From the moment the Pathfinder commences its run, a boat shall not threaten the unobstructed sailing of the Pathfinder, and shall not interfere with or try to pass between the Pathfinder and the gate launch, or cause another boat to interfere in these ways. If a boat hits the pathfinder and is identified, she will be disqualified without a hearing, even if the race is restarted, re-sailed, or rescheduled. However, a boat may participate in the restarted race providing she notifies the race committee prior to the warning signal that she intends to protest another boat and/or request redress in connection with the incident. If she sails in the race and does not file a valid protest or request for redress, she shall be scored DNE. If her protest is dismissed or her request for redress is denied, she shall be scored DSQ. This changes RRS 36, 62.2, 63.1, and A5.
- (k) If a boat hits the gate launch or guard launch and forces them to change course or speed, which then causes the start to be abandoned, she will be disqualified without a hearing, even if the race is restarted, re-sailed or rescheduled. However as per SI 9.1 (h), she can notify the race committee prior to the warning signal, that she intends to protest another boat.
- (l) A boat that cannot avoid touching the gate launch or guard launch may hail a right-of-way boat for room and shall retire or take a penalty as set out in SI. 12.1 and 12.2.

9.2 Fixed Line Start:

- (a) To alert boats that a race will begin soon, flag F will be displayed with one sound at least five minutes before a warning signal is made.
- (b) Fixed line starts will be started according to RRS 26.
- (c) The starting line will be between a staff displaying an orange flag on the Race Committee vessel at the starboard end and a staff displaying an orange flag on a Race Committee vessel at the port end (start pin).
- (d) A boat starting later than 5 minutes after the starting signal will be scored Did Not Start without a hearing. This changes RRS A4.

10 THE FINISH

The finishing line will be between staffs displaying blue flags on the finishing marks.

11 TIME LIMITS & TARGET TIMES

11.1 The target times in minutes are as follows:

Event:	Races/day:	Target time:
Pre-Worlds	3	60
Worlds main fleet	2	75
	3	60

Failure to meet the target time will not be grounds for redress. This changes RRS 62.1(a).

- 11.2 Boats failing to finish within 20 minutes after the first boat sails the course and finishes, and not subsequently retiring, penalized or given redress, will be scored TLE (Time Limit Expired) without a hearing. This changes RRS 35, 63.1, A4 and A5.
- 11.3 The score for TLE will be points equal to the number of boats that sailed the course and finished within the finishing window plus two points.

12 PENALTY SYSTEM

- 12.1 Penalty turns - RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.
- 12.2 Exoneration penalty:
 - (a) A boat that may have broken a rule of RRS Part 2, may, after finishing the race concerned and before the start of a related protest hearing, notify the race committee that she accepts a 25% Exoneration Penalty to be added to the boats score for the

race in which the offence took place. This penalty does not reverse an OCS score, a disqualification under RRS 30.3 or a penalty under RRS Appendix P. It is not available for a breach of RRS 2 or of class rules or for gross misconduct under RRS 69. Nor is it available to a boat that caused injury or serious damage, or gained a significant advantage by her breach: in these circumstances, her penalty is to retire.

- (b) Any boat that takes an Exoneration Penalty as above shall make a report on a penalty acknowledgement form, which are available from the race office, within 90 minutes after the last boat has finished the last race of the day or the race committee signals no more racing today, whichever is later.
- (c) When an Exoneration Penalty is accepted:
Neither the boat nor a Jury may then revoke or remove the penalty unless it is removed by the Jury as a result of a hearing relating to the same incident.
The boat shall not be penalised further in a protest hearing when the Jury decides that it was appropriate to the facts found and the applicable rules.
- (d) After application of a penalty the scores of other boats will not be changed, therefore, two boats may receive the same score

12.3 Any boat that takes a penalty whilst racing in accordance with RRS 31.2 or 44.2 shall make a report on the penalty acknowledgement form, which is located in the race office, before the end of the protest time limit.

12.4 Any boat that retires from a race after finishing shall sign the retirement form, located in the race office, before the end of the protest time limit.

13 PROTESTS & REQUESTS FOR REDRESS (NP) (DP)

13.1 Protest forms are available at the race office. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.

13.2 The protest time limit is 60 minutes after the last boat has finished the last race of the day or the race committee signals no more racing today, whichever is later.

13.3 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses.

13.4 Notices of protests by the race committee, technical committee or protest committee will be posted to inform boats under RRS 61.1(b).

13.5 On the last scheduled day of racing, a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.

13.6 Decisions of the international jury will be final as provided in RRS 70.5.

14 SCORING

14.1 Four races are required to be completed to constitute a series in the World Championship, and one race in the Pre-Worlds.

14.2 (a) When fewer than four races have been completed, a boat's series score will be the total of her race scores.

(b) When from four to seven races have been completed, a boat's series score will be the total of her race scores excluding her worst score

(c) When eight or more races have been completed, a boat's series score will be the total of her race scores excluding her two worst scores.

14.3 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.

14.4 The Worlds fleet and Classic fleet will be scored separately in both events.

15 SAFETY REGULATIONS [DP] [NP] [SP]

15.1 Competitors shall wear personal flotation devices at all times while afloat, except briefly while adjusting clothing or personal equipment.

- 15.2 A boat that retires from a race, or does not intend to start a race, shall notify the race committee as soon as possible.
- 15.3 All boats are required to carry the assigned tracking unit for the World Championship.
- 15.4 Tracking units shall be installed as specified by the organizing authority.
- 15.5 Boats shall return to and remain in their assigned berths whilst ashore.
- 15.6 Tracking units will be distributed as follows:
- (a) The tracking unit control point will be located at in the race office.
 - (b) Tracking units shall be collected and returned to the Tracker unit control point each day of competition.
 - (c) As a contingency measure, boats may be required to carry a second tracking unit.
- 15.7 Tracker units shall be returned to the relevant control point as soon as possible after returning to shore, but no later than the protest time limit.
- 15.8 The penalty for failing to collect or return the tracking unit is:
- (a) First offence – Discretionary penalty of 10% of the boats score for the first race of the day on which the offence takes place
 - (b) Second offence – Discretionary penalty of 20% of the boats score for the first race of the day on which the offence takes place
 - (c) Each subsequent offence will incur a discretionary penalty that will increase by a further 10% for each occurrence.

16 REPLACEMENT OF CREW OR EQUIPMENT [DP]

- 16.1 Substitution of competitors will not be allowed without prior written approval of the race committee.
- 16.2 Substitution of damaged or lost equipment will not be allowed unless authorized by the race committee. Requests for substitution shall be made to the committee at the first reasonable opportunity.

17 EQUIPMENT & MEASUREMENT CHECKS [DP]

- 17.1 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 member of the race committee or technical committee to proceed immediately to a designated area for inspection.
- 17.2 The fact that the organising authority conducts inspections of boats and equipment does not reduce the responsibilities of the competitors.

18 ADVERTISING & MEDIA

- 18.1 Boats and competitors shall comply with World Sailing Regulation 20, Advertising Code. Boats are required to display advertising chosen and supplied by the organizing authority or International 505 Class Association.
- 18.2 Boats will be required to display bow stickers and other sponsors stickers as directed.
- 18.3 Competitors may be required to wear sponsors bibs, of which the competitors in three leading boats may have a different colour sponsor bib as directed. The bibs will be supplied by the organizing authority.
- 18.4 Competitors automatically grant to the organizing authority and the International 505 Class Association, without payment, the right in perpetuity to make, use and show any motion pictures, still pictures and live, taped or filmed television of or relating to the event.
- 18.5 Boats may be required to carry cameras, sound equipment or positioning devices as specified and provided by the organizing authority.
- 18.6 Competitors may be required for interviews during the event.

19 OFFICIAL BOATS

Official boats will be marked as follows:

Jury: White background with the word "JURY" in black letters
Media: White background with the word "PRESS" in white letters

20 SUPPORT BOATS [DP] [NP]

- 20.1 All support boats shall be registered with the organizing authority and will be required to comply with local legislation and event support boat regulations. The organizing authority may refuse registrations and accept later registrations at their sole discretion.
- 20.2 Support boat drivers shall identify those competitors they are supporting when registering with the organizing authority.
- 20.3 Support Boats shall stay outside areas where boats are racing from the time of the preparatory signal for the first class to start until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment.
- 20.4 Support boats are required to monitor the safety VHF radio frequency at all times and shall be required to undertake safety duties at the direction of the race committee.
- 20.5 All registered support boats shall comply with support boat regulations posted on the notice board.
- 20.6 Support boats shall at all times obey directions that may be given by the race committee. If support boats do not follow the directions of the race committee, the relevant competitor may be penalised.

21 TRASH DISPOSAL

Trash may be placed aboard support or official boats.

22 RADIO COMMUNICATION [DP]

Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

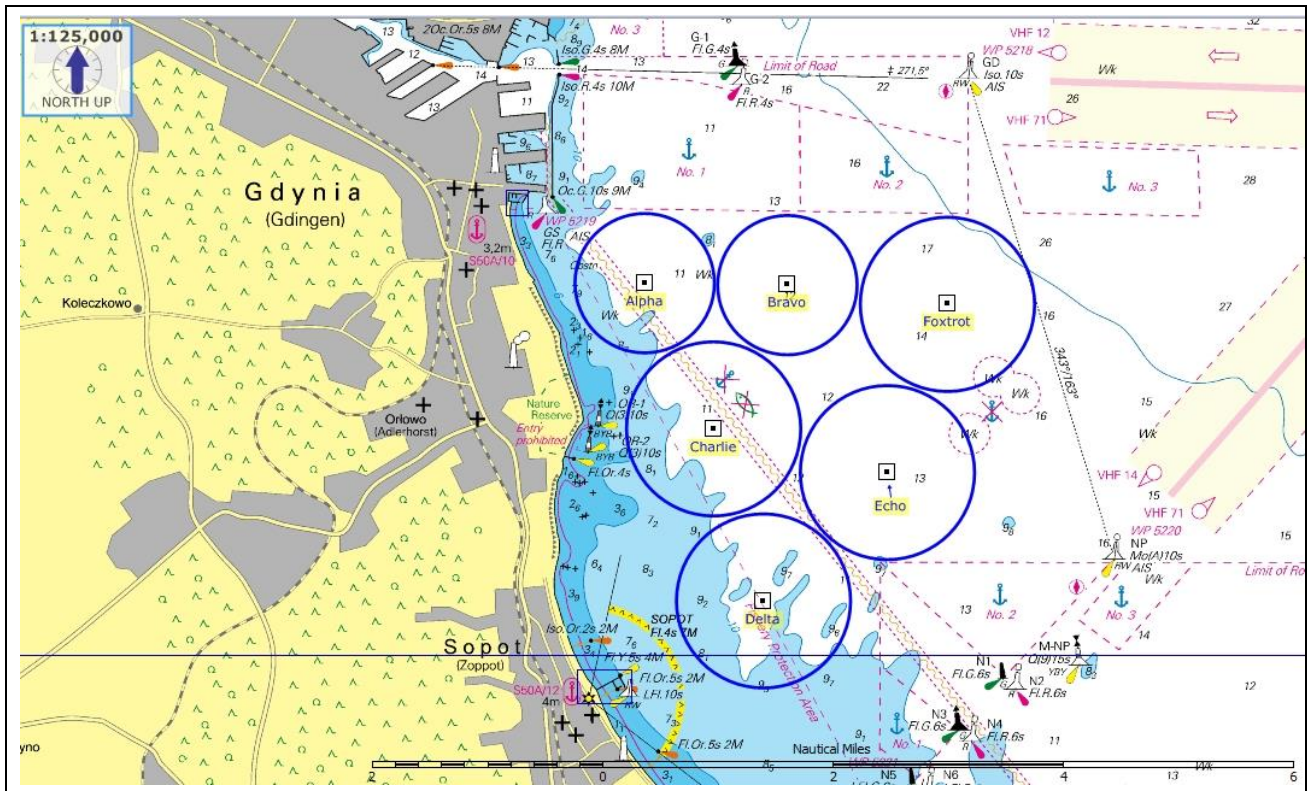
23 RISK STATEMENT

- 23.1 Rule 4 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."
- 23.2 The Organizing Authority accept no responsibility or liability for loss of life or injury to skipper or crew or others, or for the loss of, or damage to, any vessel or property.
- 23.3 Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:
 - (a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;
 - (b) They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
 - (c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omission;
 - (d) Their boat is in good order, equipped to sail in the event and they are fit to participate;
 - (e) The provision of a race management team, patrol boats and other officials and volunteers by the event organizer does not relieve them of their own responsibilities;
 - (f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.
 - (g) It is their responsibility to familiarize themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any safety briefing held for the event.

24 INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of 1.5 million Euros per incident or the equivalent.

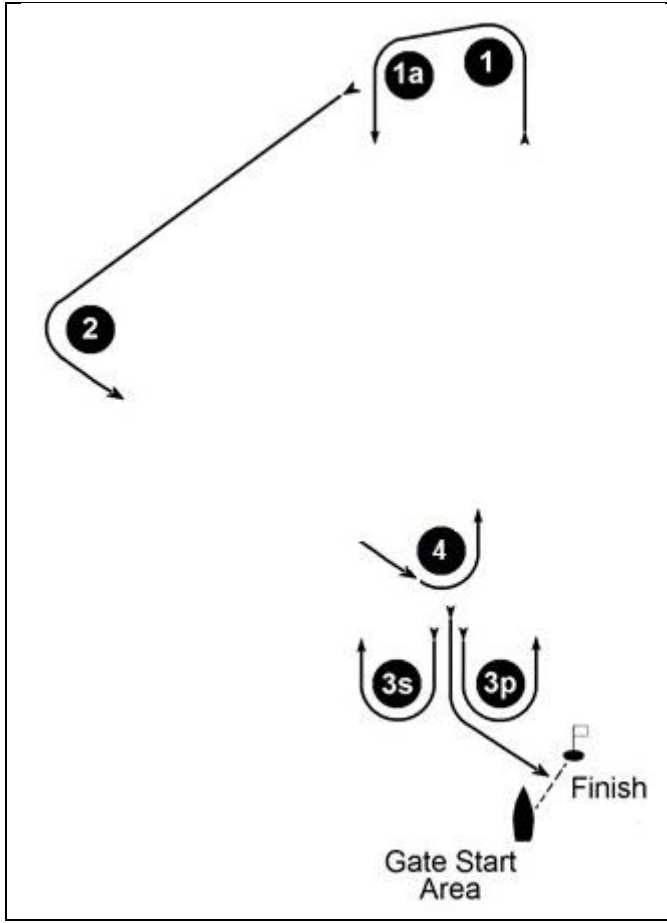
Attachment A RACING AREAS



Attachment B
COURSE DIAGRAMS

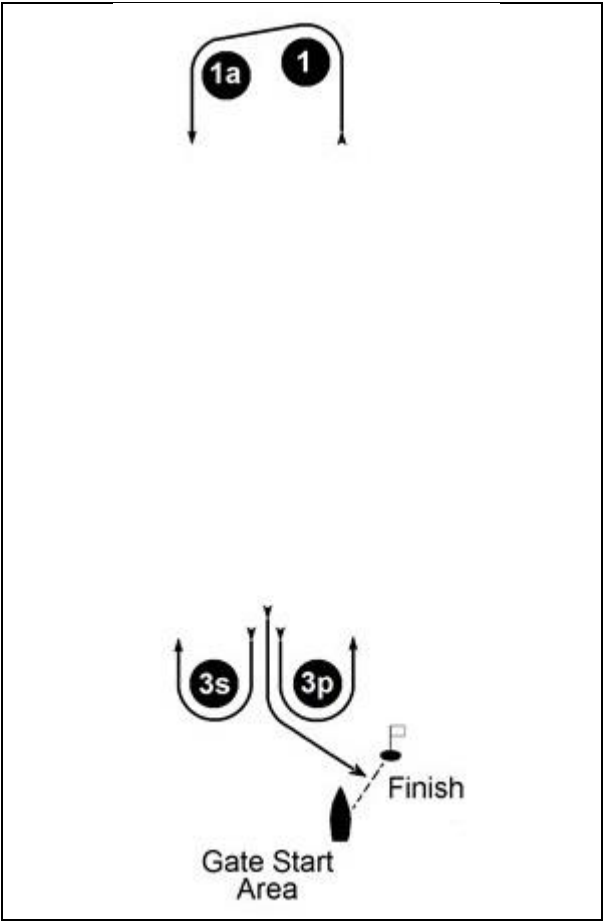
COURSE TW Windward-Leeward-Triangle : Finish Windward	COURSE W Windward-Leeward : Finish Windward								
<table border="0"> <thead> <tr> <th>Signal</th> <th>Mark rounding order</th> </tr> </thead> <tbody> <tr> <td>TW</td> <td>Start – 1 – 1a – 3s/3p – 1 – 2 – 4 – 1 – 1a – 3s/3p – Finish</td> </tr> </tbody> </table>	Signal	Mark rounding order	TW	Start – 1 – 1a – 3s/3p – 1 – 2 – 4 – 1 – 1a – 3s/3p – Finish	<table border="0"> <thead> <tr> <th>Signal</th> <th>Mark rounding order</th> </tr> </thead> <tbody> <tr> <td>W</td> <td>Start – 1 – 1a – 3s/3p – 1 – 1a – 3s/3p – Finish</td> </tr> </tbody> </table>	Signal	Mark rounding order	W	Start – 1 – 1a – 3s/3p – 1 – 1a – 3s/3p – Finish
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COURSE TL
Windward-Leeward-Triangle : Finish Leeward



Signal	Mark rounding order
TL	Start – 1 – 1a – 3s/3p – 1 – 2 – 4 – 1 – 1a – 3p – Finish

COURSE L
Windward-Leeward : Finish Leeward



Signal	Mark rounding order
L	Start – 1 – 1a – 3s/3p – 1 – 1a – 3s/3p – 1 – 1a – 3p – Finish