

**SAILING INSTRUCTIONS**  
**[Year] INTERNATIONAL 505 WORLD CHAMPIONSHIP**  
**&**  
**PRE- WORLDS REGATTA**

**[Date from – Date to]**

**[location]**

**Organising Authority**

**ALL TIMES ARE [Time Zone]**

**Event website: [enter url]**

*The notation '[DP]' in a rule in the sailing instructions (SIs) or notice of race (NoR) means that the penalty for a breach of that rule may, at the discretion of the jury, be less than disqualification. The notation '[NP]' in a rule of the SIs or NoR means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a). The notation '[GP]' in a rule of the SIs or NoR means that if a boat breaks an instruction marked [GP] and is identified, she will be disqualified without a hearing, even if the race is restarted, re-sailed, or rescheduled. The term 'technical committee' in these SIs refers to a committee appointed by the organizing authority and acting in accordance with RRS 92.*

## **1 RULES**

- 1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS).
- 1.2 **[NP] [DP]** RRS 40 is replaced with: "Competitors shall wear personal flotation devices, at all times when on the water, except briefly while changing or adjusting clothing or personal equipment. Wet suits and dry suits are not personal flotation devices. Inflatable flotation devices are not acceptable.
- 1.3 RRS 41 shall be changed so that crew can be returned to their dinghy.
- 1.4 RRS 42.3(c) is substituted by 505 Class Rule B13 as follows: Except on a beat to windward, when surfing (rapidly accelerating down the face of a wave) or planing is possible, the boat's crew may pull any sail in order to initiate or maintain surfing or planing, but not more than three repeated pulls and releases of the sail may be made for each wave or gust of wind.
- 1.5 RRS Appendix T1, Post-Race Penalties, will apply.
- 1.6 [Attachment C provides additional rules for Classic Boats.]
- 1.7 If there is a conflict between languages the English text will take precedence.

## **2 NOTICES TO COMPETITORS**

- 2.1 Notices to competitors will be posted on the official notice board located [ enter location]and maybe online at:  
[\[Enter url\]](#)

## **3 CHANGES TO SAILING INSTRUCTIONS**

- 3.1 Any change to the schedule of races will be posted by 2000 on the day before it will take effect.
- 3.2 Any other change to the sailing instructions will be posted no later than 90 minutes before the scheduled warning signal for the first race on the day it will take effect.

## **4 SIGNALS MADE ASHORE**

- 4.1 Signals made ashore will be displayed on the flagpole located [enter location].
- 4.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than [75] minutes' in RRS Race Signals.

- 4.3 [DP] flag D with one sound means 'The warning signal will be made not less than [90] minutes after flag D is displayed. Boats are requested not to leave the harbor until this signal is made.'

## 5 SCHEDULE OF RACES

### 5.1 Schedule as follows

Date	Event/Race	Details	Time of Event / Warning Signal
	Measurement and registration all boats. Opening Ceremony/competitors meeting/drinks-		
	Pre – Worlds Racing Daily Presentations and Prizes Australian 505 Class AGM	3 races	
	Pre – Worlds Racing Pre – Worlds Presentation	3 races	
	Measurement and registration- worlds only		
	World Championship Racing Daily Presentations and Prizes <b>[Worlds AGM Evening]</b>	2 races	
	World Championship Racing Daily Presentations and Prizes	2 races	
	World Championship Racing Daily Presentation and Prizes	2 races	
	Lay Day		
	World Championship Racing Daily Presentations and Prizes	2 races	
	World Championship Racing Final Worlds Presentation and Prizes 505 Flag Ceremony	2 races	

(Racing, Social events and shore times are all subject to change to suit the weather and racing program)

- 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 Ten races are scheduled for the Worlds and six races for the Pre-Worlds.
- 5.4 A maximum of three races may be sailed each day.
- 5.5 On the lay day, racing will only be held if the OA concludes it is necessary to complete a minimum of four races by the end of the regatta.
- 5.6 On the last scheduled day of racing, no warning signal will be made after 1500.

## 6 CLASS FLAG

The class flag will be a Class Logo on a blue flag.

## 7 RACING AREAS

The racing area will be in [insert] as shown in Attachment A.

## 8 COURSES

- 8.1 Courses are shown in Attachment B.
- 8.2 No later than the warning signal, the race committee signal vessel will display the approximate compass bearing and length of the first leg.
- 8.3 If either gate mark 3s or 3p is missing, boats shall round the remaining gate mark to port.

## 9 MARKS

- 9.1 Marks 1, 2, 3s and 3p will be [colour and type of buoy]. Mark 1a will be [color and type]. Mark 4 will be a blue conical inflatable buoy.
- 9.2 As provided in SI 13, new marks will be a [colour and type inflatable] buoy.
- 9.3 The starting marks will be the port limit mark, a [colour and type] buoy to starboard of and close to the race committee signal vessel, the pathfinder, and the gate boat (displaying flag G).  
Finishing marks will be a race committee vessel at the one end, and a boat or black and white [chequered buoy] at the other end.

## 10 THE START

- 10.1 Gate Starts will be used.
- 10.2 Races will be started using RRS 26.
- 10.3 Starting Area: The race committee signal vessel will be in the starting area, which will be to leeward of the course.
- 10.4 To alert boats that a race will begin soon, the race committee signal vessel will display an orange flag and Flag G, with one sound at least five minutes before a warning signal is displayed.
- 10.5 Prior to the warning signal, the race committee signal vessel will display the time between the starting signal and the time at which the gate boat will stop at the starboard end of the starting line.
- 10.6 The starting line (except for the pathfinder) will be between the port limit mark and the centre of the stern of the gate boat.
- 10.7 **[GP]** All boats (except for the pathfinder) shall start by crossing the starting line on starboard tack after the starting signal and before the gate closes.

- 10.8 **[GP]** A boat that has not already started correctly, and that is on the course side of the gate boat while the gate is open, shall not cross the starting line from the course side.
- 10.9 **[NP]** A boat that has not started at the close of the gate will be scored DNS without a hearing. This changes RRS A4.

## 11 THE PATHFINDER

- 11.1 The race committee will appoint a pathfinder and a reserve pathfinder for the first race of the event. Thereafter, the pathfinder will be the tenth boat in the preceding race. (The Pre-worlds & Worlds are considered 2 separate events) When she is unable to race, or has been the pathfinder previously in the event, the pathfinder will be the ninth boat in the preceding race and so on. The reserve pathfinder will then be the next boat in the preceding 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 race committee signal vessel before flag G is displayed. If more than one race is sailed on the same day, the numbers will be displayed on the race committee signal vessel before flag G is displayed for each successive race.

The pathfinder and reserve shall report to the race committee signal vessel after their numbers are displayed and before the warning signal is displayed. A pathfinder or reserve that fails to report will be scored Did Not Start. This changes RRS A4 and A5.

- 11.2 **[NP] [GP]** Prior to the preparatory signal being lowered, the pathfinder shall report to the gate boat (displaying flag G and located near the race committee signal vessel) and follow the race committee's instructions.
- 11.3 **[NP]** Shortly before the starting signal the pathfinder will position itself near the port limit mark and shall sail as close as possible to the starting signal (not before and within 10 seconds after) from the port limit mark on a close-hauled port tack. The gate boat will keep station close astern and slightly to leeward of the pathfinder.
- 11.4 **[NP]** The pathfinder shall sail a close-hauled course until it is released by hail from the gate boat, after which the pathfinder may continue or tack. When she tacks or when the gate has been opened for the period signaled, she ceases to be a starting mark.
- 11.5 After the release of the pathfinder, the gate boat will continue its course and speed until the gate has been opened for the period signaled. It will then stop, make a long sound signal, drift for two minutes, and signal the close of the gate by lowering their G flag with a short sound signal.

## 12 STARTING INFINGEMENTS

- 12.1 From the time the pathfinder is approaching the port limit mark to start until the pathfinder or gate boat cease to be a starting mark, a boat must not touch the pathfinder or obstruct the pathfinder or gate boat in any way that causes the start to be abandoned.
- 12.2 If a boat breaks SI 12.1 and is identified, she will be disqualified without a hearing, even if the race is restarted, re-sailed, or rescheduled. If a general recall is signaled or the race is abandoned after the starting signal, the race committee will display the boat's sail number for at least 3 minutes before the next warning signal for that race, and if the race is restarted or re-sailed, she shall not sail in it. 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.

- 12.3 A boat that cannot avoid touching the gate boat but the contact does not result in the abandonment of the start, shall retire or take a penalty as set out in SI. 16.2

### 13 CHANGE OF THE NEXT LEG OF THE COURSE

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

### 14 THE FINISH

The finishing line will be between the staff displaying an [orange] flag on the race committee signal vessel and a staff displaying an [orange flag] on the pin end finishing mark or the course side of the finishing buoy.

### 15 TIME LIMITS

- 15.1 The target times in minutes are as follows:

<b>Event:</b>	<b>Races/day:</b>	<b>Target time:</b>
All	1	80
	2	60

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

- 15.2 If no boat has passed mark 1 within 45 minutes of the start, the race will be abandoned.
- 15.3 If no boat sails the course and finishes within 120 minutes, the race will be abandoned.
- 15.4 Boats still racing and 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, see SI 16.4) without a hearing. This changes RRS 35, 63.1, A4 and A5.

### 16 PENALTY SYSTEM

- 16.1 RRS Appendix P, Special Procedures for RRS 42, will apply as modified in these SI's.
- 16.2 RRS 44.1 and P2.1 are changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.**
- 16.3 RRS Appendix T1, Post-Race Penalties, will apply.
- 16.4 Exoneration penalty. 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 an Exoneration Penalty 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.

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 or within 30 minutes of the last placed boat back on beach at FSC, whichever is later.

When an Exoneration Penalty is accepted:

Points equal to 25% of the boats that started the race in which the penalty is applied shall be added to the score of the boat that is taking the penalty

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.

After application of a penalty the scores of other boats will not be changed, therefore, two boats may receive the same score.

- 16.5 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.

## **17 PROTESTS AND REQUESTS FOR REDRESS**

- 17.1 Protest forms are available at the race office located in dinghy clubhouse at FSC. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.
- 17.2 The protest time limit is 60 minutes after the arrival of the race committee signal vessel at the dock. The race committee will post its arrival time on the notice board.
- 17.3 Post-Race Penalties may be taken by submitting a Penalty Acceptance Form at the race office.
- 17.4 Scoring inquiries may be made by submitting a Scoring Inquiry Form at the race office.
- 17.5 Notices will be posted on the official notice board no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses and the location of the hearing. Hearings will be held as soon as practical after sailing.
- 17.6 Notices of protests by the race committee, technical committee or jury will be posted on the official notice board to inform boats under RRS 61.1(b).
- 17.7 On the last scheduled day of racing a request for redress based on a jury decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.
- 17.8 Decisions of the international jury will be final as provided in RRS 70.5.

## **18 SCORING**

- 18.1 RRS Appendix A4, Low Point System, will apply.
- 18.2 Four races are required to be completed to constitute a series.
- 18.3 (a) When fewer than five races have been completed, a boat's series score will be the total of her race scores.  
(b) When from five to eight races have been completed, a boat's series score will be the total of her race scores excluding her worst score.  
(c) When nine or more races have been completed, a boat's series score will be the total of her race scores excluding her 2 worst scores.
- 18.4 The score (prior to application of other penalties) for boats scored TLE will be points equal

to the number of boats that sailed the course and finished within the finishing window plus two points by the race committee without a hearing. This changes RRS A4.2, A5, and A11.

## **19 [DP] [NP] SAFETY REGULATIONS**

- 19.1 Check-out and check-in: Before departing from launching area, boats shall collect their Tracker from the [Dinghy Clubrooms], attach it as per the posted rules (and switch it on if it has that option).
- 19.2 Return trolley to marked bay of bow number and trolley number;
- 19.3 Mainsails should also be up as they leave the beach to allow identification of all boats. Likewise, when returning to the harbor, boats shall return their Tracker to the Dinghy Clubrooms.
- 19.4 All boats shall abide by the Tracking Unit Rules posted on the official Notice Board.
- 19.5 A boat that retires from a race shall notify the race committee as soon as possible.
- 19.6 [Any local regs?]
  
- 19.7 The race committee or Jury may protest a boat for breaking SI 19.6 based on information received from any source. The protest time limit does not apply. This changes RRS 60.2, 60.3, and 61.3.
- 19.8 Hazards sailing to and from the sailing area include [ ].
- 19.9 **[DP]**A boat receiving outside assistance shall report that assistance to the Dinghy Clubhouse and complete the outside assistance form, within the protest time limit.

## **20 [DP] REPLACEMENT OF CREW OR EQUIPMENT**

- 20.1 Substitution of competitors will not be allowed without prior written approval of the jury
- 20.2 Substitution of damaged or lost equipment will not be allowed unless authorized by the jury. Requests for substitution shall be made to the technical committee at the first reasonable opportunity.
- 20.3 Requests to the technical committee can be made at the Dinghy Clubhouse.

## **21 EQUIPMENT AND MEASUREMENT CHECKS**

A boat or its equipment may be inspected by the technical committee at any time for compliance with the class rules and sailing instructions. On the water, a boat can be instructed by the technical committee to proceed immediately to a designated area for inspection. See Attachment E for measurement methodology and protocols.

## **22 [DP][NP] EVENT ADVERTISING AND MEDIA**

Boats shall display event advertising in the form of bow numbers supplied and installed by the organizing authority. It is the responsibility of the competitors to maintain the bow numbers for the duration of the event. If this rule is broken, World Sailing Regulation 20.9.2 applies. See Attachment D for details.

## **23 [DP] SUPPORT VESSELS**

- 23.1 All support persons shall comply with the Support Vessel Regulations published on the



notice board.

- 23.2 From the time a boat leaves the harbor until returning to the harbor after racing, competitors shall not receive any on-water assistance whatsoever from a support person whose registration has been revoked. If this rule is broken, the penalty will be in accordance with RRS 64.4(b).

## **24 [DP] TRASH DISPOSAL**

Boats shall not intentionally put trash in the water. Trash may be placed aboard support, race committee and jury vessels. RRS 41 is changed to permit a boat to place trash on a race committee or jury vessel after her preparatory signal.

## **25 [DP] BERTHING**

[When ashore, all boats must be stored on their dollies within their assigned spaces. While sailing, boats' dollies must be stored in the assigned spaces.]

## **26 [DP] RADIO COMMUNICATION**

- 26.1 The race committee intends to use VHF radio channel 72 to communicate information to competing boats and support vessels. Competitors are encouraged to carry VHF radios for safety.
- 26.2 Except in an emergency, from the preparatory signal 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 except when using equipment provided by the OA.

## **27 PRIZES**

- 27.1 Prizes will be awarded as follows:
- (a) First three teams in the Pre-Worlds
  - (b) First ten teams in the World Championship
  - (c) First six teams in the Australian Championship
  - (d) First three teams in the Classic Championship
  - (e) First place in each race
  - (f) First finishing female team
  - (g) First finishing mixed gender team
  - (h) First finishing youth team (both team members 25 years or younger, born on or after 1 January 1994)
  - (i) First finishing master helm (65 years and older, born on or before [1st day of racing +65 years])
  - (j) Top finishing master crew (55 years and older, born on or before [1st day of racing +55 years])
- 27.2 Perpetual awards will also be awarded in accordance with the 505 class rules and traditions.
- 27.3 Additional prizes may be awarded.

## **28 DISCLAIMER OF LIABILITY**

Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. 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.

## **29 INSURANCE**

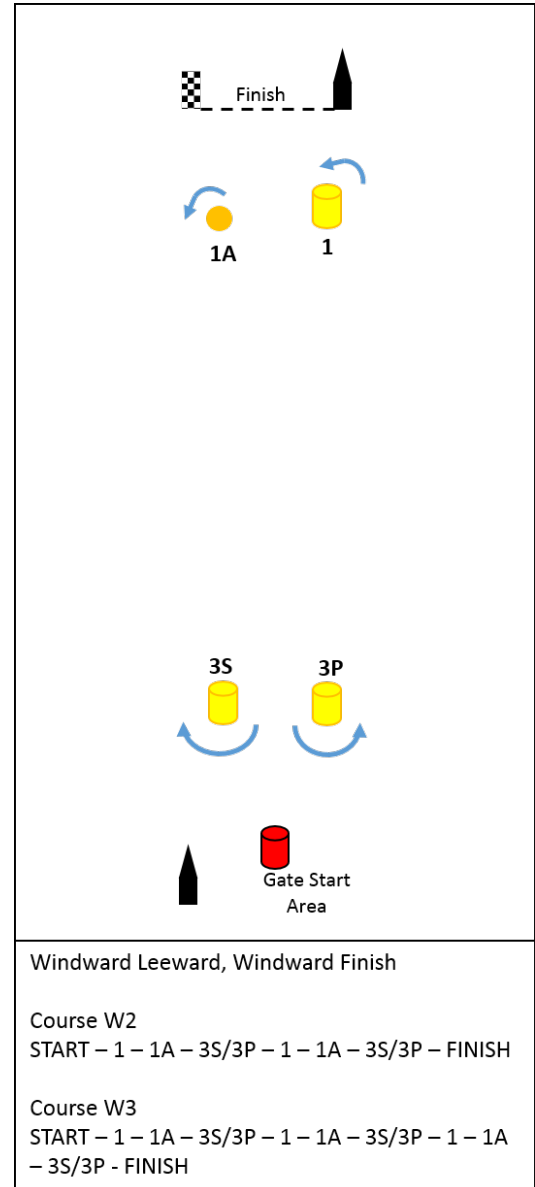
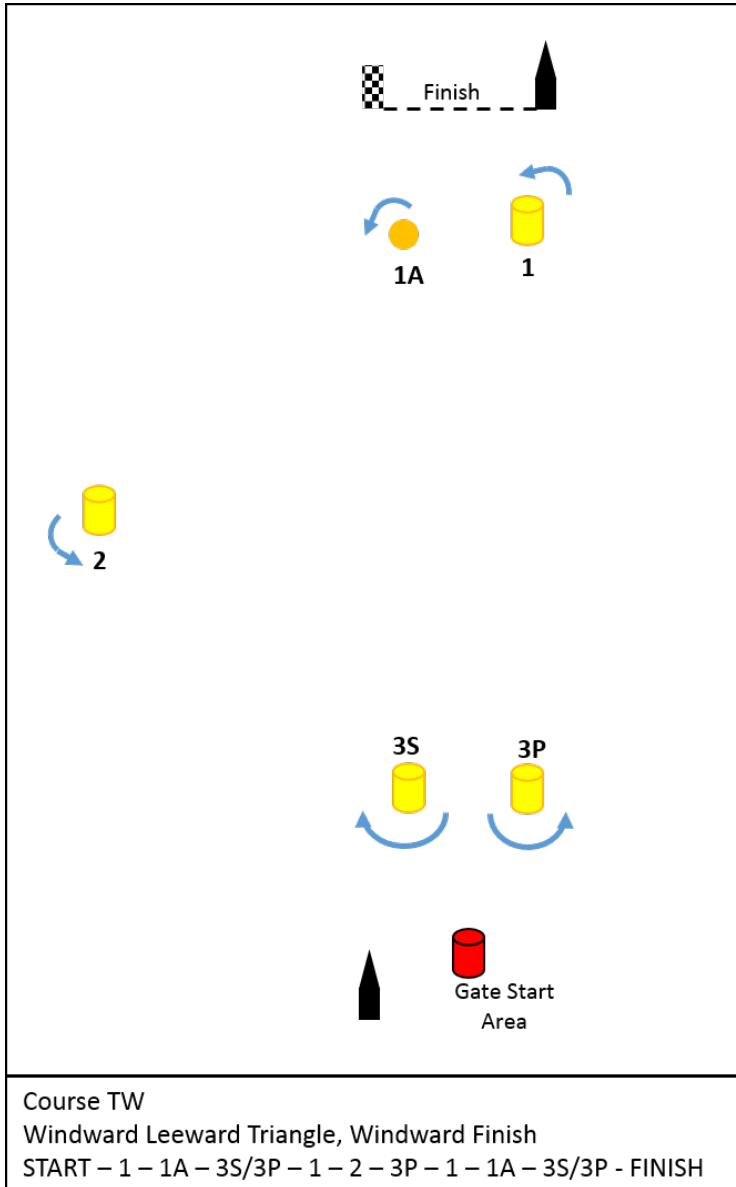
Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of AUD\$10,000,000 per event or the equivalent.

# ATTACHMENT A - RACING AREA

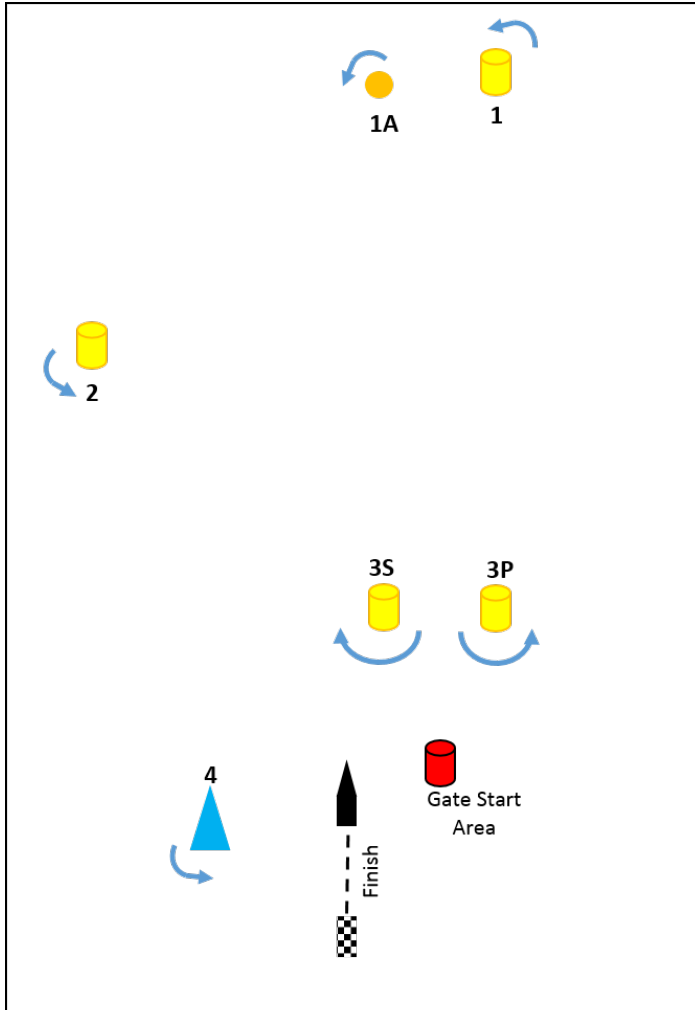
## ATTACHMENT B - COURSES

**NOTE:** These courses are designed so the committee boat does not need to move between the start and finish of leeward finish races.

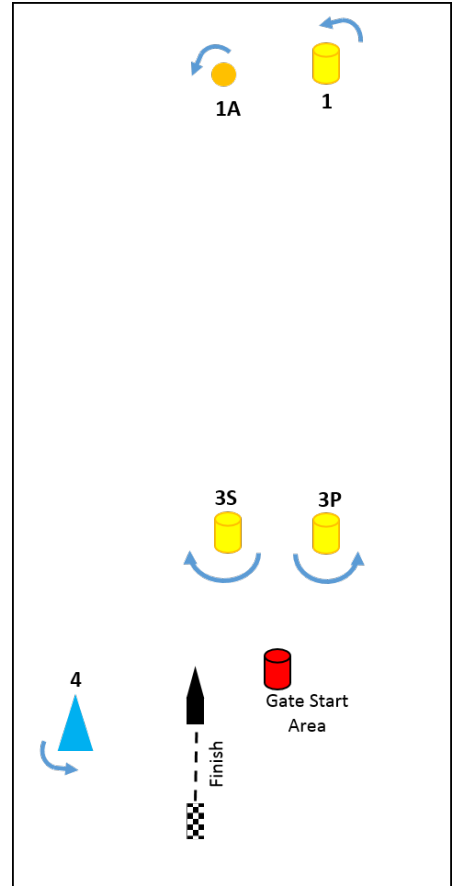
The distance between the leeward gate and the start finish area should be increased to help meet target times. (ie the first work and last run can be longer than the middle laps)



# ATTACHMENT B - COURSES



Course TL  
 Windward Leeward Triangle, Leeward Finish  
 START - 1 - 1A - 3S/3P - 1 - 2 - 3P - 1 - 1A - 4 - FINISH



Windward Leeward, Leeward Finish

Course L2  
 START - 1 - 1A - 3S/3P - 1 - 1A - 4 - FINISH

Course L3  
 START - 1 - 1A - 3S/3P - 1 - 1A - 3S/3P -  
 1 - 1A - 4 - FINISH

# Attachment C

## 2019 World Championship 'Classic 505' Class Sailing Instructions

### INTRODUCTION

This Attachment provides additional information for the 'Classic' 505 class racing requirements for the 2019 505 class World Championship to be held in Fremantle Western Australia and shall override and be in addition to the SI's.

#### 1. ELIGIBILITY

- 1.1 'Classic 505' Class racing will be provided if at least three boats have entered and registered.

#### 2. SCHEDULE

- 2.1 Four races are scheduled for the Pre-Worlds.
- 2.2 Five races are scheduled for the Worlds.

#### 3. RACING

- 3.1 The 'Classic 505' Class boats will race with the main 505 Class fleet.
- 3.2 The Pre – Worlds is expected to be the first two races each day.
- 3.3 The Worlds will be one race per day (generally the first race of the day).
- 3.4 All Classic boats will also be included in the Pre-Worlds and Worlds results and may sail all races.
- 3.4 All 'Classic 505' boats will be supplied with one set of large green C's to adhered to the rear bottom of the main sail near the clew.

#### 4. SCORING & HANDICAP

- 4.1 Three races shall constitute a series (Both for Pre-Worlds and Worlds).
- 4.2 (a) When fewer than three races have been completed, a boat's series score will be the total of her race scores.  
(b) When more than three races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
- 4.3 The 'Classic 505' class boats will be scored as a separate division.
- 4.4 Results will be based on the scoring program computer generated handicap back calculated from the scores of the first three races in the Pre-Worlds and again the first three races in the Worlds (If required).

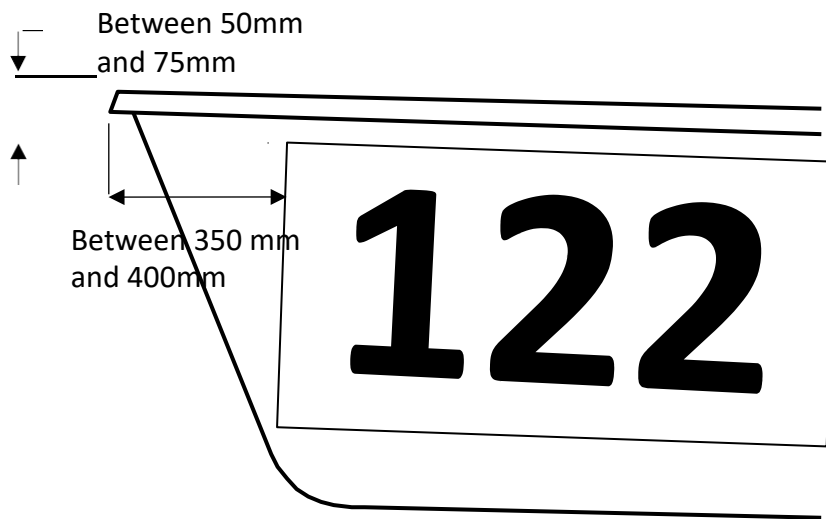
#### 5. PRIZES

- 5.1 There will be separate prizes awarded for the 'Classic 505' Class Pre-Worlds and World Championship based on the handicap results.
- 5.2 Pre-Worlds, first three places.
- 5.3 Worlds, first three places.

## DECAL INSTRUCTION TEMPLATE

### Bow Numbers

The supplied bow numbers are to be affixed on both sides of the hull as shown below



## ATTACHMENT E - EQUIPMENT AND MEASUREMENT CHECKS

All boats will be weighed but where rigs, sails and hulls have been previously checked and competitors are sure their boat and equipment comply with Class Rules, Notice of Race and Sailing Instructions, there will be no compulsory formal measurement.

All competitors are responsible for ensuring their boat and equipment comply.

Spot checks will be carried out during the Regatta. Penalties may apply if equipment is found not to comply.

Full measurement will be available during the official measurement times should a Competitor wish to have anything checked. However, if you are not sure or comfortable checking your own equipment it is recommended you enlist help from knowledgeable fellow competitors in the boat park or before you ship the boat.

### **THE MEASUREMENT PROCESS**

#### **WEIGHING.**

ALL competitors must present their boat and equipment to the measurement tent during the times stipulated in the Sailing Instructions to check the sailing weight complies with the Class Rules.

#### **MAST, BOOM, SPINAKER POLES, RUDDER, AND CENTREBOARD.**

Competitors will be provided with 6 regatta stickers which they must put on equipment they plan to use for the regatta as follows.

1. 1 only Mast
2. 1 only Boom
3. 1 or 2 two spinnaker poles
4. 1 only Centre Board
5. 1 only Rudder

Competitors may only race in the World Championship with the equipment that has the regatta sticker.

**SAILS.** Sails that competitors plan to use during the World Championship must be stamped with the Regatta Stamp. Two of each sail may be presented for stamping. Only stamped sails may be used during the World Championship. Sails should be presented for stamping during the measurement times stipulated in the Sailing Instructions

By placing the Regatta sticker on an item of equipment or having a sail stamped, competitors are confirming that item of equipment complies with the Class Rules.

**SAFETY EQUIPMENT** Competitors must ensure they have on board at all times

- A tow line of at least 10 metres in length and 6mm in diameter;
- A tow ring at the front of the boat to run the tow rope through;
- A paddle with a minimum blade area of 250mmx125mm and minimum length of 750mm;
- An approved personal flotation device (to the Australian Standard or equivalent International Standard) for each crew member and to be worn at all times while afloat.

#### **SUBSTITUTION OF EQUIPMENT.**



Substitution of equipment will not be allowed except as provided for in SI 18.2

### **MEASUREMENT CHECKS DURING THE REGATTA.**

A boat or its equipment may be inspected at any time for compliance with the Class Rules, NOR and Sailing Instructions.

**Spot Checks** may be carried out after racing each day.

Boats finishing in predetermined positions in the last race of the day may be selected for measurement checks when they return to the boat park. These finishing positions and the items to be checked will be selected in advance by the Jury.

Boats, or equipment found not to comply with Class Rules, the NOR or the SIs may be penalised or disqualified from the most recent race.

#### **Consequences of a boat or item of equipment found not to comply in a Spot Check.**

If a measurement is found to be wrong, it will be referred to the Technical Committee. Where the quantum of the measurement is small and deemed to be non-material, the Competitor will be required to fix the item in question before the next race and there will be no penalty.

Where a required Band of contrasting colour is found to be missing or in the wrong place the Competitor will be required to fix the Band in question before the next race and there will be no penalty. If that Competitor is subsequently found to have that or any other Band wrong (a second offence), the Technical Committee will Protest that boat for a breach of the Class Rules. The Penalty if the Jury find there is a breach of the Rules will be a DSQ in the most recent race.

If an item of Safety Equipment is found to not have been on board during the day's racing, the Technical Committee will Protest that boat for a breach of the SIs. The Penalty if the Jury find there is a breach of SI (or NOR) will be a 5 point scoring penalty for a first offence and a DSQ in the most recent race for a subsequent offence.

Where a sail used racing is found not to have a Regatta Stamp or a piece of equipment is found not to have the Regatta Sticker, the Technical Committee will Protest that boat for a breach of Class Rules. The Penalty if the Jury find there is a breach of Class Rules will be a disqualification from the last race sailed.

### **THE TECHNICAL COMMITTEE**

The Technical Committee will be appointed by the Organising Authority

### **SUPPORTING INFORMATION – EXTRACTS FROM CLASS RULES TO ASSIST COMPETITORS**

#### **Contrasting Bands on Masts**

Limit marks not less than 10mm in width shall be placed round the mast at the following three positions measured with the mast standing perpendicular to the baseline.

- Deck limit mark: upper edge level with the top of the deck. - tolerance 1 mm (mast datum point).
- Lower limit mark: upper edge not less than 381mm above the mast datum point (lower point).<sup>1</sup>

- Upper limit mark: lower edge not more than 6858mm above the mast datum point (upper point).
- The top point of the mast spar shall be not more than 7011mm above the mast datum point.

#### **Contrasting Bands on Booms**

An outer limit mark not less than 10mm in width shall be placed around the boom spar. The outer point distance shall not exceed 2858mm.

#### **Centreboard**

The centreboard shall fit within the centreboard case not extending below the bottom of the hull when fully raised. The trailing edge may project above the centreboard case top when in the raised or partly raised position. No part of the leading edge which is more than 300mm from the tip and is capable of protruding below the hull shall be capable of being raised more than 200mm above the bottom of the hull. No part of the centreboard shall be capable of protruding more than 1450mm below the hull.

<sup>1</sup>The mast must be perpendicular in the boat for this to be measure properly. IT CANNOT BE DONE PROPERLY WITH THE SIDE STAYS ATTACHED.