|  |  |
| --- | --- |
|  | **Nordea Women’s Trophy and**  **Childhood Match Cup**  **July 5-9 2022**  SAILING INSTRUCTIONS (SIs) |
|  |
| **1** | **RULES** |
| **1.1** | The event is governed by the rules as defined in *The Racing Rules of Sailing*. |
| **1.2** | Appendix UF, SI Addendum A, will apply and take precedence over any conflicting instructions. |
| **1.3** | The rules for Handling Boats, SI Addendum B, which also applies to any practice sailing and sponsor races |
| **1.4** | Class rules do not apply |
| **2** | **CHANGES TO SAILING INSTRUCTIONS** |
| **2.1** | Changes to the Sailing Instructions (SI) will be posted on the official notice board (ONB) or distributed to all teams no later than 10 minutes before they will take effect, except that any change to the time schedule of races will be posted by 20.00hrs the day before it will take effect. |
| **2.2** | Changes to a sailing instruction may be made on the water and will then be communicated to the competitors by the umpires. |
| **3** | **COMMUNICATIONS WITH COMPETITORS** |
| **3.1** | Notices to competitors will be posted on the official notice board located at Korvetten. |
| **3.2** | The race office is located at Korvetten. |
| **4** | **CODE OF CONDUCT** |
| **4.1** | Competitors and support persons shall comply with reasonable requests from race officials. |
| **5** | **SIGNALS MADE ASHORE** |
| **5.1** | Signals will not be made ashore. |
| **6** | **SCHEDULE OF RACES** |
| **6.1** | The schedule is detailed in Addendum D |
| **6.2** | The scheduled time of the warning signal for the first race each day is 10:00. |
| **7** | **Spare** |
| **8** | **RACING AREA** |
| **8.1** | The racing area is outside Strandverket |
| **9** | **COURSES** |
| **9.1** | The diagram below shows the course, including the side on which each mark is to be left.  cid:13f5adc5-6995-48a5-a3d9-c1b3b65b0900@eurprd07.prod.outlook.com  The course is two laps: Start - 1b/1s - 4s/4b - 1b/1s – Finish  If flag T is displayed with or before the warning signal the course is three laps. |
| **9.2** | If one mark of a gate is missing, the remaining mark shall be passed to port. |
| **9.3** | Courses will not be shortened. This changes RRS 32. |
| **10** | **MARKS** |
| **10.1** | Marks are yellow inflatable buoys. |
| **11** | **OBSTRUCTIONS** |
| **11.1** | A number of red and/or yellow buoys may be laid close to the shore. 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. These lines rank as obstructions and are the limit of safe pilotage for the purposes of Part 2 of the RRS. A breach of this sailing instruction is not open to protest by boats but is subject to action by umpires in accordance with UF3.4(a)(6). |
| **12** | **THE START** |
| **12.1** | RRS 26 is modified as follows:   |  |  |  |  | | --- | --- | --- | --- | | **Minutes before starting signal** | **Visual signal** | **Sound signal** | **Means** | | 3 | Flags  12345min - Kopia 12345min - Kopia (2) 12345min - Kopia (3)  are displayed | One | Warning signal | | 2 | Flags  12345min - Kopia (2) 12345min - Kopia (3)  are displayed | One | Preparatory signal | | 1 | Flag  12345min - Kopia (3)  is displayed | One long | One minute | | 0 | Flag  12345min - Kopia (3)  removed | One | Start | |
| **12.3** | The starting and finishing lines are between a staff displaying an orange flag on the RC vessel and a red buoy. |
| **12.4** | If any part of a boat’s hull is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to broadcast her sail colour on UHF channel 1. Failure to make a broadcast or to time it accurately will not be grounds for a request for redress. |
| **12.5** | A boat that does not start within 3 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2. |
| **13** | **CHANGE OF THE NEXT LEG OF THE COURSE** |
| **13.1** | Before the first boat enters a leg of the course, a mark of the next gate may be moved without a signal. This changes RRS 33. |
| **14** | **THE FINISH** |
| **14.1** | The finishing line is between a staff displaying an orange flag on the RC vessel and a red buoy. |
| **15** | **PENALTY SYSTEM** |
| **15.1** | All races will be umpired as described in Addendum A to these Sailing Instructions. |
| **16** | **TIME LIMITS AND TARGET TIMES** |
| **16.1** | The target time for a race is 18 minutes. |
| **16.2** | Boats failing to finish within 10 minutes after the first boat will be scored DNF without a hearing. This changes RRS 35. |
| **16.3** | Failure to meet the Target Time will not be grounds for redress. |
| **17** | **Spare** |
| **18** | **SCORING** |
| **18.1** | The races will be scored as provided in RRS Appendix A |
| **18.2** | DNC, DNS, NSC, OCS, DNF, RET, DSQ all score 1 point more than the number skippers scheduled to start in the relevant race. This changes RRS A5.2. |
| **18.3** | A boat’s series score is the total of her race scores. No score will be excluded. |
| **19** | **SAFETY REGULATIONS** |
| **19.1** | RRS 40.1 applies while afloat. |
| **20** | **REPLACEMENT OF CREW OR EQUIPMENT** |
| **20.1** | Substitution of competitors is not allowed without prior approval of theRace Committee. |
| **21** | **EQUIPMENT AND MEASUREMENT CHECKS** |
| **21.1** | A boat or equipment may be inspected at any time for compliance with the notice of race and sailing instructions. |
| **21.2** | When instructed by a race official on the water, a boat shall proceed to a designated area for inspection. |
| **22** | **SUPPLIED BOATS, TECHNICAL FAULT AND DAMAGE** |
| **22.1** | Boats will be supplied by the organizing authority. See SI Addendum C. |
| **22.2** | 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 flag L 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 a position just to leeward of the RCV and remain there, unless otherwise directed. |
| **22.3** | If the race committee or the repair service are unable to prepare a boat within a reasonable time, the race committee may start the race without this boat. The team associated with this boat will be scored RDG with the average of all other races sailed in compliance with RRS A9(a) in this race. This changes RRS 63.1, A5.1 and A5.2. |
| **22.4** | If there is a damage or loss on a boat, the participant shall report that to the OA at the first reasonable opportunity. |
| **22.5** | Each team is responsible for the damage or a loss to their boat unless responsibility is otherwise assigned by the umpires. |
| **22.6** | The costs definition will be responsibility of the repair service team. |
| **22.7** | If a deduction from the damage deposit is decided by the OA, it may require that the deposit be restored to its original amount before the skipper will be permitted to continue in the event. |
| **23** | **Spare** |
| **24** | **SUPPORT TEAMS** |
| **24.1** | Team leaders, coaches and other support persons shall at all times stay outside areas where boats are racing, and at least 100 meters away from any boat racing. |
| **24.2** | Support person vessels shall conspicuously display identification of the team being coached. |
| **25** | **Spare** |
| **26** | **BERTHING** |
| **26.1** | Boats shall be kept in their assigned places while in the harbour. |
| **27** | **Spare** |
| **28** | **DIVING EQUIPMENT AND PLASTIC POOLS** |
| **28.1** | Underwater breathing apparatus and plastic pools or their equivalent shall not be used around keelboats between the preparatory signal of the first race and the end of the last race of the event. |
| **28.2** | Keelboats shall not be cleaned below the waterline by any means during the event. |
| **29** | **Spare** |
| **30** | **RISK STATEMENT** |
| **30.1** | RRS 3 states: ‘The responsibility for a boat’s decision to participate in a race or to continue to race is hers alone.’ By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury.  **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.** |
| **31** | **Course limits** |