



ROYAL DANISH YACHT CLUB



SAILING INSTRUCTIONS

Update Issued 3 Sept 2024

WOMEN'S WMRT DENMARK 2024

04 – 08 September 2024
Rungsted Havn 42, 2960 Rungsted Kyst
Northern Zealand, Denmark

1 RULES

- 1.1 The event is governed by the rules as detailed in NoR 1.
- 1.2 When the umpires proceed under RRS C8.6 they will be guided by SI Addendum D.
- 1.3 Further to NoR 1.3, the RRS is changed as follows:
 - (a) When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in Race Signals AP.
 - (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) Umpires may verbally inform competitors in a match that the match is abandoned without an abandonment signal being made by the RC. This changes Race Signals and RRS 32.
 - (d) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only. This changes Race Signals.

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the SI will be posted not later than 1 hour before the first Warning signal of the first race on the day it will take effect, except that any change to the schedule of races will be posted by 20:00 on the day before it will take effect.
- 2.2 Flag L over the numeral pennant of the most recent amendment will be displayed ashore on the day it will take effect until the boats have departed for the race course.
- 2.2 Changes to a SI may be made on the water. These will be signalled by the display of flag 3rd substitute with three sound signals from the Race Committee Vessel ('RCV'). An umpire may communicate these Race Committee changes either verbally or in writing.

3 COMMUNICATIONS WITH COMPETITORS

Further to NoR 3, when on the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 77.



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4 BOATS AND SAILS

- 4.1 The boats to be used will be DS37 type boats.
- 4.2 The sails to be used will be provided by the OA.
- 4.3 The sail combination to be used will be signalled from the RCV 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 + Genoa + Spinnaker
Flag D	Mainsail + Jib + Spinnaker
Flag E	Mainsail + Jib

5 FLIGHTS AND MATCHES

Further to NoR 7:

- 5.1 The match pairing lists are detailed in SI Addendum A.
- 5.2 The next flight number will be displayed on the RCV.
- 5.3 The RC may change the order of matches within a flight to allow starts to be brought forward to eliminate blank starts or to add a delayed match start to the end of a flight. The RC, or an umpire on behalf of the RC, will advise Competitors of any such change verbally.
- 5.4 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.

6 COURSES

[6.1 Configuration (not to scale)

Windward Mark	'W'	o
Leeward Mark	'L'	o
Start/Finish Line	o-----o]	



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- 6.2 Signals and Course to be Sailed
Course signals will be displayed from the RCV bow, at or before the warning signal.
Mark 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]

7 MARKS / STARTING AND FINISHING LINE

- 7.1 Mark W and mark L are MarkSetBots yellow marks.
- 7.2 The replacement marks, as provided in SI 8, are a MarkSetBots red mark or MarkSetBot green mark.
- 7.3 When looking up the course, the starting and finishing line is between a staff displaying an orange flag on the RCV at the starboard end and a MarkSetBots yellow mark with an orange flag at the port-end.
- 7.4 MarkSetBots are robotically marks. If robotic marks are used, routine movement of these marks on the course will not be ground for redress. This includes marks returning to station after having been pushed away by a competitor, and collisions with marks that do not cause damage. This change RRS 60.1(b) and 62.1(a). RRS 31 still applies.
- 7.5 Any self-correction movement by a robotic mark on the starting line shall not be considered an improper action of the RC and not grounds for redress under 62.1(a). This is added to RRS 27.2.

8 CHANGES OF THE NEXT LEG OF THE COURSE

- 8.1 RRS 33 and Race Signals is changed as follows:
- (a) Flag C and a coloured flag or board means: 'The windward mark has been moved. Sail to a mark with the same colour as the flag or board.'
 - (b) When a change of course after starting only affects some matches, these will be designated by the appropriate numeral pennant.
- 8.2
- (a) When a change of course is made for the first leg, the signal will be displayed from the RCV with the preparatory signal for each match affected. The preparatory signal will be followed by a series of repetitive sound signals.
 - (b) When a change of course is signalled after the first leg it will be displayed from a boat in the vicinity of mark L.



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~~8.3 — The position of any mark[s] may be adjusted by up to plus or minus 10 degrees relative to previous location and up to approximately 50 meters to windward or leeward without signalling a change of course and while boats are on the first half of the leg.~~

9 OBSTRUCTIONS

The following areas are designated as an obstruction, see Addendum F. 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.

(a) A buoy may be attached to the RCV anchor line at just below keel depth. Boats shall not pass between this buoy and the RCV at any time. This area is designated as an obstruction. As part of the anchor line, this buoy is not part of the starting mark.

10 BREAKDOWN and TIME FOR REPAIRS

10.1 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 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.

10.2 The time allowed for repairs will be at the discretion of the RC.

10.3 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 10.1.

10.4 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.

11 TIME LIMIT

11.1 A boat that does not Finish within 5 minutes after her opponent has Sailed the Course will be scored zero points. This changes RRS 35.

12 RISK STATEMENT

Refer to NoR 13.



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SI ADDENDUM A – LIST OF ELIGIBLE SKIPPERS and PAIRING LIST/KNOCK-OUT TABLE

Entry List:

Lea Richter Vogelius – Denmark

Julia Aartsen – Nederlands

Kristine Mauritzen – Denmark

Brooke Wilson – Australia

Bridget Groble – United States of America

Camilla Ulrikkeholm – Denmark

Louise K. Olesen – Denmark

Julia D'amodio – France

Martina Carlsson – Sweden

Nicole Hemeryck - Ireland

EVENT FORMAT (This replaces NoR 7)]

- 1.1. The OA intends to provide 6 DS37 type boats for racing in the event. Each boat will have the following sails: *Mainsail, Jib or Genoa, Spinnaker.*
- 1.2. Boats will be allocated as decided by the race committee. The intention of the RC will be to allocate boats by draw, either daily or for each round. The RC may also require boats to be exchanged in a knock-out stage.
- 1.3. The sails to be used will be allocated by the RC. Competitors may be requested to exchange sails during a series to satisfy sponsorship commitments.
- 1.4. While all reasonable steps are taken to equalise the boats variations will not be grounds for redress. This changes RRS 62.



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- 1.5. The number of matches to be sailed each day will be determined by the RC with the intention of the RC to start each subsequent flight as soon as practicable after the previous flight.
- 1.6. The course will be windward/leeward with starboard rounding, finishing downwind.
- 1.7. The intended racing area will be east of Rungsted Harbour and is shown below
- 1.8. Skippers will be seeded into a round robin based on the World Sailing ranking list 30 days prior to the event. After the Second Stage the following will apply:
 - a) Skippers will be paired in each stage as per SI 1.9
 - b) In reference to RRS C4.1, the highest ranked skipper from the First Stage shall choose their end for the first match. In a knock-out series between two skippers they will alternate assigned ends for each match.
 - c) The higher placed skipper in the First Stage in each match may be given the choice of boat pair, unless the boat pairs are allocated by the OA.
 - d) Crews will exchange boats after the first match of a first to two points series or after the second match of a first to three-point series, unless otherwise agreed by both skippers.
 - e) Further matches in the series will not be sailed once the first skipper scores the points required for that stage.
- 1.9. The event will consist of the following stages. This replaces NoR 7.9:

First Stage – Single Round Robin

All skippers will sail a single round robin.

The highest placed skipper shall qualify directly for the Semi-finals.

Skippers placed 2nd-4th shall qualify for the Shortened Quarter-finals.

Second Stage – 5th-10th repechage

The 5th-10th placed skippers after Stage 1 will sail a single RR for a spot in the Quarter-finals.

The top three placed skippers shall proceed to the Quarter-finals.

Third Stage – Shortened Quarter-finals

The top three skippers to score at least three (3) points shall proceed to the Semi-finals, the others will be scored 5, 6, and 7 in accordance with the second stage results and shall proceed to the Queen of Castle.

Fourth Stage – Queen of Castle

For each match the highest placed skipper from the second stage will be assigned the starboard entry.

10 versus 9

Winner versus 8



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Winner versus 7
Winner versus 6
Winner versus 5

Fifth Stage - Semi-Finals

The first two skippers to score at least three (3) points shall proceed to the Finals, the others to the Petite Final.

Sixth Stage – Petite Final

The first skipper to score at least three (3) points shall be awarded 3rd place, the other 4th.

Seventh Stage –Final

The first skipper to score at least three (3) points shall be awarded 1st place, the other 2nd.

The RC may change the format, 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.

SI ADDENDUM B – HANDLING of BOATS

1 GENERAL

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.



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- 2.9 Marking directly on the hull or deck with permanent ink or using any tape that leaves a residue/ use of duct tape.
- 2.10 Using a flattener as a reef or using a reef line as an outhaul.
- 2.11 Cross winching foresail sheets.
- 2.12 Omitting any jib car or turning block before sheeting onto a winch.
- 2.13 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.14 Using a winch to adjust the mainsheet or backstay.
- 2.15 SPARE
- 2.16 Attaching lines to the fabric of spinnakers.
- 2.17 Perforating sails, even to attach tell tales.
- 2.18 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- 2.19 The use of electronic equipment, unless permitted by SI C3.1.
- 2.20 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.
- 2.21 A breach of SI C 2.20 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.
- 2.22 Causing significant pressure to the guard rail

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) handheld compasses, watches, timers and small personal video devices such as GoPro
 - (g) shackles and clevis pins
 - (h) Velcro tape
 - (i) basuns chair
 - (j) spare flags
- 3.2 Using the items in 3.1 to:



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- (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 Fixing a spinnaker sheet catcher at the bow, providing that it does not extend the length of the boat more than 100 mm and does not require any repair after removal.
- 3.4 Changing the number of mainsheet purchases.
- 3.5 Hiking, in active sheets
- 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.



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SI ADDENDUM C – 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 and set of battens

Genoa

Jib

Spinnaker

One Spinnaker pole

Two spinnaker sheets

Two Headsail sheets

Tiller extension

Jib cars

Two Winch handles

SAFETY GEAR

Bucket and Sponge

Safety Bag provided by OA incl. VHF

GROUND TACKLE

Anchor and chain

Anchor line

MOORING LINES and FENDERS

Two mooring lines

Two fenders



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SI ADDENDUM D – 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.



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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 when a points penalty is 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

The figure shows the approximate racing area (black circle) and the restricted area for racing (red lines) that covers the harbour entrance.

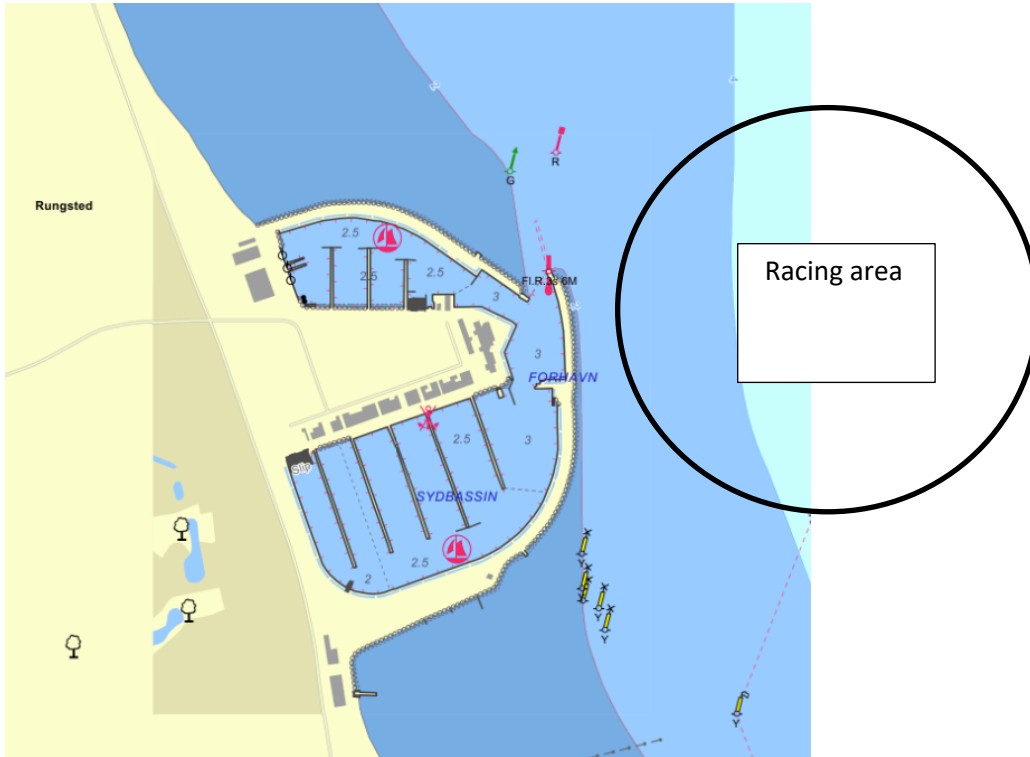


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