



International One Design

North Sea Cup 2012

31st August -2nd September 2012

Organizing Authority: Stenungsunds Segelsällskap

SAILING INSTRUCTIONS

1. Rules

1.1. The regatta will be governed by the rules as defined in The Racing Rules of Sailing 2009-2012 (as amended 1 January 2010).

2. Changes to Sailing Instructions

2.1. Changes to Sailing Instructions will be posted on the official notice board in the Stenungsunds Segelsällskap by 9 am on each day of the regatta. Competitors will be notified of any changes verbally.

3. Schedule of races

Thursday	30 th August	17.00 – 20.00	Entry registration and Housing
Friday	31 st August	09.00	Skippers meeting
		11.00	Practise race
		ASAP	Race 1, 2
Saturday	1 st September	10.00	Race 3, 4, 5
Sunday	2 nd September	10.00	Race 6, 7
		ASAP	Price giving ceremony

3.1. On all days of the regatta, the warning signal for the first race is scheduled for 10,00 except for Friday it is 11,00.

3.2. The warning signal for subsequent races will be as soon as possible after all competitors have finished the preceding race.

3.3. Seven races are scheduled to be sailed on the regatta

4. The boats

4.1. The boats will be provided by the Organizing Authority. Boats will be rotated after each day in accordance with a rotation draw that will be held at the skippers' briefing.

4.2. Management of the boats rests with the Organizing Authority and decisions concerning the use of the spare boat will be made in conjunction with the Race Officer.

4.3. Boats will be raced "as is". The shrouds, jumpers and forestay shall not be adjusted in any way by a competitor. All other fittings or equipment designed to be adjusted may be adjusted within the limits provided. Competitors may not seek redress for errors or omissions of the organizing authority in preparing the boats.

4.4. Skippers shall deliver a damage report after each day of racing. The damage report shall be delivered to the race office even if nothing is damaged or missing.

5. Sails

5.1. Competitors will use the same spinnaker throughout the regatta, taking the spinnaker with them when they rotate between boats. The spinnaker allocated to a competitor is the spinnaker that will be on the first boat in the rotation.

5.2. In windy conditions, spinnakers may not be flown if Flag U is flown from the Committee

6. Personal flotation devices (Life jackets)

6.1. In accordance with Rule 40.1, when Flag Y is flown from the Committee Boat, Personal Flotation Devices must be worn by all competitors while afloat.

7. Race areas

7.1. The race area will be the Askerö fjord or Hakefjord (as shown on the laminated chart provided to competitors).

8. Courses

8.1. Courses will be windward/leeward as shown in the diagrams in Appendix A.

8.2. All marks of the course will be left to port, except when finishing.

9. Marks

9.1. The windward mark will be a navigational buoy or an inflatable yellow racing buoy.

9.2. The leeward turning mark will be a navigational buoy or an inflatable yellow racing buoy which will also serve as the pin-end of the start/finishing line.

10. Starting

10.1. Races will be started using Rule 26 with the warning signal given 5 minutes before the start. A series of repetitive sound signals may be made prior to the warning signal.

10.2. Flag O will be used as the Class Flag

10.3. The starting line transit will be between the mast on the committee boat and a navigational buoy or racing mark.

10.4. The committee boat may include a tender tethered to the stern for protection.

10.5. A boat starting later than 5 minutes after the starting signal will be scored "Did Not Start".

11. Changed or shortened course

11.1. The position of the marks of the course will not be changed after the preparatory signal of each race. This changes Rule 33.

11.2. If the course is shortened, a support boat/rib making repeated sound signals will be positioned at the mark of the course at which the race will end. Leaving the mark to port as normal, competitors should pass between the support boat and the mark. The finishing line of the shortened course will be a line between the mark and the support boat.

11.3 If flag T is displayed before or together with the warning signal the course shall be sailed four laps.

12. Finishing

12.1. Unless the course is shortened, the finishing line will be between the mast on the committee boat and the same fixed or navigational mark which formed the start line.

13. Penalty system

13.1. Rule 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

A One-Turn penalty is defined as one turn in the same direction, comprising one tack and one gybe.

14. Commercial shipping

14.1. Commercial vessels underway constrained by their draft or ability to maneuver form moving exclusion zones, which competitors are to treat as obstructions. The exclusion zone extends to 100m on all sides of the vessel and includes tugs, escort safety boats and pilot boats. No competitor is to enter the exclusion zone and if becalmed may use any means of propulsion to move out of the way. This should only be sufficient to leave the exclusion zone by the safest possible route and offer the competitor no significant advantage in the race.

15. Protests and redress

15.1. Protests and requests for redress must be submitted to the Organizing Authority within 90 minutes of the last boat finishing the last race of the day.

16. Disclaimer of liability

16.1. Competitors participate in the regatta entirely at their own risk. The OA and its members 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.

17. Appendix A – Course diagrams

The race courses

Race course 1. Hakefjorden, situated 2 nm SW from the yacht club is a wide-open fjord between the mainland and the island Tjörn. The current is not so strong, goes one way or the other and there is no problem finding out which. But I would advice you to take care if you are sailing close to the island of Tjörn where there can and will be wind holes.

Race course 2. Askeröfjorden, north of the bridges, is a sheltered course that could be a very tricky area to race in and a few "oops" may be heard during the races. The current can be strong and close to the bridge huge wind shifts can be expected.

There is no tide worth mentioning in these waters, so just go high, fast and the right way to the marks without hitting them and you are the winner!