



SAILING INSTRUCTIONS

2015 IOD World Championship

September 13 - 18, 2015

Organized by

***The Nantucket International One Design Fleet Association (NIODFA)
& the Nantucket Yacht Club (NYC)***

1 RULES

- 1.1 The series will be governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2 No national prescriptions will apply, except the US Sailing prescription to rule 67, which is posted on the Official Notice Board.
- 1.3 The International One-Design World Class By-Laws and IOD World Class Association Championship Regulations (IOD CR) will apply. In the event of a conflict, the IOD CR shall take precedence.
- 1.4 Rules 26, 62.1, 62.2, 66, and A2 are changed as described below.
- 1.5 An International Jury will be appointed in accordance with Appendix N and the decisions of the Jury, as provided in Rule 70.5, will be final.
- 1.6 Rule 62.1 is changed by adding:
(e) physical damage not falling within rule 62.1(b) which was due to defective supplied equipment and which a reasonably competent crew would not have been able to avoid or promptly repair.

2 NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the official notice board located in the NYC clubhouse ballroom.
- 2.2 The race committee will use VHF channel 73 to communicate with competitors.

3 CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any changes to the sailing instructions will be posted by 0800 on the day they take effect.
- 3.2 Any changes to the schedule of races will be posted by 2000 the day before they take effect.

4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed from the flagpole at the NYC.
- 4.2 If a postponement is signaled ashore, '1 minute' is replaced by '90 minutes' in Race Signal AP.

5 SCHEDULE OF RACES

5.1 Sunday, September 13

1900 Competitors meeting

Monday, September 14

1030 Practice race warning signal

1200 First Championship race warning signal

Tuesday, September 15

0900 Annual General Meeting

1230 First warning signal of the day

Wednesday, September 16

1030 First warning signal of the day

Thursday, September 17

1030 First warning signal of the day

Friday, September 18

1030 First warning signal of the day

1900 Championship Awards Dinner

5.3 Nine races are planned. Four completed races constitute a regatta.

5.4 No more than three races will be sailed on any one day.

6 CLASS FLAG

The class flag will be:



7 RACING AREAS

The initial racing area each day will be posted on the official notice board, and announced over VHF periodically before the boats exit the channel.

8 THE COURSES

8.1 The diagrams in Attachment 1 show the courses, including the approximate angles between legs and the order in which marks are to be passed.

8.2 No later than the warning signal, the race committee will display the course identifier as well as the approximate compass bearing and distance to the first mark.

9 MARKS

- 9.1 Marks 1, 1a, 2P and 2S will be orange inflatable tetrahedrons.
- 9.2 The starting/finishing mark will be a yellow inflatable tetrahedron.

10 THE START

- 10.1 The race committee signal boat will display an orange line flag five minutes before the warning signal for each race.
- 10.2 Before the warning signal, the race committee will display the approximate compass bearing to the first mark, the approximate distance to the first mark, and the course identifying number. This information will also be broadcast over VHF.
- 10.3 Five short sound signals will be made ten seconds before the warning signal.
- 10.4 The starting line will be between a staff displaying an orange flag on the signal boat at the starboard end and the course side of the port-end starting mark.
- 10.5 If flag U has been displayed as the preparatory signal, no part of a boat's hull, crew, or equipment shall be in the triangle formed by the ends of the starting line and the first mark during the last minute before her starting signal. If a boat breaks this rule and is identified, she shall be disqualified without a hearing but not if the race is restarted or resailed or postponed or abandoned before the starting signal. This changes rule 26.
- 10.6 The race committee will attempt to hail the sail numbers of OCS boats after the starting signal, over VHF. The failure of any boat to hear the hail and the timing and order of such hails will not be considered an improper action or omission of the race committee under rule 62.1(a).

11 CHANGE OF THE NEXT LEG OF THE COURSE

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

12 THE FINISH

The finishing line will be between a staff displaying an orange flag on the finishing mark at the starboard end and the course side of the port-end finishing mark.

13 TIME LIMITS

The time limit for the first boat to sail the course and finish is 2 ½ hours.

14 PROTESTS AND REQUESTS FOR REDRESS

- 14.1 Protest forms will be available at the Protest Desk in or near the ballroom at the NYC.

- 14.2 Protests and requests for redress shall be delivered to the Protest Desk within 60 minutes after the finish boat docks, which time will be posted.
- 14.3 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.
- 14.4 Notices of protest by the race committee or protest committee will be posted to inform boats under rule 61.1(b).
- 14.5 Protests will be heard in the Governors' Room at the NYC as soon as possible, in the approximate order in which they were received.
- 14.6 On the last day of racing, a request for re-opening a hearing, or a request for redress based on a protest committee decision, shall be delivered
 - (a) within the protest time limit if the requesting party was informed of the decision on the previous day;
 - (b) no later than 30 minutes after the requesting party was informed of the decision on that day.This changes rule 66.

15 SCORING

The Championship will be scored in accordance with Appendix A as modified by CR 7.4, except that race scores shall accrue to a team, not a boat. This changes rule A2.

16 SAFETY REGULATIONS

- 16.1 A boat that leaves the course area before the end of the last race shall inform the race committee as soon as possible.
- 16.2 When flag Y is displayed, prior to the warning signal, from the race committee signal boat:
 - (a) Spinnakers shall not be used for that race.
 - (b) PDFs (lifejackets) shall be worn by all competitors.
 - (c) Rule 44.3 Scoring Penalty will be in effect, instead of rule 44.2 (turns).The provisions of this rule may be turned off by display of flag O, with sound signals, at a mark of the course.

17 BOATS AND EQUIPMENT

- 17.1 The boats shall not be modified in any way except as follows:
 - (a) A compass may be tied or taped to the hull or spars.
 - (b) Wind indicators may be tied or taped anywhere on the boat.
 - (c) Hulls (above the waterline only), decks, sails and equipment may be cleaned only with non-abrasive materials.

(d) Adhesive tape may be used anywhere above the waterline except on brightwork.

(e) All fittings or equipment designed to be adjusted in accordance with Class Rules may be adjusted within the limits provided, except that shrouds, fore-stay and mast chocks shall not be adjusted.

17.2 Prohibited actions:

(a) The shrouds, above the turnbuckles (bottle screws), may not be used to project crew weight.

(b) No holes may be made in sailcloth to permit the attachment of telltales.

(c) Cross winching of sheets.

17.3 Spinnakers will be allocated to each team in accordance with a draw to be held in conjunction with the draw for boats at the competitors meeting. Spinnakers will stay with each team throughout the regatta.

18 DAMAGE REPORTS AND PENALTIES

18.1 Each skipper shall complete and submit a damage report after each race. The report shall be submitted to the NIODFA representative aboard the rotation boat if more racing is scheduled that day, or to the Protest Desk within the protest time limit.

18.2 The damage report will comprise a declaration signed by the skipper accurately describing any damage, however minor. Missing, incomplete, or inaccurate damage reports will be penalized by the Jury up to and including disqualification from one or more races.

19 SPARE BOATS AND DAMAGE

19.1 The NIODFA will supply at least one spare boat.

19.2 The NIODFA will withdraw damaged boats from the rotation, allocate the spare boat(s) and adjust the rotation sequence at its sole discretion unless and until the damaged boat(s) become available.

19.3 If there are more damaged boats than available spare boats:

(a) If damage that caused a boat to be withdrawn from the rotation has been attributed to a team by the Jury, then that team shall not compete in any further races until the damaged boat or a replacement boat becomes available. That team will be scored DNC for all missed races.

(b) If the damage that caused a boat to be withdrawn from the rotation was not completely and accurately reported on a damage report, the last team to use the damaged boat shall not compete in any further races until the damaged boat or a replacement boat becomes available. That team will be scored DNC for all missed races.

(c) A team scheduled to sail a boat that has been withdrawn and not replaced by a spare boat will receive redress, defined as the average of all

races sailed in the Championship, for all races missed.

19.4 If a boat incurs a breakdown during a race through no fault of the team sailing her, that team may file for redress in accordance with SI 1.6 and rule 62.

20 RADIO COMMUNICATIONS

The race committee will monitor VHF channel 73 for emergency transmissions. The race committee may also be using VHF channel 73 for working communications, and may employ an "open mike" policy. A boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats, except for emergencies. This restriction also applies to cellular telephones and other electronic devices. Boats may monitor VHF channel 73, but are advised that any race committee communications are unofficial, and made either for race management purposes or as a courtesy to the competitors. As such, the race committee's use, or lack thereof, of radio communications shall not be grounds for redress.

21 PRIZES

Championship and perpetual prizes will be awarded as described in the Notice of Race.

22 DISCLAIMER

Sailing is an activity that has an inherent risk of damage and injury. Competitors in this event are participating entirely at their own risk. See rule 4, Decision to Race. The race organizers (the Nantucket Yacht Club, NIODFA, Race Committee, Protest Committee, or any other organization or official) will not be responsible for damage to any boat or other property or the injury to any person sustained as a result of participation in the IOD summer series. By participating in the IOD summer series, each competitor (owners, skippers and crews) agrees to release the race organizers from any and all liability associated with such competitor's participation in the IOD summer series to the fullest extent permitted by law.

Attachment 1 – Courses

Course 2	Course 3	Course 4	Course 5
<p>Start, 1 (port), 1a (port), between 2S and 2P, 1(port), 1a (port), between 2S and 2P, finish</p>	<p>Start, 1 (port) 1a (port), between 2S and 2P, finish at 1</p>	<p>Start, 1 (port), 1a (port), between 2S and 2P, 1(port), 1a (port), finish</p>	<p>Start, 1 (port), 1a (port), between 2S and 2P, 1 (port), 1a (port), between 2S and 2P, finish at 1</p>
<p>In course 2 the Start/Finish line is not restricted</p>			
<p>If only one leeward mark is present, it shall be rounded to port.</p>			

