



## SAILING INSTRUCTIONS

### ORGANIZING AUTHORITY

The Organizing Authority (OA) is Clube We Do Sailing in conjunction with the support of the Portuguese Sailing Federation.

### 1. RULES

- 1.1. The event will be governed by the rules as defined in the RRS, including rules for umpired fleet races.
- 1.2. Appendix UF - Umpired Fleet Race will apply.
- 1.3. The Rules for handling the boats (SI Appendix B)
- 1.4. Class rules will not apply.
- 1.5. RRS 40.1 will apply.
- 1.6. When in conflict the Sailing Instructions will prevail over the Notice. This changes RRS 63.

### 2. NOTICES TO COMPETITORS

Notices to competitors will be posted on the WhatsApp Group of the event.

### 3. CHANGES TO SAILING INSTRUCTIONS

- 3.1. Changes to the sailing instructions will be posted no later than 30 minutes before the preparatory signal of the first race for which they will take effect.
- 3.2. Changes to the SI may also be made by the Umpires and transmitted orally to all competitors.

### 4. BOATS

- 4.1. The event will be sailed on the J70 boats provided by the O.A.

### 5. SIGNALS MADE ASHORE

- 5.1. Signals made ashore will be displayed on the official flagpole located next to the race office.
- 5.2. When flag signal Answering Pennant (AP) is displayed ashore, the next warning signal will be made earliest 10 min after removal of AP ashore. This changes RRS race signal AP.

### 6. FORMAT

- 6.1. The regatta consists of a qualifying series, a repechage series, a semi-final series and a final series.
- 6.2. The qualifying series may end after any race on the last day of racing if three or more flights have been completed.
- 6.3. The top team of the Qualifying Series will qualify directly for the Grand-Final.



- 6.4. Teams Ranked 2 to 3 of the Qualifying Series will qualify directly for the Semi-Final.
  - 6.5. Teams Ranked 4 to 7 of the Qualifying Series will race a Repechage Series.
  - 6.6. The Repechage Series consists of a series of 3 races, where the top 2 teams will be qualified for the Semi-Final.
  - 6.7. The Semi-Final consists of a series of 3 races, where the top 3 teams will be qualified for the Grand-Final.
  - 6.8. Final series:
    - 6.8.1. The first team to reach a total of two race wins shall be the winner of the regatta and this concludes the event. This means that between one and five races will be sailed in the final series.
    - 6.8.2. To calculate places 2nd to 4th of the regatta, only the results of the final series will be considered and will be the sum of its scores in the final series. No scores will be discarded.
    - 6.8.3. In case no team has two wins when regatta is terminated, the final score of each team, will be the sum of its scores in the final series. No score will be excluded.
    - 6.8.4. There will be no boat changes in between the races.
- 7. DRAWING OF GROUPS AND BOATS, TECHNICAL DEFECTS**
- 7.1. The drawing of groups and boats will be done before the event. Order and number of races will result from the pairing list. The pairing list will be published after the drawing.
  - 7.2. 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).
  - 7.3. The Pairing List and the Race Program may be changed if team fail to compete or if boats need to be withdrawn due to technical defects.



## 8. SCHEDULE

### 8.1.

9. Date	Time	Event
08/09/2023	11:00 – 18:00	Practice Session
08/09/2023	14:30 – 18:00	Entry Confirmation
09/09/2023	09:30	Entry Confirmation
09/09/2023	10:00	Skippers Briefing
09/09/2023	11:00	1st Warning Signal for the 1st Race of the day
10/09/2023	09:30	Skippers Briefing
10/09/2023	10:30	1st Warning Signal for the 1st Race of the day
10/09/2023	17:00	Prize Giving Ceremony

8.2. On the last day of the regatta, no warning signal will be made after 17:00.

## 9. RACE COURSE

9.1 Appendix A shows the course including the order in which marks are to be passed, and the side on which each mark is to be left.

9.2. If a gate mark is missing, the remaining mark shall be rounded on the port side.

9.3. There will be Orange Spherical Marks between the west corner of the Marina and the South Beach of Gaia. These marks are indicating shallow waters and is forbidden to sail inside or pass between these marks. Infringements to this SI will be penalized in accordance to Appendix UF.

## 10. COURSE MARKS

10.1 Course marks 1, 2a and 2b will be YELLOW Cylindrical inflatable buoys

10.2. Starting and finishing marks will be a race committee boat and a Blue Cylindrical inflatable buoy.

10.3. The Change Marks will be Cylindrical Red and a Cylindrical Green

## 11. SPARE

## 12. START

12.1 The starting line will be between a staff with a *Natixis* flag on a race committee signal vessel and the starting Mark. This changes RRS Race Signals.

12.2. Rule 26 is changed as follows:

12.2.1. 3 minutes before the starting signal: Warning signal, displaying red flag carrying the number 3 in black.



- 12.2.2. 2 minutes before the starting signal: Preparatory signal, displaying yellow flag carrying the number 2 in black, removing previous flag number 3.
- 12.2.3. 1 minute before the starting signal: One-minute signal, displaying green flag carrying the number 1 in black, removing previous flag number 2.
- 12.2.4. Starting signal, removing previous flag number 1.
- 12.3. Boats starting later than 3 minutes after their starting signal will be scored DNS without a hearing, This changes RRS A4 and A5.

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

RRS 33 is changed as follows: if flag Charlie is displayed together with a colored flag and repeated sound signals at least 2 minutes before the start of a race or at the gate, the position of mark 1 has changed. The new mark will have the color of the flag displayed.

### 14. SHORTENING THE COURSE

The course will not be shortened.

### 15. FINISH

The finishing line will be between a staff with *Lusíadas Saúde* flag on the race committee signal vessel and the finish mark. This changes RRS Race Signals.

### 16. PENALTY SYSTEM, PROTESTS AND REQUESTS FOR REDRESS

- 16.1 There will be umpired fleet racing as described in Appendix UF of these sailing instructions. Decisions taken by the protest committee are final.
- 16.2. Breaches of the following sailing instruction will not be grounds for protest/redress by a boat: SI 20. This changes RRS 60.1(a).

### 17. TARGET TIMES AND TIME LIMITS

- 17.1 Target time is 10 to 15 minutes.
- 17.2. Time limit for the first boat is 25 minutes.
- 17.3. Boats failing to finish within 5 minutes after the first boat has sailed the course and finished, they will be scored DNF without a hearing. This changes RRS 35, A4 and A5.

### 18. SCORING

- 18.1 At least three races for each team are required to constitute a regatta.
- 18.2. If the event is terminated before all races are completed, the final standings will be calculated based on the last series sailed, even if that series is not completed.
- 18.3. DNC, DNS, OCS, DNF, RET, DSQ, NSC all score 1 point more than the number of boats entered in the largest race of the current series. This changes RRS A5.2.



- 18.4. A team's series score is the amount of its individual scores according to the low point system of the RRS without any discard.
- 18.5. If there is a series-score tie between two or more boats the decision will be decided according to RRS A8.
- 18.6. If at the end of the regatta competitors have sailed an uneven number of races due to incomplete flights, the competitors missing a race will be scored according to RRS A9 (a).

## 19. SECURITY

- 19.1 A boat retiring from the race shall immediately inform the race committee.
- 19.2. Teams shall keep on listening to Race Committee announcements on VHF 68.
- 19.3. There will be an exclusion zone between three orange round marks and the south side margin of the river. Teams shall not sail inside this area, at all times. Failing to do so will result in a one turn penalty.

## 20. REPLACEMENT OF CREW AND EQUIPMENT

- 20.1 Substitution of crew members will only be allowed in reasonable, exceptional cases and after approval of the OA.
- 20.2. Substitution of damaged or lost equipment and repairs may only be done by the repair service of the OA, or under their management.

## 21. CREW CHANGE

- 21.1 Every team shall keep ready for boat/crew changing in sufficient time at the shuttle dock. Last point in time is the preceding start.
- 21.2. Boat/crew changing takes place after the finish of a race, with jib down and standing mainsail. The shuttle boat will then come alongside.
- 21.3. During the 2 minutes follow the change, the new crew will inspect the boat and call the Race Committee displaying a white flag (either start boat, repair boat or the umpire boat) if there is damage and assistance will follow by repair service. An objection about a boat raised after two minutes have passed will not postpone the next race.

## 22. ADVERTISEMENT

Advertising displayed on the boats by the competitors is limited to the flag at the stern of the boat. Sailing without the flag at the stern leads to a point penalty in this race without a hearing.

## 23. OFFICIAL BOATS

Official boats will be marked with white flags carrying black letters as follows:

- Race committee: RC
- Umpire Boats: J or JURY
- Press Boats: P or PRESS
- Repair service: S or REPAIR



- Media: M or MEDIA

#### **24. ELECTRONIC DEVICES**

While racing, a team shall neither make radio transmissions nor receive radio information not available to all teams. Navigation aids are not permitted. Watches without navigational functions are allowed.

#### **25. SUPPORT BOATS AND COACH BOATS**

Support boats and coach boats shall be registered beforehand with the OA.

#### **26. TECHNICAL FAULT AND DAMAGE**

- 26.1. When a boat has a technical fault, it shall inform the Race Committee, an Umpire or the Repair Service latest immediately after finishing the race in order to alert the repair service.
- 26.2. If there is a damage to a boat, the participant shall complete a damage report as described in SI Appendix D at the first reasonable opportunity after getting back ashore.
- 26.3. Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the Umpires or Protest Committee.
- 26.4. The costs definition will be responsibility of the Repair Service team, according to Appendix C
- 26.5. The damage deposit is the limit of liability of each skipper for each incident. In the event that a deduction is made from the deposit, the skipper will be required to restore the deposit to the original value to maintain eligibility.

Appendices:

Appendix A: Course

Appendix B: Rules for Handling of the Boats

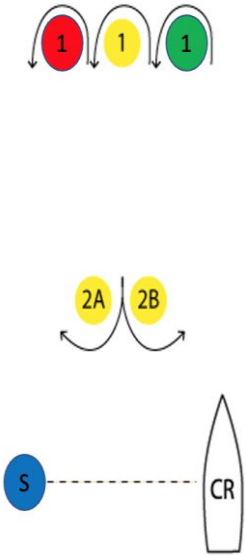
Appendix C: Repair Costs

Appendix D: Damage Report

Appendix UF: Umpired Fleet Racing



## Appendix A: COURSE

	<p>Mark 1 will be located upwind, seen from the starting line.</p> <p>Mark 1 shall be passed on port side</p> <p>Marks 2a and 2b are gate-marks</p> <p>Sequence: Start – 1 – 2a/2b – 1 – Finish</p> <p>If flag Charlie is displayed together with a colored flag and repeated sound signals at least 2 minutes before the start of a race or at the gate, the position of mark 1 has changed. The new mark 1 has now the color of the flag displayed together with flag Charlie.</p> <p>Colour and shape of the marks may differ from the drawing and are not binding for the regatta. At the start, the pin end may be a RC boat as well as a buoy.</p>
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## **Appendix B: Rules for Handling the Boats**

### **B1 General**

Variations in the boats and their equipment despite all measures for equalization will not be grounds for redress.

The technical committee can check the boats for any changes that are in breach of instructions B2 or B6 on a random basis. If they find such change, they will inform PC. PC may penalize the boat with one additional point for each infringement without a hearing. This changes RRS 63.1, A4 and A5.

### **B2 Prohibited actions**

In order to prevent damages and injuries:

B2.1 The following actions are prohibited unless in case of emergency or directed by RC or umpires:

- Sailing in a manner that could cause serious damage or injury.
- Tying in, binding or dropping the jib.
- Any additions or alterations to the equipment supplied.
- Use of equipment for a purpose other than that intended.
- Moving equipment from its normal stowage position except when being used as intended.
- Replacement of any equipment. Exception: damage. In this case, the replacement may be carried out only by the repair service.
- Marking of sails, boat or arranged equipment, perforation of sails or attachment of further tell-tails to the sails.

### **B3 Handing over / leaving boats**

B3.1 A boat may only be handed over to the following team in the presence of a race committee member, or afloat or at the changing area, as prearranged.

B3.2 Before handing over a boat to the next crew, the boat's original condition shall be restored by the crew.

B3.3 Before handing over a boat to the next crew, the crew sailing the boat shall report any damage or problem with the boat.

B3.4 When a crew receives a boat, it has 2 minutes to check that the boat is okay and report possible problems or damages to RC (hail to either start boat, repair boat or the umpire boat).

### **B4 Crew positioning**

B4.1 The crew shall not hang, push or pull on the standing rigging to promote the manoeuvre or to project weight outboards. It is allowed to use the mast or the companionway for promoting the manoeuvre.

B4.2 The cockpit lines may be used with the exception that hanging on to the cockpit lines from the outside is prohibited.

B4.3 The crew shall not stand, sit or lie on the cockpit lines or the pushpits.





### **B5 Bowsprit**

B5.1 Having the bowsprit extended, except when in the process of setting, flying or taking down the gennaker is prohibited. The bowsprit shall be fully retracted at the first reasonable opportunity after taking down the gennaker. A boat that does not retract the bowsprit fully may be warned and given an opportunity to correct the error.

B5.2 Extending the bowsprit before getting on the new leg of the course, after entering the zone of a rounding mark without a gennaker set is prohibited.

### **B6 Shrouds and forestay**

It is prohibited to adjust shroud and forestay tension at all times while afloat. Backstay tension may be adjusted while racing.

### **B7 Gennaker**

When flag W is displayed on RC signal vessel, gennakers shall not be used while racing.



**Appendix C: Repair Costs**

DAMAGE	VALUE
Gel Coat – superficial	75,00€
Hole – breaks fiber	From 200,00€
Hole – Opens fiber from one side to toher	From 250,00€
Spinnaker pole	500,00€
Protest flag	25,00€
Lost ropes (sheets)	45,00€
Tiller extension	40,00€
Winch Handle	170,00€
Stanchions	75.00€
Sails damage – dued to human action and demands sailoft repair	200.00€
Sails – Total lost	Damage Deposit
	Damage Deposit - 500.00€



### Appendix D: Damage Report

If you detect any damage when taking over a boat, please notify RC (Start Boat, Repair Boat or Umpire Boat) a maximum of 2 minutes after receiving the boat .

Boat number and club name	
Skipper	
Date and race number	
Damage description	
Reason for damage	
Skipper's signature	

For OA only:

Damage protocol received (date and time)	
Has the reparation been executed satisfactorily?	Yes/No
Estimated repair cost in Euro	
Comments	

Attention:

In case of damage, every skipper is obliged to submit a complete damage report to the OA whenever he detects damage or loss.



APPENDIX UF  
UMPIRED FLEET RACING  
WoW Portugal Edition

Version: 18&19 September 2021

Umpired fleet races shall be sailed under The Racing Rules of Sailing as changed by this appendix. Races shall be umpired. The rule changes in UF1 have been approved by World Sailing under Regulation 28.1.5(b) on the condition that only the provided options are used. This appendix applies only when it is referred to in the Notice of Race and made available for all competitors.

UF1 CHANGES TO THE DEFINITIONS, THE RULES OF PART 1 AND 2, AND RULE 70

UF1.1 Add to the definition Proper Course: 'A boat taking a penalty or manoeuvring to take a penalty is not sailing a proper course.'

UF1.2 Add new rule 7 to Part 1:

7 LAST POINT OF CERTAINTY

The umpires will assume that the state of a boat, or her relationship to another boat, has not changed, until they are certain that it has changed.'

UF1.3 Rule 14 is changed to:

14 AVOIDING CONTACT

14.1 If reasonably possible a boat shall avoid contact with another boat, not cause contact between boats, and not cause contact between a boat and an object that should be avoided.

However, a right-of-way boat, or one sailing within the room or mark-room to which she is entitled, need not act to avoid contact until it is clear that the other boat is not keeping clear or giving room or mark-room.

UF1.4 When rule 20 applies, the following arm signals are required in addition to the hails:

- (a) for room to tack, repeatedly and clearly pointing to windward; and
- (b) for 'You tack', repeatedly and clearly pointing at the other boat and waving the arm to windward.

UF1.5 Rule 70 is deleted.

UF1.6 Test rules

(a) The definition Mark-Room is changed to:

Mark-Room Room for a boat to sail her proper course to round or pass the mark on the required side.

However, mark-room for a boat does not include room to tack unless she is overlapped inside and to windward of the boat required to give mark-room and she would be fetching the mark after her tack.

UF2 CHANGES TO OTHER RULES

UF2.1 Rule 28.2 is changed to:

28 SAILING THE COURSE



28.2. A boat may correct any errors in sailing the course, provided she has not rounded the next mark or crossed the finishing line to finish.

UF2.2 Rule 31 is changed to:

### 31 TOUCHING A MARK

While racing, neither the crew nor any part of a boat's hull shall touch a starting mark before starting, a mark that begins, bounds or ends the leg of the course on which she is sailing, or a finishing mark after finishing. In addition, while racing, a boat shall not touch a race committee vessel that is also a mark.

UF2.3 Rules P1 to P4 shall not apply.

### UF3 ON WATER PROTESTS AND PENALTIES

UF3.1 In this appendix, 'a penalty' will mean the following:

A One-Turn Penalty taken in accordance with rule 44.2.

UF3.2 The first sentence of rule 44.1 is changed to: 'A boat may take a penalty when, in an incident while racing, she may have broken one or more of the rules of Part 2 (except rule 14 when she has caused damage or injury), rule 31 or rule 42. However, when she may have broken a rule of Part 2 and rule 31 in the same incident, she need not take the penalty for breaking rule 31'

### UF3.3 On the Water Protests by Boats and Penalties

(a) While racing, a boat may protest another boat under a rule of Part 2 (except rule 14) or under rule 31 or rule 42; however, a boat may only protest under a rule of Part 2 for an incident in which she was involved. To do so she shall hail 'Protest' and conspicuously display a Y (yanke) flag at the first reasonable opportunity for each. She shall remove the flag before, or at the first reasonable opportunity after a boat involved in the incident has taken a penalty voluntarily or after an umpire's decision.

(b) A boat that protests as provided in rule UF3.3(a) is not entitled to a hearing. Instead, a boat involved in the incident may acknowledge breaking a rule by voluntarily taking a penalty. An umpire may penalize any boat that broke a rule and was not exonerated, unless the boat took a penalty voluntarily.

### UF3.4 Penalties and Protests Initiated by an Umpire

(a) When a boat

- (1) breaks rule 31 and does not take a penalty,
- (2) breaks rule 42,
- (3) gains an advantage despite taking a penalty,
- (4) commits a breach of sportsmanship, or
- (5) Breaks B4 or B5
- (6) fails to comply with rule UF3.6 or to take a penalty when required to do so by an umpire,
- (7) fails to comply with rule UF2.1 (rule 28.2) an umpire shall disqualify her under rule UF3.5(c)
- (8) fails to comply with SI 9.3

an umpire may penalize her without a protest by another boat. The umpire may impose a penalty or more, each signalled in accordance with rule UF3.5(b), or disqualify her under rule UF3.5(c), or report the incident to the protest



committee for further action. If a boat is penalized under rule UF3.4(a)(5) for not taking a penalty or taking a penalty incorrectly, the original penalty is cancelled,

(b) An umpire who decides, based on his own observation or a report received from any source, that a boat may have broken a rule, other than rule UF3.6 or rule 28 or a rule listed in rule UF3.3(a), may inform the protest committee for its action under rule 60.3. However, he will not inform the protest committee of an alleged breach of rule 14 unless there is damage or injury.

#### UF3.5 Umpire Signals

An umpire will signal a decision as follows:

- (a) A green and white flag with one long sound means 'No penalty.'
- (b) A red flag with one long sound means 'a penalty is imposed or remains outstanding.' The umpire will hail or signal to identify each such boat.
- (c) A black flag with one long sound means 'A boat is disqualified.' The umpire will hail or signal to identify the boat disqualified.

#### UF3.6 Imposed Penalties

- (a) A boat penalized under rule UF3.5(b) shall take a penalty.
- (b) A boat disqualified under rule UF3.5(c) shall promptly leave the course area.

#### UF4 RACE COMMITTEE ACTIONS

UF4.1 At the finishing line, the race committee will inform the competitors about each boat's finishing place or scoring abbreviation. After this has been done, the race committee will promptly display flag B with one sound. Flag B will be displayed for at least two minutes and then removed with one sound. If the race committee changes the scoring information provided at the finishing line while flag B is displayed, it will display flag L with one sound. Flag B will continue to be displayed for at least two minutes after any changes are made.

After boats have finished, the race committee will inform competitors about the results over VHF radio.

#### UF5 PROTESTS; REQUESTS FOR REDRESS OR REOPENING; APPEALS; OTHER PROCEEDINGS

UF5.1 No proceedings of any kind may be taken in relation to any action or non-action by an umpire.

#### UF5.2 SPARE

UF5.3 A boat intending to

- (a) protest another boat under a rule other than rule UF3.6 or rule 28, or a rule listed in rule UF3.3(a),
- (b) protest another boat under rule 14 if there was contact that caused damage or injury, or
- (c) request redress

shall inform the race committee in the following way:

Hail the race committee before or during the display of flag B.



UF5.4 The time limit defined in rule UF5.3 also applies to protests under rule UF5.9, UF5.10 and UF5.11 when such protests are permitted. The protest committee shall extend the time limit if there is good reason to do so.

UF5.5 The race committee will promptly inform the protest committee about any protests or requests for redress made under rule UF5.3.

UF5.6 The third sentence of rule 61.1(a) and all of rule 61.1(a)(2) are deleted.

Rule 62.1(a) is deleted.

UF5.7 The first three sentences of rule 64.2 are changed to: 'When the protest committee decides that a boat that is a party to a protest hearing has broken a rule, it may impose penalties other than disqualification, and may make any other scoring arrangement it decides is equitable. If a boat has broken a rule when not racing, the protest committee shall decide whether to apply any penalty to the race sailed nearest in time to that of the incident or make some other arrangement.'

UF5.8 Hearings

Except for a hearing under rule 69.2

- (a) Protests and requests for redress need not be in writing.
- (b) The protest committee may inform the protestee and schedule the hearing in any way it considers appropriate and may communicate this orally.
- (c) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.
- (d) If the protest committee decides that a breach of a rule has had no effect on the outcome of the race, it may impose a scoring penalty of points or fraction of points or make any other arrangement it decides is fair, which may be to impose no penalty.
- (e) If the protest committee penalizes a boat in accordance with rule UF5.7 or if a standard penalty is applied, all other boats will be informed about the change of the penalized boat's score.

UF5.9 The race committee will not protest a boat.

UF5.10 The protest committee may protest a boat under rule 60.3. However, it will not protest a boat for breaking rule UF3.6 or rule 28, a rule listed in rule UF3.3(a), or rule 14 unless there is damage or injury.

UF5.11 The technical committee will only protest a boat under rule 60.4 when it decides that a boat or personal equipment does not comply with the class rules, rule 50, or the rules in the equipment regulations of the event, if such exist. In such a case, the technical committee shall protest.

UF5.12 Rule 66.2 is changed to 'A party to the hearing under this appendix may not request a reopening.'