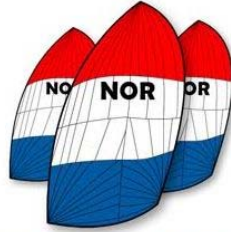


Gandsfjord Seilforening



MELGES ²⁴

NM MELGES – STAVANGER 2016

Sailing Instructions

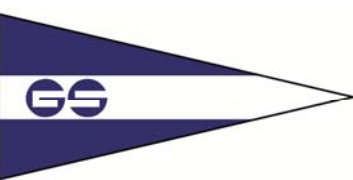
Open Norwegian Championship 2016

Melges 24

Stavanger / Gandsfjord

3-5 June 2016





1. RULES

- 1.1. The regatta will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS).
- 1.2. The prescription of the Norwegian Sailing Federation (NSF) for Norwegian Championship (NM) shall apply.
- 1.3. The general rules for license, advertising, doping and right to participate from the Norwegian Sailing Federation and the Norwegian Sports Federation (NIF) shall apply
- 1.4. The Melges 24 Class rules shall apply.
- 1.5. If there is a conflict between languages the English text will take precedence.
- 1.6. If there is a conflict between the Notice of Race and the Sailing Instructions, the Sailing Instructions will take precedence.

2. NOTICE TO THE COMPETITORS

Notice to competitors will be posted on the official notice board by the race office at Hinna Park pier.

3. CHANGES TO THE SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 09:00 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.

4. SIGNALS MADE ASHORE

- 4.1 Signals ashore will be given at the flagpole by the race office at Hinna Park pier.
- 4.2 When flag AP is displayed ashore, '1 minute' is replaced by 'no less than 60 minutes' in the race signal AP. Boats should not leave the harbour before the flag is taken down.

5. TIME SCHEDULE

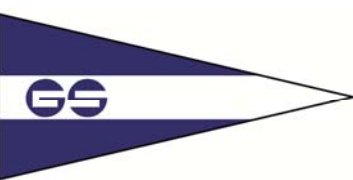
5.1 Pre race activities ashore:

Registration & Technical control	Thursday 2.June	16.30 – 21:00
	Friday 3.June	08:00 – 11:00
Skipper Briefing	Friday	10:00
	Saturday	09:00
	Sunday	09:00

5.1. Racing Schedule:

Date	First Warning Signal	Target Number of races	Max. number of races
Friday 3.June	Practice race 12:00	3	4
	First race 13:30		
Saturday 04.June	11:00	4	5
Sunday 05.June	11:00	3	4

5.2. Number of races



If the number of completed races is sufficient for a valid Norwegian Championship, no warning signal will be given after 15:00 on Sunday 05 June.

In any case, no warning signal will be given after 16:00 on Sunday 05 June.

Maximum 10 (ten) races are scheduled for the Championship over 3 days.

The target number of races is indicative only, and may be adjusted by the race committee each day. This will not be ground for a protest or a request for redress. This changes rule 62.1 (a)

6. CLASS FLAGG

The Melges 24 Class flag / logo will be used.



7. RACING AREA

The races are planned to take place in Gandsfjord (area 1). If the wind conditions dictate two reserve areas are defined: Riskafjord (area 2) and Horgefjord (area 3).

The marina is located in the dock at Hinna Park pier.

Attachment #1 shows the locations of the racing areas.

Attachment #4 shows the locations of the facilities on land at Hinna Park.

8. COURSES

8.1 The diagram in Attachment #2 shows the courses, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.

8.2 If only one gate mark is set, boats shall round the single mark to port

8.3 Numeral pennant 1, 2 and 3 displayed latest by the warning signal will indicate the Course number (number of windward/leeward laps).

9. MARKS

9.1 Marks to be rounded, starting and finishing marks are described in Attachment #2.

9.2 A committee boat giving signal of a course change is a mark as described in 12.2

10. VOID

11. START

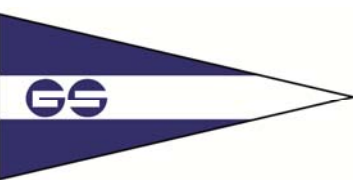
11.1 Races will be started by using rule 26.

A numeral pennant displayed in advance of the warning signal will indicate which course shall be raced.

To alert competitors that a race will begin soon, a series of short sound signals will be given.

11.2 The Starting line will be between a buoy with a yellow flag and a yellow flag displayed on the committee boat, in the direction of the next mark (as shown in Attachment #2)

To suit the race area and the fjord depth, the committee boat and the buoy may swap position (i.e. committee boat on Port and line buoy on Starboard).



- 11.3** A boat starting later than 4 minutes after her signal will be scored Did Not Start (DNS) without a hearing. This changes rules A4 and A5.
- 11.4** 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 re-sailed or postponed or abandoned before the starting signal. This change rule 26.
- 11.5** Individual recalls and boats disqualified under 11.4 or rule 30.3 may be broadcast on the VHF channel identified in 27.4 (see also 27.3).

12. CHANGE OF THE NEXT LEG OF THE COURSE

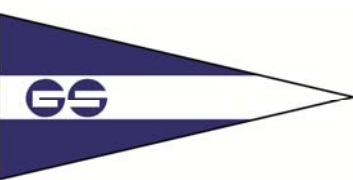
- 12.1** To change the next leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practical. When a change is signalled at mark 3a/3b both mark 1 and 2 may be replaced by new marks.
- 12.2** Except at a gate, competitors shall sail between the committee boat giving signal of a change of the next leg of the course and the adjacent mark, and leave the mark on port and the committee boat on Starboard. This changes rule 28.1.
- 12.3** When a change of the next leg of the course is signalled, only flag C will be displayed with repetitive sound signals. Further information about the location of the new mark may be given on the VHF channel identified in 27.4 (see also 27.3). This change rule 33.

13. FINISH

The finishing line will be between a buoy with a yellow flag and a yellow flag displayed on the committee boat, in direction from the previous mark (as shown in Attachment #2)

14. PENALTY SYSTEM

- 14.1** RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty
- 14.2** A boat that has taken penalty under rule 44 shall fill in an acknowledgement form and deliver it to the Race Office within the protest time.
- 14.3** An Arbitration system (simplified Protest hearing) can be used for breach of a rule in RRS Part 2, (ref. 16.8 and Attachment #3). This changes RRS Part 5, section B.



15. TIME LIMITS AND TARGET TIMES

15.1 Time limits and target times are as follows:

Time Limit	Mark 1 time limit	Target time
90min	25min	45-60min

15.2 If no boat has passed Mark 1 within the Mark 1 time limit the race will be abandoned.

15.3 Boats failing to finish within 20 minutes after the first boat sails the course and finishes, will be scored Did Not Finished (DNF) without a hearing. This changes rules 35, 63.1, A4 and A5.

15.4 A race not sailed within the target time, will not be ground for a protest or a request for redress. This changes rule 62.1 (a)

16. PROTEST, ARBITRATION AND REQUEST FOR REDRESS

16.1 Protest forms are available at the race office. Protest and requests for redress or reopening shall be delivered within the time limit.

16.2 The protest time limit is 60 minutes after the last boat has finished the last race of the day or the race committee signals no more racing today, whichever is later

16.3 Notices will be posted on the notice board no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest room, located near the race office at Hinna pier, beginning at the time posted.

16.4 Notices of protests by the race committee or protest committee will be posted to inform boats under rule 61.1(b)

16.5 Breaches of instructions 18.1-18.3, will not be grounds for a protest by a boat. This changes rule 60.1(a). Penalties for these breaches or minor breach of the class rules may be less than disqualification if the jury so decides. The scoring abbreviation for a discretionary penalty imposed under this instruction will be DPI.

16.6 On the last scheduled day of racing a request for reopening a hearing 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.

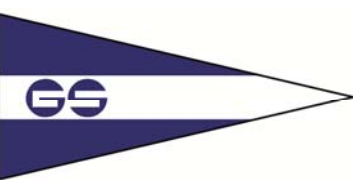
16.7 On the last scheduled day of racing a request for a redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes rule 62.2

16.8 Arbitration procedure

As an alternative to a full protest hearing with a protest committee for an alleged breach of a rule of part 2, boats will be offered the possibility to opt for an arbitration procedure as described in Attachment #3. The arbitration procedure changes rules 63 and 64.

17. SCORING

17.1 4 races must be completed to qualify the series as a valid Norwegian Championship.



- 17.2** When fewer than 5 races have been completed, a boat's series score will be the total of her race scores.

When 5 to 8 races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

When 9 or more races have been completed, a boat's series score will be the total of her race scores excluding her two worst scores.

18. SAFETY REGULATIONS

- 18.1** A boat that retires from a race or leaves the racing area between races shall notify the race committee as soon as possible. (ref. 27 radio communication).

- 18.2** Boats shall be moored in the dock at Hinna pier.

- 18.3** Commercial traffic:

Competitors are reminded that the race area crosses shipping lanes sailed by commercial vessels. Regulations for preventing collisions at sea shall prevail. Rule 44, responsibility between boats:

" Small pleasure crafts and open boats powered by paddles, sails or engines, shall as far as possible keep clear of larger vessels, line ferries and other commercial vessels, when they sail a narrow sound, a shipping channel or in harbour area."

- 18.4** Personal floatation devices:

All competitors shall wear approved personal floatation device while racing, except for brief periods while changing or adjusting clothing. Wet suits and dry suits are not personal floatation devices. This changes rule 40.

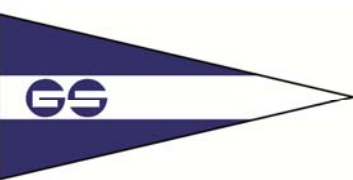
- 18.5** Standard penalty for breach of these safety regulations will be a percentage penalty of up to 20%, applied to the first completed race of the day and as described in rule 44.3 (c). If a boat given such a penalty is scored DSQ, DND, DPI, OCS, ZFD or BFD in the race the penalty would be applied, the protest committee will apply the penalty to the race which is closest in time to the breach.

The penalty can be decided by the protest committee without a hearing, based on a report from the race safety officer. This changes rule 63.1

19. REPACEMENT OF CREW OR EQUIPMENT

- 19.1** Substitution of competitors will not be allowed without written prior approval of the race committee.

- 19.2** Substitution of damaged or lost equipment will not be allowed unless authorised by the race committee. Requests for substitution shall be made to the race committee at the first reasonable opportunity.



20. EQUIPMENT AND MEASUREMENT CHECKS

- 20.1 A boat or equipment may be inspected at any time for compliance with the Class rules and sailing instructions. On the water, a boat can be instructed by a race committee measurer to proceed immediately to a designated area for inspection
- 20.2 Total weight of the crew undressed are not to exceed 375kg

21. ADVERTISING AND BOW NUMBERS.

A bow number shall be delivered to each competitor by the organising authority. The number shall be placed on each side of the bow as indicated in Attachment #5. It shall remain visible on the bow during the entire regatta/championship.

Bow numbers shall also be used for boat identification by the race committee.

Breach to this instruction will be ground for protest.

22. OFFICIAL BOATS

Committee boats will display the Gandsfjord Yacht Club pennant.



23. SUPPORT BOATS

Except when requested to participate in rescue operations support boats shall stay outside areas where boats are racing and are restricted to a 5 knot speed limit, from the time of the preparatory signal from the first start of a sequence of starts until all boats have finished or the race committee signals a postponement or abandonment of all races. The areas the boats are racing is defined as the area inside the course and within 50 metres of any mark, lay line, starting line, finishing line or any area where any boat that is racing is sailing or may sail.

The ISAF Coach and Support boat appendix shall be in operation.

24. VOID

25. HAUL-OUT RESTRICTIONS

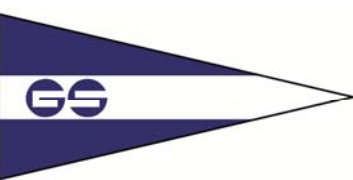
Boats shall not be hauled out during the regatta except with and according to the terms of written permission of the race committee.

26. DIVING EQUIPMENT AND PLASTIC POOLS

Underwater breathing apparatus (including snorkels) and plastic pools or their equivalent shall not be used around boats between the preparatory signal of the first race and the end of the regatta.

27. RADIO COMMUNICATION

- 27.1 Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.
- 27.2 The use of drones is not permitted.



27.3 The race committee will use VHF radio to communicate to the fleet, and may provide information such as: location of the starting area, countdown to the start, individual or general recalls and postponements, boats disqualified, Change of the next leg of the course, etc...

Failure to make these broadcasts or failure to hear them shall not constitute grounds for protest or granting redress. This changes rules 62.1

27.4 VHF channel 72 is planned to be used to communicate with competitors.

27.5 The race committee may not acknowledge any radio transmission except in the case of an emergency, and shall not enter into dialogue with competitors.

28. PRICES

Norwegian Sailing Federation (NSF) NM medals (gold, silver and bronze) will be awarded to the crew members of the top 3 Norwegian boats of the championship.

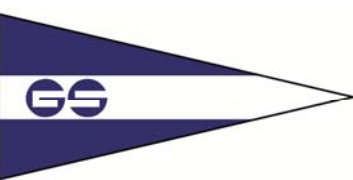
For all competitors, there will be award prices to the top 1/3 boats of the championship.

29. DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The organising authority 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. .

30. INSURANCE

The boat is required to hold adequate valid third party insurance, and it is the owner or owner's representative sole and inescapable responsibility to ensure that the insurance is in pace and is adequate.



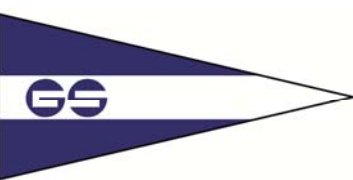
ATTACHMENT #2 - COURSES

Courses description	Numeral Pennant
<ul style="list-style-type: none">• Course 1: Start, 1, 2, Finish• Course 2: Start, 1, 2, (3a-3b), 1, 2, Finish• Course 3: Start, 1, 2, (3a-3b), 1, 2, (3a-3b), 1, 2, Finish	<p>1 2 3</p>

***: Position of the committee boat and line buoy may be swapped to suit the race area**

Descriptions of marks :

- Mark 1, 3a and 3b will be large yellow inflatable cylinder buoys.
- Mark 2 will be a large orange round buoy.
- Starting / Finishing marks will be a buoy with a yellow flag and a yellow flag displayed on the committee boat.
- Marks 1 and 2 shall be rounded to port
- Marks 3a and 3b are gate marks. The boats shall pass between Mark 3a and 3b in the direction of the course from the last mark.



ATTACHMENT #3 – ARBITRATION PROCEDURE

1 Introduction

- 1.1 This attachment applies when an arbitration procedure is used as an alternative to a protest hearing.
- 1.2 Arbitration is a quicker procedure providing lower penalties for any breach of the rules eligible for arbitration.

2 Declining Arbitration

- 2.1 When a party to the protest does not agree to arbitration the protest will be heard by a full panel.

3 Accepting Arbitration

- 3.1 When both parties to the protest agree to arbitration they each agree;
 - (a) that the protest is valid; and,
 - (b) to accept the arbitration decision as binding; and,
 - (c) that no witnesses will be heard during the arbitration; and
 - (d) questions by parties will be limited to those necessary to establish the basic facts found.
- 3.2 When a party to the protest informs the jury that they do not wish to attend a hearing that party will be deemed to have agreed to arbitration.

4 Arbitration Hearing

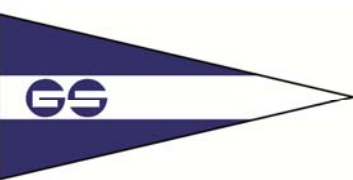
- 4.1 The arbitrators will be two members of the jury.
- 4.2 The arbitrators will hear the testimony of the parties and then give one of the following decisions:
 - (a) There was no breach of a rule by either boat; or
 - (b) One or both boats broke a rule of Part 2 and the Arbitration Penalty will be applied, or
 - (c) The case will be referred to a protest hearing

5 Arbitration Penalty

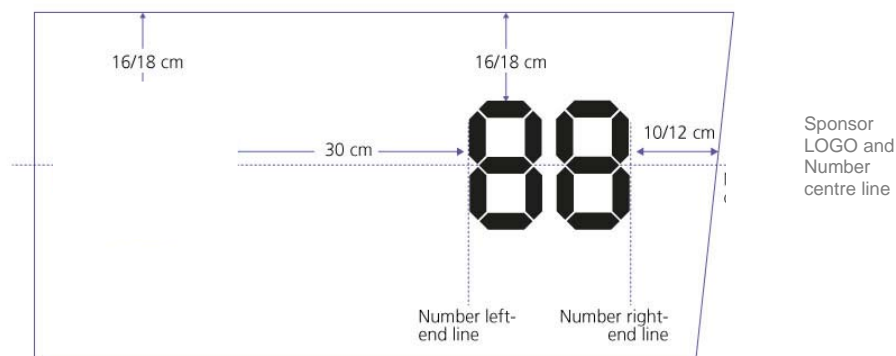
- 5.1 An Arbitration Penalty (ARB) will be a scoring penalty of 30% (rounded up to the next whole number) of the number of entries.
- 5.2 If a points scoring penalty under the arbitration procedure would result in a score worse than DSQ, the penalty will be that corresponding to DSQ.
- 5.3 The scores of other boats will not be changed.
- 5.4 For the purposes of rule A4.2 "Scoring" when a qualifying/final series is sailed the number of boats entered into a qualifying series race will be the number of boats assigned to the largest qualifying fleet.

6 Protest Hearings

- 6.1 If the arbitrators have referred the case to a protest hearing, or if the jury initiates a reopening, any penalty given for a breach of a rule of Part 2 will be the Arbitration Penalty.
- 6.2 If the hearing is reopened at the request of a party to the protest under rule 66 (Reopening a hearing) any penalty given may be an Arbitration Penalty or disqualification at the discretion of the jury.
- 6.3 The panel for protest hearings held under 6.1 & 6.2 of this addendum may include one or both of the arbitrators.



ATTACHMENT #5 BOW NUMBER AND SPONSOR STICKERS



INSTRUCTIONS TO APPLY VINYL BOW NUMBERS AND SPONSORS STICKERS ON HULL

1. If digital " numbers" are used they all come as 88 and it is competitors responsibility to cut away the elements to make the digits competitors bow number. Please check the entry list for you bow number. Please save the elements that you cut away as they are universal and may help you to rebuild competitors bow number if elements are lost.
2. Make sure hull is clean, and free of wax and polish, please use a solvent like Acetone to clean the hull. If a Teflon wax has been used on the boat, repeat the solvent cleaning 4xtimes.
3. The bow numbers shall be displayed on both sides of the bow in accordance with the diagram. The sponsors' sticker shall be aft of the bow numbers.
4. Remove wax paper by peeling away the top corner of the backing paper.
5. Position with masking tape if necessary, in the appropriate place, and remove the rest of the backing paper.
6. Applying water and soap to the hull before applying the stickers is not recommended as it may be easier to apply but will fall of a lot easier.
7. Squeegee stickers to remove all air bubbles. Work from the centre outwards towards edges, rub thoroughly.
8. Peel any masking tape or outer sheet off the graphics by pulling slowly and making sure that the graphics stay on the hull.
9. Rub with your hands or with a soft fabric
10. It is competitor's responsibility to ensure that competitors bow number remain in place and are visible. If competitors bow numbers gets damaged or lost, please use extra "magic-elements" to rebuild competitors bow number or contact the race office.