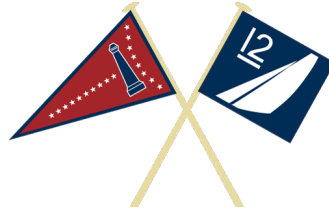




International Twelve Metre Association 2019 World Championships

SAILING INSTRUCTIONS

7-5-2019



Ida Lewis Yacht Club
HOST

12mR Americas' Fleet
ORGANIZING AUTHORITY

Newport, Rhode Island, USA.
July 8-13, 2019

1. RULES

- 1.1 The Regatta will be governed by the rules as defined in the *Racing Rules of Sailing* (RRS).
- 1.2 ITMA/12 Metre Class By-Laws & Regulations as of July 2, 2008, updated November 11, 2011 and the ITMA/12 Metre Class Rule as of November 1, 2018 and any subsequent amendments.
- 1.3 The Equipment Rules of Sailing ("ERS") shall apply.
- 1.4 If there is a conflict between languages, the English text shall take precedence.
- 1.5 The International Jury may impose suitable penalties at its own discretion, other than disqualification for violations of the Class Rules, or other non Part 1 or Part 2 rules of the RRS.
- 1.6 A boat touching the Race Committee signal boat or the buoys attached to the signal boat at any time will be scored DSQ for that race without a hearing. This changes RRS 63.1 and A5.
- 1.7 In the event that a crew member falls overboard and is no longer connected to the yacht, she shall:
 - a) retire from the race
 - b) notify the Race Committee on VHF Ch 72 that she has a man overboard
 - c) her score in this case shall be equal to the number of starters for that race without a hearing. The scoring abbreviation will be MOBThis changes RRS 63.1, A4, A5 and A11. However, her obligations as per RRS 1.1 are not changed.
- 1.8 US Sailing prescriptions will not apply

2. NOTICE TO COMPETITORS – Notices to competitors will be posted on the official notice board located on the deck to the west of the the Ida Lewis YC main building.

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1. Any change to the Sailing Instructions will be posted before 0830 on the day it will take effect,
- 3.2. Any change to the schedule of races will be posted by 2000 on the day before it will take effect.

4. SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed from the flagpole at Ida Lewis Yacht Club.
- 4.2 When flag "AP" is displayed ashore, "1 minute" is replaced with "not less than 60 minutes" in race signal "AP".

5. SCHEDULE OF RACES

- 5.1 A maximum of nine (9) races are scheduled. No more than three (3) races will be sailed on any one day.
- 5.2 Tuesday July 8th-to Friday July 12th first warning signal is scheduled for 1100.
- 5.3 Saturday, July 13th 12mR Parade at 1000.
- 5.4 Saturday July 13th first warning signal is scheduled for 1200. No warning signal will be made after 1500. The warning signal for a start following one or more general recalls or for subsequent starts may be made after 1500.

6. DIVISION FLAGS

Division A - Grand Prix	Numeral Pennant 1
Division B - Modern	Numeral Pennant 2
Division C - Traditional	Numeral Pennant 3
Division D – Vintage	Numeral Pennant 4
Division E – 12 Metre Spirit	Numeral Pennant 5

7. RACING AREA

- 7.1 Races will be held on the waters of Narragansett Bay or Rhode Island Sound.
- 7.2 The Rendezvous area will be announced at 0900 each day on VHF Ch 72 .
- 7.3 Rendezvous Areas are as follows (see Attachment A):
 - Area A – southwest of R"2", Brenton Point
 - Area R – south of Halfway Rock, East Passage, Narragansett Bay.

8. THE COURSES

- 8.1 Course "W" is a Windward/Leeward course with a windward offset mark. See Attachment B.
- 8.2 No later than the warning signal, the Race Committee will signal the course designation, distance and approxi-ax bearing to the windward mark on a white board on the starbord side of the Race Committee Signal Boat. For the purpose of SI 8.2 only the distance between the weather mark and the offset will not be counted as a leg."
- 8.3 Marks, including the windward offset mark, shall be rounded in order and always left to port, except that a gate shall be rounded as described in RRS 28.2(c).
- 8.4 A gate mark may be set as the Leeward Mark.
- 8.5 The leeward mark will be approximately 0.1 NM to windward of the starting line.

9. MARKS

- 9.1 Rounding marks will be orange tetrahedrons. The offset mark will be an orange sphere.
- 9.2 A change mark, as provided for in SI 10.6 and 11.1 will be a yellow tetrahedron.
- 9.3 The starting pin-end mark will be a green mark, or a staff displaying an orange flag on an anchored Race Committee pin boat at the port end of the starting line.
- 9.4 The finish pin-end mark will be a red mark.

10. THE START

- 10.1 Races will be started in accordance with RRS 26.
- 10.2 The starting line will be between a staff displaying an orange flag on the Race Committee Signal Boat at the starboard end and the course side of the port-end starting mark or a staff displaying an orange flag on an anchored Race Committee pin boat at the port end of the line.
- 10.3 A boat starting later than 5 minutes after her starting signal will be scored DNS without a hearing. This changes RRS A4 and A5.
- 10.4 Boats whose warning signal has not been made shall keep clear of the starting area.
- 10.5 The Race Committee will endeavor to hail each premature starter over VHF Ch 72. Failure to make such an announcement, the number of times an announcement is made, or the order in which a particular boat is hailed shall not be grounds for redress. This changes RRS 62.1 (a).
- 10.6 If there is a significant wind shift during a series of starting sequences the Race Committee may signal a change of course for a division that has not started as follows; *"At the preparatory signal, flag C will be displayed with numerous sound signals. and remained displayed until the starting signal. The signaled division will sail to the change mark"*. This changes RRS 27.1 and 33.

11. CHANGE OF THE NEXT LEG OF THE COURSE

- 11.1 In addition to the requirements of RRS 33, to change the next leg of the course, the race committee will lay a change mark (or move the finishing line) and remove the original mark as soon as practicable. When, in a subsequent change a new mark is replaced, it will be replaced with an original mark.
- 11.2 If the weather mark is moved after the first leg of a race there will be an offset set mark for that or any subsequent weather mark of the race.

12. THE FINISH

- 12.1 The finish line will be between a staff displaying an blue flag on the Race Committee Boat and the course side of the pin-end finishing mark.
- 12.2 The finish line Race Committee Boat will notify each boat by VHF Ch 72 after they finish if there will be no more racing that day.

13. PENALTY SYSTEM

- 13.1 The Scoring Penalty, RRS 44.3 will apply. The penalty will be two (2) places. However, when a yacht may have broken RRS 31 but not a rule of Part 2 in the same incident, the penalty will be one (1) place.
- 13.2 See SI 1.6 for the penalty for touching the signal boat.

14. TIME LIMITS

- 14.1 The time limit for the first boat in a division to complete the course in a race is 3 hours.
- 14.2 Any boats failing to finish within 30 minutes of the first boat in her division to sail the course and finish will be scored TLE without a hearing. A boat scored TLE shall receive points equal to the number of boats that finished within the 30 minute window for that race plus one. This changes RRS 35, A4 and A5.

15. PROTESTS AND REQUESTS FOR REDRESS

- 15.1 An International Jury will be appointed in accordance with RRS Appendix N.
- 15.2 Protest forms will be available from the Jury Desk at the Ida Lewis Yacht Club. Protests and requests for redress shall be delivered to the Jury Desk within the appropriate time limit.
- 15.3 The protest time limit is one (1) hour after the Race Committee Signal Boat docks after the last race of the day. The protest time limit will be posted on the official notice board.

- 15.4 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearing in which they are parties or named as witnesses. Hearings will be held in the regatta protest room at Ida Lewis Yacht Club. Representatives of boats who are parties to a hearing shall remain on call in the vicinity of the protest room. Failure of a boat to appear when called for a hearing will be considered by the International Jury as grounds for proceeding under RRS 63.3(b).
- 15.5 A boat is requested to report and receive acknowledgement of its intention to protest and the yacht being protested immediately after the finish of the race to the Race Committee on VHF Ch 72.
- 15.6 A list of boats that accepted a scoring penalty will be posted on the Official Notice Board.
- 15.7 RRS 63.5 is changed by adding — "A protest involving contact may be heard by the International Jury even though the requirements of RRS 61.1(a) and 61.3 have not been fulfilled."
- 15.8 Breaches of SIs 17 and 19 will not be grounds for a protest by a yacht. This changes RRS 60.1(a).
- 15.9 On the last day of racing a request for redress based on a jury decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.
- 15.10 RRS 66 the third sentence is changed to read: "A party to the hearing may ask for a reopening in writing and identify the reason for it no later than 24 hours after being informed of the decision."
- 15.11 Decisions of the International Jury will be final as provided in RRS 70.5.

16. SCORING

- 16.1 The Low Point scoring system of Appendix A will apply.
- 16.2 A boat's series score shall be the total of all her race scores. This changes RRS A2.
- 16.3 Four (4) completed races will constitute a regatta.

17. SAFETY REGULATIONS

- 17.1 Check In – prior to the first warning of each day all yachts shall check in with the Race Committee by hailing them on VHF Ch 72 and reporting their number and name until acknowledged.
- 17.2 A yacht that retires shall notify the Race Committee as soon as possible.
- 17.3 In the event that life saving equipment is lost overboard, it should be retrieved. If recovery is impossible, loss of any equipment that floats shall be reported immediately to the Race Committee and to the nearest U.S. Coast Guard station on VHF Ch 16.

18. SUPPORT BOATS – Support boats shall stay outside of a 100 yard radius of any boat that is racing.

19. RADIO COMMUNICATIONS

- 19.1 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 and any other wireless device.
- 19.2 From one hour prior to the scheduled first warning of the day until a boat has finished racing for the day, it may not receive weather, current, or navigational information except from a publicized source available at no cost to all competitors. Subscription, password protected or restricted access web pages are considered private information and may not be used for the transmission or reception of specialized weather information.
- 19.3 General use of the Internet and publicly available web sites to obtain weather including all National Weather Service data is authorized. Weather data developed specifically for the race may not be received while racing.
- 19.4 The race committee will utilize VHF Ch 72 for communications with competing boats for race information, recalls, change of course, etc. Failure to do so shall not be grounds for seeking redress.

20. PRIZES – As per the Notice of Race

21. NOTES

- 21.1 Competitors are reminded that Narragansett Bay is a restricted channel and sailing vessels do not have right of way over a vessel under power which may be restricted in her ability to maneuver.
- 21.2 In the event there is racing in Narragansett Bay, competitors should be aware of heightened security around the Navy base in Newport just to the north of the Newport Jamestown Bridge. The area to the along the coast of the Naval Facilities from Coasters Harbor to the breakwater at the north end of Coddington Cove marked by a series of white buoys shall rank as an obstruction. Yachts shall not enter this area.

22. DISCLAIMER OF LIABILITY – Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. The Organizing Authority (12mR Americas' Fleet), Host (ILYC), Race Committee, International Jury, 12 Metre Class and any sponsors 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 Attention is also drawn to WS Offshore Special Regulation 1.02, Responsibility of the Person in Charge, as well as the "Waiver and Release of Liability".

23. MEDIA RELEASE – Competitors and crew members on the competing yachts grant, at no cost, to ITMA, the 12M Americas Fleet, Inc., Ida Lewis Yacht Club, sponsors and affiliated companies the absolute right and permission to use their name, voice, image, likeness, biographical material and representations of the boats in any media World-wide (including but not limited to television, video, print and electronic media), for the purposes of advertising, promoting, reporting and disseminating information.

24. OTHER INFORMATION

OA and Race Officials

OA Event Chair:	Peter Gerard	(12mRAmericasFleet@gmail.com)
Principal Race Officer:	Mark Foster IRO USA	(Mfoster1053@gmail.com) (361) 816-9801
International Jury Chairman:	Willi Gohl IJ GER	(willigo@gmx.net)
Technical Committee Chair:	Ken McAlpine	(k.mcalpine@mmd.net.au)

International 12 Metre Association

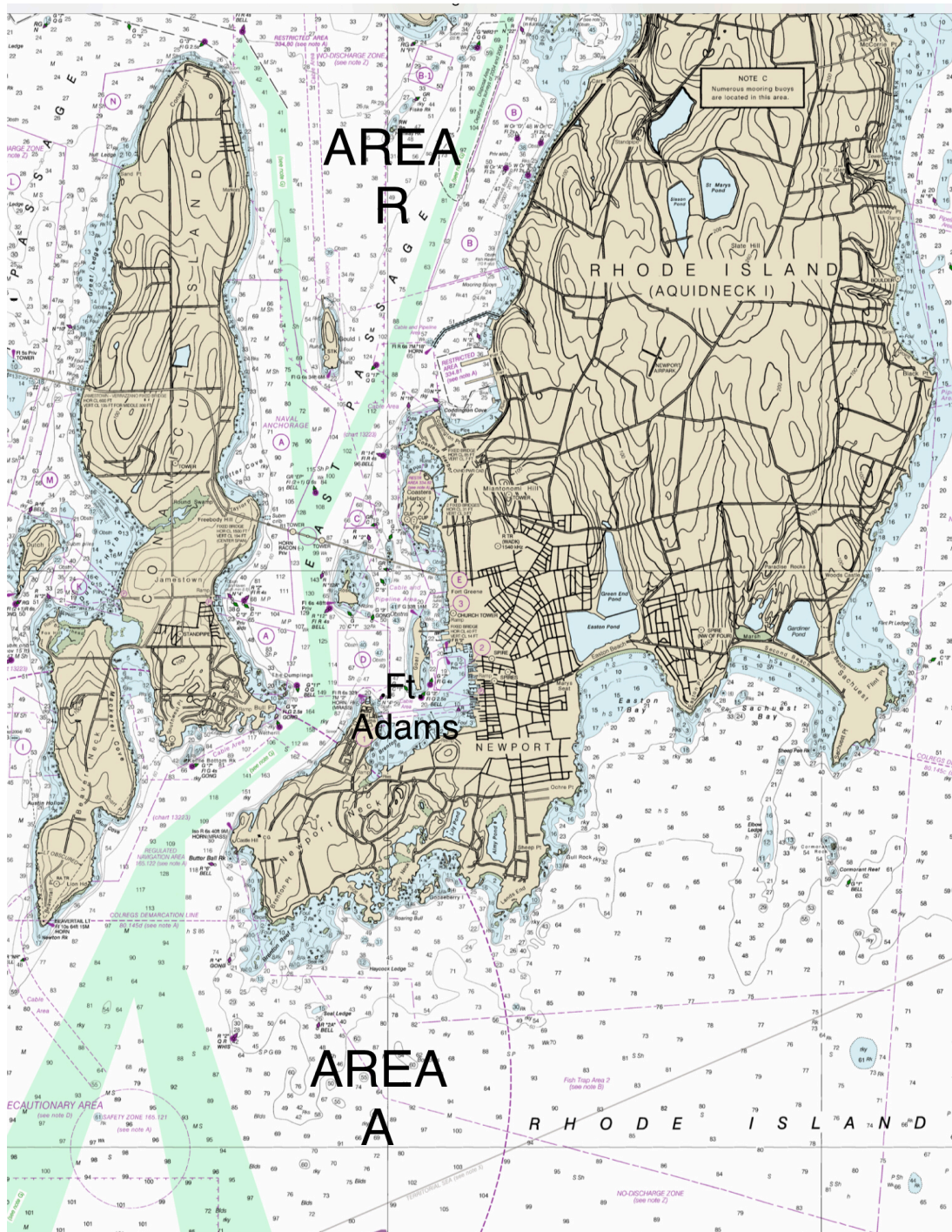
President:	Dyer Jones
Vice President Americas Fleet	Peter Gerard
Vice President Northern Europe.	Patrick Howalt
Treasurer	Robin Wallace
Secretary	SallyAnne Santos

Ida Lewis Yacht Club

Commodore	Dan Faria
Race Committee Chair	Bill O'Hanley
Regatta Chairs	Jane Beezer
	Ted Winston

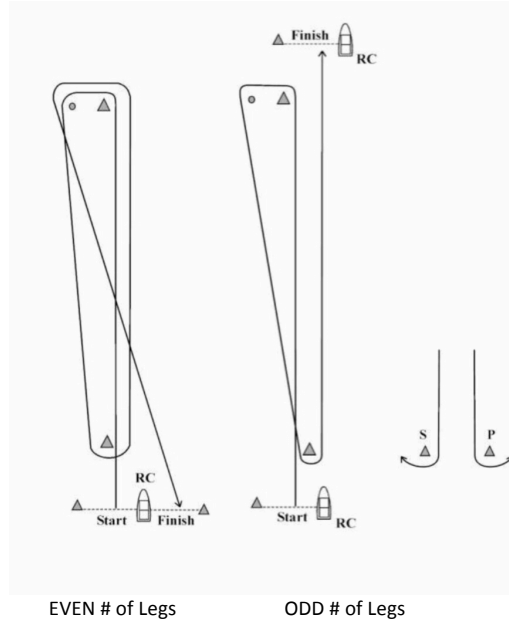
Event Web Site	12mrworlds.com
Class Web Site	12mrclass.com
Ida Lewis YC Web Site	ilyc.org

ATTACHMENT A RENDEZVOUS AREAS



ATTACHMENT B COURSE DIAGRAMS

Course "W"



COURSE NOTES

1. Course "W" is a Windward/Leeward course with a windward offset mark
2. No later than the warning signal, the Race Committee will signal the course designation, distance and approximate bearing to the windward mark on a white board on the starboard side of the Race Committee Signal Boat. For the purpose of SI 8.2 only the distance between the weather mark and the offset will not be counted as a leg."
3. Marks, including the windward offset mark, shall be rounded in order and always left to port, except that a gate shall be rounded as described in RRS 28.2(c).
4. A gate mark may be used as the leeward mark.
5. The initial leeward mark will be located approximately 0.10 NM to weather of the starting line.