



B14 World Championship 2019

SAILING INSTRUCTIONS

July 28 to August 2, 2019,
Hosted by Yacht Club de Carnac, France

[DP] denotes a rule for which the penalty is at the discretion of the international jury [DPI] in scoring.

[SP] denotes a rule for which a standard penalty may be applied by the race committee without a hearing or a discretionary penalty applied by the international jury with a hearing.

[NP] denotes a rule that shall not be grounds for protest by a boat.

1 RULES

The regatta will be governed by the rules as defined in **The Racing Rules of Sailing (RRS)**.

1.2 International B14 Class Rules will apply.

1.3 Racing rules 44.1 and 44.2 will be changed as described in SI 15.2.

1.4 Appendix T: Arbitration will apply.

1.5 If there is a conflict between languages, the English text will prevail.

1.6 No national prescriptions will apply.

2 [DP] IDENTIFICATION AND ADVERTISING

2.1 Boats may be required to display identification numbers and event sponsor advertising in compliance with World Sailing Regulation 20.4.1.1.

2.3 Boats shall display advertising supplied by the Organizing Authority (OA).

When provided at registration, competitors shall make every reasonable effort to display event sponsors promotional items on their boat and sails as directed. If sponsor promotional items come off while racing, competitors must obtain replacement items from the Organization before the start of racing the following day, if there is a sufficient stock available.

3 NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board located in the tent.

4 CHANGES TO 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.

5 SIGNALS MADE ASHORE

5.1 Signals made ashore will be displayed on the flagpole located in the east corner of the dinghy park

5.2 When flag AP is displayed ashore, "1 minute" is replaced with "not less than 45 minutes" in the race signal AP.

5.3 [DP] "D" flag displayed with one sound means "The warning signal will be made not less than 45 minutes after 'D' flag is displayed". Boats shall not leave the slipway until this signal is displayed.

6 FORMAT OF RACING

The World Championship will consist of a single series.

7 SCHEDULE

7.1 World Championship schedule:

Date	Date	Hour
Sunday July 28th	14h-19h	Equipment inspection and event registration
Monday 29th	10h	Competitors Briefing

Date	Date	Hour
	12h	1 st warning signal Racing Session 1
As soon as possible after racing		Opening Ceremony
Tuesday 30th	12h	1 st warning signal Racing Session 2
Wednesday 31st	12h	1 st warning signal Racing Session 3
As soon as possible after racing		Cold Buffet or BBQ
Thursday, August 1st	12h	1 st warning signal Racing Session 4
Friday 2nd	11h	1 st warning signal Racing Session 5
As soon as possible after racing		Prices giving and closing ceremony & Dinner

7.2 The numbers of races scheduled are as follows:
ten (10) races - two (2) races per day.

If the schedule is delayed, one or more race may be added to a day's schedule and no more than four (4) races a day will be sailed.

7.3 On the last scheduled racing day, no warning signal will be made after **15:30**.

8 CLASS FLAG

The International B14 class flag is: B14 symbol on a white background.

9 RACING AREA

The racing area will be Bay of QUIBERON shown in Appendix "Course Race Area".

10 THE COURSES

10.1 The diagram in Appendix "COURSES" shows the courses, including course designations, the approximate configuration between legs, the order in which marks are to be passed, and the side on which each mark is to be left.

10.2 No later than the warning signal, the race committee will display the approximate compass bearing of the first leg.

11 MARKS

11.1 See Appendix "COURSES"

11.2 Race committee vessel signalling a change course is a mark.

12 THE START

12.1 The starting line will be between 2 staffs displaying orange flag on 2 Race Committee Vessels; A buoy can be attached behind the Race Committee Vessel. The buoy together with its mooring line shall be considered a part of the Race Committee Vessel.

12.2 Start will started by using RRS 26

12.3 [SP] A boat starting later than 4 minutes after her starting signal will be scored "Did Not Start" (DNS). This changes RRS A4 and A5.

13 CHANGE OF THE NEXT LEG OF THE COURSE

13.1 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 practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

13.2 In case of a change of a beating leg only Mark 1 will be moved and mark 2 will be removed.

13.3 Except at a gate, boats shall pass between the Race Committee Vessel signaling the change of the next leg and the nearby mark, leaving the mark to port and the race committee boat to starboard. This changes RRS 28.

14 THE FINISH

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

15 PENALTY SYSTEM AND EXONERATION

15.1 Racing rules 44.1 and 44.2 will be changed as follows: Two-turn penalty is changed so that only one turn, including one tack and one gybe, is required.

15.2 Appendix T will apply: Arbitration

After application of a penalty [DP] the scores of other boats will not be changed; therefore two boats may receive the same score.

16 TIME LIMITS AND TARGET TIMES

16.1 The target time for each race will be 50 minutes, depending on weather conditions. Failure to meet the



target time will not be grounds for redress. This changes RRS 62.1(a).

16.2 The “Mark 1” time limit will be **30 minutes**. If no boat has passed “Mark 1” within the Mark 1 time limit, the race will be abandoned. Failure to meet the target time will not be grounds for redress. This changes RRS 62.1(a).

16.3 The time limit for a race will be **90 minutes**. Failure to meet the target time will not be grounds for redress. This changes RRS 62.1(a).

16.4 Boats failing to finish within **20 minutes** after the first boat sails the course and finishes will be scored Did Not Finish DNF without a hearing. This changes RRS 35, A4 and A5.

17 PROTESTS AND REQUESTS FOR REDRESS

17.1 Protest forms will be available from the Race Office (1st level YC CARNAC). They shall be delivered there within the protest time limit.

17.2 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.

The Protest Time Limit will be posted on the Jury Official Notice Board located in the tent.

17.3 Notices will be posted within **30 minutes** of the expiry of the protest time to inform competitors of hearings in which they are parties or named as witnesses. It shall be the responsibility of competitors to check the Notice Board for such notices and to attend hearings at the specified time. Hearings will be heard in the Protest Room located in the clubhouse (first floor). Parties and witnesses for each protest are requested to remain in the vicinity.

17.4 Notices of protests by the Race Committee, Technical Committee and the International Jury will be posted to inform boats under RRS 61.1(b)

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

17.6 For infringements of the rules other than in Part 2 of the RRS and RRS 28, the International Jury may award a lesser penalty than disqualification"[DP]

17.7 Breaches of sailing instructions marked [NP] and RRS 55 will not be grounds for a protest by a boat. This changes the RRS 60.1(a). Penalties for these breaches, breaches of sailing instructions marked [DP] or breaches of Class Rules may be less than disqualifica-

tion if the jury so decides. The scoring abbreviation for a discretionary penalty imposed under this instruction will be DPI.

17.8 Decisions of the International Jury will be final as provided in RRS 70.5.

18 SCORING

18.1 The Low Point scoring system of RRS Appendix A will apply.

18.2 Three (3) races is required to be completed to constitute a series.

18.3 When fewer than **four (4)** races have been completed, a boat's series score will be the total of her race scores.

When from **four (4) to eight (8)** races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

When **nine (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.

19 PRIZES

Class Prizes will be given as follows:

1st, 2nd, 3rd placed boats.

Other prizes may be awarded at the discretion of the Class and the Organization.

20 SAFETY REGULATIONS

20.1 Personal Flotation Devices for crew members shall be worn at all times while afloat. This changes RRS 40 and the preamble to Part 4.

20.2 A boat that retires shall sign a general abandon declaration form on coming ashore before the end of the protest time limit. The forms will be available together with the checking In/out forms.

20.3 All competitors shall sign a “checking OUT form before going afloat and checking IN after coming back ashore. The checking place will be on the check out/in table under the tent.

—The checking OUT will be open 2 hours before the 1st warning signal scheduled.

—The time limit for checking OUT will be the starting time for the first race.

—The time limit for checking IN will be the protest time limit.



—After the race committee has used 'AP/H or N/H', Checking OUT will be available from time when the first boat returns to shore.

20.4 Penalty for breaking SI 20.3:

Competitors shall receive a penalty of 10%, calculated on the number of boats entered without hearing (this changes RRS 63.1);

- On first race of the day for not checking OUT;
- On the last race of the day for not checking IN;
- On all races of the day in case of not checking OUT & IN.

However, the score cannot be worse than Did Not Finish (DNF).

20.5 When the race committee considers that a boat or competitor is in difficulty it may instruct the boat or competitor to accept outside help, retire or sail ashore.

20.6 In accordance with RRS 43.1 and WORLD SAILING Case 89, no clothing or equipment may be worn on the body of helm or crew to carry liquid of any description, even if for the purpose of rehydration; this includes camelbacks, water bottles and cans of drink.

21 (DP) REPLACEMENT OF COMPETITORS or EQUIPMENT

21.1 Substitution of competitors will not be allowed without prior written approval of Race Committee or the International Jury

21.2 Substitution of damaged or lost equipment will not be allowed unless authorized by the Technical Committee. Requests for substitution shall be made to the Technical Committee at the first reasonable opportunity but no later than protest time limit.

22 (DP) EQUIPMENT AND MEASUREMENT CHECKS

22.1 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 the technical committee to proceed immediately to a designated area for inspection.

22.2 for the purpose of RRS 64.3(b) the 'authority responsible' must be the Technical Committee appointed by the B14 Class.

23 OFFICIAL BOATS

Official boats will be marked as follows :

Race Committee marked with Yacht Club Carnac flag;

Jury/Judges marked with Jury;

Media marked with Press;

Safety boats marked with Yellow vest.

24 (DP) SUPPORT BOATS

24.1 There will be a coaches/team leaders/sailors meeting every morning from 28th July to 2 August 2019, 2.5 hours before the first warning signal of the day. The objectives of these meetings are to receive feedback from the coaches on the regatta organization, exchange viewpoints and remind the coaches about changes in the sailing instructions and regatta organization in general.

24.2 All drivers of support boats shall be registered with the organizing authority and shall declare the sail number of all associated competitors and will be required to comply with the event support boat regulations.

24.3 All drivers of support boats shall clearly display wear the « yellow vest » with a number on the back (provided by the OA and required a €10 returnable deposit) and a PFD at all times while afloat. Kill cords shall be worn while engines are running. The course safety officer will be looking out for compliance on this issue. There are no excuses and boats may be requested to leave the race area immediately if kill cords are not being used appropriately.

Each coach/support boat shall carry at least three strips of hazard warning tape for the purposes of safety the tape is available from the race office.

24.4 Each coach/support boat is required to carry a VHF radio capable of transmitting and receiving all international ship-to-ship channels.

24.5 Except when participating in rescue operations, team leaders, coaches, parents and other support personnel (coach/support boats) shall stay more than 100 meters from any point where a boat might sail during normal racing and completely outside the area bounded by marks 1, 2, 3, and 4 from the time of the preparatory signal until all boats have finished or the race committee signals a postponement or abandonment or general recall. When boats are finishing coach/support boats shall stay more than 100 meters beyond the finish line until all boats in all fleets have finished.

24.6 Support boats shall be checked within the race area

24.7 All support boat will be required to comply with RRS 3 and appendix "**règlementation des conditions d'interventions des entraineurs sur les compétitions de la FFVoile**"

24.8 If a coach/support boat does not comply with instructions 24.2; 24.3, 24.4, 24.5, 24.6 or 24.7, a discretionary penalty may be applied by the International jury after a hearing to some or all associated competitors and may include restrictions on the movement of their coach/support boat.

25 (DP) RADIO COMMUNICATIONS

Except in an emergency involving immediate peril to the crew or serious damage to a boat, a boat that is racing shall not make any voice, data, radio or other electronic transmissions and shall not receive any voice, data, radio or other electronic transmissions that are not available to all boats. This restriction also applies to mobile telephones and other communications devices.

26 [DP] [NP] TRASH DISPOSALS

Trash may be placed aboard support or official boats.

Competitors and their support persons shall not drop trash in the dinghy park.

27 RISK STATEMENT

27.1 Competitors participate in the regatta entirely at their own risk and they are entirely responsible for their own safety—See RRS 4 of the Racing Rules of Sailing states: “The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone.”

Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;

They are responsible for the safety of themselves, their crew, their boat and their property whether afloat or ashore;

They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;

Their boat is in good order, equipped to sail in the event and they are fit to participate;

The provision of a race management team, patrol boats and other officials and volunteers by the event organizer does not relieve them of their own responsibilities;

The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.

27.2 The organizing authority and Class Association are not liable for any direct or indirect loss, damage, costs, or personal injury or death sustained in conjunction with or prior to, during, or after the regatta. It is for competitors to decide whether their boat, equipment, crew and clothing are fit and suitable to sail in the conditions that they might find. By launching or going to sea competitors confirm they and their boat, clothing and equipment are fit for purpose and for the conditions, and that they are competent to sail and compete in them. The organizers encompass everyone helping to run the event and include the organizing authority, race committee, race officer, safety officer, patrol boat personnel and beach masters. The provision of patrol boats does not relieve owners and competitors of their responsibilities.

28 INSURANCE

Each participating boat shall be insured with valid third party liability insurance providing cover of at least 2 million euros for any single incident or the equivalent, and it is the participant’s sole and inescapable responsibility to ensure that the insurance is in place and is adequate.

29 RIGHTS TO USE NAME AND LIKENESS

In entering and participating in this event each competitor grants to the organising authority, the class association and the sponsors of the event, the absolute right, authority and permission in perpetuity, to make, use, distribute, broadcast, edit, re-format, publish and show, from time to time and at their discretion, in any media any motion pictures, still pictures, audio, and live, taped or film, text, television and other reproductions of him/her, his/her boat, and his/her interviews made at the venue or on the water from the time of their arrival at the venue, until their final departure (and to identify their name) for all purposes without compensation.

30 DRONES

Providing that all relevant authorization from the French Authorities has been obtained, event drones (UAVs/ UASs) may be used in close proximity to obtain media for an event. This may be over land and/or water. Any material obtained from their use can be used by the event team or sponsors for PR and Media purposes. Drones are inherently potentially dangerous and competitors recognize this risk and should avoid any contact with them. They should not try to touch them.

31 INFORMATION

Tide during the event:

Date	Hight	Low	Coef.
July 29th	15h40	09h16	61
July 30th	16h30	10h09	74
July 31th	17h18	10h59	86
August 1st	18h06	11h46	96
August 2nd	06h37	12h35	103

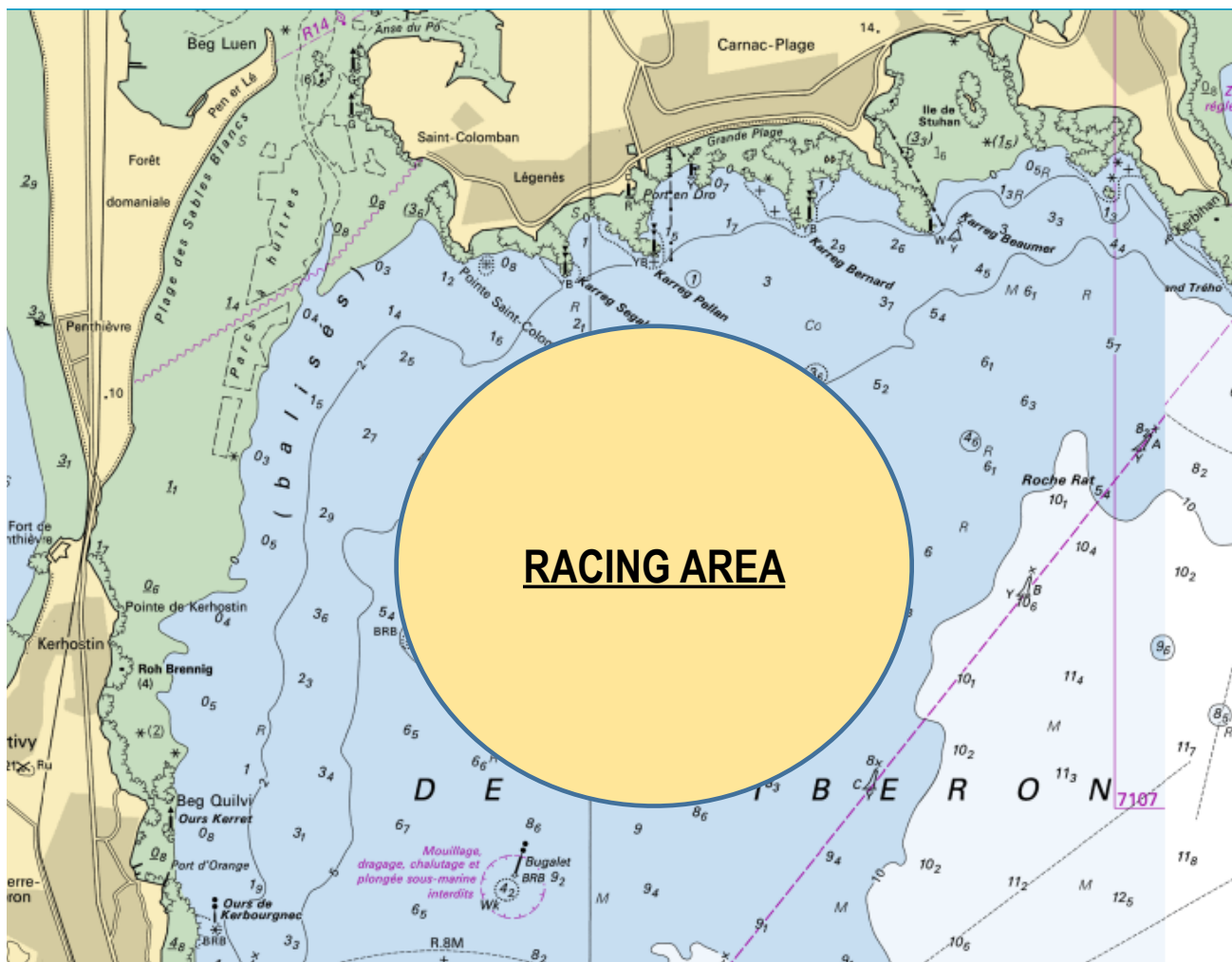
Officials

Race Committee:

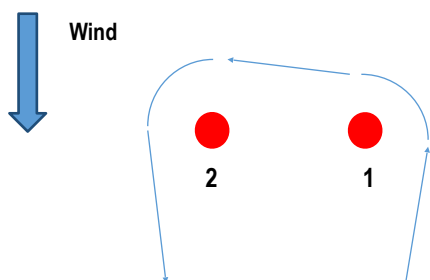
Jérôme NUTTE – IRO/FRA – Chairman
Patrick LONGUET – NRO/FRA

International Jury

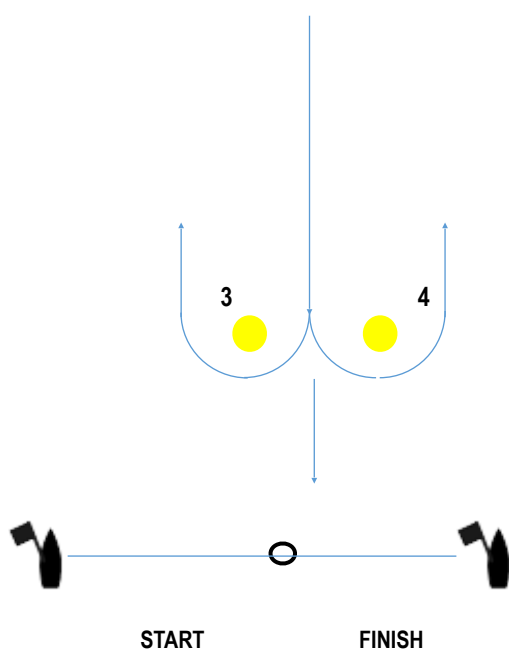
Bernadette DELBART – IJ / FRA – Chairman
Guido Piessens IJ/BEL
Luis Leal de faria IJ /POR
Claude Petit NJ/FRA
Robert Bourquin NJ /SUI



APPENDIX COURSES



Course	
LR2	Start - 1 - 2 - Gate 3/4 - 1 - 2 - Finish
LR3	Start - 1 - 2 - Gate 3/4 - 1 - 2 - Gate 3/4 - 1 - 2 - Finish



MARKS	COLOR
startings	Vessels
1 & 2	RED BUOY
3 & 4	YELLOW BUOY
FINISH MARK	WHITE FFVOILE BUOY
Change MARK	ORANGE BUOY