

25th NZIODA Toyota Optimist National Championship

Thursday 5th November to Monday 9th November 2020 – Worser Bay, Wellington

The Organising Authority is the Worser Bay Boating Club
in association with New Zealand International Optimist Dinghy Association.

SAILING INSTRUCTIONS

AMMENDMENTS

12 October 2020 – Change to SI 7. Change to times of Welcome and Briefings.

ABBREVIATIONS

- DP Rules for which the penalties are at the discretion of the Protest Committee. Scoring abbreviation is DPI
- NP Rules that are not grounds for protest by a boat. This changes rule RRS. 60.1(a), *Right to Protest; Right to Request Redress or Rule 69 Action*.

1. RULES

- 1.1. The regatta will be governed by the 'rules' as defined in the Racing Rules of Sailing.
- 1.2. [DP] International Optimist Class Rules, will apply
- 1.3. [DP] The Yachting New Zealand Safety Regulations Part 1, will apply.
- 1.4. RRS Appendix P, *Special Procedures for Rule 42*, will apply as amended in Sailing Instruction 15.
- 1.5. RRS Appendix T, *Arbitration*, will apply.
- 1.6. RRS Appendix G3, *Chartered or Loaned Boats*, will apply.

2. COVID 19

- 2.1. [DP] Competitors and support persons shall comply with any reasonable request from an event official. Failure to comply may be misconduct.
- 2.2. Reasonable actions by event officials to implement COVID-19 guidance, protocols or legislation, even if they later prove to have been unnecessary, are not improper actions or omissions.

3. CAMERAS AND ELECTRONIC EQUIPMENT [NP] [DP]

- 3.1. Boats may be required to carry cameras, sound equipment or positioning equipment as specified by the organising authority. Information from this equipment shall not be used by a boat as evidence in a hearing. This changes RRS 63.6, *Taking Evidence and Finding Facts*.
- 3.2. The equipment provided, once placed on the boat as instructed by the organising authority, shall not be manipulated by the competitor or the coach in any way, except when so required by the organising authority.

4. NOTICES TO COMPETITORS

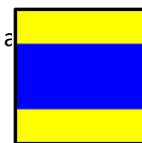
- 4.1. Notices to competitors will be posted on the official notice board.

5. CHANGES TO SAILING INSTRUCTIONS

- 5.1. Any change to the Sailing Instructions will be posted before 0830 hours on the day it will take effect, except that any change to the scheduled start time of races will be posted by 1800 hours or the end of protest time whichever is earlier on the day before it will take effect.

6. SIGNALS MADE ASHORE

- 6.1. Signals made ashore will be displayed from the flag pole at the club rooms.
- 6.2. When a visual signal is displayed over a fleet(s) flag, the signal applies only to that fleet(s). This changes the Race Signals preamble.
- 6.3. When Flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in race signal, AP.
- 6.4. Flag D with a sound signal means: 'the warning signal will be made not less than 30 minutes and displayed.' Boats shall not go afloat until this signal is made. [NP] [DP]



7. SCHEDULE OF BRIEFINGS AND RACES

7.1.

Event	Day	Time or time of first warning signal	Open Fleet Races	White Fleet Races
Safety Inspection Equipment Inspection and Registration	Thursday	1000 to 1700 1930 to 2030		
Welcome	Thursday	1800		
Support Boat Briefing	Thursday	1830		
Patrol and Official Boats Briefing	Thursday	1900		
Sailors Briefing – Open and White Fleets	Friday	0900		
Safety Inspection Equipment Inspection and Registration	Thursday	1000-2000		
Support Boat Patrol and Official Boats Briefing	Friday	0830		
Welcome and Sailors Briefing – Open and White Fleets	Friday	0900		
Racing	Friday	1100	3 races - Qualifying Series	2 races
	Saturday	1100	3 races - Qualifying Series	2 races
	Sunday	1100	3 races - Final Series	2 races
	Monday	1100	3 races - Final Series	2 races

- 7.2. No practice race is scheduled for the championship.
- 7.3. 12 races are scheduled for the Open Fleet comprising a 6 race qualifying series and 6 race Final Series.
- 7.4. 8 races are scheduled for the White Fleet
- 7.5. No more than four races will be sailed on any day.
- 7.6. The format of racing is given in Addendum A.
- 7.7. The warning signal for a subsequent race on the same day will be made as soon as practicable but not sooner than 5 minutes after the last boat finishes the previous race for that fleet.

- 7.8. To alert boats that a race or sequence of races will begin soon, the orange starting line flags will be displayed, with one sound at least five minutes before a warning signal is made.
- 7.9. On the last day of the regatta, no warning signal will be made after 1500 hours.

8. FLEET FLAGS

- 8.1. Fleet flags will be:

Qualifying Series Fleet	Final Series Fleet	Flag
Yellow	Gold	Yellow with class insignia
Blue	Silver	Blue with class insignia
Red	Bronze	Red with class insignia
White	Diamond	White with class insignia

9. RACING AREAS

- 9.1. The racing area will be in waters of the Wellington Harbour in the vicinity of Worsley Bay.

10. THE COURSES

- 10.1. The diagrams in Addendum B show the course, including the approximate angles between the legs, the order in which marks are to be passed, and the side on which each mark is to be left.

11. MARKS

- 11.1. The marks are described in Addendum B.

12. THE START

- 12.1. During the Qualifying Series no warning signal will be made less than 5 minutes after the start of a preceding race.
- 12.2. The starting line will be between staffs displaying orange flags on the starting marks.
- 12.3. Boats whose warning signal has not been made shall avoid the starting area during start sequences for other fleets. [NP] [DP]
- 12.4. A boat that does not start within four minutes after her starting signal will be scored Did Not Start. This changes RRS A4, *Low Point System*, and A5, *Scores Determined by the Race Committee*.
- 12.5. RRS 30.4, *Black Flag Rule*, is supplemented as follows:
- (a) Sail numbers will be displayed for at least 3 minutes. A long sound signal will be made when the numbers are initially displayed.
 - (b) When the race committee decides that its application of RRS 30.4 might entitle a boat to redress under RRS 62.1(a), *Redress*, it may decide not to display her sail number and not disqualify her. This changes RRSs 30.4, *Black Flag Rule*, 60.2, *Right to Protest*, and 63.1, *Requirements for a Hearing*.
 - (c) For the purposes of RRS 30.4, *Black Flag Rule*, a race is 'restarted or resailed' when it has the same race number as a previously abandoned or recalled race, even if the race is resailed on a later date, or is resailed as part of a Final Series instead of a Qualifying Series

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.
- 13.2. Except at a gate, boats shall pass between the race committee vessel signalling the change of the next leg and the nearby mark, leaving the mark to port and the race committee vessel to starboard. This changes RRS 28.2, *Sailing the Course*.

14. THE FINISH

- 14.1. The finishing line will be between staffs displaying a blue flag on the finishing marks.

- 14.2. Boats that have finished shall return directly to the starting area or ashore, keeping well clear of all boats racing and of all boats whose warning signal has been made. [NP] [DP]

15. PENALTY SYSTEM FOR BREACHES OF RULE 42

Appendix P, *Special Procedures for Rule 42*, will apply with the following changes:

- 15.1. RRS P2.1, *First Penalty*, is retitled “*All Penalties*” and amended to “When a boat is penalised under RRS P1 her penalty shall be a Two-Turns Penalty under RRS 44.2, *One-Turn and Two-Turns Penalties*. If she fails to take it, she will be disqualified without a hearing. If a penalty is signalled after a boat has crossed the finish line, the boat will be given a scoring penalty of 10% of her fleet size without a hearing although her score will not be worse than the score for a DSQ.”
- 15.2. RRSs P2.2, *Second Penalty*, and P2.3, *Third and Subsequent Penalties*, are deleted.
- 15.3. RRS P4, *Redress Limitation*, is replaced with “An action by the Protest Committee or its designated observer under Appendix P1, *Signalling a Penalty*, shall not be grounds for a request for redress by a boat unless the action was improper due to a failure to take into account a race committee signal or a class rule. The Protest Committee may initiate a redress hearing and may give redress for an action by a member of the Protest Committee or its designated observer under Rule P1”. This changes RRS 60.1(b), *Right to Protest; Right to Request Redress or Rule 69 Action*.

16. WHISTLE SYSTEM

- 16.1. To encourage boats to take penalties afloat, judges may blow a whistle when they see what they believe to be a breach of a rule.

17. TIME LIMITS AND TARGET TIMES

- 17.1. The time limits and target times in minutes for the first boat are as follows:

Time Limit	Mark 1 Time Limit	Target Time
80 minutes	25 minutes	45 minutes

- 17.2. 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), *Redress*.
- 17.3. Unless an applications is made under SI 18, boats failing to finish within twenty minutes after the first boat in its fleet sails the course and finishes will be scored Did Not Finish without a hearing. This changes RRSs 35, *Time Limit and Scores* and A4, *Low Point System* and A5, *Scores Determined by the Race Committee*.

18. STILL RACING SCORE

- 18.1. Boats failing to finish within 20 minutes after the first boat in its fleet sails the course and finishes may apply to be scored SRS, “Still Racing Score”. This changes RRSs 35, *Time Limit and Scores*, and A4, *Low Point System* and A5, *Scores Determined by the Race Committee*. The end of the 20-minute time limit will be indicated by the removal of the appropriate fleet flag with one sound on the Race Committee vessel at the finish line. This score will be calculated to be 3 points more than the last boat to finish in the fleet of that race with the highest number of finishers, but not more than DNF.
- 18.2. Boats requesting a Still Racing Score must complete a request form prior to the protest time limit. Request forms will be available at the race office.

19. PROTESTS AND REQUESTS FOR REDRESS

- 19.1. Immediately after finishing, a boat intending to protest shall, in addition to the requirements of RRS 61.1(a), *Informing the Protestee*, inform the Race Committee vessel at the finishing line of her intention to protest and the identity of the boat(s) protested. The protesting boat must receive an acknowledgement from the Race Committee. This changes RRS 61, *Protest Requirements*.
- 19.2. Protest forms are available at the race office. Protests and requests for redress or reopening shall be delivered there within the protest time limit.
- 19.3. The protest time limit will be set by the Protest Committee and posted on the official notice board and may be different for each fleet. The same protest time limit applies to all protests by the Race Committee and Protest Committee and to requests for redress. This changes RRSs 61.3, *Protest Time Limit*, and 62.2, *Redress*. Protest time limits will be posted, which may be on the regatta website.

- 19.4. Notices will be posted within 15 minutes of the protest time limit to inform competitors of hearings in which they are parties. Hearings will be held in the Protest Room. Except on the last day of the regatta no hearing will start after 2200.
- 19.5. Notices of protests by the Race Committee, Technical Committee or Protest Committee will be posted to inform boats under RRS 61.1(b), *Informing the Protestee*.
- 19.6. For the purpose of RRS 64.3(b), *Decisions on Protests Concerning Class Rules*, the 'authority responsible' is the equipment inspector appointed by the organising authority.
- 19.7. Breaches of Sailing Instructions noted as [NP] will not be grounds for a protest by a boat under RRS 60.1(a). This changes RRS 60.1(a), *Right to Protest; Right to Request Redress or Rule 69 Action*.
- 19.8. Penalties for breaches of Sailing Instructions noted as [DP], Class Rules and Safety Regulations may be less than disqualification if the Protest Committee so decides.
- 19.9. On the last day of the Qualifying Series a request for reopening a hearing shall be delivered:
- (a) within the protest time limit if the party requesting reopening was informed of the decision on the previous day;
 - (b) no later than 15 minutes after the party reopening was informed of the decision on that day.
- This changes RRS 66, *Re-opening a Hearing*.
- 19.10. On the last day of the regatta a request for redress based on a Protest Committee decision shall be delivered no later than 30 minutes after the decision is posted. This changes RRS 62.2, *Redress*.
- 19.11. A list of boats that, under SI 15, have been penalised for breaking RRS 42, *Propulsion*, will be posted, which may be on the regatta website.

20. SCORING

- 20.1. In accordance with RRS A4.1, *Low Point System*, boats will be scored points based on their finishing position in their fleet.
- 20.2. A boat that did not start, did not finish, retired after finishing or was disqualified will be scored points for the finishing place one more than the maximum number as per SI 20.4. This changes RRS A4.2, *Low Point System*.
- 20.3. Where a scoring penalty under RRS Appendix T, the number of places will be the whole number (rounding 0.5 upward) nearest to 30% of the maximum number as per SI 20.4.
- 20.4. The maximum number for SIs 20.2 and 20.3 is:
- (a) For races in the Qualifying Series one more than the maximum number of boats in any fleet.
 - (b) For races in the Final Series one more than the number of boats in her fleet.
- 20.5. During the Qualifying Series only races that have been completed by all fleets will be included in the series scoring.
- 20.6. Five races are required to be completed to constitute a regatta.
- (a) When fewer than four races have been completed, a boat's series score will be the total of her race scores.
 - (b) When four or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
- 20.7. When a Qualifying Series is sailed one race score will be discarded when calculating the division for the Final Series fleets.
- 20.8. When a Qualifying and Final series are sailed the Qualifying Series races and the Final Series races will count for total points in the championship.
- 20.9. To request the correction of an alleged error in posted race or series results, a boat shall complete a Scoring Enquiry Form available at the race office.

21. SAFETY REGULATIONS [NP] [DP]

- 21.1. All boats intending to race shall complete the sign-on process prior to going afloat for any races.
- 21.2. On returning to shore, all boats shall complete the sign-off process.
- 21.3. A boat that retires from a race or returns to the launching area before she has finished the last race of the day shall notify the Race Committee as soon as possible.

- 21.4. Competitors who require assistance shall blow a whistle or wave the paddle or one arm. The Race Committee reserves the right to assist competitors who in their opinion require assistance, regardless of the wishes of the competitor. This will not be grounds for redress. This changes RRS 62.1(a), *Redress*.
- 21.5. RRSs 27.1, *Other Race Committee Actions Before the Starting Signal*, and 40, *Personal Flotation Devices*, are changed to require that personal flotation devices shall always be worn while afloat, except briefly while changing or adjusting clothing or personal equipment. Wet suits and dry suits are not personal flotation devices. Code flag Y will not be displayed.

22. REPLACEMENT OF CREW OR EQUIPMENT [DP]

- 22.1. Substitution of competitors will not be allowed. The person on-board shall be the person named on the entry form.
- 22.2. In the event of damage, boats and equipment may only be substituted with the written permission of the Technical Committee or the Regatta Equipment Inspector. If the damage occurs later than 90 minutes before the first scheduled start on a racing day, and before the start of the last race of the day, provisional verbal permission shall be obtained from the Regatta Equipment Inspector, Protest Committee or Race Committee and the written permission of the Regatta Equipment Inspector shall be applied for before the protest time limit at the end of the day in which the substitution takes place.
- 22.3. Change of sail numbers will not be allowed without prior written approval of the Race Committee.

23. EQUIPMENT INSPECTION [NP] [DP]

- 23.1. A boat or equipment may be inspected at any time for compliance with the Class Rules, Notice of Race or Sailing Instructions. On the water, a boat may be instructed by a member of the Technical Committee, Race Committee or the Protest Committee to proceed immediately to a designated area for inspection.
- 23.2. The top ten finishing boats of every race shall sail to the Technical Committee vessel near the finishing line. No adjustments shall be made on the boat before the equipment inspection.

24. ADVERTISING [NP] [DP]

- 24.1. The Organising Authority may require all participating boats to display the event sponsor's advertising in accordance with ISAF Regulation 20, *Advertising Code*. Sponsors' logos are to be carried 150 mm back from the bow, and 50 mm below the gunwale on both sides of the hull.
- 24.2. Sailors may be required to wear bibs supplied by the Organising Authority.

25. OFFICIAL VESSELS

- 25.1. Race Committee vessels will be marked with "RC".
- 25.2. Protest Committee vessels will fly a yellow flag with a black "J".
- 25.3. Technical Committee vessels will fly a white flag with a black "M".

26. COACHES AND TEAM LEADERS MEETING

- 26.1. There will be a Coaches and Team Leaders meeting at 0900 hours on Saturday to Tuesday mornings or 2 hours before the first warning signal of the day if the race schedule is changed to start earlier. The objective of the meetings is to receive feedback from the coaches on the regatta organisation, exchange view points and inform the coaches about changes in the sailing instructions and regatta organisation in general.

27. SUPPORT VESSELS [DP]

- 27.1. Except when requested to participate in rescue operations, team leaders, coaches, parents and other support persons shall stay outside areas where boats are racing from the time of the preparatory signal for the first fleet of a race to start until all boats have finished or the Race Committee signals a postponement or abandonment (but not General Recall) of all fleets. The areas the boats are racing in is defined as the area inside the course and within 100 metres of any mark, lay line, starting line, finishing line or any area where any boat that is racing is sailing or may sail. Addendum C assists the interpretation of this exclusion area. During any starting sequence, support vessels in the vicinity of the start line, shall stay at least 100 meters below the starting line and its extensions.

- 27.2. All occupants of support vessels less than 6 metres long shall always wear an appropriate size personal flotation devices (PFD) while afloat, except briefly while changing or adjusting clothing or personal equipment. Each PFD shall comply with Maritime Rules Part 91, *Navigation Safety Rules*. Wet suits and dry suits are not PFDs. For support vessels 6 metres or longer the Maritime Rules require the vessel carry sufficient personal flotation devices of an appropriate size for each person on board and in a readily accessible location.
- 27.3. All support vessels shall always have a kill-cord attached to the driver while the engine is running, unless prior written exemption has been provided by the Organising Authority.
- 27.4. Support vessels may, after the last start of a race, move between the waiting and the finishing areas through the centre channel. (See drawing in Addendum C).
- 27.5. When a Race Committee or Protest Committee member indicates a support vessel to move further from the course area, the mentioned vessel shall do so immediately.
- 27.6. The Protest Committee or the Race Committee may instruct one or more support vessels to maintain station in areas which are at variation to SI 27.1.
- 27.7. When the wind is less than 10 knots support vessels shall not exceed 5 knots within 500m of the area where boats are racing. At other times vessels that are motoring above 5 knots shall remain at least 150 metres from any boat racing.
- 27.8. When Flag V (with a long sound signal) is displayed on a committee vessel all support vessels are requested to remain afloat and assist all sailors and monitor the race committee VHF radio channel for search and rescue instructions. The VHF channels are Open Fleet: 77, Green Fleet 27.
- 27.9. The Race Committee or the Protest Committee may protest any boat whose support vessel is in breach of SI 27.
- 27.10. Support vessels shall be registered with the organizing authority in accordance with NoR 13.3.
- 27.11. Attention is drawn the relevant local authority bylaws regarding wearing of lifejackets and other safety requirement



28. RUBBISH DISPOSAL [NP] [DP]

- 28.1. As sailors, we seek to protect and restore our oceans and coastal waters. Sailors, coaches and supports person shall not intentionally put rubbish in the water. Rubbish may be placed aboard support and Race Committee vessels.

29. LAUNCHING AND RETRIEVAL RESTRICTIONS [DP]

- 29.1. All boats will be required to launch and retrieve from Worser Bay Beach except with and according to the terms of prior written permission of the Race Committee.

30. RADIO COMMUNICATION [DP]

- 30.1. Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats. This restriction also applies to mobile telephones.

31. PRIZES

- 31.1. Trophies will be awarded as detailed in the Notice of Race.
- 31.2. The regatta counts as 60% towards NZIODA ranking points for NZL sailors.
- 31.3. The official prize giving will take place as soon as possible after the last race on the last day of the regatta.
- 31.4. Spot Prizes will be presented to those in attendance at the daily prize giving and wore the regatta bib while racing.

32. RISK STATEMENT

- 32.1. Competitors participate in the regatta entirely at their own risk. RRS 4, *Decision to Race*, 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 and the responsible adult agrees and acknowledges that:
- (a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves and their boat to such inherent risk whilst taking part in the event;
 - (b) They are responsible for the safety of themselves, their boat and their other property whether afloat or ashore;

- (c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omission;
- (d) Their boat is in good order, equipped to sail in the event and they are fit to participate;
- (e) The provision of a race management team, patrol vessels and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
- (f) The provision of patrol vessel cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.



New Zealand International
Optimist Dinghy Association

OPTIMIST NATIONAL CHAMPIONSHIP

NZIODA Optimist National Championship

Addendum A to Sailing Instructions Format for Qualifying and Final Series Racing

1. INTRODUCTION

This addendum applies when boats are divided into fleets to sail a Qualifying Series and a Final Series.

2. QUALIFYING SERIES

- 2.1. For the Qualifying Series boats will be assigned to fleets of, as nearly as possible, equal size and ability.
- 2.2. Unless otherwise prescribed in the Sailing Instructions initial assignments will be made by a seeding committee appointed by the organizing authority and will be posted by 2000 hours on the last day of registration and will be used for the first day of racing.
- 2.3. In the Qualifying Series boats will be reassigned to fleets after each day of racing, except if on the first day only one race is completed. If all fleets have completed the same number of races, boats will be reassigned based on their ranks in the series. If all fleets have not completed the same number of races the series scores for reassignment will be calculated for those races, numbered in order of completion, completed by all fleets.
- 2.4. Reassignments will be made as follows:

Rank in Series	TWO Fleet Assignments	THREE Fleet Assignments
1 st	Yellow	Yellow
2 nd	Blue	Blue
3 rd	Blue	Red
4 th	Yellow	Red
5 th	Yellow	Blue
6 th	Blue	Yellow
7 th	Blue	Yellow
8 th	Yellow	Blue
And so on		

- 2.5. Reassignments will be based on the ranking available at 2100 hours that day regardless of protests or requests for redress not yet decided.
- 2.6. If all fleets have not completed the same number of races by the end of a day, the fleets with fewer races will continue racing the following day until all fleets have completed the same number of races. All boats will thereafter race in the new fleets.
- 2.7. If fewer than four races have been completed on the last scheduled day of the Qualifying Series, then further racing days (but not the last racing day) will be used exclusively for Qualifying Series races until four or more races are completed.
- 2.8. If fewer than three races have been completed for all qualifying fleets at the end of the second to last racing day, the final racing day will be used exclusively for Qualifying Series races.
- 2.9. If at the end of the Qualifying Series some qualifying fleets have more race scores than others, any extra races will be abandoned so that all boats in the Qualifying Series have the same number of race scores.

3. FINAL SERIES

- 3.1. Boats will be assigned to Final Series fleets based on their ranks in the Qualifying Series.
- 3.2. There will be the same number of fleets in the Final Series as there were in the Qualifying Series.

- 3.3. The Final Series fleets will be, as nearly as possible, of equal size but so that the Silver fleet is not larger than the Gold fleet and the Bronze fleet (where it exists) is not larger than the Silver fleet and the Diamond fleet (where it exists) is not larger than the Bronze fleet. Boats with the best Qualifying Series ranks will race all Final Series races in the Gold fleet; boats with the next best Qualifying Series ranks will race in the Silver fleet; boats with the next best Qualifying Series ranks will race in the Bronze fleet (where it exists).
- 3.4. Any recalculation of Qualifying Series ranking after boats have been assigned to Final Series fleets will not affect the assignments except that a redress decision may promote a boat to a higher fleet.
- 3.5. Different Final Series fleets need not have completed the same number of Final Series races. The boats in the Gold fleet will be ranked highest, except for a boat disqualified from a Final Series race under RRS 5, *Anti-Doping*, or 69, *Allegations of Gross Misconduct*.

4. FLEET IDENTIFICATION

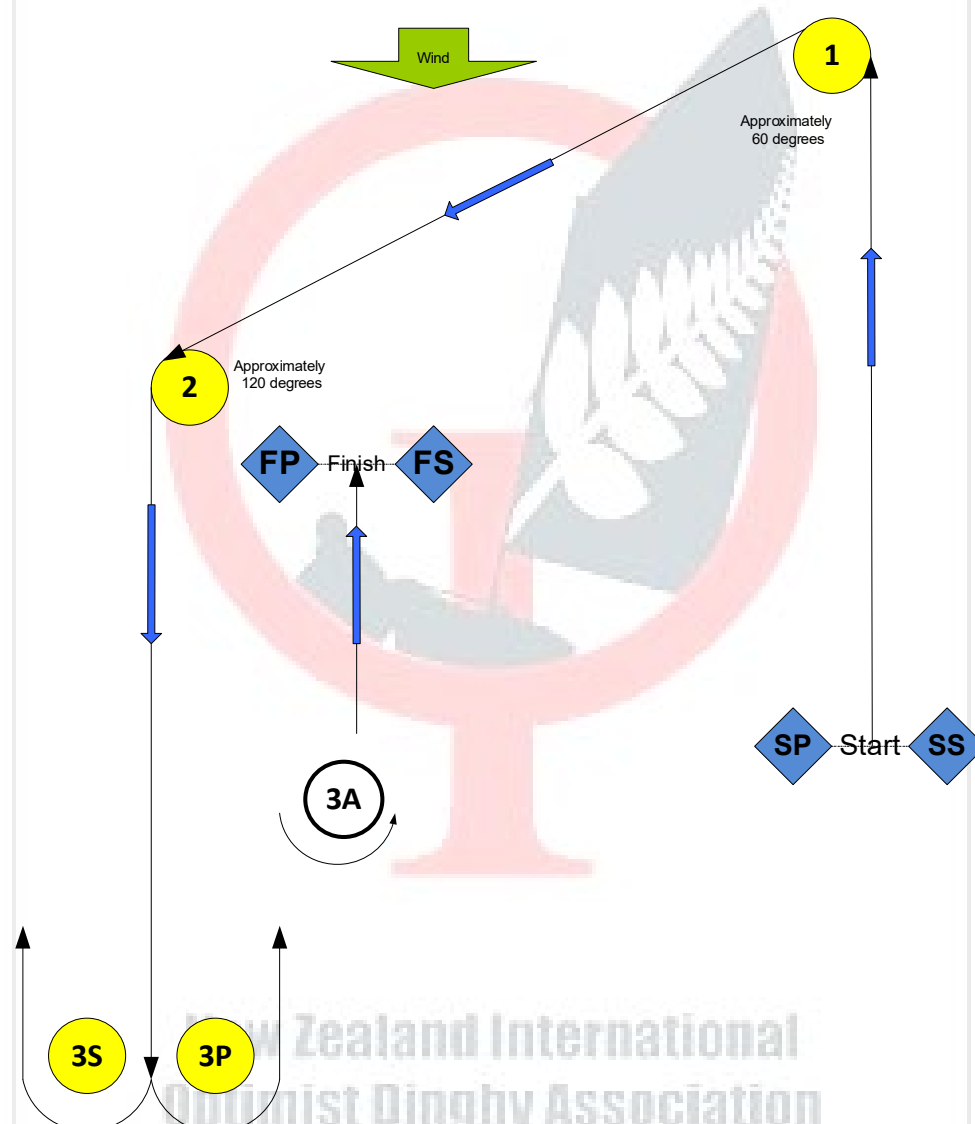
- 4.1. While racing each boat shall display a coloured ribbon corresponding to the fleet to which she has been assigned. The band shall be placed at the top end of the sprit so that it flies conspicuously.
- 4.2. All boats will be issued with a full set of coloured ribbons at registration.
- 4.3. At the end of the Final Series competitors shall return the coloured ribbons to the race office at the end of the last race.

New Zealand International
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OPTIMIST NATIONAL
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Addendum B

Course

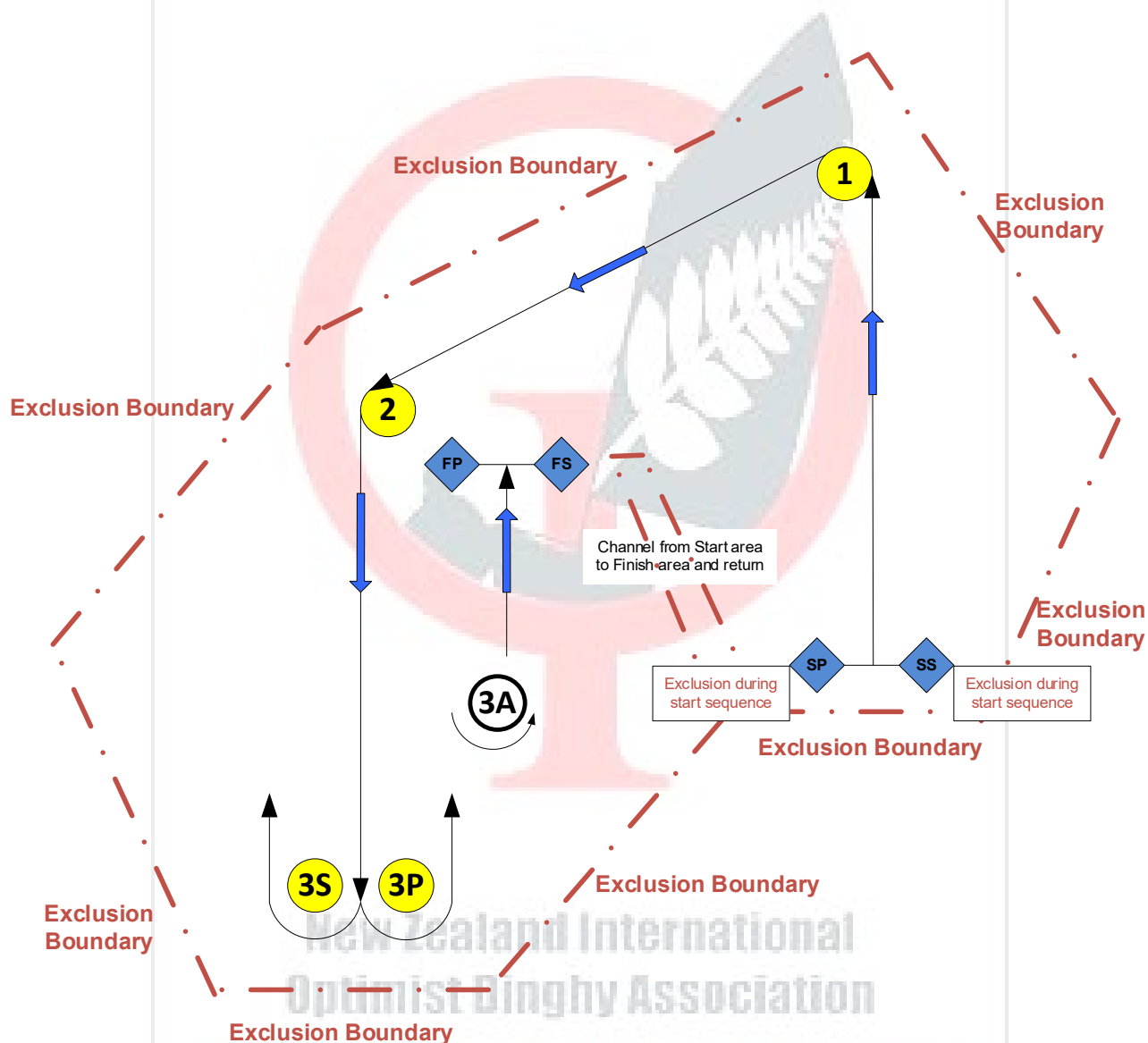


Course: Open Fleet	Start - 1 (port) – 2 (port) – 3S/3P (gate) - Finish
Course: White Fleet	Start - 1 (port) – 2 (port) – 3A (port) - Finish

Mark	Description
1, 2, 3S and 3P	Yellow cylindrical buoys
3A	White spherical buoy
Change of Course SI 13.1	Orange spherical buoys
SS – Starting mark starboard end	Race committee vessel
SP – Starting mark port end	Race committee vessel
FS – Finish mark starboard end	Race committee vessel
FP – Finish mark port end	Race committee vessel

Addendum C

Support Vessel Exclusion Area



The exclusion boundary extends 100m beyond the marks, starting and finishing lines or any area where the yachts that is racing is sailing or may sail.