



World Laser Masters Championship 2011 San Francisco, USA, 5-13 August 2011

SAILING INSTRUCTIONS

Organising Authority: St Francis Yacht Club (Organiser) and the
International Laser Class Association (ILCA)

1 RULES

- 1.1 The regatta will be governed by the "rules" as defined in the Racing Rules of Sailing (RRS). The prescriptions of the national authority that apply will be posted on the official notice board. (This changes Notice of Race 1.1).
- 1.2 Laser class rule 7 (a) is restricted as follows: *Only one person shall be on board whilst racing. The person shall be named on the entry form.*
- 1.3 Add to rule A11: ARB means scoring penalty after arbitration, PTS scoring penalty for a yellow flag after finish and DPI means a jury imposed discretionary penalty under paragraph SI 20.6.
- 1.4 Appendix P will apply as amended in SI 18.
- 1.5 Advertising - The organising authority may require competing boats to carry event sponsor advertising on the hull/or sail.
- 1.6 Sails shall have the full sail number and NATIONAL LETTERS in accordance with the Class Rules and the RRS. The national letters shall denote the National Authority of which the sailor is a member in accordance with RRS 75.2 and with the Notice of Race clause 2.1 Entry Regulations. This changes RRS Appendix G 1.1.
- 1.7 All times stated are local time unless otherwise stated.
- 1.8 If there is a conflict between languages the English text will take precedence.

2 NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the official notice board located in the hallway adjacent to the side (regatta) entrance of the St Francis Yacht Club.
- 2.2 The race office is located at: the St Francis Yacht Club, On the Marina, San Francisco CA 94123 and will be open each day of the regatta from 0900 until 30 minutes after the close of the last protest time unless extended by the race committee.

3 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted before the end of the last protest time, or 1800, whichever is later, on the day before it will take effect.

4 REGISTRATION / MEASUREMENT / INSPECTION

- 4.1 Competitors shall register at the race office and complete all required registration, measurement and inspection requirements before racing.
- 4.2 Competitors who have complied with the entry regulations in the notice of race and who have completed the registration, measurement and inspection requirements set out in the sailing instructions will be entitled to race. (This changes rule 76.1)
- 4.3 Information on measurement will be posted on the official notice board. Boats shall be presented with all equipment that shall be used in the championship, with the bottom mast, boom, and all control lines rigged and with the sail and top section derigged ready for the inspection.
- 4.4 Measurement / Inspection will take place in the boat park at the following dates and times.
5th August 1400 to 1800
6th August 0900 to 1200 & 1300 to 1800
- 4.5 Measurement / Inspection outside these times will only be possible at the discretion of the regatta measurer and on payment of \$30 USD.
- 4.6 Wet clothing, measurement and equipment checks may be made throughout the regatta at the discretion of the class representative, race committee or the jury.

5 MEASUREMENT PROTEST

- 5.1 Measurement protests will only be accepted from either the race committee or jury. This changes rule 60.1(a).
- 5.2 If a boat is sailed without a centreboard stopper, or with no mast retention line attached (class rule 3(b) xi), a scoring penalty of 20 points will, without a hearing, be added to the boats score in the last completed race in which she was racing without a centreboard stopper or the retention line. However, she shall not be scored worse than DSQ. This changes rule 63.1.
- 5.3 If a sail, top mast, or bottom mast has been changed prior to a race without the permission required by SI 6.2 the sailor will be disqualified without a hearing from the last completed race when the change was used. This changes rule 63.1.
- 5.4 For any other measurement protest, the jury may apply an alternative penalty to disqualification.

6 BOATS AND EQUIPMENT

- 6.1 Boats shall use only one hull, sail, set of battens, mast, boom, centreboard and rudder which shall be identified during measurement / inspection.
- 6.2 In the event of damage, boats and equipment may only be substituted with the written permission of the regatta measurer. If the damage occurs less than 2 hours 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 measurer, jury or race committee and the written permission of the regatta measurer shall be applied for before the end of the protest time limit at the end of the day in which the substitution takes place.
- 6.3 Boats shall be kept in their assigned places at the venue.
- 6.4 Boats may be required to display identification marking.
- 6.5 Boats may be required to carry cameras, sound equipment or positioning equipment as specified by the organising authority.
- 6.6 Charter boats shall not be towed unless flag T is displayed ashore or on the race committee signal boat. When flag T is displayed a tow shall not exceed 8 knots.

7 RACE FORMAT

- 7.1 All categories except Standard Masters will sail as single fleets.
- 7.2 Standard Masters will be divided into two fleets and will sail a qualifier series and a finals series in accordance with the ILCA Qualifying and Finals Series Formats appended to these sailing instructions.

8 PROGRAM

8.1

29 July– 4 th August	Pre-charter period for on-site training.
5 th August	1400 - 1800 Registration, Measurement, Charter Boat Allocation
6 th August	0900 – 1200 and 1300 - 1800 Registration, Measurement, Charter Boat Allocation.
7 th August	2 races back to back (Qualifying series – Standard Masters)
8 th August	2 races back to back (Qualifying series – Standard Masters)
9 th August	2 races back to back (Qualifying series – Standard Masters)
10 th August	Rest day
11 th August	2 races back to back (Qualifying series – Standard Masters)
12 th August	2 races back to back (Qualifying/Finals series – Standard Masters)
13 th August	2 races back to back (Qualifying/Finals series – Standard Masters) followed by a prize giving party and buffet meal.

- 8.2 The race committee may schedule informal practice races on the 6th August from 1100 onwards. Refer to the notice board for more information.
- 8.3 The time of the first warning signal on 7th August will be 1100 (Refer to SI 13.3). For each subsequent day the time of the first warning signal will be posted on the official notice board before the end of the last protest time, or 1800, whichever is later, on the day before it will take effect.
- 8.4 Each day succeeding races will be started as soon as practicable after the finish of the previous race.
- 8.5 Any race for which a warning signal is not given by 1600 on the last day of the regatta will be abandoned and not re-sailed.
- 8.6 The program may be changed to sail more than two races a day.

9 BOAT IDENTIFICATION

- 9.1 While racing each boat shall display a colored band corresponding to their category.
- 9.2 For fleets other than Standard Masters the band will be issued at registration.
- 9.3 When signing on (in accordance with SI 26.4) each Standard Master will be issued a colored band corresponding to the daily fleet assignment posted on the official notice board. The band shall be returned every day after the last race when signing off.

Radial Category	Class Flag
Radial Apprentice Masters	Green
Radial Masters	Red
Radial Grand Masters	Blue
Radial Great Grand Masters	Yellow

Standard Category	Class Flag
Standard Apprentice Masters	Green
Standard Masters (Yellow/Gold Fleet)	Yellow
Standard Masters (Red/Silver Fleet)	Red
Standard Grand Masters	Blue

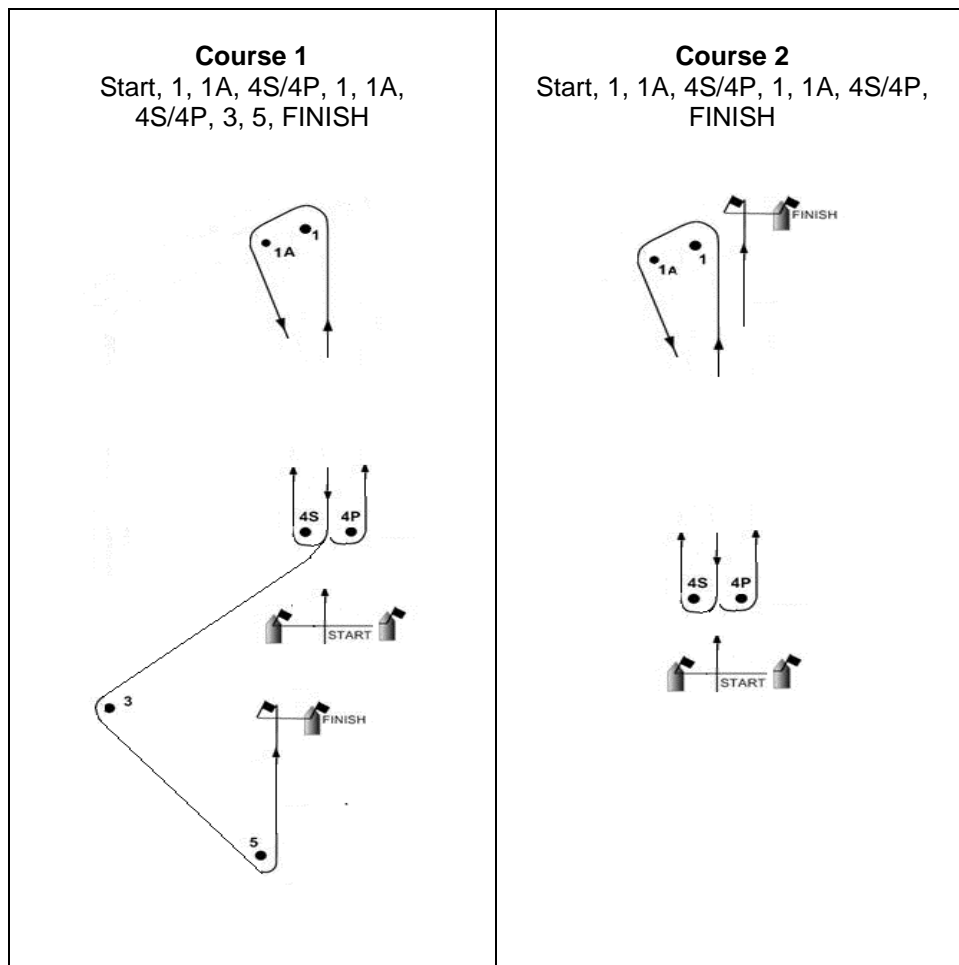
- 9.4 The band shall be placed on the mast bottom section between the vang fitting and the boom.
- 9.5 Women shall also display on each side of their sail a red diamond (back to back) above the top batten in accordance with the class rules.

10 COURSE AREA AND SIGNALS ASHORE

- 10.1 The approximate position of the course areas North and South will be displayed on the official notice board each day.
- 10.2 Signals made ashore will be displayed on the flagpole located on the St Francis Yacht Club race deck. The allocation of fleets to course areas will be displayed each day on the official notice board at least 2 hours before the first scheduled warning signal of the day or in the event of a postponement ashore at least 10 minutes before flag AP is lowered. A change to a previously displayed course area signal will be signalled by flag L over C. When this signal is made ashore it means "A new course area has been posted". When this signal is made afloat it means "follow the race committee boat to a new course area".
- 10.3 Unless amended by a notice to competitors under SI 10.2, the Standard fleets will sail on the North course area and the Radial fleets will sail on the South course area. (Refer SI 13.3)
- 10.4 Flag G displayed with two sound signals (one when lowered) means "No boat shall go afloat until this signal is lowered. The first warning signal will be made not less than 60 minutes after G is lowered.
- 10.5 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in the race signal AP.
- 10.6 The Standard class flag is white with a red laser logo and the Radial class flag is green with a red laser logo.
- 10.7 When a signal ashore is displayed over a class flag and category flag or flags it shall apply to that class and category or categories only.

11 THE COURSE

- 11.1 These diagrams show the courses, the order in which marks are to be passed and the side on which each mark is to be left.



- 11.2 No later than the warning signal, the race committee signal boat will display a placard indicating the course number and the approximate compass bearing of the first leg.
(Competitors are advised that the race committee will probably use course 1 for the first race and course 2 for the second race each day.)
- 11.3 The length of the course will be set for a target time of 60 minutes. Failure to meet the target time will not be grounds for redress under rule 62.1(a).
- 11.4 The course may be shortened to finish at a rounding mark or a gate provided 3 or more legs have been sailed (excluding the leg between mark 1 and mark 1A).

12 MARKS

- 12.1 The course marks 1, 2, 3, 4S, 4P and 5 will be yellow truncated cones.
- 12.2 The offset mark 1A will be a red truncated cone.
- 12.3 Alternate marks will be yellow truncated cones with a black band.
- 12.4 The starting marks will be a committee boat at the starboard end and another committee boat at the port end.
- 12.5 The starboard finishing mark will be a committee boat.
- 12.6 The port finishing mark will be a red truncated cone.

13 THE START

- 13.1 Races will be started according to rule 26. To alert boats that a race or sequence of races will begin soon, an orange & yellow striped flag will be displayed with one sound for at least four minutes before a warning signal is displayed.
- 13.2 The warning signal for the subsequent starts will be made as soon as practicable after the previous start.
- 13.3 Unless amended under SI 10.2 the start sequence and fleet flags will be;

Standards - North Course Area

Time of first warning	Standard Fleet	Class Flag	Start Sequence
1100	Standard Apprentice Masters	Green	1 st Start
	Standard Grand Masters	Blue	2 nd Start

Time of first warning	Standard Fleet	Class Flag	Start Sequence
1400	Standard Masters (Yellow/Gold)	Yellow	1 st Start
	Standard Masters (Red/Silver)	Red	2 nd Start

Radials - South Course Area

Time of first warning	Radial Fleet	Class Flag	Start Sequence
1100	Radial Grand Masters	Blue	1 st Start
	Radial Great Grand Masters	Yellow	2 nd Start

Time of first warning	Radial Fleet	Class Flag	Start Sequence
1400	Radial Apprentice Masters	Green	1 st Start
	Radial Masters	Red	2 nd Start

- 13.4 The starting line will be between staffs displaying orange & yellow striped flags on two race committee boats.
- 13.5 Boats whose warning signal has not been displayed shall avoid the starting area during start sequences for other fleets.
- 13.6 A boat starting later than 4 minutes after her starting signal will be scored 'DNS'. This changes rules A4 and A5.

14 STARTING PROCEDURE

- 14.1 Races will be started by using rule 26 with the warning signal made 5 minutes before the starting signal.
- 14.2 Black Flag Rule
 - 14.2.1 Rule 30.3 is supplemented as follows:

Sail numbers will be displayed for at least 3 minutes prior to the warning signal. A long sound signal will be made when the numbers are initially displayed. A boat whose number is so displayed shall leave the racing area, defined in instruction 14.2.2 before the new preparatory signal. If she fails to do so, she shall be scored DNE.
 - 14.2.2 Before the starting signal, the racing area is the area within 100 metres of the starting line. After the starting signal, the racing area is the area within an imaginary line drawn 100 metres outside any point where a boat might sail during normal racing at all times when any boat is still racing.
 - 14.2.3 For the purposes of rule 30.3 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 finals series instead of a qualifying series.
 - 14.2.4 When the race committee decides that its application of rule 30.3 entitles a boat to redress under 62.1(a) it may give her redress by not displaying her sail number and not disqualifying her (change of rules 30.3, 60.2 and 63.1)

15 CHANGE OF THE NEXT LEG OF THE COURSE

A change of the next leg of the course will first be attempted by changing the position of the original marks. When this is not possible the course will be reset using one or more alternate marks (described in instruction 12.2). When alternate marks are already in use, the course may be further reset using the original marks.

16 ABANDONING A RACE

Under rule 32.1, the race committee may abandon the race because of a major wind shift or irregular winds or when the wind speed drops below 5 knots (2.5 m/s) as measured by the race committee. A boat shall not request redress under 60.1(b) because of an action or no action by the race committee under this instruction.

17 THE FINISH

The finishing line will be between a staff displaying an orange & yellow striped flag on a race committee boat and the port-end finishing mark, except when rule 32.2 'Shortening Course' applies.

18 PENALTY SYSTEM FOR RULE 42 INFRINGEMENTS

- 18.1 Appendix P will apply with the following changes:
 - (a) If a first penalty is signalled after she has finished, a boat will be given a scoring penalty of 8 points without a hearing.
 - (b) Appendix P3 is replaced with "If a boat has been penalised for the first time under Appendix P1 and the race committee signals a postponement, general recall or abandonment before the boat has had an opportunity to take a penalty the penalty is cancelled, but it is counted to determine the number of times she has been penalised during the regatta."
 - (c) Appendix P4 is replaced with "An action by the jury under Appendix P shall not be grounds for a request for redress by a boat. The jury may initiate a redress hearing and may give redress for an action by a member of the jury or its designated observer under rule P1". This changes rule 60.1(b).

- 18.2 A boat that has either retired from or been disqualified in a race for a breach of rule 42 shall not compete in that race if it is restarted or resailed. For the purposes of this instruction 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 finals series instead of a qualifying series. If she competes, she shall be disqualified (score not excludable) without a hearing and the jury will consider calling a hearing under rule 69.1(a). This changes rule 36.

This means :

Yellow Flag	Immediate penalty action by boat	After a general recall or a postponement or an abandonment	No action by boat	After a general recall or a postponement or an abandonment
1st	Two turns/ 8 points (SI 18.1(a))	Can restart	DSQ	Must not restart
2nd	Retire (DNF)	Must not restart	DNE	Must not restart
3 rd +	Retire (DNE)	Must not restart	DSQ Regatta	Must not restart

19 TIME LIMITS

- 19.1 Boats failing to finish within 20 minutes after the first boat in her fleet sails the course and finishes will be scored Did Not Finish..
- 19.2 If no boat has passed Mark 1 within 30 minutes the race will be abandoned.

20 PROTESTS

- 20.1 Protests shall be in writing and delivered to the jury desk within the protest time limit. Protest forms will be available at the jury desk. The protest time limit will be posted on the official notice board by the jury and may be different for each fleet.
- 20.2 Protest notices will be posted within 30 minutes of the protest time limit.
- 20.3 Protests by the race committee or jury will be posted before the end of the protest time limit to inform boats under rule 61.1(b).
- 20.4 On the last day of the qualifying series and on the last scheduled day of racing a request for a reopening of a hearing shall be delivered:
- within the protest time limit if the party requesting reopening was informed of the decision on the previous day;
 - no later than 30 minutes after the party requesting reopening was informed of the decision on that day.
 - If no racing has taken place on that day, no later than 30 minutes after 'AP over A' is displayed ashore.

This changes rule 66.

- 20.5 On the last day of the qualifying series or the last scheduled 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 rule 62.2.
- 20.6 Breaches of instructions 1.5, 1.6, 4.1, 5, 6, 9, 13.5, 25 and 26 will not be grounds for a protest by a boat. This changes rule 60.1(a). For these breaches the jury may apply a lesser penalty in place of disqualification.
- 20.7 Decisions of the jury will be final as provided in rule 70.5.
- 20.8 To request correction of an alleged error in posted race or series results, a boat shall complete a scoring enquiry form available at the jury desk.
- 20.9 The jury will not adjudicate any claim for damages.
- 20.10 A list of boats that have been penalised for breaking rule 42 will be posted after racing each day.

21 ARBITRATION PROCEDURE

As an alternative to a protest hearing by the jury for an alleged breach of a rule of Part 2, boats may be given the choice of using an arbitration procedure in accordance with the ILCA Arbitration Procedure appended to these sailing instructions. The arbitration procedure changes rules 63 and 64.

22 WHISTLE SYSTEM

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

23 SCORING

- 23.1 A total of four races are required to be completed to constitute a championship.
- 23.2 A qualifying series race will not count until all qualifying series fleets have completed that race.
- 23.3 One race score will be excluded when calculating the division into the finals series fleets.
- 23.4 The qualifying series races and finals series races will count for total points in the championship.
- 23.5 When four or more races are completed one race score will be excluded; when ten or more races are completed, two races scores will be excluded except that if a qualifying/finals series is sailed only one race score may be excluded from the finals series races, and only if at least two finals series races are completed.
- 23.6 If a points scoring penalty for a breach of rule 42 or under the arbitration procedure would result in a score worse than DSQ, the penalty will be that corresponding to DSQ. The scores of other boats will not be changed.
- 23.7 For the purposes of rules A4, 30.2, and 44.3(c) the number of boats entered into a qualifying or finals series will be the number of boats assigned to the largest qualifying fleet.

24 PRIZES

Prizes will be awarded in accordance with the ILCA Honour Awards By-Law for each of the following 11 groups:

- Laser Standard Apprentice Men
- Laser Standard Master Men
- Laser Standard Grand Master Men
- Laser Radial Apprentice Men & Women combined
- Laser Radial Master Men & Women combined
- Laser Radial Grand Master Men & Women combined
- Laser Radial Great Grand Master Men & Women combined
- Laser Radial Apprentice Women
- Laser Radial Master Women
- Laser Radial Grand Master Women
- Laser Radial Great Grand Master Women

25 TEAM AND SUPPORT BOATS AND COACHES MEETING

- 25.1 There will be a coaches meeting every morning from 6th August to 13th August at 2.5 hours before the first warning signal of the day. The venue will be posted on the official notice board. The objectives of the meetings are to receive feedback from the coaches on the regatta organization, exchange view points and inform the coaches about changes in the sailing instructions and regatta organization in general.
- 25.2 Team and support boat drivers shall register their boats at the race office and submit the names and sails numbers of the sailors they are supporting.
- 25.3 Each coach/support boat shall be clearly identified with a numbered flag issued by the organisers. No other individual support boats shall be used.
- 25.4 A registered coach/support boat shall carry at least three hazard warning tapes for the purposes of SI 26.6. The tape is available from the race office.
- 25.5 Each coach/support boat is recommended to carry a VHF radio (South course area VHF channel 69, North course area VHF channel 72) and a mobile phone.
- 25.6 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 from the time of the preparatory signal for the first fleet to start until all boats have finished or the race committee signals a postponement or abandonment of **all fleets**. When boats are finishing coach/support boats shall stay more than 100 meters outside and to windward of the starboard end of the finish line until all boats in all fleets have finished.
- 25.7 If a coach/support boat does not comply with instructions 25.3, 25.4 or 25.6 a discretionary penalty may be applied by the jury to some or all associated competitors and may include restrictions on the movement of their coach/support boat.

26 SAFETY

- 26.1 Competitors shall wear a life jacket or other adequate personal buoyancy securely fastened at all times when afloat except briefly while changing or adjusting clothing or personal equipment. Wet suits and dry suits do not constitute adequate personal buoyancy.
- 26.2 Competitors who require assistance should wave one arm with hand open. If no assistance is required, the arm should be waved with fist closed.
- 26.3 If considered necessary a competitor may be ordered by a race organization boat to abandon his or her boat and board a patrol boat.
- 26.4 Each competitor shall sign on each time they leave the shore and shall immediately sign off each time they return to shore. The detailed procedure for signing on and signing off will be posted on the official notice board. The sign-on/sign-off control will be located at the top of the StFYC dock ramp.
- 26.5 A boat that retires from a race shall notify a race committee or jury boat as soon as possible or the race office immediately after returning to the shore.
- 26.6 If a boat is abandoned it will be marked with a hazard tape tied through the bow eye to signal that the sailor is safe.
- 26.7 **When the race committee either ashore, or on the water displays flag U accompanied by repetitive sound signals a state of emergency exists and urgent assistance may be required. All Team Leaders, Coaches and Support shall place themselves at the disposal of the organising authority and await instructions. When the state of emergency ends the race committee will immediately lower the U flag and fully communicate the end of the situation via VHF channel 69 (South course area) and VHF channel 72 (North course area).**
- 26.8 Competitors shall comply with the **Commercial Vessel - Traffic Safety** rules appended to these sailing instructions.

27 PHOTOGRAPHY CONSENT

By entering the championship competitors accept that they may be photographed and/or videotaped participating in the race and/or using the championship facilities and they consent to the taking of such images and to the use, reuse, publication and republication of such images in any media, in conjunction with the competitors name or not, without compensation and without the competitors approval of such images or any use thereof.

28 LIABILITY

- 28.1 The St Francis Yacht Club, the International Laser Class Association and all their officers, members and volunteers do not accept liability for loss of life or property, or personal injury or damage caused by or arising out of the championship, and competitors take part in the championship entirely at their own risk.
- 28.2 The establishment of the Notice of Race and the Sailing Instructions in no way limits or reduces the complete and unlimited responsibilities of a competitor being solely and entirely responsible for the management of a boat he/she is sailing.
- 28.3 A competitor shall maintain their boat in a safe and seaworthy condition.
- 28.4 By entering in the championship and deciding to race a competitor warrants, and where applicable the nominated responsible adult, that he/she is in good health and a competent sailor capable of racing a Laser in open water in 25 knot winds. It is the sole responsibility of each sailor, and where applicable the nominated responsible adult, to decide to participate in a race or to continue racing.

29 COMMITTEE BOATS

- 29.1 The race committee signal boat, pin boat and any boat displaying course signals will not display an identification flag.
- 29.2 All other race committee boats will display a white flag.
- 29.3 Jury boats will display a flag with the word "Jury".
- 29.4 Press/TV boats will display a white flag with the words "PRESS", MEDIA or "TV".
- 29.5 Failure of a committee boat to fly an identifying flag will not be grounds for redress under rule 60.1(b)

Appended

1 – ILCA Qualifying and Finals Series Formats

2 – ILCA Arbitration Procedure

3 – Commercial Vessel Traffic Safety

Appendix 1

International Laser Class Association Qualifying and Finals Series Formats

1. Introduction

1.1. This addendum applies when boats are divided into fleets to sail a qualifying series and a finals 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 0900 on the last day of registration and will be used for the practice race (if scheduled) and 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 on the basis of 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 race format		Three fleet race format		Four fleet race format	
	Fleet Assignment	Alternate days Fleet Assignment	Fleet Assignment	Alternate days Fleet Assignment	Fleet Assignment	Alternate days Fleet Assignment
1 st	1	2	1	2	1	4
2 nd	2	1	2	3	2	3
3 rd	2	1	3	1	3	2
4 th	1	2	3	1	4	1
5 th	1	2	2	3	4	1
6 th	2	1	1	2	3	2
7 th	2	1	1	2	2	3
8 th	1	2	2	3	1	4
9 th	1	2	3	1	1	4
And so on						

2.5. Reassignments will be based on the ranking available at 2100 that day regardless of protests or requests for redress not yet decided.

2.6. If all fleets in a qualifying series 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. A schedule of races for the day will be posted on the notice board when this instruction applied.

2.7. If four races have not been completed on the last scheduled day of the qualifying series, the qualifying series will continue until the end of the racing day in which a fourth qualifying race is completed.

2.8. If at the end of the qualifying series some qualifying series 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. Finals Series

3.1. Boats will be assigned to finals series fleets on the basis of their ranks in the qualifying series.

3.2. There will be the same number of fleets in the finals series as there were in the qualifying series.

3.3. The finals 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 Emerald fleet (where it exists) is not larger than the Bronze fleet. Boats with the

best qualifying-series ranks will race all finals 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); and boats with the next best qualifying series ranks will race in the Emerald fleet (where it exists).

- 3.4. Any recalculation of qualifying-series ranking after boats have been assigned to finals series fleets will not affect the assignments except that a redress decision may promote a boat to a higher fleet.
- 3.5. Different finals series fleets need not have completed the same number of finals races. The boats in the Gold fleet will be ranked highest, except for a boat disqualified from a finals race under rules 5 or 69.

Appendix 2

International Laser Class Association Arbitration Procedure

1. Introduction

- 1.1. This addendum applies when the sailing instructions offer the choice of an arbitration procedure 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 as a protest hearing.

3. Accepting Arbitration

- 3.1. When both parties to the protest agree to arbitration they agree;
 - that the protest is valid; and
 - to accept the arbitration decision as binding; and
 - that no witnesses will be heard during the arbitration; and
 - 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 they 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:
 - There was no breach of a rule by either boat.
 - One or both boats broke a rule of Part 2 and the Arbitration Penalty will be applied.
 - The case will be referred to a protest hearing.

5. Arbitration Penalty

- 5.1. An Arbitration Penalty 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. The scores of other boats will not be changed.
- 5.3. When sailing in a qualifying series, penalty points will be equal for all fleets, based on the fleet with the highest entry.

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 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 hearing panel for hearings held under 6.1 & 6.2 may include one or both of the arbitrators.

APPENDIX 3

COMMERCIAL TRAFFIC SAFETY

- A3.1 Boats shall not impede the passage of commercial vessels and shall comply with the U.S. Inland Navigation Rules Act of 1980.
- A3.2 If a commercial vessel has sounded five blasts, and/or the vessel or the Coast Guard identifies an offending boat, the Race Committee shall protest the boat, in which case the Protest Committee shall assume that the identified boat has impeded passage or violated the U.S. Inland Navigation Rules, and the identified boat shall have the burden of proving otherwise. In the case of a complaint by Vessel Traffic or the Coast Guard, the protest time limit shall be extended up to two days after the conclusion of the regatta. This changes RRS 60.2(a) and 61.3.
- A3.3 A Race Committee boat may signal a boat to alter course to avoid impeding the passage of commercial vessels by making a sound signal (horn or whistle) and pointing Code Flag V at the boat. The signaled boat shall promptly comply with the signal unless compliance would create an unsafe condition. If a boat fails to comply with such a signal, the Race Committee shall protest the boat, in which case the Protest Committee shall assume that the course alteration would not have created an unsafe condition, and the protested boat shall have the burden of proving otherwise.
- A3.4 A boat may be penalized independently under SI A3.1, A3.2, and/or A3.3. A violation of any part this attachment shall not be exonerated by a Scoring Penalty, and a resulting disqualification shall not be excludable under RRS A2. The StFYC shall cooperate with and provide relevant information to the Coast Guard or other governmental authority regarding investigations of boats impeding ship traffic or violating U.S. Inland Navigation Rules.