



# 2021 ILCA 7 Men's World Championship 3-10 November 2021

## Sailing Instructions

Venue: Barcelona, Spain

Organizing Authority: Vela Catalana Federació (Host)  
and the International Laser Class Association (ILCA)

### 1. RULES

- 1.1 The event will be governed by the 'rules' as defined in the Racing Rules of Sailing. The prescriptions of the National Authority will not apply.
- 1.2 ILCA class rule 7 (a) is restricted as follows: "Only one competitor shall be on board whilst racing. The competitor shall be named on the entry form."
- 1.3 Appendix P "Special Procedures for Rule 42" will apply as amended in instruction 18.
- 1.4 Appendix T "Arbitration" will apply.
- 1.5 In all rules governing this event.
  - (a) [DP] denotes a rule for which the penalty is at the discretion of the International Jury; and
  - (b) [NP] denotes a rule that shall not be grounds for protests by a boat. This changes RRS 60.1(a).
- 1.6 [NP] [DP] Advertising - The organizing authority may require competing boats to carry event sponsor advertising.
- 1.7 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 which is the event website.
- 2.2 The race office is located at Barcelona International Sailing Center, Moll de la Vela, S/N 08930 Sant Adrià, Barcelona, Spain.
- 2.3 The race office is open:  
03-04 November from 0900 – 1400 & 1530 - 1830  
05-10 November from 0900 until 30 minutes after the close of the protest time unless extended at the discretion of the race committee

### 3. CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 0830 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 2000, whichever is later, on the day before it will take effect.

### 4. REGISTRATION / EQUIPMENT INSPECTION

- 4.1 Each competitor shall register at the race office and complete all required registration and equipment inspection formalities before racing. Competitors that do not complete all required registration and equipment formalities will not be assigned to fleets.
- 4.2 Information on equipment inspection will be posted on the official notice board. Boats shall be presented with all equipment that shall be used in the event, with the bottom mast, boom and all control lines rigged and with the sail and top section derigged ready for inspection.
- 4.3 Equipment inspection will take place at the boat park between the following dates and times:  
03-04 November from 0900 – 1400 & 1530 – 1830  
Equipment inspection outside these times will only be possible at the discretion of the event equipment inspector and on payment of EUR 20.
- 4.4 Wet clothing, measurement and equipment checks may be made throughout the event at the discretion of the technical committee, race committee or the international jury.

## **5. [NP] [DP] EQUIPMENT PROTESTS**

- 5.1 Equipment protests will only be accepted from either the race committee, technical committee or jury. This changes RRS 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 30% of the score for did not finish rounded to a whole number (rounding 0.5 upward) 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 RRS 63.1 and RRS A5.
- 5.3 If a sail, top mast, or bottom mast has been changed prior to a race without the permission required by instruction 6.3 the competitor will be disqualified without a hearing from the last completed race when the change was used. This changes RRS 63.1 and RRS A5.
- 5.4 For any other equipment protest, the jury may apply an alternative penalty to disqualification.

## **6. [NP] [DP] BOATS AND EQUIPMENT**

- 6.1 The event will be sailed in Laser class boats as recognized by World Sailing, commonly sold under the brand name "ILCA" or "Laser." All boats must have a valid World Sailing plaque attached in accordance with the ILCA class rules to the aft face of the cockpit.
- 6.2 Each competitor shall use only one hull, sail, batten set, mast, boom, centreboard and rudder; all of which shall be identified during equipment inspection.
- 6.3 In the event of damage, boats and equipment may only be substituted with the written permission of the technical committee. If the damage occurs less than two 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 technical committee, jury or race committee and the written permission of the technical committee shall be applied for before the end of the protest time limit at the end of the day in which the substitution takes place.
- 6.4 For the purposes of RRS G1.1, sails shall display the national letters of the World Sailing member national authority under which the entry was accepted (see NOR 3.1). This changes RRS G1.1.
- 6.5 During registration each competitor will receive two bow number stickers which shall be fixed on either side of the front part of the hull 200mm (+/- 100mm) from the bow. If a sticker is lost a replacement shall be obtained from the race office. Competitors shall make every reasonable effort to ensure these numbers stay firmly affixed. The relevant area of the hull shall be thoroughly cleaned and dried before application of the numbers.
- 6.6 During registration each competitor will receive a bow number card which shall be fixed to their boat trolley handle with the number clearly visible. When ashore boats shall be kept on their numbered trolley in their assigned place in the boat parking area. When boats are afloat all boat trolleys shall be located at the boat parking area for safety control. If the bow number card is lost a replacement shall be obtained from the race office.
- 6.7 Boats may be required to carry cameras, sound equipment or positioning equipment as specified and supplied by the organizing authority.
- 6.8 Access to the boat park may be restricted during certain hours including the hours of darkness.

## **7. RACE FORMAT**

- 7.1 The entries are divided into three fleets and will sail a qualifying series followed by a final series in accordance with the ILCA Qualifying and Final Series Formats appended to these sailing instructions.
- 7.2 If four races have not been completed by the end of the third scheduled racing day the qualifying series will continue until the end of the racing day in which a fourth qualifying race is completed.
- 7.3 A qualifying series race will not count until all qualifying series fleets have completed that race.

## 8. SCHEDULE OF RACES

- 8.1 03 November allocation 0900-1400 & 1530-1830 Registration, Equipment Inspection, Charter Boat allocation
- 04 November allocation 0900-1400 & 1530-1830 Registration, Equipment Inspection, Charter Boat allocation
- 05 November Practice race at 1430 followed by a 1830 opening ceremony.
- 06 November 2 races back to back, (Qualifying series)
- 07 November 2 races back to back, (Qualifying series)
- 08 November 2 races back to back, (Qualifying series) and mid-week party
- 09 November 2 races back to back, (Qualifying/final series)
- 10 November 2 races back to back, (Qualifying/final series) followed by charter boat return, an 1830 prize giving party and buffet meal.
- 8.2 The time of the first warning signal for the practice race will be 1430.
- 8.3 The time of the first warning signal on 5-9 November will be 1200.
- 8.4 The time of the first warning signal on 10 November will be 1200.
- 8.5 Each day succeeding races will be started as soon as practicable after the finish of the previous race.
- 8.6 On the last day of the championship, no warning signal will be made after 1500.
- 8.7 The schedule may be changed to sail more than two races a day or changed to sail more than six final series races provided that no more than twelve races are sailed overall.

## 9. [NP] [DP] FLEET IDENTIFICATION

- 9.1 While racing each boat shall display a coloured band corresponding to the fleet to which she has been assigned. The band shall be placed on the bottom mast between the boom vang fitting and the boom.
- 9.2 The coloured bands will be issued at registration and if bands are lost or damaged spares will be available at the race office.

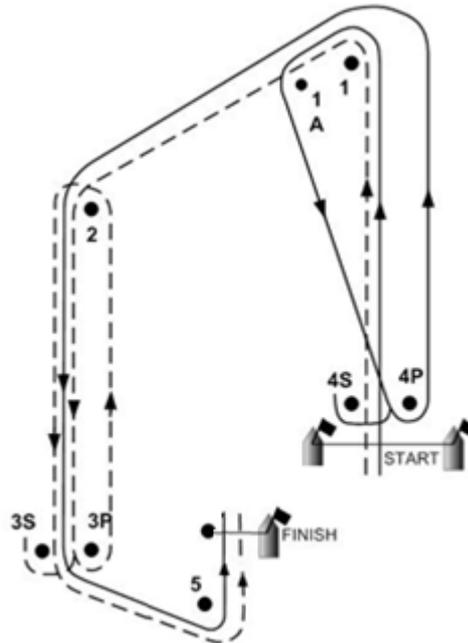
## 10. SIGNALS MADE ASHORE

- 10.1 Signals made ashore will be displayed on the signal mast located next to the slipway.
- 10.2 [DP] Boats shall not go afloat until Flag D (with one sound signal) is displayed. The warning signal will not be less than 45 minutes after flag D is displayed.'
- 10.3 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 45 minutes' in the race signal AP.

## 11. THE COURSES

- 11.1 The diagram shows the courses, the order in which marks are to be passed and the side on which each mark is to be left. The leg between marks 3S/3P and mark 5 may be laid shorter than the leg between mark 1 and mark 2 so that the finish line is not directly too leeward of the start line.

**Outer:** ..... 1, 2, 3S/3P (gate), 2, 3S/3P (gate), 5, FINISH  
**Inner:** ..... 1, 1A, 4S/4P (gate), 1, 2, 3S/3P (gate), 5, FINISH



- 11.2 No later than the warning signal, the race committee signal vessel will display the approximate compass bearing of the first leg.  
 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 RRS 62.1(a).  
 11.4 The course may be shortened to finish at a rounding mark, or a gate provided four or more legs have been sailed on an outer course and at least three or more legs have been completed on an inner course (excluding the leg between mark 1 and mark 1A).

## 12. MARKS

- 12.1 Course marks 1, 2, 3s, 3p, 4s, 4p and 5 will be red inflated cylinders.  
 12.2 Course mark 1A will be an orange inflated sphere.  
 12.3 New marks will be green inflated cones.  
 12.4 The starting marks will be committee vessels with orange flags at each end.  
 12.5 The finishing line marks will be a committee vessel and a buoy with staffs displaying blue flags.

## 13. THE START

- 13.1 To alert boats that a race or sequence of races will begin soon, the orange starting line flags will be displayed with one sound signal at least five minutes before a warning signal is made.  
 13.2 The warning signal for the subsequent starts will be made as soon as practicable after the previous start.  
 13.3 Start Sequence and Fleet Flags

Fleets	Fleet Flags	Start Sequence	Course
Men – Yellow/Gold	Yellow	1 <sup>st</sup> Start	Outer
Men – Blue/Silver	Blue	2 <sup>nd</sup> Start	Inner
Men – Red/Bronzer	Red	3 <sup>rd</sup> Start	Inner

- 13.4 The starting line will be between staffs displaying orange flags on the starting marks.  
 13.5 [DP] [NP] Boats whose warning signal has not been made shall avoid the starting area during start sequences for other fleets.  
 13.6 A boat starting later than four minutes after her starting signal will be scored did not start (DNS). This changes RRS A4 and A5.

#### **14. STARTING PROCEDURE**

14.1 Races will be started using either RRS 30.3 (U Flag Rule), or RRS 30.4 (Black Flag Rule).

14.2 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. A boat whose number is so displayed shall leave the racing area, defined in instruction 14.2(b) before the new preparatory signal. If she fails to do so, she is liable to be scored DNE.
- (b) 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 and includes the area bounded by marks 1, 2, 3 and 4 always when any boat of any fleet is still racing.
- (c) When the race committee decides that its application of RRS 30.4 might entitle a boat to redress under RRS 62.1(a), it may decide not to display her sail number and not disqualify her. This changes RRSs 30.4, 60.2 and 63.1.
- (d) For the purposes of RRS 30.4 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.

#### **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 new marks (described in instruction 12). When new marks are already in use, the course may be further reset using the original marks. Any action or no action by the race committee under this instruction will not be grounds for redress under RRS 60.1(b).

#### **16. ABANDONING A RACE**

Under RRS 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. Any action or no action by the race committee under this instruction will not be grounds for redress under RRS 60.1(b).

#### **17. THE FINISH**

The finishing line will be between a staff displaying a blue flag on the race committee vessel at the starboard end and the course side of the finishing mark at the port end, except when RRS 32.2 'Shortening Course' applies.

## 18. PENALTIES FOR BREACHES OF RRS 42

18.1 Appendix P will apply with the following changes:

- (a) If a first penalty is signalled after a boat has crossed the finish line, the penalty will be a 10% Scoring Penalty calculated as stated in RRS 44.3(c).
- (b) RRS P3 is replaced with “If a boat has been penalised for the first time under RRS P1.2 and the race is restarted or resailed the penalty is cancelled, but it is counted to determine the number of times she has been penalised during the event.
- (c) RRS P4 is replaced with “An action by the jury under RRS P1.2 shall not be grounds for a request for redress by a boat under RRS 60.1(b). The jury may initiate a redress hearing and may give redress for an action under RRS P1.2 by a member of the jury or its designated observer”.

18.2 A boat that has either retired from or been disqualified in a race for a second or subsequent breach of RRS 42 shall not compete in that race if it is restarted or resailed. This changes RRS 36. 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 final series instead of a qualifying series. If she competes in that race, she shall be disqualified without a hearing and that score shall not be excluded (DNE) and the jury will consider calling a hearing under RRS 69.1(a).

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 / 10% (SI 18.1(a))	Can restart	DSQ	Can restart
2nd	Retire (RET)	Shall not restart	DNE	Shall not restart
3+	Retire (DNE)	Shall not restart	DNE Event	Shall not restart

## 19. TIME LIMIT

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 (DNF) without a hearing. This changes RRS 35, RRS A4 and RRS A5.

## 20. PROTESTS AND REQUESTS FOR REDRESS

- 20.1 Protests shall be in writing and delivered to the race office within the protest time limit. The protest time limit will be set by and 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 for each fleet. Protests will be heard at the jury office.
- 20.3 On the last day of the qualifying series a request for a reopening of a hearing under RRS 66 shall be delivered:
  - o within the protest time limit if the party was informed of the decision on the previous day;
  - o no later than 30 minutes after the party was informed of the decision on that day.
- 20.4 On the last day of the qualifying series a request for redress based on a jury decision under RRS 62.2 shall be delivered no later than 30 minutes after the decision was posted.
- 20.5 To request correction of an alleged error in posted race or series results, a boat shall complete a scoring enquiry form available at the race office.
- 20.6 A list of boats that, under instruction 18, have been penalised for breaking RRS 42 will be posted after racing each day.

## 21. 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.

## 22. SCORING

- 22.1 Four races are required to be completed to constitute a championship.
- 22.2 When fewer than four races have been completed, a boat's score will be the total of her race scores.
- 22.3 When from four to nine races have been completed, a boat's score will be the total of her race scores excluding her worst score.
- 22.4 When ten or more races have been completed, a boat's score will be the total of her race scores excluding her two worst scores.
- 22.5 When a qualifying/final series is sailed:
  - (a) The qualifying series races and the final series races will count for total points in the championship.
  - (b) A qualifying series race will not count until all qualifying series fleets have completed that race.
  - (c) The worst qualifying series race score will be excluded when calculating the division into final series fleets.
  - (d) If only one final series race is completed it will not be excluded.
  - (e) If two or more final series races are completed, then a maximum of one final series race score may be excluded.
  - (f) For the purposes of RRS A5.2 "Scoring" the number of boats entered in a qualifying/final series race will be the number of boats assigned to the largest qualifying fleet.

## 23. TITLES & PRIZES

- 23.1 The first competitor in the championship will be the ILCA 7 Men's World Champion.
- 23.2 ILCA cube prizes will be awarded in accordance with the ILCA Honour Award By-Law.

## 24. [DP] [NP] SUPPORT VESSELS AND COACH/TEAM LEADER MEETINGS

- 24.1 There will be a coach meeting at the race office 2.5 hours before the first scheduled warning signal of the first race each day. The objectives of these meetings are to receive feedback from the coaches on the event organization, exchange points of view and inform the coaches about changes in the sailing instructions and event organization in general.
- 24.2 Each support vessel driver shall confirm registration of their vessels and submit the names and sails numbers of the boats they are supporting at the race office before the end of registration.
- 24.3 Each support vessel shall clearly display an identification number supplied at registration. No other individual support vessels shall be used.
- 24.4 Each support vessel is required to carry a VHF radio capable of transmitting and receiving all international ship-to-ship channels, and to listen on channel 72 while off their moorings.
- 24.5 Each support vessel driver and crew shall wear a personal flotation device securely fastened at all times when afloat except briefly while changing or adjusting clothing or personal equipment. Wet suits and dry suits are not personal flotation devices.
- 24.6 When the support vessel engine is running the driver shall be connected to a device that will stop the engine if the driver falls out the vessel or is otherwise not in control of the vessel.
- 24.7 Except when participating in rescue operations support vessels 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 for the first fleet to start until all boats have finished or the race committee signals a postponement or abandonment of **all fleets**. When any boat is racing from mark 5 to the finish support vessels shall stay out the area from 100 meters below mark 5 to 100 meters above the finish line. When boats are finishing support vessels 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.
- 24.8 If a support vessel does not comply with instructions 24.3, 24.4, 24.5, 24.6, and 24.7 a discretionary penalty may be applied by the jury to some or all associated competitors and may include restrictions on the movement of the support vessel.

## **25. [DP] [NP] SAFETY**

- 25.1 Each competitor shall always wear a personal flotation device while afloat except briefly while changing or adjusting clothing or personal equipment. Wet suits and dry suits are not personal flotation devices.
- 25.2 A competitor who requires assistance should wave one arm with hand open. If no assistance is required, the arm should be waved with fist closed.
- 25.3 If considered necessary, a competitor may be ordered by a race organization vessel to abandon their boat and board a patrol vessel.
- 25.4 During registration each competitor will be provided with a RFID wrist bracelet which shall be worn **during the event**. Each time a competitor **goes afloat or returns ashore** they shall pass the bracelet by an RFID reader located next to the launching ramp and ensure that their name and sail number is displayed on the RFID reader screen. This system records whether the competitor is on the water or ashore. The location of each RFID reader will be marked with a yellow flag with the words Safety Tag.
- 25.5 A boat that retires from a race shall notify a race committee, safety, or jury vessel as soon as possible and the race office immediately after returning to the shore.
- 25.6 If a boat is abandoned, it will be marked with a hazard tape tied through the bow eye to signal that the competitor is safe.

## **26. [DP] COVID STATEMENT**

By participating in the event, each competitor agrees and acknowledges that they are responsible for complying with any regulations in force from time to time in respect of COVID-19 and for complying with the COVID-19 procedures of the organizing authority published on the official notice board.

## **27. RUBBISH/TRASH DISPOSAL**

Trash may be placed aboard support or race official vessels.

## **28. PHOTOGRAPHY CONSENT**

By entering the event competitors accept that they may be photographed and/or videotaped participating in the event and/or using the event 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 competitor's approval of such images or any use thereof.

## **29. LIABILITY AND INDEMNIFICATION**

- 29.1 The Vela Catalana Federació, Real Club Nautico de Barcelona, Real Club Maritimo de Barcelona, ILCA, 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 event. Competitors take part in the event at their own risk.
- 29.2 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 is sailing.
- 29.3 At-fault occurrences to other boats are the responsibility of the competitor. Competitors are not covered by any liability insurance provided by the organizing authority and should provide their own coverage for personal goods and liability protection. The organizing authority recommends that competitors consult their own insurance carriers to assure they are covered at this event and regarding additional personal liability insurance coverage.
- 29.4 A competitor is recommended to have personal accident and health insurance that covers him while attending the event and while racing.
- 29.5 To the fullest extent permitted by law, each competitor agrees to indemnify and hold ILCA, the Vela Catalana Federació, Real Club Nautico de Barcelona and Real Club Maritimo de Barcelona, owners, affiliates, officers, employees, agents, committee persons and race officials acting in their official capacities harmless, from any third-party claim to the extent arising from a competitor's acts or omissions.

## **30. OFFICIAL VESSELS**

- 30.1 The race committee signal vessel will display a white flag with letter A.
- 30.2 All other race committee vessels will display a white flag.
- 30.3 Jury vessels will display a flag with the word J or JURY.
- 30.4 Press/TV vessels will display a flag with the word MEDIA or PRESS.
- 30.5 Failure of an official vessel to fly an identifying flag will not be grounds for redress under RRS 60.1(b).

## International Laser Class Association Qualifying and Final Series Formats

### 1. Introduction

1.1 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 near as possible, equal size and ability.
- 2.2 Initial assignments will be made by a seeding committee appointed by the organizing authority and will be posted by 2000 on the last day of registration.
- 2.3 Where a practice race is scheduled, the organizing authority will post a practice race fleet assignment at 0900 on the day of the practice race.
- 2.4 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.
- 2.5 Reassignments will be made as follows:

	<b>Two fleet format</b>	<b>Three fleets format</b>	<b>Four fleets format</b>
Rank in Series	Fleet Assignment	Fleet Assignment	Fleet Assignment
1 <sup>st</sup>	1	1	1
2 <sup>nd</sup>	2	2	2
3 <sup>rd</sup>	2	3	3
4 <sup>th</sup>	1	3	4
5 <sup>th</sup>	1	2	4
6 <sup>th</sup>	2	1	3
7 <sup>th</sup>	2	1	2
8 <sup>th</sup>	1	2	1
9 <sup>th</sup>	1	3	1
And so on			

- 2.6 Reassignments will be based on the ranking available at 2100 that day regardless of protests or requests for redress not yet decided.
- 2.7 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.
- 2.8 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.
- 2.9 If at the end of the qualifying series some qualifying series fleets have more race scores than others, any extra races will be abandoned & cancelled 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 emerald 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); 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 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 races. The boats in the gold fleet will be ranked highest, except for a boat disqualified from a final series race under RRS 6, or 69.