



## **SAILING INSTRUCTIONS**

### **DS DM FOR CLUB TEAMS**

## **COPENHAGEN WOW SAILING EVENT**

### **Sundby Sejlforening**

**14. – 15. september 2024**

#### **Organizing Authority:**

Sejlsportsligaen i samarbejde med Sundby Sejlforening

Principal Race Officer: Troels Wester

Chief Umpire: Jørgen Jepsen

#### **1. Rules**

The regatta will be governed by the rules as defined in "The Racing Rules of Sailing", with the exception of class rules. Additional rules are the rules for the handling of boats (Appendix B of sailing instructions) which rank as class rules; the rule changes in the Notice of Race (listed in Appendix E of these sailing instructions); and Appendix UF of these sailing instructions that provide the rules for umpired fleet racing.

#### **2. Code of Conduct**

2.1. Competitors and support persons shall comply with reasonable requests from race officials.

2.2. The following actions by skippers and/or crew while racing may be considered a breach of sportsmanship under Appendix UF 3.4a (4) and may result in an umpire initiated penalty under

Appendix UF 3.5 (b) or (c).

- Excessive attempts to verbally coerce, coach or influence umpire or Race Committee (RC) decisions;
- Repetitive or on-going objection to an umpire decision (verbal or otherwise);
- Abuse of umpires before or after a decision,

Breaches of this SI may also be referred to the Protest Committee (PC). Any penalty will be at the discretion of the PC and may include exclusion from further participation in the event. Gross breaches of this Sailing Instructions (SI) may be referred to the PC by the Organizing Authority (OA) for action under RRS 69.

#### **3. Notices to competitors**

Notices to competitors will be posted on the official notice board located at the race office

#### **4. Changes to Sailing Instructions**

Changes to the Sailing Instructions will be posted no later than 60 minutes before the preparatory signal of the first race for which they will take effect.

#### **5. Signals made ashore**

4.1. Signals made ashore will be displayed on a flagpole. The location of the flagpole will be in the Race office area or be posted on the official notice board.

4.2. When flag signal AP is displayed ashore, the next warning signal will be made earliest 10 min after removal of AP ashore. This changes race signal AP.

#### **6. Drawing of groups and boats, technical defects**

5.1. The drawing of groups and boats will be done before the event. Order and number of races will result from the pairing list. The pairing list will be published before the event.

5.2. If the race committee or the repair service are unable to prepare a boat within a reasonable time, the race committee may start the race without this boat. The club associated with this boat will be scored RDG with the average of all other races sailed in compliance with RRS A9 (b) in this race.

6.4. The first warning signal will be made at 10:00 am on the first racing day. The following races will be sailed subsequently, with changes of boats and crews on the water, according to the pairing list.

6.5. The time of the first warning signal on the second racing day will be posted on the official notice board by the race committee on the previous day after the racing has concluded, latest at 20:00.

6.6. On the last racing day, no warning signal for the first race of a flight will be given after 14:30 and the last possible warning signal for the second or third race of a flight will be at 16:00.

6.7 A flight consists of three consecutive races according to the pairing list, in which each entered club races once.

## **7. Race course**

Appendix A shows the course including the order in which marks are to be passed, and the side on which each mark is to be left. If a gate mark is missing, the remaining mark shall be rounded on the port side.

## **8. Course marks**

8.1. Course marks 1 will be inflatable marks, either green, yellow or red.

8.2. Mark 2a and 2b will be orange inflatable marks.

8.3. Starting and finishing marks will be a race committee boat and a spar buoy displaying an orange flag. This changes Race Signals.

## **9. Start**

9.1. The starting line will be between a staff with an orange flag on the race committee signal vessel and a spar buoy displaying an orange flag.

9.2 No later than at the 1 minute signal, the race committee will signal the color of mark 1 by displaying a flag of the same color. See Appendix A.

9.3 No later than at the 2 minute signal, the race committee may signal that the course includes an extra lap. See Appendix A.

## **10. Finish**

The finishing line will be between a staff with an orange flag on the race committee signal vessel and a spar buoy displaying an orange flag. This changes Race Signals.

## **11. Protests and Requests for redress**

11.1. Decisions taken by the protest committee, see Appendix UF

11.2. Breaches of the following rules will not be grounds for protest by a boat: RRS 40.1 and SI 16.

## **12. Target times and time limits**

12.1. The target time is 10 to 15 minutes. Failing to comply with this rule is no grounds for a protest/redress.

12.2. The time limit for the first boat is 20 minutes

## **13. Scoring**

13.1. At least three races for each club are required to constitute a regatta.

13.2. A club's series score is the sum of its individual scores according to the low point system of the RRS without any discard.

13.3. If there is a series score tie between two or more clubs, their rank will be decided according to RRS A8.

13.4. If at the end of the regatta clubs have sailed an uneven number of races due to incomplete flights, the clubs missing a race will be scored according to RRS A9(a).

## **14. Safety**

14.1. A boat retiring from a race shall immediately inform the race committee.

14.2. If a prohibited area is described on the noticeboard, is it not allowed for a boat racing to enter this area, and the area is designated as an obstruction.

## **15. Replacement of crew and equipment**

15.1. Substitution of crew members will only be allowed in reasonable, exceptional cases and after approval of the OA, under conditions that the new crew member is a member of the same club as the replaced crew member.

15.2. Substitution of damaged or lost equipment and repairs may only be done by the repair service of the OA, or under their management.

## **16. Crew Change**

16.1. Every team shall be ready for boat/crew change in sufficient time at the shuttle dock. Last point in time is the preceding start.

16.2. After finishing a race, the boats shall roll up their jibs and let their mainsails stand to allow the shuttle boats coming alongside for the crew change.

16.3. During the 3 minutes following the change, the new crew shall inspect the boat. An objection about a boat raised after the 3 minutes have passed will not postpone the next race.

## **17. Advertising**

Advertising displayed on the boats by the clubs is limited to the BIBs and must comply with Appendix C of these Sailing Instructions.

## **18. Official Boats**

Official boats will be marked with white flags carrying black letters as follows:

- Umpire: "Umpire" or "jury"
- Press: "P" or "PRESS"
- Repair service: "S" or "REPAIR"
- Shuttle: number 1-8
- Media: "M" or "MEDIA" or "TV"

## **19. Electronic devices**

While racing, a team shall neither make radio transmissions nor receive radio information not available to all teams. Navigation aids are not permitted. Watches without navigational functions are allowed.

## **20. Support boats and Coach boats**

Support boats and coach boats shall be registered beforehand with the OA.

## **21. Technical fault and damage**

21.1. When a boat has a technical fault, it shall inform the RC or umpire immediately after finishing the race in order to alert the Repair Service.

21.2. If there is a damage on a boat, the club shall complete a damage report at the race office as described in Appendix D at the first reasonable opportunity after getting back ashore.

## **22. DM FOR CLUB TEAMS**

### **22.1 Title**

The title "Danish Champion" and the medals are awarded to the best scoring participant and crew where all crew members are members of a Danish sailing club (DS-club) – independent of their nationality.

### **22.2 Number of participants**

It is a condition for the recognition of the championship that at least the number of boats stated in below mentioned link, where all crew members are members of a Danish sailing club (DS-club), starts in at least one race, see box 1.4.1, in this link: <https://dansksejlunion.dk/media/4ghn4gd0/dm-statutter-eng.pdf>.

### **22.3 Membership of sailing club, class organizations and participants**

All crew members shall be members of sailing club under a WS-MNA.

Membership of a Sailing Club is obligatory and this must be documented before registration. Club teams from DS sailing clubs can participate. The crew members must be members of the sailing club they are representing. The criteria for participation are formulated by the Danish Sailing League Association.

### **22.4. Replacement of crew after registration**

If a participant must be excused (due to illness, travel etc.) after registration and before the finish of the championship, a substitution can be made if the race committee accepts the substitute based on a written application. Medals, if any, are awarded to the participants at the discretion of the race committee.

### **22.5 Organizing authority**

The organizing authority is Danish Sailing League Association in cooperation with one or more DS sailing clubs.

### **22.6 Format**

The organizing authority provides boats to the participants.  
The Sailing League is arranged as a series of events.  
The races are conducted as Fleet Race.  
The format is determined by the Danish Sailing League Association.

### **22.7 Umpires and protest committee**

Appendix UF, Umpired Fleet Racing, Danish Sailing League Edition (current version). It changes specific racing rules and determines how umpires will judge the races.  
A protest committee will be formed from the umpire group.  
The umpire group shall be approved by the Appeals and Rules Committee, ARU.

## **Appendices**

Appendix A: Course  
Appendix B: Rules for Handling of the Boats Appendix C: Advertising  
Appendix D: Damage Report  
Appendix E: Rule changes in the Notice of Race Appendix UF: Umpired Fleet Racing

## Appendix A: COURSE

Mark 1 will be located upwind, seen from the starting line.

The colour of the mark that shall be rounded will be displayed with a coloured flag at the starting vessel no later than the 1 minutes signal. This flag will be removed in case of a course change.

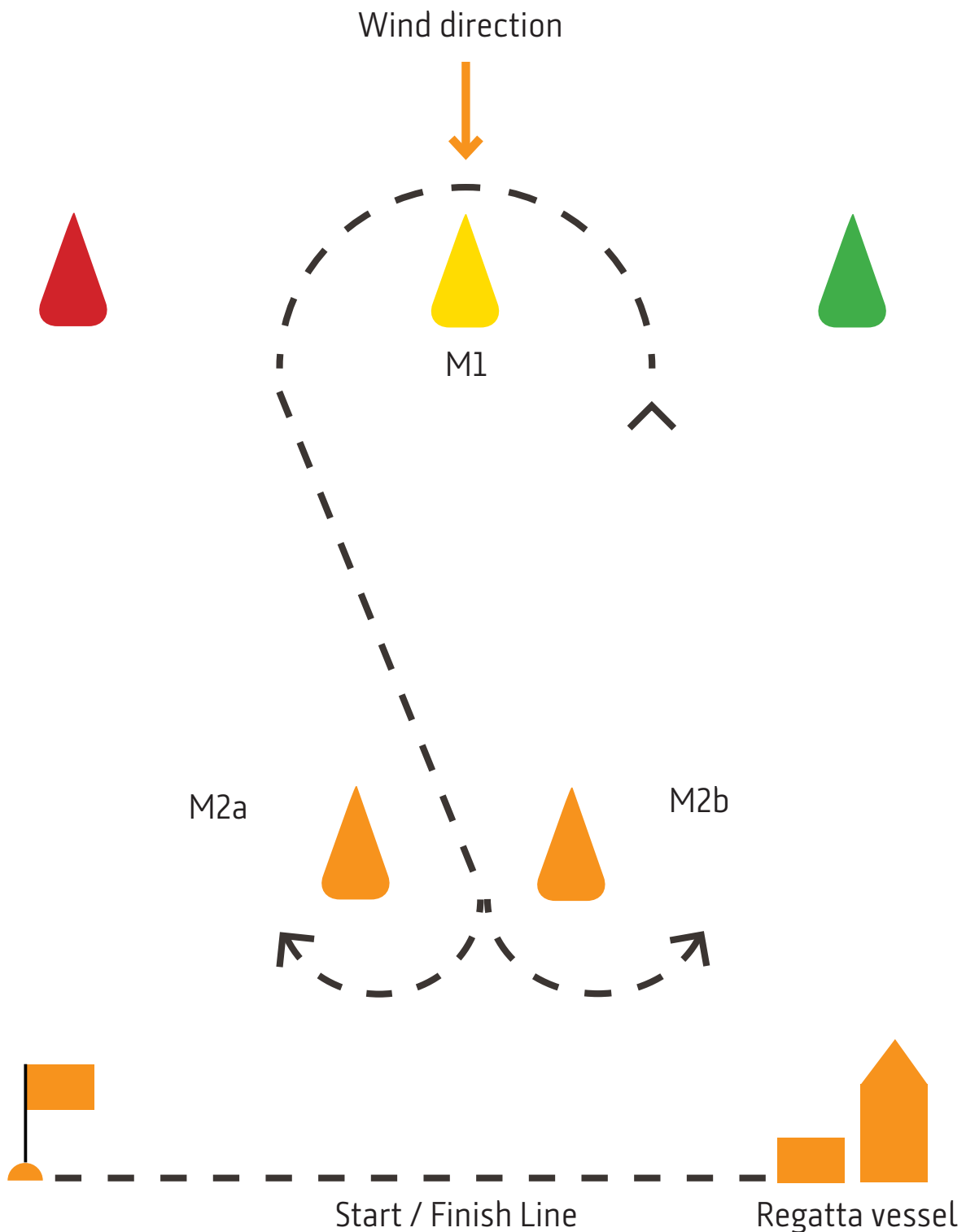
Mark 1 shall be passed on port side. Marks 2a and 2b are gate-marks

Sequence:

No flag = Start - M1 - M2a/M2b - M1 - Finish

Pennant 1 = Start - M1 - M2a/M2b - M1 - M2a/M2b - M1 - Finish

Colour and shape of the marks may differ from the drawing and are not binding for the regatta. At the start, the pin end may be a race committee boat as well as a buoy.



## **Appendix B: Rules for handling the boats.**

### **B1 General**

Variations in the boats despite all measures for equalization will not be grounds for redress.

The technical committee can check the boats for any changes that are in breach of instructions B2 or B6 on a random basis. If they find such change, they will inform the protest committee. The protest committee may penalise the boat with one additional point without a hearing. This changes RRS A5.1 and A5.2.

### **B2 Prohibited actions**

In order to prevent damages and injuries:

B2.1 The following actions are prohibited unless in case of emergency or directed by the race committee or umpires:

- (a) Sailing in a manner that could cause serious damage or injury.
- (b) Tying in, binding or dropping the jib.
- (c) Any additions or alterations to the equipment supplied.
- (d) Use of equipment for a purpose other than that intended.
- (e) Moving equipment from its normal stowage position except when being used as intended.
- (f) Replacement of any equipment. Exception: damage. In this case, the replacement may be carried out only by the repair service, or under their management.
- (g) Marking of sails, boat or arranged equipment, perforation of sails or attachment of further tell-tails to the sails.

### **B3 Handing over/leaving boats**

B3.1 A boat may only be handed over to the following club in the presence of a race committee member, or afloat or at the changing area, as prearranged.

B3.2 Before handing over a boat to the next crew, the original condition shall be restored by the crew.

B3.3 Before handing over a boat to the next club, the crew sailing the boat shall report any damage or problem with the boat.

### **B4 Crew positioning**

B4.1 The crew shall not hang, push or pull on the standing rigging to promote the manoeuvre or to bring weight outboards. It is allowed to use the mast or the companionway for promoting the manoeuvre.

B4.2 The cockpit lines may be used with the exception that hanging on to the cockpit lines from the outside is prohibited.

B4.3 The crew shall not stand, sit or lie on the cockpit lines or pushpits.

### **B5 Bowsprit**

B5.1 The bowsprit shall be fully retracted at all times except when the gennaker is being set, is set, or is being retrieved, and shall be retracted at the first reasonable opportunity after the retrieval.

B5.2. At mark 1 the bowsprit shall not be set before the bow passes mark 1 to windward to round the mark.

B5.3. An extended bowsprit shall not be considered part of the boat for the purpose of  
a) establishing an overlap; b) establishing right of way, unless the gennaker is set.

### **B6 Shrouds and forestay**

It is prohibited to adjust shroud and forestay tension at all times while afloat. Backstay tension may be adjusted while racing.

### **B7 Gennaker**

When flag W is displayed on the race committee signal vessel, gennakers shall not be used while racing.

### **B8 Pumping**

RRS 42.3(c) is changed to:

A boat's crew may pump the mainsail and gennaker using the sails' sheets.

## Appendix C: Advertising

Example



## Appendix D: Damage report

If you detect any damage when taking over the boat, please notify the race committee before starting the race.
Boat number and club name
Skipper
Date and race number
Damage description
Reason for damage
Skipper signature

For organizing authority only:

Damage protocol received (date and time)
Has the reparation been executed satisfactorily:      yes/no
Estimated cost in Euro
Comments

### Attention:

In case of damage, every skipper is obliged to submit a complete damage report to the organizing authority whenever he/she detects damage or loss.



## Appendix E – Rule Changes in the Notice of Race

Følgende Kapsejlsregler er ændrede som beskrevet:

- \* RRS 26 er ændret således:  
3 minutter før startsignalet: Varselssignal: hvidt flag med rødt tal "3" vises  
2 minutter før startsignalet: Klarsignal: hvidt flag med rødt tal "3" fjernes og hvidt flag med gult tal "2" vises  
1 minut før startsignalet: Et-minut-signal: hvidt flag med gult tal "2" fjernes og hvidt flag med grønt tal "1" vises  
Startsignal: hvidt flag med grønt tal "1" fjernes  
De visuelle signaler vil blive givet sammen med et lydssignal. Tider skal regnes fra de visuelle signaler; der skal ses bort fra manglende afgivelse af et lydssignal.
- \*
- \* Regel 32 er ændret således: "Banen afkortes ikke".
- \* RRS 33 er ændret således: "Når et farvet flag er vist med gentagne lydssignaler ved gaten, er mærke 1 ændret. Det nye mærke har samme farve som flaget".
- \* Regel 40.1 er ændret således: "Alle besætningsmedlemmer skal være iført personligt opdriftsmiddel i henhold til DIN EN 393 eller EN ISO 12402-5, når de er ombord på en båd, som kapsejler". RRS 40.1. gælder fra båden forlader land.
- \* Regel 62.1(a) er ændret, således at kapsejlskomiteens manglende overholdelse af targettiden i sejlsbestemmelserne ikke kan være grundlag for en anmodning om godtgørelse.
- \* RRS A5.1 and A5.2 er ændret således:  
En båd, der starter senere end 3 minutter efter sit startsignal, vil blive scoret DNS eller DNC uden en høring.  
Hvis et eller flere besætningsmedlemmer på en båd ikke har deres klub-BIB overtrækstrøje på uden på deres tøj, vil båden uden høring få tilføjet 1 point til sin score for hver sejls, hvori dette sker. Dette ændrer også regel 63.1.  
En båd, som ikke fuldfører inden for 10 minutter efter, at den første båd har sejlet banen og fuldført, vil blive scoret DNF uden en høring. Dette ændrer også regel 35.
- \* RRS A5.2 er ændret således: "Alle både, der er DNC, DNS, OCS, DNF, RET eller DSQ i en sejls, scores 1 point mere end antallet af deltagende både i den sejls med det højeste antal deltagende både i den flight, hvori sejlsen indgår".

# APPENDIX UF

## UMPIRED FLEET RACING

### Danish Sailing League Edition

**Version:** May 20, 2022

*Umpired fleet races shall be sailed under The Racing Rules of Sailing as changed by this appendix. Races shall be umpired. The rule changes in UF1 have been approved by World Sailing under Regulation 28.1.5(b) on the condition that only the provided options are used. This appendix applies only when it is referred to in the Notice of Race and made available for all competitors.*

#### **UF1 CHANGES TO THE DEFINITIONS, THE RULES OF PART 1 AND 2, AND RULE 70**

**UF1.1** Add to the definition *Proper Course*: ‘A boat taking a penalty or manoeuvring to take a penalty is not sailing a *proper course*.’

**UF1.2** Add new rule 7 to Part 1:

#### **7 LAST POINT OF CERTAINTY**

The umpires will assume that the state of a boat, or her relationship to another boat, has not changed, until they are certain that it has changed.’

**UF1.3** *Spare.*

**UF1.4** When rule 20 applies, the following arm signals are required in addition to the hails:

- (a) for *room to tack*, repeatedly and clearly pointing to windward; and
- (b) for ‘You tack’, repeatedly and clearly pointing at the other boat and waving the arm to windward.

**UF1.5** Rule 70 is deleted.

**UF1.6** *Spare.*

#### **UF2 CHANGES TO OTHER RULES**

**UF2.1** Rule 28.2 is replaced with

#### **28 SAILING THE COURSE**

**28.2** A boat may correct any errors in *sailing the course*, provided she has not rounded the next *mark* or crossed the finishing line to *finish*.

**UF2.2** Rule 31 is replaced with

#### **31 TOUCHING A MARK**

While *racing*, neither the crew nor any part of a boat’s hull shall touch a starting *mark* before *starting*, a *mark* that begins, bounds or ends the leg of the course on which she is sailing, or a finishing *mark* after *finishing*. In addition, while *racing*, a boat shall not touch a race committee vessel that is also a *mark*.

UF2.3 *Spare.*

### UF3 ON WATER PROTESTS AND PENALTIES

#### UF3.1 Penalties

- (a) In this appendix, ‘a penalty’ will mean the following:  
A One-Turn Penalty taken in accordance with rule 44.2.
- (b) In this appendix, ‘a voluntary penalty’ will mean the following:  
A Half-Turn Penalty taken as follows: before the starting signal or on a leg to a windward mark she shall gybe and as soon as reasonable possible luff to a close-hauled course. On a leg to the gate or to the finishing line, she shall tack and as soon as reasonable possible bear away to a course that is more than ninety degrees from the true wind.

UF3.2 The first three sentences of rule 44.1 are replaced with: ‘A boat may take a voluntary penalty when, in an incident while *racing*, she may have broken one or more of the *rules* of Part 2 (except rule 14 when she has caused damage or injury), rule 31 or rule 42.’

#### UF3.3 On Water Protests by Boats and Penalties

- (a) While *racing*, a boat may protest another boat under a *rule* of Part 2 (except rule 14) or under rule 31 or rule 42; however, a boat may only protest under a *rule* of Part 2 for an incident in which she was involved. To do so she shall hail ‘Protest’ and conspicuously display a protest flag at the first reasonable opportunity for each. She shall remove the flag before, or at the first reasonable opportunity after a boat involved in the incident has taken a voluntary penalty or after an umpire’s decision.
- (b) A boat that protests as provided in rule UF3.3(a) is not entitled to a hearing. Instead, a boat involved in the incident may acknowledge breaking a *rule* by taking a voluntary penalty. An umpire may penalize any boat that broke a *rule* and was not exonerated, unless the boat took a voluntary penalty.

#### UF3.4 Penalties and Protests Initiated by an Umpire

- (a) When a boat
  - (1) breaks rule 31 and does not take a voluntary penalty,
  - (2) breaks rule 42, and does not take a voluntary penalty,
  - (3) gains an advantage despite taking a penalty or a voluntary penalty,
  - (4) commits a breach of sportsmanship,
  - (5) fails to comply with rule UF3.6 or to take a penalty when required to do so by an umpire, or
  - (6) breaks SI 14.2, B4, B5 or B7

an umpire may penalize her without a protest by another boat. The umpire may impose a penalty or more, each signalled in accordance with rule UF3.5(b), or disqualify her under rule UF3.5(c), or report the incident to the protest committee for further action. If a boat is penalized under rule UF3.4(a)(5) for not taking a penalty or taking a penalty incorrectly, the original penalty is cancelled;

(7) fails to comply with rule 28 an umpire shall disqualify her under rule UF3.5(c),

(b) An umpire who decides, based on his own observation or a report received from any source, that a boat may have broken a rule, other than rule UF3.6 or 28, or a rule listed in rule UF3.3(a), may inform the protest committee for its action under rule 60.3. However, he will not inform the protest committee of an alleged breach of rule 14 unless there is damage or injury.

### **UF3.5 Umpire Signals**

An umpire will signal a decision as follows:

- (a) A green and white flag with one long sound means 'No penalty.'
- (b) A red flag with one long sound means 'a penalty is imposed or remains outstanding.' The umpire will hail or signal to identify each such boat.
- (c) A black flag with one long sound means 'A boat is disqualified.' The umpire will hail or signal to identify the boat disqualified.

### **UF3.6 Imposed Penalties**

- (a) A boat penalized under rule UF3.5(b) shall take a penalty.
- (b) A boat disqualified under rule UF3.5(c) shall promptly leave the course area.

## **UF4 RACE COMMITTEE ACTIONS**

**UF4.1** After boats have finished, the race committee will inform competitors about the results over radio.

## **UF5 PROTESTS; REQUESTS FOR REDRESS OR REOPENING; APPEALS; OTHER PROCEEDINGS**

**UF5.1** No proceedings of any kind may be taken in relation to any action or non-action by an umpire.

**UF5.2** *Spare.*

**UF5.3** A boat intending to

- (a) protest another boat under a *rule* other than rule UF3.6 or rule 28, or a *rule* listed in rule UF3.3(a),
- (b) protest another boat under rule 14 if there was contact that caused damage or injury, or
- (c) request redress

shall inform the race committee no later than 2 minutes after the last boat finished the race.

A representative of the protesting boat shall be available on a shuttle rib for a hearing on the water right after the crew change.

**UF5.4** The time limit defined in rule UF5.3 also applies to protests under rule UF5.9, UF5.10 and UF5.11 when such protests are permitted. The protest committee shall extend the time limit if there is good reason to do so.

**UF5.5** The race committee will promptly inform the protest committee about any protests or requests for redress made under rule UF5.3.

**UF5.6 Protests and Redress**

- (a) Rule 60.1 is replaced with ‘A boat may protest another boat or request redress provided she complies with rule UF3.3(a) and rule UF5.3.’
- (b) The third sentence of rule 61.1(a) and all of rule 61.1(a)(2) are deleted.
- (c) Rule 62.1(a), (b) and (d) are deleted.

**UF5.7** The first three sentences of rule 64.2 are replaced with: ‘When the protest committee decides that a boat that is a *party* to a protest hearing has broken a *rule*, it may impose penalties other than disqualification, and may make any other scoring arrangement it decides is equitable. If a boat has broken a *rule* when not *racing*, the protest committee shall decide whether to apply any penalty to the race sailed nearest in time to that of the incident or make some other arrangement.’

**UF5.8** Other than action by a Protest Committee under rule 69.2:

- (a) Protests and requests for redress need not be in writing.
- (b) The protest committee may inform the protestee and schedule the hearing in any way it considers appropriate and may communicate this orally.
- (c) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.
- (d) If the protest committee decides that a breach of a rule has had no effect on the outcome of the race, it may impose a penalty of points or fraction of points or make another arrangement it decides is equitable, which may be to impose no penalty.
- (e) If the protest committee penalizes a boat in accordance with rule UF5.7 or if a standard penalty is applied, all other boats will be informed about the change of the penalized boat’s score.

**UF5.9** The race committee will not protest a boat.

**UF5.10** The protest committee may protest a boat under rule 60.3. However, it will not protest a boat for breaking rule UF3.6 or rule 28, a rule listed in rule UF3.3(a), or rule 14 unless there is damage or injury.

**UF5.11** The technical committee will only protest a boat under rule 60.4 when it decides that a boat or personal equipment does not comply with the class rules, rule 50, or the rules in the equipment regulations of the event, if such exist. In such a case, the technical committee shall protest.

**UF5.12** Rule 66.2 is replaced with ‘A party to a hearing under this appendix may not ask for a reopening.’