
IODA ASIAN SAILING CHAMPIONSHIP 2006

Fulung, Chinese Taipei
July, 27th - August, 5th 2006



SUPPLEMENTARY SAILING INSTRUCTIONS - I

for TEAM RACING CHAMPIONSHIP

1. RULES

- 1.1. The regatta will be governed by the 'rules' as defined in The Racing Rules of Sailing, including RRS Appendix D -when not amended thereafter-
- 1.2. The SI for the IODA Asian Individual Championship will apply unless they are inconsistent with these Supplementary Sailing Instructions-I (SSI-I), in which case these SSI-I shall apply.
- 1.3. The prescriptions of the Chinese Taipei Sailing Association will not apply.
- 1.4. Races will be umpired: see instruction 14.
- 1.5. Rule D5 is deleted.

2. ENTRIES

- 2.1. After the first five races (for each division if the fleet is divided) sailed in the Individual Asian Championship the total points of the four boats with the best cumulative results from each team, without discarding any of the results, will be added to give a team total score. The 16 teams with the best team total scores will race in the Asian Team Racing Championship (ATR).
- 2.2. If there are less than 16 teams with at least four sailors, the ATR will be raced with the number of existing teams.
- 2.3. The grid will be drawn according to the points in the first five races of the Asian Individual Championship as stated on Notice of Race 7.2 and on SI 2.1 above.
- 2.4. Each National team will include up to 5 competitors. A maximum of 4 boats from those National teams shall sail in a race. The assignment of boats to race shall be made by the coach or team leader at his/her discretion and may be varied after each race. The fifth boat not competing in the race shall remain within the waiting area for the duration of the race. Failure to do so may result in disqualification of the team.
- 2.5. Teams not intending to enter in the ATR shall notify the Race Committee immediately after the results of the first five races of the Individual Championship are published. Such a team will be left out of consideration, thus enabling another team to race in the ATR.

3. CHANGES TO THE SAILING INSTRUCTIONS

Amendments to the Sailing Instructions may be made also on the water, and be verbally communicated to the participants: this will be signaled by the display of the Third Substitute pennant accompanied by three sound signals, to signal that the competitors should come close to the Race Committee to receive the verbal instructions. This amends the Race Signals contained in the ISAF RRS.

4. FORMAT OF RACING

- 4.1. Attachment 2 to these SSI-I shows the format of racing.
- 4.2. The format will be a double elimination series where each team will race at least two times. Teams having lost two times are eliminated from the competition and may return ashore. However, as shown in Attachment 2, the team that loses its first

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race in R21 is qualified as 2nd and the team that, having lost only one race, wins R22 is qualified as 3rd. (depend on how many teams.)

4.3. Teams will be seeded in Flight A from 1st to 16th according to their overall standings as stated in SSI-I 2.1. Teams will be seeded in ascending order on total team score.

5. SCHEDULE OF RACES

5.1. Racing is scheduled on August 1st. If the ATR can not be completed on that day, it may be completed on the spare day, August 2nd. (see SI 8.3)

5.2. Attachment 2 to these SSI-I shows the numbers of races and the order in which races will be started.

5.3. The scheduled time of the warning signal for the first race each day is 11:00.

6. CLASS FLAGS

Class flags will be white flags national sail letters in black figures, according to SSI-I 4.3.

7. RACING AREAS

7.1. The ATR will be raced in one course, which will be set in the racing area shown in Appendix 1 of the Sailing Instructions.

8. THE COURSES

8.1. The diagram in Attachment 1 shows the course, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.

8.2. The Race Committee will set a course which will take approximately 15 - 20 minutes. An actual shorter or longer racing time shall not be grounds for seeking redress.

8.3. Courses will not be shortened. This changes rule 32.

9. MARKS

9.1. Marks 1, 2 and 3 will be orange inflatable spherical buoys.

9.2. Marks at starboard ends of the starting and finishing lines will be Race Committee Vessels with staffs displaying an orange flag.

9.3. Marks at port ends of starting and finishing lines will yellow inflatable spherical buoys.

10. THE START

10.1. Races will be started as follows (this changes rule 26):

<i>Signal</i>	<i>Flag and Sound</i>	<i>Minutes before starting signal</i>
Warning	Class flags; 1 sound	5
Preparatory	P; 1 sound	3
One-minute	Preparatory flag removed; 1 sound	1
Starting	Class flags removed; 1 sound	0

10.2. The starting line will be the line between two starting marks as stated on SSI-I 9.2 and 9.3.

10.3. Signals will be made from the committee vessel at the starboard end of the starting line.

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- 10.4. Boats not racing shall remain within the waiting area, which is situated to leeward of the starting line as shown in SSI-I Attachment 1, during the conduct of team racing, until all races are finished. The windward boundary of the Waiting Area will be marked by red buoy.
- 10.5. Immediately after finishing, boats that have finished shall return directly to the waiting area, keeping well clear of all boats racing and of all boats whose warning signal has been made.
- 10.6. A boat starting later than 2 minutes after her starting signal will be scored Did Not Start. This changes rule A4.1.

11. INDIVIDUAL RECALL

Individual recalls will be made in accordance with RRS 29.1 except that flag X will be flown for up to 2 minutes (changing RRS 29.1).

12. THE FINISH

The finishing line will be between a staff displaying an orange flag on the finishing boat at the starboard end and the finishing mark at the port end.

13. TIME LIMITS

Boats failing to finish within 10 minutes after the first boat sails the course and finishes will be scored Did Not Finish. This changes rules 35 and A4.1.

14. UMPIRING

- 14.1. Races will be umpired. For the purpose of these SSI-I, 'umpire' means any member of the International Jury or other person appointed by the chairman of the IJ.
- 14.2. Rule D2.3(a) will apply.
- 14.3. Modify Rule D2.2(d)(4) as follows:
 - Delete "or report the incident to the protest committee, signaled by displaying a black flag or both" and;
 - Add "Both flags, black and red together, with a long sound signal mean: 'The penalized boat is disqualified. However, she may continue racing.'"
- 14.4. Modify Rule D2.4 by adding:

"d) A boat intending to protest another boat under rule 14 when there is damage, or intending to request redress, shall clearly display a red flag as soon as possible after finishing or retiring and inform the Race Committee, but not later than two minutes after the race is completed or after the Race Committee decision on scoring is given."

15. SCORING

- 15.1. Scoring will be in accordance with RRS D3.1, except that rule D3.1(a) and (b) are deleted and replaced by:

"(a) Each boat finishing a race shall be scored points equal to her finishing place, except that:

 - (1) A boat that did not compete (DNC), did not start (DNS), did not finish (DNF), retired after finishing (RAF) or that broke rule 29.1 (OCS) shall be scored 9 points; and
 - (2) A disqualified boat (DSQ) shall be scored 12 points.

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(3) A boat finishing the race without complying with rule 28.1 within the time limit described in SSI-I 13 shall be scored (DSQ) without a hearing.”

15.2. Appendix A6 will apply.

15.3. The winner of the Championship will be the winner of race R21. (depend on how many teams.)

15.4. Rule D4 is deleted. When Flight F is not completed, teams will be ranked inside each Final (R27 and R28) according to her ranking when entering the ATR.

16. SUPPORT

Team leaders, coaches and other support personnel shall remain at anchor, on their allocated coach boats, within the waiting area as defined in SSI Attachment 1 Course during the conduct of team racing. Only one official representative from each participating country may be in the waiting area as defined. The penalty for failing to comply with this requirement may be disqualification of the team associated with the infringing support personnel.

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Attachment 1: The Course

Course configuration: Start - 1 - 2 - 3 - Finish.

Marks 1, 2 and 3 shall be left to port.

Angles are approximate.

