



INTERNATIONAL ETCHELLS CLASS
2008 World Championship
Presented by World Sport Chicago

Chicago Yacht Club, Chicago, Ill. USA
June 23rd to June 28th, 2008

The Organizing Authority is the Chicago Yacht Club in conjunction with the Etchells Fleet 11

REGATTA OFFICIALS

Event Organizer: Rick Kaiser- Chairman
Race Committee: Tom Duggan- Chairman

International Jury: Lisa Bettcher- Chairman
Ruth Miller- USVI
Lynn Beale- CA
Bill Thorpe- USA
Robert Milner- UK

INTERNATIONAL ETCHELLS CLASS
2008 World Championship
SAILING INSTRUCTIONS

1 RULES

1.1 The regatta will be governed by the 'rules' as defined in The Racing Rules of Sailing 2005 – 2008 (RRS).

1.2 The prescriptions of US Sailing to RRS 68 and 76.1 will apply.

1.3 The rules of the International Etchells Class Association will apply except as modified by these Sailing Instructions.

1.4 The Championship is an ISAF Recognized Event and is sanctioned by the International Etchells Class as a Class A event. All competitors shall meet the eligibility requirements of the International Etchells Class and shall comply with the ISAF Eligibility Code, Regulation 19.

1.5 This is a Category A event pursuant to the ISAF Advertising Code and Etchells Class Rules. The Organizing Authority may require all participating boats to display the event sponsor's advertising in accordance with ISAF Regulation 20.3 (d) (i).

1.6 If there is a conflict between languages, the English text will take precedence.

1.7 If there is a conflict between rules or regulations, other than RRS, the Sailing Instructions will prevail.

1.8 All boats shall carry the GPS receivers provided by the regatta organizers for the intent of race playback using the Kattack system. IECA class rules prohibiting GPS navigating devices are changed to allow these GPS receivers only, with the following conditions: The device shall remain inside of the provided storage case such that no data may be taken from it while on the water. In case of emergency, the GPS may be used. Doing so shall constitute a boats withdrawal from the race where the emergency occurred or the next race that day if the observation is not during a race. The IGC has approved this use of the Kattack system for this regatta. No data or any other information produced by any competitor's Kattack device may be used as evidence in,

or the basis for, any protest or request for redress by a boat. This instruction changes RRS 63.6. and IECA class rule 7.14.

2 NOTICES TO COMPETITORS

Notices to competitors will be posted on the Official Notice Board located at Chicago Yacht Club, Belmont Station, in the entry lobby.

3 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 0830 hours on the day it will take effect, except that any change to the schedule of races will be posted by 1900 hours on the day before it will take effect.

4 SIGNALS MADE ASHORE

4.1 Signals made ashore will be displayed at on the flag pole at the East end of the club barge.

4.2 When flag AP is displayed ashore, ‘1 minute’ is replaced with ‘not less than sixty minutes’ in race signal AP. This changes RRS Race Signals.

4.3 When flag Y is displayed ashore, RRS 40 applies at all times while afloat. This changes RRS Part 4 Preamble.

5 REGISTRATION

5.1 Eligible boats shall register with the Organizing Authority on June 19th, 20th and 21st between 0900 hours and 1700 hours. Registration formalities as detailed in the Notice of Race are required to be completed by 1700 hours on June 21st.

5.2 All boats will be issued bow numbers at registration. Competitors shall attach the numbers to the forward part of each side of each boat, with the after part of the bow number to be no more than one meter from measurement point A and the top of the bow number to be no more than 20 millimeters below the gunwale. No numbers may wrap around the stem or the gunwale and the spacing between characters shall be 70 mm.

6 SCHEDULE OF RACES

6.1 Racing is scheduled as follows:

<u>Date</u>	<u>Race</u>	<u>First Warning</u>
Sunday, June 22	Practice Race	1300
Monday, June 23	Race Day 1	1130
Tuesday, June 24	Race Day 2	1130
Wednesday, June 25	Race Day 3	1130
Thursday, June 26	Race Day 4	1130
Friday, June 27	Race Day 5	1130
Saturday, June 28	Race Day 6	1130
Sunday, June 29	Reserve Day	1130

6.2 Nine races are scheduled. More than one race may be sailed on any race day.

6.3. The Reserve Day, Sunday June 29th, will be used only if it is necessary to complete six races required to constitute a series.

6.4 The Class International Governing Committee may permit the Race Committee (RC) to deviate from the above schedule.

6.5 When more than one race will be held on the same day, the signal boat shall fly an “R” flag before the first boat completes the first race. The warning signal for each succeeding race will be made as soon as practicable.

7 CLASS FLAG

The class flag will be the Etchells Class insignia on a white background or Flag E.

8 RACING AREA

8.1 Racing will take place in the vicinity of 2 to 3 miles East of the Belmont Harbor entrance.

8.2 Boats will be required to check in on the water each day before the first race of the day. There will be a "Check In" boat in the starting area flying an "L" flag before the first warning signal each day. Boats shall sail past the check in boat while displaying their sail and bow number and be acknowledged by the RC personnel on the boat. It is the responsibility of the competitors to confirm they have been acknowledged by the RC. Failure to check in and be acknowledged by the RC may result in a protest by the RC. The penalty shall be a 20% penalty for the next race completed as calculated in RRS 44.3 (c).

9 THE COURSES

9.1 The diagrams below show the course configuration, including the order in which marks are to be passed, and the side on which each mark is to be left. The length of the first leg will be approximately 3 nm.

9.2 The course to be sailed will be designated by displaying Numeral Pennant 1 or 2 from the race committee starting vessels no later than the warning signal.

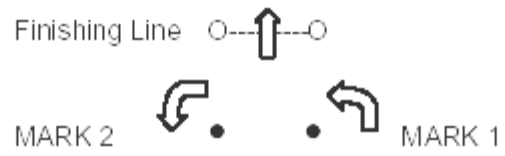
9.3 Race committee starting vessels will display the approximate compass bearing from the center line start boat to mark 1.

9.4 In the event that either Mark 3P or Mark 3S is missing, the remaining mark is to be left to port.

9.5 Courses may be shortened in accordance with RRS 32 and Race Signals.

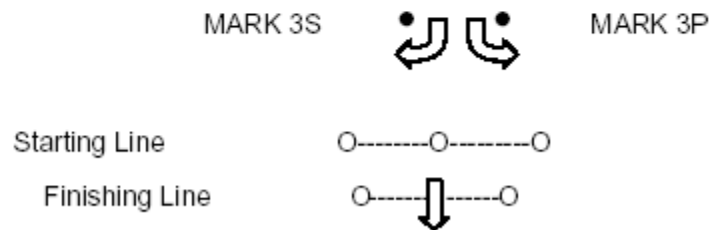
Course 1

Start – 1 – 2 - 3P/3S – 1 – 2 - 3P/3S – Finish



Course 2

Start – 1 – 2 – 3P/3S – 1 – 2 – Finish



10 MARKS

10.1 Marks 1, 2, 3P and 3S will be orange tetrahedrons.

10.2 New marks, as provided in RRS 33, will be yellow tetrahedrons. When in a subsequent change a new mark is replaced, it will be replaced with an original mark.

11 THE START

11.1 Races will be started using RRS 26. Visual signals will be displayed from all three start line vessels, including visual recall signals. However, sound signals will be made from the center line vessel only. This changes Race Signals, RRS 29.1, and RRS 29.2.

11.2 To alert boats that a race will begin soon, an orange flag will be displayed from each start line boat together with a sound signal for at least five minutes before a warning signal is displayed.

11.3 The starting line will be between the signal mast displaying an orange flag on the starboard end vessel and a signal mast displaying an orange flag on the center vessel and between a signal mast displaying an orange flag on the center vessel and the signal mast displaying an orange flag on the port end vessel.

11.4 A boat starting later than 10 minutes after the starting signal will be scored DNS. This changes RRS A4.1.

11.5. In the event of a general recall of a black flag start, the bow numbers of boats that have violated RRS 30.3 will be posted on the center line vessel only.

12 CHANGE OF THE NEXT LEG OF THE COURSE

12.1 Course changes of less than 5 degrees may be made with no signal and no change of mark color. This changes RRS 33.

13 THE FINISH

The finishing line will be between the signal mast displaying an orange flag on the race committee vessel at the starboard end and the mast displaying an orange flag on the race committee vessel at the port end.

14 PENALTY SYSTEM

14.1 The penalty for breaking a rule of Part 2 shall be a One Turn Penalty (one tack and one gybe in the same direction) except that for infringements occurring within the Two Length Zone the penalty shall be a Two Turns Penalty (two tacks and two gybes in the same direction). This changes RRS 44.1 and 44.2.

14.2 A boat that has taken a penalty or retired under RRS 31.2 or 44.1 shall complete an acknowledgement form at the race office within the protest time limit.

15 TIME LIMITS

15.1 The time limit for Course 1 will be 4 hours from the starting signal. The time limit for Course 2 will be 3 hours from the starting signal. Boats failing to finish within 60 minutes after the first boat sails the course and finishes will be scored Did Not Finish. This changes RRS 35 and A4.1.

15.2 If no boat has passed the first windward mark one hour after the starting signal, the race shall be abandoned.

16 PROTESTS AND REQUESTS FOR REDRESS

16.1 Protest forms are available at the race office. Protests shall be delivered there within 1 hour of the docking time of the signal boat. This time will be posted on the Official Notice Board. This changes RRS 61.3 and 62.2.

16.2 Notices will be posted within 30 minutes of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held on the Chicago Yacht Club sailing school barge beginning at approximately 1 hour from the signal boat docking time.

16.3 Notices of protests by the Race Committee or the International Jury will be posted within the protest time limit on the Official Notice Board to inform boats under RRS 61.1(b).

16.4 Prior to a hearing and with the permission of the International Jury, a boat that has broken a rule of Part 2 of the RRS and has not complied with the requirements of RRS 31 or 44.1, may accept a 40% penalty, calculated on the number of boats entered rounded to the nearest whole number (rounding 0.5 upwards), except that she shall not be scored worse than DNF.

16.5 For protests involving an alleged breach of the rules of Part 2 of the RRS and involving no more than two boats, an arbitration hearing shall be held prior to a protest hearing. This modifies Part 5 Section B of the RRS. If the parties agree to the findings of the arbitration, then the penalty will be a 40% penalty, calculated on the number of boats entered rounded to the nearest whole number (rounding 0.5 upwards), except that she shall not be scored worse than DNF.

16.6 For infringements of the rules other than Part 2, the International Jury may award a lesser penalty than DSQ.

16.7 For the purpose of RRS 64.3(b) the 'authority responsible' is the Class International Governing Committee.

16.8 Breaches of instructions 5.2, 8.2, 14.2, 18, 19, 22, 23, 24 and 25.2 will not be grounds for protest by a boat. This changes RRS 60.1(a). Penalties for these breaches may be less than disqualification if the International Jury so decides.

16.9 On the last day of the regatta:

- (a) a request for reopening a hearing shall be delivered within the protest time limit if the party requesting reopening was informed of the decision on the previous day;
- (b) a request for reopening a hearing held on the last day shall be delivered no later than 30 minutes after the party requesting reopening was informed of the decision on that day; the time limit to request redress based upon an action or omission of the Race Committee or International Jury shall be 30 minutes after the final results are posted. This changes RRS 62 and 66.

16.10 Decisions of the International Jury will be final as provided in RRS 70.4.

17 SCORING

17.1 The Low Point scoring system of RRS Appendix A will apply.

17.2 Six races are required to be completed to constitute a series.

18 SAFETY REGULATIONS

18.1 A boat that retires from a race shall notify the Race Committee as soon as possible.

18.2 Each boat shall sign-in following racing for the day on a sign-in sheet located next to the race committee room door on the main floor of the Belmont Clubhouse within one hour of the official docking time of the race committee signal boat.

19 REPLACEMENT OF CREW OR EQUIPMENT

19.1 Substitution of crew will not be allowed without prior written approval of the International Jury, and such requests shall be submitted to the Race Committee for verification of eligibility and crew weight of the substitute crew.

19.2 After measurement and completion of racing, no boat, sail or any item of measured equipment shall leave the venue (Chicago Yacht Club, Belmont Station and the designated docks

and immediate shore area.) without being posted on the Official Equipment Sign-out Sheet on the Official Notice Board. It is the sole responsibility of each skipper to ensure proper recording.

20 EQUIPMENT AND MEASUREMENT CHECKS

20.1 A boat or equipment may be inspected at any time for compliance with the Class rules and sailing instructions which may include RRS 43 and One Design Rules 7.1 and 7.2.

20.2 On the water, a boat can be instructed by the Race Committee or the Jury to proceed immediately to a designated area for inspection.

21 CREW WEIGHING

21.1 The weights and total combined crew weight of each crew including skipper will be determined prior to racing and the total combined weight of crew members for each boat will be posted on the Official Notice Board.

21.2 Each crew member of each boat will be weighed on Sunday June 22 between the hours of 0700 and 1000 to ensure compliance with One Design Rule 7.1. The total combined weight of crew members of each boat will be posted on the official notice board. Each crew member on each boat will be reweighed on Friday June 27 between the hours of 0700 and 0930 to ensure compliance with One Design Rule 7.1. Weighing scales will be available on each race day from 0700 to 0930.

21.3 Crew substitutions will not be permitted for the purpose making the weight limit.

21.4 Weighing scales will be available on each race day in the Race Office from 0830 to 0930.

22 SUPPORT BOATS

22.1 Support boats must be registered with the Organizing Authority and shall be marked with identifying flags issued by the Organizing Authority.

22.2 Competitors shall have no communication with, and boats shall not be tied to, coach or support boats from the first Warning Signal of the day until racing has been concluded for the day. Between races, coach and support boats shall not approach, communicate with or transfer provisions or equipment to or from their supported boats unless in a medical or emergency requirement threatening the health of the crew or the flotation of the boat and only with the expressed permission of the International Jury.

22.3 Registered coach and support boats and their personnel shall stay at least 100 meters below the starting line from the time of the Preparatory Signal until five minutes after the start of any race. After this time, coach and support boats may then proceed parallel to the course on the starboard side of the course facing the wind at a distance of at least 100 meters outside areas where boats are racing. No coach and support boats may go above or below the weather marks or leeward marks and/or the finishing marks at any time while boats are racing.

22.4 Any breach of SI 22.2 or 22.3 by a coach or support boat may result in a penalty being applied to any or all boats serviced by that coach or support boat. The penalty may be disqualification or some other penalty as determined by the International Jury.

22.5 Coach and support boats shall, when requested by the Race Committee, tow or assist boats not associated with them. Coach and support boats will monitor VHF channel 73 and shall follow all instructions from the Race Committee.

23 HAUL-OUT RESTRICTIONS

23.1 All boats shall be afloat before 1400 hours on June 22nd.

23.2 No boat shall be lifted out of the water after 0900 on Sunday, June 22nd through the conclusion of the championship without the permission of the International Jury.

24 PLASTIC POOLS

Plastic pools or their equivalent shall not be used around competing yachts between the opening of registration and the end of the regatta.

25 RADIO COMMUNICATION

25.1 This supplements but does not change RRS 2 and 41 for the IECA. All boats must carry a marine band VHF receiver capable of receiving normal international channels and US channels 9, 16, 71, 72, 73 and 78. Boats may only use the radio to report retirement from racing and to request assistance in an emergency. No other transmissions are permitted by competing yachts during each racing day until the end of the last race of the day. The Race Committee may use the radio to advise competitors of race information.

25.2 A boat that retires from a race shall notify the race committee as soon as possible. A boat retiring shall notify the race committee on VHF 73, or immediately once ashore by reporting to the front desk at the Belmont Station. Failure to do so may result in a protest by the race committee. If the jury finds against a boat during the hearing, the penalty shall be a 20% penalty as calculated in RRS 44.3(c). The penalty will be applied to the next race the boat finishes in this series. In addition, the owner of the boat may be responsible for all expenses incurred for search and rescue efforts by the Organizing Authority or local authorities. Boats may not be protested by another boat for infractions of this instruction. This changes RRS 60.1(a).

26 PRIZES

26.1 The World Championship Perpetual Trophy will be awarded to the overall winner.

26.2 Perpetual trophies will be awarded to the individual race winners of races one through nine, the Masters' Division winner, the Seniors' Division winner and the Bill Munster Sportsmanship Trophy.

26.3 Keeper trophies will be awarded to the first five places overall. Other prizes may be awarded at the discretion of the Organizing Authority.

27 DISCLAIMER OF LIABILITY

27.1 Competitors participate in the regatta entirely at their own risk. It is the competitor's decision to enter the Championship or to start or continue in any race. Competitors' attention is drawn to RRS Fundamental Rule 4 which states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."

27.2 The Organizing Authority is not responsible for the seaworthiness of a yacht whose entry is accepted or the sufficiency or adequacy of its equipment. The Organizing Authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

28. INSURANCE

28.1. All Yachts competing are required to carry current Third Party Property Liability Insurance.

28.2. Each Skipper and/or co-skipper is liable for any third party personal injury claims. It is strongly recommended that each yacht be covered by appropriate Third Party Personal Injury Liability Insurance of not less than \$300,000.00US.