



## SAILING INSTRUCTIONS

### **ATHENS MATCH CHALLENGE – 2022**

#### **WORLD SAILING GRADE 4**

*MARCH 12 – 13, 2022*

#### Abbreviations:

PC – Protest Committee  
OA – Organising Authority  
RRS – Racing rules of sailing  
IJ – International Jury

RC – Race Committee  
NA – National Authority  
SI – Sailing Instructions  
NoR – Notice of Race

#### **1. RULES**

- 1.1 The event will be governed by
- (a) The rules as defined in RRS 2021-2024, incl. appendix C
  - (b) the rules for Handling Boats (SI Addendum C), which also apply to any practice sailing and sponsor races. Class rules will not apply.
  - (c) any prescriptions of the national authority that will apply shall be posted on the official notice board.
- 1.2 If there is a conflict between languages, the English text will take precedence.
- 1.3 The RRS are changed as follows:
- (a) When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in Race Signals AP.
  - (b) RRS 32 is deleted and replaced with: 'After the starting signal, the RC may abandon or shorten any match for any reason, after consulting with the match umpires when practical.'
  - (c) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only. This changes Race Signals.
- 1.4 When the umpires proceed under RRS C8.6 they will follow the guidance in SI Addendum E.

#### **2. ENTRIES and ELIGIBILITY**

- 2.1. Only skippers invited by the OA are eligible for the event. The skippers are listed in SI Appendix A.
- 2.2. To remain eligible the entire crew shall complete registration, pay the deposit 500 EUR for damage and complete crew weighing, all between March 11<sup>th</sup> 09:00 to 15:00 & 17:30 to 20:30 & March 12<sup>th</sup> 08:30 to 09:30 unless extended by the OA.
- 2.3. The damage deposit is the limit of liability of each skipper for each incident. In the event that a deduction is made from the deposit, the skipper will be required to restore the deposit to the original value in to maintain eligibility.



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- 2.4. Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or PC.
  - 2.5. After the warning signal for a match, the registered skipper shall not leave the helm except in an emergency.
  - 2.6. When a registered skipper is unable to continue in the event, the OA may authorize an original crew member to substitute.
  - 2.7. When a registered crew member is unable to continue in the event, the OA may authorize a substitute, a temporary substitute or other adjustment.

### 3. COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located at the Race Office and communicated via mobile to each skipper.
- 3.2 Signals made ashore will be displayed on the RC boat.
- 3.3 Skippers shall attend the daily briefing, which will be at HORC at 09.00 on March 12 & 13, unless excused by the OA.
- 3.4 The daily meeting with the umpires will follow the daily briefing.

### 4. AMENDMENTS TO SAILING INSTRUCTIONS

- 4.1 Amendments to the SI made ashore will be posted at least 30 minutes before the start of any race affected and will be signed by the RC and the PC representatives, except for changes in the time for the first attention signal, which will be signalled in accordance with SI 8.7.
- 4.2 Amendments made afloat will be communicated by an umpire verbally or in writing. **Flag 3<sup>rd</sup> substitute** and sound signals are not necessary.

### 5. BOATS AND SAILS

- 5.1 The event will be sailed in Platu25 type boats.
- 5.2 The sails to be used will be allocated by the RC. The sail combination to be used will be signalled from the RC boat with or before the attention signal. The signals will have the following meanings:

<b>Signal</b>	<b>Sail combination to be used</b>
None	Jib, Mainsail, Spinnaker
Flag X	Jib, Mainsail, No Spinnaker

- 5.3 Competitors may be requested to exchange sails during a series to satisfy sponsorship commitments. This will not be grounds for redress. This changes RRS 62.
- 5.4 The RC will decide which boats are to be used for each stage and when they decide a boat should not be used, the skipper assigned that boat will be given the temporary use of another boat.
- 5.5 The RC may permit a substitute boat when it is satisfied that the original boat is damaged and that repairs in the time available are not practical.

### 6. IDENTIFICATION and ASSIGNMENT OF BOATS

- 6.1.1 Boats will be identified by colours on the mainsails
- 6.2 Boats will be drawn at the beginning of each stage or as decided by the RC
- 6.3 Boats will be exchanged in accordance with the pairing list and race schedule.

## 7. CREW MEMBERS, NUMBER and WEIGHT

- 7.1 The total number of crew (including the skipper) shall be 4 for Open and 5 for all Women crews; excluding persons placed on board by the RC. All registered crew shall sail all races.
- 7.2 The total weight of the crew, including the skipper, dressed in at least shorts and shirts, shall not exceed 350 kg, determined at the time of registration.
- 7.3 All registered crew shall sail all matches unless permission for change is given under SI 2.6 or 2.7.

## 8. EVENT FORMAT AND STARTING SCHEDULES

- 8.1 The event format detailed in SI Appendix B. The RC reserves the right to alter this format during the Event.
- 8.2 (a) In a knock-out series between two skippers they shall alternate assigned ends for each match. Unless designated in the pairing list, the initial assigned ends shall be determined by a draw. This changes RRS C4.1.  
(b) When a knock-out series between two skippers has been decided, further matches between these two shall not be sailed.  
(c) Crews will exchange boats after odd matches of each series unless otherwise agreed by both skippers.
- 8.3 The racing days are scheduled as March 12<sup>th</sup> to 13<sup>th</sup>.
- 8.4 The latest time for an attention signal on the last scheduled day of racing will be around 17.30
- 8.5 The number of matches to be sailed each day will be determined by the RC.
- 8.6 The RC may terminate any stage or the event when, in its opinion, it is impractical to attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favour of later stages.
- 8.7 The intended time of the first attention signal each day is 10:30.
- 8.8 Each subsequent flight will be started as soon as practicable after the previous flight.
- 8.9 When a match cannot start at its intended time, the signals and starts of the following matches will remain as originally scheduled, leaving a blank start for the pair not starting. No starting sequence flags will be displayed for a blank start.
- 8.10 When, in a knock out series, a winner of a particular series has been determined, subsequent starts shall be brought forward to eliminate blank starts. Competitors will be so advised orally by an umpire.

## 9. RACING AREA

The racing area will be in Faliro Bay. to the proximity of the entrance of Mikrolimano The racing area will be situated as close to the shore as practicable.

## 10. COURSE

### 10.1 Configuration, Signals and Course To Be Sailed.

#### (a) Configuration (not to scale)

Mark W 

Mark L 

Start/Finish -----

#### (b) Signals and course to be sailed

Course signals will be displayed from the RC vessel at or before the warning signal.  
Marks W and L shall be rounded to starboard

##### Signal:

No extra Signal

Flag number "4"

Flag number "5"

Flag "S"

##### Course:

Start - W - L - W - Finish

Start - W - L - W - L - W - Finish

Start - W - L - W - L - W - L - W - Finish

Start - W- Finish

#### (c) Description of Marks

The RC boat will be identified by an **Orange RC** Flag.

The starting/finishing line mark will be a pole with orange flag.

Mark W will be (a) a buoy with NISSOS Logo , or (b) a green buoy, or (c) a red buoy. The RC will fly a green or red flag to indicate the Mark W to be used. If no flag is displayed Mark with the NISSOS logo is to be rounded. Should different matches of the same flight be directed to different buoys, this will be indicated by flying the green or red flag together with the respective numerical pennant of the starting signal.

Mark L will be a buoy with NISSOS Logo.

### 10.2 Starting/Finishing Line

The starting/finishing line will be a straight line between the course side of a starting/finishing line mark and an orange RC flag on the RC vessel.

## 11. BREAKDOWN SIGNAL and TIME FOR REPAIRS

11.1 Before the attention signal of a flight or within two minutes of finishing, or within five minutes of changing into a new boat, whichever is later, a boat may display flag L to signal breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to close to leeward of the RC boat and remain there, unless otherwise directed.

11.2 The time allowed for repairs shall be at the discretion of the RC.

11.3 After the attention signal of a flight, a match will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 11.1.

11.4 Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 62.

## 12. CHANGE OF THE NEXT LEG OF THE COURSE

### 12.1. RRS 33 and Race Signals is changed as follows:

- (d) Flag C and a coloured flag or board together with repetitive sound signals means: 'The windward mark has been moved. Sail to the mark with the same colour as the flag or board'.
- (e) When a change of course after starting only affects some matches these shall be designated by the appropriate numeral pennant.

### 12.2. Signalling vessel

- (a) When a change of course is made for the first leg, the signal shall be displayed from the RC boat with the preparatory signal for each match affected. The preparatory signal shall be followed by a series of repetitive sound signals.
- (b) When a change of course is signalled after the first leg it shall be displayed from a boat in the vicinity of mark L.

## 13. TIME LIMIT

A boat that does not finish within 5 minutes after her opponent has completed the course and finished, will be scored DNF. This changes RRS 35

## 14. COACH BOATS

- 14.1. No coach boats will be permitted

## 15. MEDIA, IMAGES and SOUND

### 15.1. If required by the OA:

- (a) Television personnel and equipment (or dummies) supplied by the OA shall be carried on board while racing.
- (b) Competitors shall wear microphones supplied by the OA during racing and be available for interviews when advised by the OA or RC.
- (c) Registered skippers shall wear communications equipment supplied by the OA that will allow commentators to communicate with them whilst racing.
- (d) Competitors shall not interfere with the normal working of the OA supplied media equipment.

15.2. The OA shall have the right to use any images and sound recorded during the event free of any charge.

## 16. PRIZES

There will be non monetary prizes awarded for the first three places.

## 17. CODE OF CONDUCT

- 18.1 Competitors shall comply with any reasonable request from any official, including attendance at official functions, co-operation with event sponsors and shall not behave so as to bring the event into disrepute.
- 18.2 Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Appendix C and D.
- 18.3 The following actions by skippers and/or crew while racing may be considered a breach of sportsmanship under RRS C8.3(c) and may result in an umpire initiated penalty under RRS C5.2 or C5.3: - Excessive attempts to verbally coerce, coach or influence umpire decisions; - Repetitive or ongoing objection to an umpire decision (verbal or otherwise); - Abuse of umpires before or after a decision (See also MR Call M4).
- 18.4 Breaches of this SI may also be referred to the PC. Any penalty will be at the discretion of the PC/IJ and may include exclusion from further participation in the event, the withdrawal of any prize money or the withholding of deposits.



18.5 Gross breaches of this SI may be referred to the PC by the OA for action under RRS 69.

#### 18. DISCLAIMER

All those taking any part in the event do so at their own risk. The OA, its associates and appointees accept no responsibility for any loss, damage, injury or inconvenience incurred, howsoever caused.

#### SI ADDENDUM A

#### UMPIRE TEAM

1	MARIOS ZISSIMATOS	IU	GRE
2	ALINA STRATIGIOU	-	GRE

#### LIST OF ELIGIBLE SKIPPERS

No	Skipper	Country	World Sailing Ranking
1	ΓΙΩΡΓΟΣ ΠΑΝΑΓΙΩΤΙΔΗΣ	GRE	1
2	ΓΙΩΡΓΟΣ ΤΣΟΥΛΦΑΣ	GRE	2
3	ΜΙΧΑΛΗΣ ΒΑΙΔΑΝΗΣ	GRE	3
4	ΛΕΥΤΕΡΗΣ ΠΑΝΟΔΗΜΟΣ	GRE	4
5	ΒΑΓΓΕΛΗΣ ΧΕΙΜΩΝΑΣ	GRE	5



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## SI ADDENDUM B

### EVENT FORMAT and SCHEDULE OF RACES

#### EVENT FORMAT

- 1 **First Stage** - Round Robin  
Single Round Robin in one group  
The 1<sup>st</sup> placed skipper of the RR will proceed to Finals
- 2 **Second stage** – Semi-finals
  - (a) SF1- The 2<sup>nd</sup> placed skipper of the RR will select opponent among 3<sup>rd</sup> , 4<sup>th</sup> and 5<sup>th</sup> of RR. The former will also select entry side.
  - (b) SF2 – The remaining skippers out of the 2-5 of the RR will sail against each other. The highest ranked skipper will select entry side.
  - (c) The winner of SF1 against winner of SF2. Skippers will draw boats and entry sides. The skippers to score 2 points shall proceed to the Finals. The loser shall be awarded the 3<sup>rd</sup> place
- 3 **Third Stage** - Final Places four and five – Petit Finals
  - (a) The loser of SF1 will sail a knock out against loser of SF2. Skippers will draw boats and entry sides.
  - (b) The first skipper to score 2 points shall be awarded fourth place, the other fifth place.
- 4 **Four stage** - Finals

The 1<sup>st</sup> placed skipper of the RR against the winner of SF1-Sf2  
The first skipper to score 3 points shall be the winner, the other shall be awarded second place

## SI ADDENDUM C

### HANDLING BOATS

#### 1 GENERAL

While all reasonable steps are taken to equalise the boats variations will not be grounds for redress. This changes RRS 62.

#### 2 PROHIBITED ITEMS and ACTIONS

Except in an emergency or in order to prevent damage or injury, or when directed by an umpire otherwise, the following are prohibited.

- 2.1 Any additions, omissions or alterations to the equipment supplied.
- 2.2 The use of any equipment for a purpose other than that intended or specifically permitted.
- 2.3 The replacement of any equipment without the sanction of the RC.
- 2.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 2.5 Moving equipment from its normal stowage position except when being used.
- 2.6 Boarding a boat without prior permission.
- 2.7 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC, or, on race days, while 'AP' is displayed ashore.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Using a flattener as a reef.
- 2.10 Attaching lines to the fabric of spinnakers.
- 2.11 Perforating sails, even to attach tell tales.
- 2.12 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- 2.13 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.14 Using a winch to adjust the mainsheet, backstay or vang.
- 2.15 Adjusting lifeline tension.
- 2.16 Using a reef line as an outhaul.
- 2.17 Cross winching foresail sheets.
- 2.18 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.19 The use of electronic instruments other than hand held compass and watches.
- 2.20 Using the spinnaker pole to wing out the foresail.
- 2.21 Marking directly on the hull or deck with permanent ink.
- 2.22 Use of tape, including duct tape, that leaves a residue.
- 2.23 The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) or the stantions, guardrails or lifelines to facilitate tacking or gybing, or to aid the projection of a crew member outboard is prohibited.
- 2.24 Use of the engine between the lowering of the attention signal and a boats preparatory signal.

A breach of SI C 2.23 and 2.24 are not open to protest by boats but are subject to action by Umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

#### 3 PERMITTED ITEMS and ACTIONS

The following are permitted.

- 3.1 Taking on board the following equipment:
  - (a) basic hand tools
  - (b) adhesive tape
  - (c) line (elastic or otherwise of 4 mm diameter or less)
  - (d) marking pens
  - (e) tell tale material
  - (f) watch, timers and hand held compass

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- (g) shackles and clevice pins
  - (h) velcro tape
  - (i) bosun's chair
  - (j) spare flags
- 3.2 Using the items in 3.1 to:
- (a) prevent fouling of lines, sails and sheets
  - (b) attach tell tales
  - (c) prevent sails being damaged or falling overboard
  - (d) mark control settings
  - (e) make minor repairs and permitted adjustments
  - (f) make signals as per Appendix C6

#### 4 MANDATORY ITEMS and ACTIONS

The following are mandatory.

- 4.1 At the end of each sailing day:
  - (a) folding, bagging and placement of the sails as directed
  - (b) leaving the boat in the same state of cleanliness as when first boarded that day
  - (c) releasing backstay tension
- 4.2 At the end of the final day for a particular boat, cleaning the boat (cabin and decks), removing all trash and removing all tape and marks.
- 4.3 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- 4.4 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- 4.5 Leaving the engine gear lever in the reverse position while racing.
- 4.6 Using backstays while sailing is mandatory. A breach of this SI is not open to protest by boats.



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## SI ADDENDUM D – EQUIPMENT LIST

The following non-fixed items, provided by the OA, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported on the daily damage report.

### SAILS and SAILING EQUIPMENT

Mainsail and set of battens

Jib

Spinnaker

One winch handle

One spinnaker pole

Two spinnaker sheets

Two jib sheets

Tiller extension

Jib cars

### SAFETY GEAR

Life jackets for each crew member

Bilge pump

### MOORING LINES and FENDERS

Two mooring lines

Two fenders

TOOLS Any supplied tools

## SI ADDENDUM E – DAMAGE PENALTIES

### Match Racing Penalties for Damage resulting from contact between boats

Appendix C6.6 and C8.6 permits the umpires or protest committee to decide the penalty when a boat breaks RRS 14. This document explains how damage will be assessed and gives general guidance on the appropriate penalty. When the protest committee has good reasons to do so, it may apply a different penalty.

Damage will be divided into 3 levels as shown in the following table:

Level	Extent	Effect
Level A - Minor Damage	Does not significantly affect the value, general appearance or normal operation of the boat.	Boat may race without repair although some minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work.
Level B - Damage	Affects the value and/or general appearance of the boat	The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Requires more than 1 hour of work but should not normally require more than 3 hours of work.
Level C - Major Damage	The normal operation of the boat is compromised and its structural integrity may be impaired.	The boat will need some repair work before racing again. Requires more than 3 hours of work.

### Point Penalties - to be applied without a hearing (this amends RRS C8.6);

Level	Round Robin	Knock Out
<b>A</b>	None	None
<b>B</b>	Half point	Three quarters of a point
<b>C</b>	One point	One point

When both boats break RRS 14, they should both receive a points penalty. If a competitor requests a hearing after a points penalty has been imposed, the protest committee may decide (in the hearing) to give a greater penalty.

### Deductions from Damage Deposits

The assessment of damage level is only for the purpose of points penalties, and is not linked to any deductions from the competitor's damage deposits.

Any points penalty will be based on the assessment of damage level made on the water. Subsequent assessments of the damage level after closer inspection, whether the level turns out to be higher or lower, will have no effect on the points penalty given on the water.

## SI APPENDIX F - Damage and Replacement Charges

The charges below are all applicable where it is obvious that damage or loss was caused due to misuse. The definition of the damage will be decided by the person in charge as appointed by the OA.

DAMAGE	DEFINITION	COST (€)
Hull	Gel coat nicks (per instance)	150
	Minor damage not requiring lamination	300
	Heavy damage requiring lamination or new capping	700
Keel/rudder	Minor damage	300
	Heavy damage	700
Boom	Light damage	300
	Boom break or heavy damage	700
Mast	Damage requiring repair work	300
	Mast break or heavy damage	1000
Shrouds	Bent shrouds/turnbuckles	250
Sails	Rips smaller than 10cm	50
	Rips larger than 10cm up to 40cm	100
	Rips larger than 40cm	TBD
	Complete loss	700
Flags	Loss	40
Sheets	Damage or loss	100
Halyards	Damage or loss	150
Spinnaker pole	End fitting damage ( per fitting )	100
	Pole break or loss	500
Deck fitting	Damage or loss-small items	50
	Damage or loss-large items	100
Tiller and/or extension	Damage or loss	200
Hatch	Minor damage	100
	Major damage or loss	300

Euro 100 will be deducted for failure to bail out water at the end of each day. Satisfactory bailing to be determined by the person in charge.

Other charges may be made if other equipment is found to be missing or damaged. This will be determined by the person in charge.