



SAILING INSTRUCTIONS
GOVERNING THE MATCH RACES OF
Malmö-SKÅNE LOUIS VUITTON ACT 6
19 August – 1 September 2005
Malmö, SWEDEN

**SAILING INSTRUCTIONS
GOVERNING THE MATCH RACES OF
Malmö-Skåne Act 6 (“Act 6”)**

1 Rules

- 1.1 The races shall be sailed under the Rules as defined in the Notice of Race (“NOR”) including any amendments to the NOR.
- 1.2 Appendix A of these Sailing Instructions provides information and instructions on the Video, Audio and Telemetry equipment that may be installed on each ACC Yacht by AC Management. The Attachment entitled “Broadcast & Telemetry Equipment” is considered a part of Appendix A. Competitors shall permit the installation of and not interfere with the daily maintenance, testing, and normal operation of the supplied equipment and wiring. This includes reasonable, scheduled access to each Competitor’s base compound and each ACC Yacht for the purposes of this Instruction by AC Management authorized and credentialed technical personnel. Protests under this Sailing Instruction may only be initiated by the Race Committee, the Measurement Committee, or the Jury.
- 1.3 Only the Race Committee or Measurement Committee may protest an ACC Yacht for failure to display the signage required by Protocol 10.3 and supplied by AC Management.
- 1.4 Further to NOR 15.5(a)(iii), the Regatta Director specifies that the “Safety” and “Umpire” radio aboard each ACC Yacht will be the same radio.

2 Notices to Competitors

- 2.1 Notices to Competitors, Jury Notices (including the time and place of protest hearings), Measurement Notices, and changes to the Sailing Instructions, will be posted on the Official Notice Board located near the Team Relations Office at the Team Base Compound.
- 2.2 Notices may also be sent by e-mail. However, a notice posted on the Official Notice Board will be deemed to have been given to the Competitor concerned. Failure for such email notices to be received by a Competitor will not be grounds for redress.

3 Amendments to Sailing Instructions

- 3.1 Any amendment to the Sailing Instructions made ashore will be posted on the Official Notice Board before 2100 on the day preceding the day it will take effect.
- 3.2 Any amendment to the Sailing Instructions made at sea will be advised to all Competitors by the Safety Radio. Flag "Third Substitute" will be displayed from the Race Committee Signal Boat until all affected Competitors have acknowledged receipt of the amendment.

4 Schedule

- 4.1 The schedule of races for Malmö-Skåne Act 6 is contained in NOR 5, 10.1 and NOR Attachment 2.

- 4.2 The initial Warning Signal for each day's racing conducted on the Romeo Race Committee Circle is scheduled for 1200, and racing conducted on the Juliet Race Committee Circle is scheduled for 1205, however in the event that the schedule is changed as provided in Instruction 3, the initial Warning Signal also may be changed.
- 4.3 A Competitor's Meeting will be held at 1830 on Tuesday, 23 August in the Jury Hearing Room of the Regatta Operations Office. At least one of the nominated and accredited representatives of each Competitor shall attend the Competitor's Meeting.
- 4.4 The Pairing List for the match races is contained in Appendix B of these Sailing Instructions.
- 4.5 NOR 5, 10.1, NOR Attachment 2, and Appendix B of these Sailing Instructions are subject to change by the Race Committee.

5 Course Rendezvous Locations

The Race Committee will broadcast the intended location of the Starting Area(s) approximately 1 hour prior to the scheduled Attention Signal. The broadcast will be made on the Safety Radio.

6 Course Illustration

Courses will be as described in NOR 8 and the Course Illustration.

7 Course Signals

- 7.1 The Race Committee will signal the course to be sailed from the Race Committee Signal Boat at the starboard end of the starting line. The approximate magnetic bearing from the Race Committee Signal Boat to the first mark (Mark 1) will be signaled on course boards as three numerals. The approximate distance in Nautical Miles from the Race Committee Signal Boat to Mark 1 will be signaled on course boards giving the distance in miles and decimal miles. The bearing and distance will be signaled on separate boards. These signals will be made at or before the Warning Signal.
- 7.2 Unless a change is made in accordance with RRS 33, the leeward mark (Mark 2) will be positioned approximately 0.25 miles upwind of the Race Committee Signal Boat on the same approximate magnetic bearing as signaled in Instruction 7.1.
 - (a) A "gate" may be set, consisting of Mark 2 and a Gate Mark. The Gate Mark will be placed to the left of Mark 2 (looking up wind from the Race Committee Signal Boat). However, if there is a slight shift to the left relative to the posted course, the Race Committee may place the Gate Mark on the right side of the existing Mark 2 in order to accommodate that shift. The Race Committee will notify Competitors in each match on the appropriate Safety Radio channel by announcing that the Gate has been set with the Gate Mark placed as either "Gate Left" (meaning the Gate Mark is to the left of Mark 2), or "Gate Right" (meaning the Gate Mark is to the right of Mark 2). This announcement will be made as soon as practicable after the yachts in each match have rounded Mark

1. All references to “Left” or “Right” are made from the Race Committee Signal Boat looking up wind. The Race Committee will place the gate as described above without signaling a change as outlined in RRS 33.

(b) In the event that a change of course for Mark 2 is made under RRS 33, the gate mark will always be to the left of Mark 2.

7.3 In the event of a wind shift during the starting sequence for a flight, the Race Committee may change the course for the second or subsequent matches to a different first mark (Mark 1). This change shall be made at or before the Preparatory Signal for the match(es) involved by displaying Flag “C” and repetitive sound signals. The magnetic compass bearing to the new first mark (Mark 1) and the color of that new mark will be displayed on the Race Committee Boat Signal Boat. This alters RRS 27.1 and RRS 33.

8 Starting Procedures and Signals

8.1 Races will be started in accordance with NOR 2.4(h)(iv).

8.2 A yacht shall not start later than 10 minutes after her starting signal.

9 Other Signals

9.1 When the numeral pennant associated with a particular match is displayed in conjunction with any signal, that signal will apply only to the match so identified.

9.2 When a signal is displayed alone, the signal will apply to all matches.

9.3 Signals made ashore will be displayed on a signal mast outside the Team Relations Office at the Team Base Compound.

(a) Flag “AP” made ashore with two sound signals, means: “All races are postponed”.

(b) Following a postponement signal made ashore, the rescheduled time for the Warning Signal will be posted on the Official Notice Board before the lowering of Flag “AP”. The Warning Signal will be made not less than 90 minutes after the lowering of Flag “AP”.

10 Marks

10.1 Original Marks of the course will be Orange inflatable tetrahedron buoys.

10.2 Change Marks, when used in accordance with RRS 33, and Instruction 13, will be Yellow inflatable tetrahedron buoys.

10.3 The Starting and Finish Mark will be a Green inflatable tetrahedron buoy.

11 Starting Line

The Starting Line will be between a staff displaying an orange flag on the Race Committee Signal Boat at the starboard end of the line and the course-side edge of a Green inflatable tetrahedron buoy at the port end.

12 Individual Recalls

Flags displayed in accordance with RRS C3.2(a) will be on the course side of the orange starting line flag. The sound signal will be a horn. The Race Committee will confirm the color of the yacht's identification flag via the Safety Radio. Failure of the radio advice to be given or received will not be grounds for redress.

13 Change of Course after the Start

- 13.1 Any change of course after the start will be made in accordance with RRS 33. In the event that a change of course is signaled for Mark 2 (gate) and the gate is not in place, yachts are to round the existing changed Mark 2 to starboard.
- 13.2 Change Marks will be as described in Instruction 10. If the position of Mark 1 is changed, the color of Mark 1 will alternate between an Original Mark and a Change Mark. If the position of Mark 2 (gate) is changed, the color of Mark 2 (gate) will alternate between an Original Mark and a Change Mark.
- 13.3 A change of course will be signaled by a Race Committee vessel in the vicinity of the mark commencing the leg to be changed. Along with the requirements of RRS 33, the Race Committee vessel will display an orange or yellow colored placard to indicate the color of the next mark to be rounded. The Race Committee may broadcast the approximate new magnetic compass bearing and distance to the changed mark via the Safety Radio. Failure of the radio advice to be given or received will not be grounds for redress

14 Finishing Line

The Finishing Line will be between a staff displaying an orange flag on a Race Committee boat and the course-side edge of a Green inflatable buoy. The Race Committee boat marking the Finishing Line may be a different boat from the Race Committee Signal Boat that marked the Starting Line.

15 Protests

- 15.1 Flag "Y" used in accordance with RRS C6.1(a) shall be not less than 60cm on the hoist and 60cm on the fly.
- 15.2 The red protest flag used in accordance with RRS 61.1 and C6.1(b) shall be not less than 40cm on the hoist and 40cm on the fly.
- 15.3 Written protests shall be lodged at the Jury Office in the Regatta Operations Office. The protest time limit shall be 90 minutes after the time the last yacht finishes its last race of the day.
- 15.4 Protest Notices will be posted on the Official Notice Board each day within 30 minutes after the protest time limit to inform Competitors where and when there is a hearing in which they are parties to a protest or named as witnesses. Protest Notices may also be sent to the appropriate parties by email. Failure to receive the notice via email shall not constitute grounds for redress. A Protest Notice posted on the Official Notice Board will be deemed to have been given to the Competitor concerned.

- 15.5 The Jury will hear protests in the approximate order of receipt and hearings shall begin at the time posted with the Protest Notices.
- 15.6 A party bringing evidence that requires electronic or other special equipment shall provide such equipment.
- 15.7 Delete RRS 64.1(c). Substitute: "If a yacht has broken a rule while not racing, the Jury may apply her penalty in any manner it deems equitable."
- 15.8 Unless otherwise determined by the Jury, two representatives of each yacht involved in a protest shall have the right to be present as parties to the hearing. This alters RRS 63.3(a).

16 Scoring

Scoring shall be in accordance with NOR 20.

17 Identification

- 17.1 The yellow and blue identifying flags required by RRS C4.1 shall be not less than 60cm on the hoist and 60cm on the fly and conspicuously displayed above the stern or transom.
- 17.2 The Race Committee Signal vessel on station at the Starting Line prior to the Attention Signal, and the Race Committee vessel on station at the Finish Line may display a race committee flag with a blue field. Other race committee vessels will display a race committee flag with a yellow field. The Race Committee will give notice of how official vessels, spectator Course Marshal and Security vessels, and any other official support craft will be identified.

18 Support & Weather Boats

- 18.1 Attention is drawn to Article 13.13 of the Protocol and NOR 16. All of the 6 support boats associated with Competitors as permitted in Article 13.13 shall carry a team flag and marking not less than 20cm in height on both sides of the vessel identifying the vessel with its Competitor. In addition, the Chase Boat permitted into the Race Diamond and the Tender allowed at the Perimeter of the Race Diamond shall carry a flag issued by the Race Committee.
- 18.2 Weather Boats ("Weather Boats")
 - (a) Boats whose primary purpose is the collection of meteorological data are Weather Boats.
 - (b) Weather Boats shall not be longer than fourteen (14) metres in length.
 - (c) Weather Boats shall not operate within the Starting Box area.
 - (d) Until the Preparatory Signal of the first match of a flight, Competitor Weather Boats may operate in and around the Race Diamond(s), subject to the limitation of Instruction 18.2(c).
 - (e) After the first Preparatory Signal, Weather Boats may conduct weather assessments inside the Race Diamond designated by the Course Marshall with the following restrictions:

- (i) Weather Boats shall operate only on the Race Diamond on which their competing yacht is scheduled to start; and
 - (ii) shall confine their activity to the upper 40% of the anticipated course area toward Mark 1; and
 - (iii) not more than two Weather Boats per Competitor may perform their duties in the area defined in Instruction 18.2(e)(ii).
- (f) At or before the Preparatory Signal for their respective match, Weather Boats shall begin to remove themselves to a position outside the Race Diamond perimeter designated by the Course Marshall.
- (g) At or before the Starting Signal for their respective match, Weather Boats shall be clear of the Race Diamond perimeter designated by the Course Marshall.
- (h) Weather Boats shall not approach or interfere with any yacht while racing.
- (i) This privilege may be revoked at any time for cause by the Principal or Senior Race Officer.

18.3 After the Preparatory Signal of the first scheduled match of a flight, no ACC Yacht other than an ACC Yacht scheduled to compete that day, and its accompanying Chase Boat, shall enter or be on the Race Diamond area designated by the Course Marshall.

19 Disclaimers

19.1 Attention is drawn to NOR 17.

19.2 Neither AC Management nor its Race Committee shall have any responsibility:

- (a) for the seaworthiness of a yacht or the sufficiency or adequacy of its crew and equipment; or
- (b) to provide rescue or medical services, at sea or ashore, or to provide any other form of assistance to the participants.

25 July 2005
The Race Committee
For Malmö-Skåne Louis Vuitton Act 6

Wm. H. Dyer Jones, Chairman
Peter Reggio, Principal Race Officer
Harold L. Bennett, Senior Race Officer
Per-Olof Ekstrand, Race Officer
Margriet Pannevis, Race Officer

APPENDIX A

Video, Audio and Telemetry System Equipment and Installation

1 IN GENERAL

AC Management may specify that the following equipment is to be installed on each yacht entered in the Regatta to facilitate the transmission of video, audio, positional, and wind information from each yacht as set out in the NOR 15.

The equipment and wiring will be supplied by AC Management or its authorized contractors, except for the aerial frame, which is to be fabricated and mounted on the stern of the yacht by each team. Batteries to power the telemetry, audio and video equipment will be provided. Syndicates are required to have all batteries fully charged for each day of racing.

Under no circumstance is any equipment (including wiring) supplied by AC Management or its authorized contractors to be altered without the consent of AC Management and the Measurement Committee.

All equipment installed on the yacht, including cameras, batteries, aerial frame, transmitter boxes, compass, etc, required by AC Management for the telemetry, television and audio production shall be considered 'outside' of measurement. That is, it shall not be included in the weight of the yacht in the calculation of rating, nor be present at flotation, and an allowance will be given for the equipment's weight at any post-race measurement.

The wiring, connection and installation of the various pieces of equipment specified below are to be carried out at the direction of AC Management and the Measurement Committee. The equipment carried by each yacht will vary from day to day depending on broadcast requirements.

2 TELEVISION CAMERAS AND TV SIGNAL TRANSMISSION

Up to six video cameras may be fitted to each yacht.

If, on a particular day, only one yacht of a match race pair is fitted with cameras, the other yacht shall carry corrector weights in lieu of operational cameras and equipment. When no yacht in a match is fitted with cameras and associated equipment, no yacht in that match is required to carry corrector weights. Each camera is to be fitted with quick connect couplings to enable them to be easily installed and removed from the wiring permanently installed in the yacht. Wiring access into the interior of each yacht shall be via a watertight gland adjacent to the aft aerial frame stanchion base. Up to two cameras may be fitted on the main boom. One "lipstick-type" camera may be fitted just forward of the mast, below deck, looking forward. Up to two cameras may be fitted to the aerial frame at the stern of the yacht.

3 AUDIO TRANSMISSION

Each yacht may be fitted with up to six wired microphones and three wireless microphones. Transmissions from the wireless microphones are to be received by a dedicated aerial mounted on the aft aerial frame. Feed from the aerial and the wired microphones is to be

led to an AC Management supplied audio mixer receiver/transmitter box. The audio signal is to be transmitted from this box.

4 TELEMETRY AND WIND DATA TRANSMISSION SYSTEM

Telemetry and wind data transmission system aerals are to be mounted on the aerial frame aft and led to the DGPS receiver. Serial data limited to the wind speed and direction, and the magnetic compass heading is to be back-fed to the telemetry transmission system. This information is to be integrated with the DGPS positional information and supplied to the telemetry transmission equipment. The transmission signal is to be led to the aft aerial frame for transmission from the yacht.

5 AERIAL FRAME

The aerial frame is to be fabricated and installed in accordance with Regatta Notice # 5.

ATTACHMENT TO APPENDIX A

Broadcast & Telemetry Equipment

The On-board Broadcast & Telemetry Equipment may include, but is not limited to:

- 1x Aerial Frame (“AF”) approved by AC Management for the mounting of specialized television and positioning data equipment.
- 1x GPS Unit and associated aerials mounted on AF.
- 1x Data Transmission Aerial mounted on AF.
- Power supply and equipment box for GPS Data and associated transmitter mounted below decks at a location to be agreed by the ACC Technical Director.
- 2x Microwave Transmission Antenna mounted on AF.
- 2x TV Camera Telemetry Antennae mounted on AF.
- 2x TV Remote Cameras mounted on AF.
- 4x TV Remote Camera Control Boxes and associated power supply mounted on AF.
- 2x Microwave and Audio Transmission Boxes mounted below decks at a location to be agreed by AC Management.
- Power supply for Microwave and Audio Transmission Boxes mounted below decks at a location to be agreed by AC Management.
- 2x TV Remote Cameras mounted on boom at a location to be agreed by AC Management.
- 1x TV Remote fixed “lipstick” type Camera to be mounted below deck at a location to be determined by the ACC Technical Director.
- 3x Radio microphones to be worn by crew members and or the “18th person”.
- 6x Effects microphones placed on deck of race yacht at locations to be agreed by AC Management.
- The Umpire Signal System.
- Associated cabling for above equipment, which shall be of approximately equal weight and length. No wiring is to be cut without the consent of AC Management.

Appendix B

This Appendix B forms part of the Sailing Instructions.

Round Robin Pairing List

The attached Pairing List shall apply for Act 6 based upon 12 Competitors. Should the number of entered yachts change, the Race Committee may issue another Pairing List.

It is the intention of the Race Committee that Flights will be sailed consecutively, e.g. Flight 3 after Flight 2. In the event that a Match in a Flight is not completed, the Race Committee may reschedule that Match as time permits.

12 Competitors

Flight→		1			2			3			4			5			6		
Match↓		B	Y		B	Y		B	Y		B	Y		B	Y		B	Y	
1		1	5		1	12		3	10		3	7		4	1		12	2	
2		12	4		5	8		7	2		10	11		9	5		3	8	
3		8	9		4	9		11	6		2	6		8	12		9	6	

4		2	10		10	7		1	9		1	8		2	3		4	10	
5		7	6		6	3		4	8		12	9		10	6		1	7	
6		11	3		11	2		5	12		4	5		7	11		5	11	

Flight→		7			8			9			10			11		
Match↓		B	Y		B	Y		B	Y		B	Y		B	Y	
1		11	4		11	1		9	7		9	11		5	6	
2		10	1		7	4		8	11		12	7		4	3	
3		7	5		10	5		12	10		8	10		2	1	

4		8	2		2	9		6	4		2	4		12	11	
5		3	9		6	8		5	2		6	1		9	10	
6		6	12		3	12		1	3		3	5		8	7	