



Varbergs
Sparbank



SAILING INSTRUCTIONS FOR THE WORLD CHAMPIONSHIP AND THE OPEN NORDIC CHAMPIONSHIP FOR THE INTERNATIONAL 505 CLASS

AUGUST 1 – 10, 2024

VARBERG – SWEDEN

1. RULES

- 1.1 For the Open Nordic Championship the rules for *Nordic Championships of the Nordic Sailing Federation* will apply. See [https://www.nordicsailing.org/explorer/files/rules-for-nordic-championships-2019-final\(1\).pdf](https://www.nordicsailing.org/explorer/files/rules-for-nordic-championships-2019-final(1).pdf)
- 1.2 RRS Appendix T1, Post-Race Penalties will apply.
- 1.3 If there is a conflict between languages the English text will take precedence.
- 1.4 RRS 41 shall be changed so that crew can be returned to their dinghy.
- 1.5 RRS 42.3 (c) is replaced by Class Rule B13 as follows:
Except on a beat to windward, when surfing (rapidly accelerating down the face of a wave) or planing is possible, the boats crew may pull the sheet and guy controlling any sail in order to initiate or maintain surfing or planing, but not more than three repeated pulls and releases of the sail may be made for each wave or gust of wind.
- 1.6 Racing Rules that have been changed in these sailing instructions: A4, A5, Appendix P P2.1, 35, 36, 41, 42.3(c), 44.1, 60.2, 60.3, 61.3, 62.1(a), 63.1 and 64.5(b).

2. NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the official notice board located at the Race Office.

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any change to the schedule of races will be posted by 20:00hrs on the day before it will take effect.
- 3.2 Any other change to the sailing instructions will be posted no later than two hours before the scheduled warning signal for the first race on the day it will take effect.

4. SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed on the flagpole located on the club house/Race Office.
- 4.2 When flag AP is displayed ashore, 1 minute is replaced with 'not less than 90 minutes' in RRS Race Signals.

5. SCHEDULE OF RACES

5.1 Schedule as follows:

Date	Event/Race	Details	Time of Event Or Warning Signal
August 1	Measurement and registration all boats.	Registration at the yacht club	09.00 – 18.00
August 2	Open Nordic Championship Daily Presentations and Prizes	First warning signal	10.55
August 3	Open Nordic Championship Prize giving ceremony	First warning signal No warning signal after	10.55 14.55
August 4	Measurement and registration-worlds Opening ceremony	Registration at the yacht club	09.00 – 18.00
August 5	World Championship Racing Daily Presentations and Prizes	First warning signal	10.55
August 6	World Championship Racing Daily Presentations and Prizes	First warning signal	10.55
August 7	World Championship Racing Daily Presentation and Prizes Mid Regatta Dinner	First warning signal	10.55 19.00
August 8	Layday	Racing if deemed necessary	
August 9	World Championship Racing Daily Presentations and Prizes	First warning signal	10.55
August 10	World Championship Racing Final Worlds Presentation and Prizes	First warning signal No warning signal after	10.55 14.55

5.2 The warning signal for each succeeding race in a day will be made as soon as practicable after the previous race.

5.3 Ten races are scheduled for the Worlds and six races for the Open Nordic Championship.

5.4 A maximum of three races may be sailed each day.

5.5 On the layday, racing will only be held if the OA concludes it is necessary to complete a minimum of four races by the end of the regatta.

5.6 The different fleets of the class, e.g. men, women, mixed, youth, master and classic are started together on the same course and shall be scored together. Each fleet's separate finishing places will then be extracted from the common list.

5.7 On the last scheduled day of racing, no warning signal will be made after 14.55.

6. CLASS FLAG

6.1 The class flag will be a blue flag with 505 in yellow.

7. RACING AREA

7.1 The racing area will be found in Attachment A.

8. THE COURSE

8.1 The course is shown in Attachment B.

8.2 No later than the warning signal the race committee will display the approximate compass bearing to the first mark and display the course pennant.

8.3 If either gate mark 3S or 3P is missing boats shall round the remaining gate mark to port.

9. Marks

9.1 The start mark is a flag buoy with a yellow flag with black outline

9.2 Mark 1, 2, 3S & 3P are yellow inflatable buoys

9.3 Mark 1 A is a round red buoy

9.4 Mark 4 is an orange inflatable buoy

9.5 The new mark at a course change is an orange inflatable buoy.

9.6 All marks are left to port except mark 3S which is left to starboard.

10. THE START

10.1 Gate starts will be used.

10.2 Races will be started using RRS 26

10.3 Starting area: The Race committee signal vessel will be in the starting area, which will be to leeward of the course.

10.4 To alert boats that a race will begin soon, the race committee signal vessel will display an orange flag and flag G, with one sound signal at least five minutes before the warning signal is displayed. The race committee will also inform the competitors through the starting sequence via VHF channel 72.

10.5 Prior to the warning signal, the race committee signal vessel will display the time between the starting signal and the time at which the gate boat will stop at the starboard end of the starting line.

10.6 The starting line (except for the pathfinder) will be between the port limit mark and the centre of the stern of gate boat.

10.7 [GP] All boats (except for the pathfinder) shall start by crossing the starting line on starboard tack after the starting signal and before the gate closes.

10.8 [GP] A boat that has not already started correctly and is on the course side of the gate boat while the gate is open, shall not cross the starting line from the course side.

10.9 [NP] A boat that has not started at the close of the gate will be scored DNS without a hearing. This changes RRS A4 & A5.

11. THE PATHFINDER

11.1 The race committee will appoint a pathfinder and a reserve pathfinder for the first race of the event. Thereafter, the pathfinder will be the tenth boat in the preceding race. (The Pre-Worlds/Open Nordic Championship and the Worlds are considered two separate events). When she is unable to race, or has been the pathfinder previously in the event, the pathfinder will be the 11th in the preceding race and so on. The reserve pathfinder will then be the next boat in the preceding race.

The sail numbers of pathfinder and reserve for the first race of the day will be posted on the official notice board and will be displayed on the race committee signal vessel before flag G is displayed. If more than one race is sailed the same day, the numbers will be displayed on the race committee signal vessel before flag G is displayed for each successive race.

The pathfinder and reserve shall report to the race committee signal vessel after their numbers are displayed and before the warning signal is displayed. A pathfinder or reserve that fails to report will be scored Did Not Start. This changes RRS A4 and A5.

- 11.2 [NP] [GP] Prior to the preparatory signal being lowered, the pathfinder shall report to the gate boat (displaying flag G and located near the race committee signal vessel) and follow the race committee's instructions.
- 11.3 [NP] Shortly before the signal the pathfinder will position itself near the port limit mark and shall sail as close as possible to the starting signal (not before and within 10 seconds after) from the port limit mark on a close-hauled port tack. The gate boat will keep station close astern and slightly to leeward of the pathfinder.
- 11.4 [NP] The pathfinder shall sail a close-hauled course until it is released by hail from the gate boat, after which the pathfinder may continue or tack. When she tacks or when the gate has been opened for the period signaled, she ceases to be a starting mark.
- 11.5 After the release of the pathfinder, the gate boat will continue its course and speed until the gate has been opened for the period signaled. It will then stop, make a long sound signal, drift for two minutes, and signal the close of the gate by lowering its G flag with a short sound signal.

12. STARTING INFRINGEMENTS

- 12.1 From the time the pathfinder is approaching the port limit mark until the pathfinder or gate boat cease to be a starting mark, a boat must not touch the pathfinder or obstruct the pathfinder or gate boat in any way that causes the start to be abandoned.
- 12.2 If a boat breaks SI 12.1 and is identified, she will be disqualified without a hearing, even if the race is restarted, re-sailed, or rescheduled. If a general recall is signaled or the race is abandoned after the starting signal, the race committee will display the boat's sail number for at least 3 minutes before the next warning signal for that race, and if the race is restarted or re-sailed, she shall not sail in it. However, a boat may participate in the restarted race providing she notifies the race committee prior to the warning signal that she intends to protest another boat and/or request redress in connection with the incident. If she sails in the race and does not file a valid protest or request for redress, she shall be scored DNE. If her protest is dismissed or her request for redress is denied she shall be scored DSQ. This changes RRS 36, 62.2, 63.1 and A5.
- 12.3 A boat that cannot avoid touching the gate boat, but the contact doesn't result in the abandonment of the start, shall take a penalty as set out in RRS 44.1.

13. CHANGE OF THE NEXT LEG OF THE COURSE

- 13.1 To change the next leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change, a new mark is replaced, it will be replaced by an original mark.

14. THE FINISH

- 14.1 The finishing line will be between a flagpole with a blue flag on the race committee signal vessel and the pin end flag buoy with a blue flag.

15. TIME LIMITS

15.1 The target time in minutes are as follows:

Event:	Races/day	Target time:
All	1-2	80
	3	60

15.2 Failure to meet the target time will not be grounds for redress. This changes RRS 62.1(a).

15.3 If no boat has passed mark 1 within 45 minutes of the start, the race will be abandoned.

15.4 If no boat sails the course and finishes within 120 minutes the race will be abandoned.

15.5 Boats still racing and failing to finish within 20 minutes after the first boat sails the course and finishes, and not subsequently retiring, penalized or given redress, may be scored TLE (Time Limit Expired) by the race committee if she has rounded mark 1A mark before the time limit expires.

The score given will be the position the boat had when passing mark 1A mark equal to the number of boats that sailed the course and finished within the finishing window plus two points. (See also SI 18.7).

This changes RRS 35, 63.1, A4 and A5.

16. PENALTY SYSTEM

16.1 RRS Appendix P, Special Procedures for RRS 42 will apply as modified in these SI's.

16.2 RRS 44.1 and P2.1 are changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

16.3 RRS Appendix T1, Post-Race Penalties, will apply.

16.4 Any boat that retires from a race after finishing shall sign the retirement form, located in the race office, before the end of the protest time limit.

17. PROTESTS AND REQUESTS FOR REDRESS

17.1 Protests, requests for redress and scoring enquiries are to be submitted online here:

www.racingrulesofsailing.org

17.2 Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.

17.3 The protest time limit is 60 minutes after the arrival of the race committee signal vessel at the dock. The race committee will post its arrival time on the notice board.

17.4 Post-Race Penalties may be taken by submitting a Penalty Acceptance Form at the race office.

17.5 Scoring inquiries may be made by submitting a Scoring Inquiry Form at the race office.

17.6 Notices will be posted on the official notice board no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses and the location of the hearing. Hearings will be held as soon as practical after sailing.

17.7 Notices of protests by the race committee, technical committee or jury will be posted on the official notice board to inform boats under RRS 61.1(b).

17.8 On the last scheduled day of racing a request for redress based on a jury decision shall be delivered no later than 30 minutes after the decision was posted.

17.9 Decisions of the international jury will be final as provided in RRS 70.5.

18. SCORING

- 18.1 RRS Appendix A4, Low Point System, will apply.
- 18.2 For the Open Nordic championship three races are required to be completed to constitute a series.
- 18.3 For the Open Nordic Championship – when fewer than four races have been completed, a boat's series score will be the total of her race score.
- 18.4 For the Open Nordic Championship – when four to six races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
- 18.5 For the Worlds four races are required to be completed to constitute a series.
- 18.6 (a) When fewer than five races have been completed, a boat's series score will be the total of her race scores.
(b) When from five to eight races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
(c) When nine or more races have been completed, a boat's series score will be the total of her race scores excluding her 2 worst scores.
- 18.7 The score (prior to application of other penalties) for boats scored TLE will be points equal to the number of boats that sailed the course and finished within the finishing window plus two points by the race committee without a hearing. (See also SI 15.5). This changes RRS A4 and A5.

19. [DP] [NP] SAFETY REGULATIONS

- 19.1 Return trolley to marked bay of bow number and trolley number.
- 19.2 A boat that retires from a race shall notify the race committee as soon as possible.
- 19.3 A tracking system will be used. The tractrac device shall be picked up at the race office before racing and shall be returned to the race office, within the protest time limit.
- 19.4 The race committee or Jury may protest a boat for breaking SI 19.5 based on information received from any source. The protest time limit does not apply. This changes RRS 60.2, 60.3, and 61.3
- 19.5 [DP]A boat receiving outside assistance shall report that assistance to the international jury, within the protest time limit.

20. [DP] REPLACEMENT OF CREW OR EQUIPMENT

- 20.1 Substitution of competitors will not be allowed without prior written approval of the jury
- 20.2 Substitution of damaged or lost equipment will not be allowed unless authorized by the technical committee. Requests for substitution shall be made to the technical committee at the first reasonable opportunity.
- 20.3 Requests to the technical committee can be made at the Race Office.
- 20.4 All authorized changes will be posted on the official notice board.

21. EQUIPMENT AND MEASUREMENT CHECKS

- 21.1 A boat or its equipment may be inspected by the technical committee at any time for compliance with the class rules and sailing instructions. On the water, a boat can be instructed by the technical committee to proceed immediately to a designated area for inspection. See Attachment C for measurement methodology and protocols.

22. [DP] SUPPORT VESSELS

- 22.1 All support persons shall comply with the Support Vessel Regulations published on the notice board.
- 22.2 From the time a boat leaves the harbor until returning to the harbor after racing, competitors shall not receive any on-water assistance whatsoever from a support person

whose registration has been revoked. If this rule is broken, the penalty will be in accordance with RRS 64.5(b).

23. [DP] RUBBISH DISPOSAL

- 23.1 Boats shall not intentionally put rubbish in the water. Rubbish may be placed aboard support, race committee and jury vessels. RRS 41 is changed to permit a boat to place trash on a race committee or jury vessel after her preparatory signal.

In line with World Sailing Sustainability Agenda 2030 - maximising the positive effect that the sailing community can have on our environment, the 505 World Championships strives to be a sustainable events. Competitors are strongly encouraged to bring reusable water containers and keep cups – free water refill stations are on site. Hot and cold beverages, including alcohol, may be sold in deposit/return reusable glasses and mugs. Recycling facilities are available on site and competitors are asked to segregate refuse and deposit in the appropriate bins.

24. [DP] BERTHING

- 24.1 When ashore, all boats must be stored on their trollies within their assigned spaces. While sailing, boats' trollies must be stored in the assigned spaces.

25. [DP] RADIO COMMUNICATION

- 25.1 The race committee intends to use VHF radio channel 72 to communicate information to competitors and support vessels. Competitors are encouraged to use a VHF radio.
- 25.2 Except in an emergency, from the preparatory signal a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats except when using equipment provided by the OA.

26. PRIZES

- 26.1 Prizes will be awarded as follows:
- (a) First three teams in the Pre-Worlds
 - (b) First ten teams in the World Championship
 - (c) First place in each race
 - (d) First finishing female team
 - (e) First finishing mixed gender team
 - (f) First finishing youth team (both team members 25 years or younger, born on or after 1 August 1999)
 - (g) First finishing master helm (65 years and older, born on or before 1st August 1959)
 - (h) Top finishing master crew (55 years and older, born on or before 1st August 1969)
- 26.2 Perpetual awards will also be awarded in accordance with the 505 class rules and traditions.
- 26.3 Additional prizes may be awarded.

27. DISCLAIMER OF LIABILITY

- 27.1 Competitors participate in the regatta entirely at their own risk. See RRS 3, Decision to Race. 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

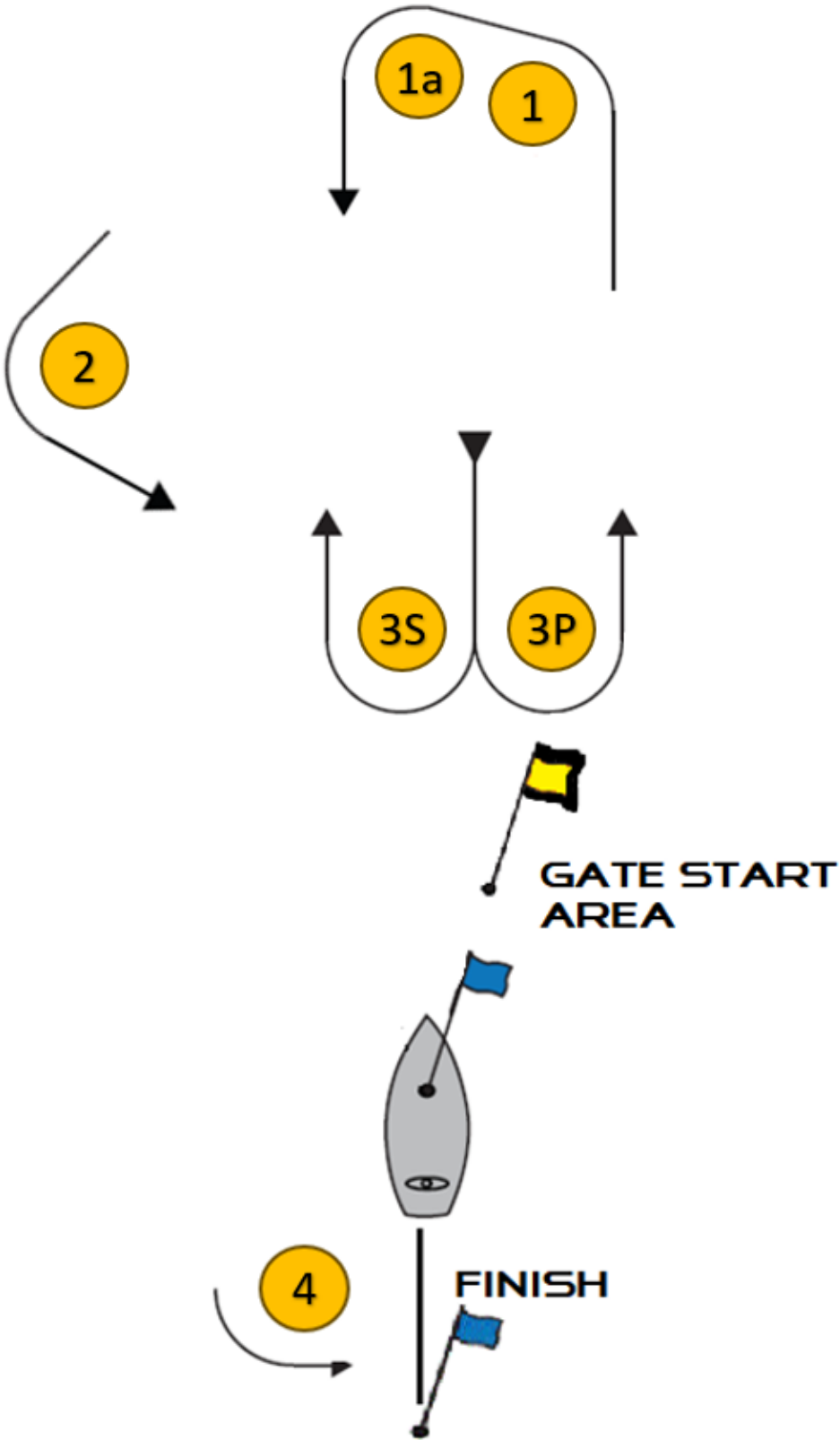
- 28.1 Each participating boat, including support boats, shall be insured with valid third-party liability insurance and appropriate cover.

ATTACHMENT B – COURSES

Course 1 – when Pennant 1 is displayed on the race committee signal vessel



START - 1 - 1A - 3S/3P - 1 - 2 - 3P - 1 - 1A - 4 - FINISH

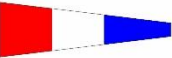


Course L2 – when Pennant 2 is displayed on the race committee signal vessel

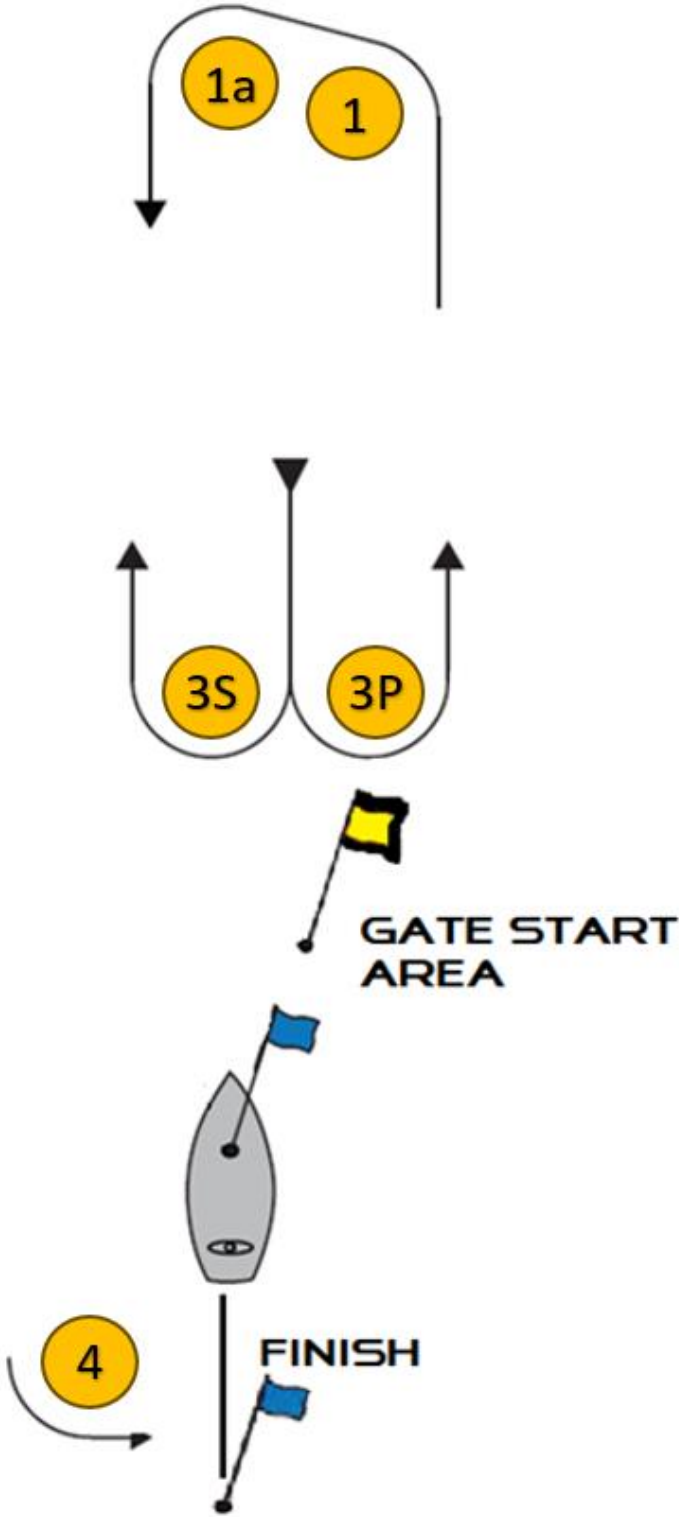


START - 1 - 1A - 3S/3P - 1 - 1A - 4 - FINISH

Course L3 - when Pennant 3 is displayed on the race committee signal vessel



START - 1 - 1A - 3S/3P - 1 - 1A - 3S/3P - 1 - 1A - 4 - FINISH



ATTACHMENT C - EQUIPMENT AND MEASUREMENT CHECKS

All boats will be weighed but where rigs, sails and hulls have been previously checked and competitors are sure their boat and equipment comply with Class Rules, Notice of Race and Sailing Instructions, there will be no compulsory formal measurement.

NOTE THAT BOATS CAN COMPETE IN THE PRE-WORLDS/OPEN NORDIC CHAMPIONSHIP WITHOUT PRESENTING THE COMPLETE REGISTRATION AND MEASUREMENT FORM, BUT HAVE TO REGISTER AT THE RACE OFFICE AND TO PRESENT THE BOAT'S MEASUREMENT CERTIFICATE. NOT MORE THAN TWO SETS OF SAILS MAY BE USED AT THE PRE-WORLDS.

All competitors are responsible for ensuring their boat and equipment comply. Spot checks will be carried out during the Regatta. Penalties may apply if equipment is found not to comply. Full measurement will be available during the official measurement times should a Competitor wish to have anything checked. However, if you are not sure or comfortable checking your own equipment it is recommended you enlist help from knowledgeable fellow competitors in the boat park or before you ship the boat.

THE MEASUREMENT PROCESS WEIGHING

All competitors must present their boat and equipment to the measurement premises during the times stipulated in the Sailing Instructions to check the sailing weight complies with the Class Rules.

MAST, BOOM, SPINNAKER POLES, RUDDER, AND CENTREBOARD

Competitors will be provided with 6 regatta stickers which they must put on equipment they plan to use for the regatta as follows.

1. 1 only Mast
2. 1 only Boom
3. 1 or 2 two spinnaker poles
4. 1 only Centre Board
5. 1 only Rudder

Competitors may only race in the World Championship with the equipment that has the regatta sticker.

SAILS

Sails that competitors plan to use during the World Championship must be stamped with the Regatta Stamp. Two of each sail may be presented for stamping. Only stamped sails may be used during the World Championship.

Sails should be presented for stamping during the measurement times stipulated in the Sailing Instructions

By placing the Regatta sticker on an item of equipment or having a sail stamped, competitors are confirming that item of equipment complies with the Class Rules

SAFETY EQUIPMENT

Competitors must ensure they have on board at all times

- A tow line of at least 10 metres in length and 6mm in diameter;
- A tow ring at the front of the boat to run the tow rope through;
- A paddle with a minimum blade area of 250mmx125mm and minimum length of 750mm;
- An approved personal flotation device (to the Australian Standard or equivalent International Standard) for each crew member and to be worn at all times while afloat.

SUBSTITUTION OF EQUIPMENT

Substitution of equipment will not be allowed except as provided for in SI 20.2

MEASUREMENT CHECKS DURING THE REGATTA

A boat or its equipment may be inspected at any time for compliance with the Class Rules, NOR and Sailing Instructions.

Spot Checks may be carried out after racing each day. Boats finishing in predetermined positions in the last race of the day may be selected for measurement checks when they return to the boat park. These finishing positions and the items to be checked will be selected in advance by the Jury. Boats, or equipment found not to comply with Class Rules, the NOR or the SIs may be penalised or disqualified from the most recent race.

Consequences of a boat or item of equipment found not to comply in a Spot Check.

If a measurement is found to be wrong, it will be referred to the Technical Committee. Where the quantum of the measurement is small and deemed to be non-material, the Competitor will be required to fix the item in question before the next race and there will be no penalty.

Where a required Band of contrasting colour is found to be missing or in the wrong place the Competitor will be required to fix the Band in question before the next race and there will be no penalty. If that Competitor is subsequently found to have that or any other Band wrong (a second offence), the Technical Committee will Protest that boat for a breach of the Class Rules. The Penalty if the Jury find there is a breach of the Rules will be a DSQ in the most recent race.

If an item of Safety Equipment is found to not have been on board during the day's racing, the Technical Committee will Protest that boat for a breach of the SIs. The Penalty if the Jury find there is a breach of SI (or NOR) will be a 5 point scoring penalty for a first offence and a DSQ in the most recent race for a subsequent offence.

Where a sail used racing is found not to have a Regatta Stamp or a piece of equipment is found not to have the Regatta Sticker, the Technical Committee will Protest that boat for a breach of Class Rules. The Penalty if the Jury find there is a breach of Class Rules will be a disqualification from the last race sailed.