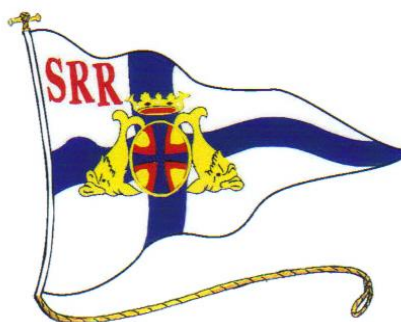




Finn World Master Assoc.



FINN WORLD MASTER CHAMPIONSHIP 2013 - La Rochelle, France

May 17th - 24th 2013

Preamble & Definitions

1 Organizing Authority

The Organizing Authority is the Société des Régates Rochelaises in conjunction with the International FINN Association France on behalf of the International FINN World Master Association.

Société des Régates Rochelaises

Môle Central - Port des Minimes

17000 LA ROCHELLE

France

Phone : + 33 5 4644 6244 Fax : + 33 5 4634 1112

E-mail : info@srr-sailing.com

Web : www.srr-sailing.com

2 Publication and Change Status of the Notice of Race document

This document will only be published on the event websites :

<http://www.finnworldmaster.com>

<http://www.srr-sailing.com>

The version / update number of the NoR is shown to the right of the footer.

The Status (Provisional or Final) is shown to the left of the footer.

NOTICE OF RACE

1 RULES

- 1.1 The regatta will be governed by the Rules as defined in ISAF Racing Rules of Sailing (RRS) 2013-2016
- 1.2 The prescriptions of the Fédération Française de Voile will apply, as defined on Attachment 1
- 1.3 The IFA *Finn Class Rules* will apply.
- 1.4 Appendix P will apply as amended by Class Rule C.1.1 (2), for which the wind speed to be considered by the Race Committee is 12 knots.
- 1.5 For the medal race, the sailing instructions of Addendum Q (Attachment 2) will apply and take precedence over any conflicting instructions.
- 1.6 If there is a conflict between the Notice of Race and the Sailing Instructions, the Sailing Instructions shall take precedence. This changes RRS 63.7.
- 1.7 The maximum wind speed to allow a race to be started or abandoned will be twenty (**20**) knots in the entire racing area. The decision to start or abandon a race will be made by the Race Committee.
- 1.8 In case of translation of this NoR, the English text shall take precedence.

2 ADVERTISING

- 2.1 The regatta is classified as a Category C in accordance with ISAF Regulation 20. The prescriptions of the Fédération Française de Voile will apply to French competitors.
- 2.2 Competing boats may be required to display advertising of the event Sponsor as provided by the organizing authority.

3 ELIGIBILITY AND ENTRY

- 3.1 The regatta is open to boats of the Finn Class with helmsman born in 1973 or before. They must be current members of an IFA recognized National Finn Association.
- 3.2 Eligible boats may enter by completing the official Entry Form for the Masters 2013 as published on the Finn World Masters 2013 website. Fully completed entry forms should be received no later than May 3rd, 2013. After completing and sending the Entry Form the competitor agrees to pay the Entry Fee as defined in NoR 4.2. Only after receipt of his payment a competitor's entry is valid.
- 3.3 Late entries (after May 3rd, 2013) will be accepted under the condition that they will be charged the normal entry fee + 50% penalty.
- 3.4 All entries, when accepted, will be displayed on the Finn World Masters 2013 event website. This display can be considered as a confirmation.

4 FEES

- 4.1 The entry fee will be **€ 145,=** (including € 10,= for the Masters Fund) and shall be paid as indicated in NoR. 4.2
- 4.2 Payment of the entry fee:
The entry fee has to be paid before or on May 3rd, 2013. Entries made or paid after this date will be charged **€ 217.50**. (normal entry fee + 50% penalty).

Payment instructions :

Bank name :	Banque Populaire Centre Atlantique
Bank adress :	107 Av. Michel Crepeau - 17000 La Rochelle
Swift code :	FR76 1360 7005 3864 2194 6834 884
BSB :	CCBFRPPNIO
Account number :	64219468348
Account name :	ASS STE DES REGATES ROCHELAISES

5 QUALIFYING SERIES AND FINAL SERIES

- 5.1 The Masters 2013 will be scheduled for a non-scoring practice race and opening series with a maximum of seven (7) scoring races for each boat. For the last day, approximately ten competitors (see NoR 5.4.3) may be allocated to a separate medal race with separate scoring.
- 5.2 Except for the medal race, each race may be divided into maximum 4 groups, called Colour

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Groups of as nearly as possible, equal size and ability.

- 5.3** The group size will depend of the total amount of entries. The final decision for the group sizing will be made by the Masters President in conjunction with the Organizing Authority.
- 5.4** When races are divided into Colour Groups:
- 5.4.1** For the practice race and the first racing day, competitors will be divided randomly into Colour Groups.
- 5.4.2** For the 2nd till the 4th racing days, competitors will be divided using the overall result at the end of each previous day.
- 5.4.3** For the final day, competitors will be divided into Colour Groups, if applicable, using the overall result at the end of the previous day, but excluding the top ten competitors plus competitors with equal points to place Nr 10. (Top Ten Plus)
- 5.4.4** The Top Ten Plus sailors will sail the Medal race, as soon as possible after the finish of the last Colour Group race(s).
The medal race will only be sailed if 3 or more opening series races have been completed by the end of the penultimate day.
- 5.5** Overall results will be based on the boat's score for the series, with one discard if sufficient races, as mentioned in NoR 13.2, have been completed.
- 5.6** The score of the Top Ten Plus in the Medal race will not be discarded.
- 5.7** For the medal race Addendum Q, Sailing Instructions for the medal race will apply.

6 SCHEDULE

- 6.1** Registration, Equipment Inspection, dates of racing, number of races, schedule:

DATE	TIME	EVENT
May 17th	0900 1300 – 1400 1800	Registration and Measurement
May 18 th	0900 1300 – 1400 1800	Registration and Measurement
May 19th	0900 – 1200 1400 1900	Registration and Measurement Practice race Opening Ceremony
May 20th	1100 First warning signal at 1400	Skippers meeting 1 or 2 races
May 21rd	First warning signal at 1400	1 or 2 races
May 22nd	1000	Annual Masters Meeting
May 22nd	First warning signal at 1400	1 or 2 races
May 22nd	2000	Official Dinner
May 23rd	First warning signal at 1400	1 or 2 races
May 24th	First warning signal at 1300 As soon as possible	1 or 2 Colour Group races Medal race
May 24th	As soon as possible	Prize Giving Ceremony Closing Ceremony

Note: Schedule and times above mentioned may be changed by Organizing Authority via the Sailing Instructions.

- 6.2** Maximum eight races are scheduled for the event.
- 6.3** In the event of any day's sailing being lost, an additional race may be scheduled for the following day(s) to enable race(s) to be sailed. Except that races to be caught up may be sailed before a day's program, not more than two races will be sailed per day.
- 6.4** No warning signal will be given after 15.00 on the last day of racing.
- 6.5** It is requested by the International Finn Class and the organizers to attend the Opening and Closing Ceremonies.
- 6.6** The scheduled time of the warning signal for the first race each day is 1400, except for Friday when it will be 1300.

7 MEASUREMENTS

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- 7.1** Each boat shall produce a valid measurement certificate. In addition the following measurements will be taken :
- 7.1.1** Two sails and two masts per boat shall be stamped or identified.
- 7.1.2** 20 randomly selected boats will be undergoing an extensive measurement during the measurement days.
- 7.1.3** Safety equipment may undergo random checks according the Finn Class Rules (including item 10 of Part C "Major Championship Rules"), unless otherwise decided by the Chief Measurer.
- 7.1.4** Boats shall have a current IFA sticker affixed to the hull.
- 7.2** Each boat shall have a floating tow rope with a minimum length of eight (8) meters and of sufficient strength to tow several boats.
- 7.3** Boats may be re-measured at any time during the Masters 2013.

8 SAILING INSTRUCTIONS

Sailing Instructions will be available on the event website at the latest one week prior to the event.

9 VENUE

The regatta will be conducted at the Société des Régates Rochelaises on the waters of La Rochelle's bay, France.

10 THE COURSES

- 10.1** The courses to be sailed will be either the Windward-Leeward course, or the Trapezoid Course (Inner Loop or Outer Loop) according to the RRS, Appendix L, Addendum A.
- 10.2** When sailing in one group the Windward-Leeward Course will be sailed.
- 10.3** When sailing in more than one group the Trapezoid Course will be sailed.
- 10.4** In case of three (3) or more Colour Groups there will be sailed on two (2) Race Areas.
- 10.5** Any details concerning the courses, including corresponding diagrams, will be given in the Sailing Instructions.

11 PENALTY SYSTEM

An International Jury will be constituted for the regatta and decisions of the Jury will be final as provided in RRS 70.5.

12 SCORING

- 12.1** The Low Point System of RRS - Appendix A4 will apply.
- 12.2** A total of three (3) or more races are required to be completed to constitute an opening series.
- 12.2** Four (4) Races, consisting of opening-series races and the medal race, if any, are required to be completed to constitute a regatta for all boats.
- 12.3** Discards :
- 12.3.1** When fewer than five races have been completed, a boat's series score will be the total of her race scores.
- 12.3.2** When five or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
- 12.4** Medal Race :
- 12.4.1** Subject to RRS 69, all competitors qualifying for the medal race will have a final ranking before any other competitor.
- 12.4.2** Competitors qualifying for the Medal race will be scored double points for this race and this score will not be discarded.
- 12.5** The rankings for the Age Categories {Master (aged 40-49), Grand Master (aged 50-59), Grand-Grand Master (aged 60-69) and Legend (aged over 70)} will be made by extraction from the overall rankings, without recalculation.

13 SUPPORT BOATS

- 13.1** All support boats shall register with the organizing authority before the first race of the regatta, stating the name of all persons aboard and the sail number of all boats they are supporting.
- 13.2** Support boats shall be marked by displaying the flag given by the organizing authority when registering.
- 13.3** The crews of all support and jury boats shall attend the championship Safety Meeting.
- 13.4** Support and jury boats are required to monitor the safety radio frequency at all times and shall be required to undertake safety duties at the direction of the Race Officer.

14 SAFETY

A check-on / check-off system may be implemented every day before going onto the water and immediately after return on shore. If so decided, all required information will be given in the Sailing Instructions.

15 PRIZES

Prizes will be given as follows:

15.1 Perpetual prizes for :

1. First place in the Overall Result (The Master's World Champion)
2. First Grand Master
3. First Grand Grand Master
4. First Legend
5. First Lady
6. The first sailor outside the prizes in the Overall Result (i.e. the eleventh sailor in the Overall Result)

These perpetual prizes must be returned by the winners before or during the next Championship

15.2 Medals for :

1. Top three Masters
2. Top three Grand Masters
3. Top three Grand Grand Masters
4. Top three Legends
5. First Lady

15.3 Memento for each Legend

15.4 Prizes for the top ten sailors in the Overall Result

The prize giving ceremony shall be held as soon as possible after the end of the last race.

16 DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk, see RRS 4 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.

17 INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of 1.5 million €. If a competitor does not have appropriate insurance, he (she) will be able to arrange cover specifically for this event with an appropriate company through the organizing authority. Details will be available on the official website. A certificate of currency shall be produced at registration if not supplied in advance.

18 FURTHER INFORMATION

Finn World Master : www.finnworldmaster.com and webmaster@finnworldmaster.com

Organizing Authority : info@srr-sailing.com

President of Finn World Master Association: fonsvangent@finnworldmaster.com

Information concerning accomodation in La Rochelle may also be obtained from the SRR at [info@srr-sailing.com/where to stay](http://info@srr-sailing.com/where%20to%20stay)

ATTACHMENT 1

**PRESCRIPTIONS of the FEDERATION FRANCAISE DE VOILE
Racing Rules of Sailing 2013 – 2016**

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FFVoile Prescription (*):

The jury may ask the parties to the protest, prior to checking procedures, a deposit covering the cost of checking arising from a protest concerning class rules.

RRS 67 DAMAGES

FFVoile Prescription (*):

Any question about or request of damages arising from an incident involving a boat bound by the Racing Rules of Sailing or International Regulation to Prevent Collision at Sea depends on the appropriate courts and will not be dealt by the jury

RRS 70.5 APPEALS AND REQUESTS TO A NATIONAL AUTHORITY

FFVoile Prescription (*):

In such circumstances, the written approval of the Fédération Française de Voile shall be received before publishing the notice of race and shall be posted on the official notice board during the event.

RRS 78 COMPLIANCE WITH CLASS RULES; CERTIFICATES

FFVoile Prescription (*):

The boat's owner or other person in charge shall, under his sole responsibility, make sure moreover that his boat comply with the equipment and security rules required by the laws, by-laws and regulations of the Administration.

RCV 86.3 CHANGES TO THE RACING RULES

FFVoile Prescription (*):

An organizing authority wishing to change a rule listed in RRS 86.1 in order to develop or test new rules shall first submit the changes to the FFVoile, in order to obtain its written approval and shall report the results to FFVoile after the event. Such authorization shall be mentioned in the notice of race, in the sailing instructions, and shall be posted on the official notice board during the event.

RRS 88 NATIONAL PRESCRIPTIONS

FFVoile Prescription (*):

Prescriptions of the FFVoile shall be neither changed nor deleted in the notice of race and sailing instructions, except for events for which an international jury has been appointed.

In such case, the prescriptions marked with an asterisk (*) shall be neither changed nor deleted in the notice of race and sailing instructions. (The official translation of the prescriptions, downloadable on the FFVoile website www.ffvoile.org, shall be the only translation used to comply with RRS 90.2(b)).

RRS 91 PROTEST COMMITTEE

FFVoile Prescription (*):

The appointment of an international jury meeting the requirements of Appendix N is subject to prior written approval of the Fédération Française de Voile. Such notice of approval shall be posted on the official notice board during the event.

ATTACHMENT 2

ADDENDUM Q

UMPIRED FLEET RACING

Under rule 86.2 and Regulation 28.1.3, the ISAF has approved the use of these sailing instructions as an addendum to the sailing instructions in World Championship Grade, Grade 1 and Grade C1 events, the ISAF Sailing World Cup and The Olympic Regatta from October 12, 2011 and until changed, for umpired fleet racing in the last race of each series for the Olympic classes. Similar events are also encouraged to use the addendum. This can be done under rule 86.3 if the national authority prescribes that rule changes are allowed for the purpose of development and testing. Please note that the national authority may prescribe that such changes require its approval. Events that use this addendum are requested to provide feedback to the ISAF to support further development.

Races may be sailed under the sailing instructions in this addendum only if the notice of race so states and the addendum is included in the sailing instructions.

Use of this addendum is recommended for races in which about ten one-design boats compete with umpires present. There should be one umpire boat for every three or four boats in the fleet.

When printed in the sailing instructions, the above paragraphs should be deleted.

This addendum has been approved by ISAF in accordance with rule 86.2 and ISAF Regulation 28.1.3.

These sailing instructions change the definitions Finish and Proper Course, and rules 20.1, 28.1, 44, 60, 61, 62, 63, 64.1, 65, 66, 70, 78.3 and B7.

Q1 CHANGES TO RACING RULES

Additional changes to rules are made in instructions Q2, Q3, Q4, and Q5.

Q1.1 Changes to the Definitions and the Rules of Part 2 and Part 4

(a) The definition Finish is changed to

A boat *finishes* when any part of her hull, or crew or equipment in normal position, crosses the finishing line in the direction of the course from the last *mark*, either for the first time or after completing any penalties or, under rule 28.1, after correcting an error made at the finishing line.

(b) Add to the definition Proper Course: 'A boat taking a penalty or manoeuvring to take a penalty is not sailing a *proper course*.'

(c) When rule 20.1 applies, the following arm signals are required in addition to the hails:

(1) for 'Room to tack', repeatedly and clearly pointing to windward; and

(2) for 'You tack', repeatedly and clearly pointing at the other boat and waving the arm to windward.

Instruction Q1.1(c) does not apply to boards.

Q1.2 Changes to Rules Involving Protests, Requests for Redress, Penalties and Exoneration

(a) The first sentence of rule 44.1 is replaced with: 'A boat may take a One-Turn Penalty when she may have broken a rule of Part 2 (except rule 14 when she has caused damage or injury) or rule 31 or 42 while *racing*.'

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(b) For boards, the One-Turn Penalty is one 360° turn with no requirement for a tack or a gybe.

(c) Rule 60.1 is replaced with 'A boat may protest another boat or request redress provided she complies with instructions Q2.1 and Q2.4.'

(d) The third sentence of rule 61.1(a) and all of rule 61.1(a)(2) are deleted. Rule B7 is deleted.

(e) Rules 62.1(a), (b) and (d) are deleted. In a race where this addendum applies, there shall be no scoring adjustments for redress given under any of these rules for a previous race.

(f) Rule 64.1(c) is changed so that the provision for exonerating a boat may be applied by the umpires without a hearing, and it takes precedence over any conflicting instruction of this addendum.

(g) Rules P1 to P4 shall not apply.

Q2 PROTESTS AND REQUESTS FOR REDRESS BY BOATS

Q2.1 While racing, a boat may protest another boat under a rule of Part 2, except rule 14, or under rule 31 or 42; however, a boat may only protest under a rule of Part 2 for an incident in which she was involved. To do so she shall hail 'Protest' and conspicuously display a red flag at the first reasonable opportunity for each. She shall remove the flag before, or at the first reasonable opportunity after a boat involved in the incident has taken a penalty voluntarily or after an umpire's decision. However, a board need not display a red flag.

Q2.2 A boat that protests as provided in instruction Q2.1 is not entitled to a hearing. Instead, a boat involved in the incident may acknowledge breaking a rule by promptly taking a One-Turn Penalty. If the protested boat does not take a penalty voluntarily, an umpire will decide whether to penalize any boat and signal the decision as provided in instruction Q3.1.

Q2.3 At the finishing line the race committee will display each boat's identification and her finishing place or scoring abbreviation. After this has been done for all boats, the race committee will promptly display flag B with one sound. Two minutes later flag B will be removed with one sound.

Q2.4 A boat intending to

(a) protest another boat under a rule other than instruction Q3.2 or Q4.2(a), or a rule listed in instruction Q2.1,

(b) protest another boat under rule 14 if there was contact that caused damage or injury, or

(c) request redress

shall hail the race committee before or during the display of flag B. The same time limit applies to protests under instructions Q5.4 and Q5.5. The protest committee may extend the time limit if there is good reason to do so.

Q2.5 The race committee will promptly inform the protest committee about any protests or requests for redress made under instruction Q2.4.

Q3 UMPIRE SIGNALS AND IMPOSED PENALTIES

Q3.1 An umpire will signal a decision as follows:

(a) A green and white flag with one long sound means 'No penalty.'

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(b) A red flag with one long sound means 'A penalty is imposed or remains outstanding.' The umpire will hail or signal to identify each such boat.

(c) A black flag with one long sound means 'A boat is disqualified.' The umpire will hail or signal to identify the boat disqualified.

Q3.2 (a) A boat penalized under instruction Q3.1(b) shall take a One-Turn Penalty.

(b) A boat disqualified under instruction Q3.1(c) shall promptly leave the course area.

Q4 PENALTIES AND PROTESTS INITIATED BY AN UMPIRE; ROUNDING OR PASSING MARKS

Q4.1 When a boat

- (a) breaks rule 31 and does not take a penalty,
- (b) breaks rule 42,
- (c) gains an advantage despite taking a penalty,
- (d) deliberately breaks a rule,
- (e) commits a breach of sportsmanship, or
- (f) fails to comply with instruction Q3.2 or to take a penalty when required to do so by an umpire

an umpire may penalize her without a protest by another boat. The umpire may impose one or more penalties to be taken under rule 44, each signalled by displaying a red flag and hailing the boat, or disqualify her under instruction Q3.1(c), or report the incident to the protest committee for further action. If a boat is penalized under instruction Q4.1(f) for not taking a penalty or taking a penalty incorrectly, the original penalty is cancelled.

Q4.2 (a) A boat shall not round or pass a mark on the wrong side. If she does so, she may correct her error as provided in rule 28.1 only if she does so before she rounds or passes the next mark or finishes.

(b) When a boat breaks instruction Q4.2(a) and fails to correct her error before rounding or passing the next mark or finishing, an umpire may disqualify her under instruction Q3.1(c).

Q4.3 An umpire who decides, based on his own observation or a report received from any source, that a boat may have broken a rule, other than instruction Q3.2 or Q4.2(a) or a rule listed in instruction Q2.1, may inform the protest committee for its action under rule 60.3. However, he will not inform the protest committee of an alleged breach of rule 14 unless there is damage or injury.

Q5 PROTESTS; REQUESTS FOR REDRESS OR REOPENING; APPEALS; OTHER PROCEEDINGS

Q5.1 No proceedings of any kind may be taken in relation to any action or non-action by an umpire.

Q5.2 A boat may not base an appeal on an alleged improper action, omission or decision of the umpires or the protest committee. In rule 66 the third sentence is changed to ‘A party to the hearing may not ask for a reopening.’

Q5.3 (a) Protests and requests for redress need not be in writing.

(b) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.

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(c) If the protest committee decides that a breach of a rule has had no effect on the outcome of the race, it may impose a penalty of points or fraction of points or make another arrangement it decides is equitable, which may be to impose no penalty.

Q5.4 The race committee will not protest a boat, except following a report under rule 43.1(c) or 78.3.

Q5.5 The protest committee may protest a boat under rule 60.3. However, it will not protest a boat for breaking instruction Q3.2 or Q4.2(a), a rule listed in instruction Q2.1, or rule 14 unless there is damage or injury.