



**Australian Government**



## **2020 ILCA Laser Standard Men's World Championship 9-16 February 2020**

### **Sailing Instructions**

**Venue: Melbourne, Australia**

**Organizing Authority: Victorian Laser Association Inc., Sandringham Yacht Club (Host)  
and the International Laser Class Association (ILCA)**

#### **1. RULES**

- 1.1 The regatta will be governed by the 'rules' as defined in the Racing Rules of Sailing. The prescriptions of the National Authority will not apply.
- 1.2 Laser class rule 7 (a) is restricted as follows: "Only one person shall be on board whilst racing. The person shall be named on the entry form."
- 1.3 Appendix P will apply as amended in instruction 18.
- 1.4 Appendix T (Arbitration) will apply.
- 1.5 In all rules governing this regatta;
  - (a) (DP) denotes a rule for which the penalty is at the discretion of the International Jury; and
  - (b) (NP) denotes a rule that shall not be grounds for protests by a boat. This changes RRS 60.1(a).
- 1.6 (NP, DP) Advertising - The organizing authority may require competing boats to carry event sponsor advertising.
- 1.7 If there is a conflict between languages the English text will take precedence.

## **2. NOTICES TO COMPETITORS**

- 2.1 Notices to competitors will be posted on the official notice board located near the race office.
- 2.2 The race office is located at the Sandringham Yacht Club, Jetty Road, Sandringham, Victoria.
- 2.3 The race office is open:  
09-10 February from 0900 – 1200 & 1300 - 1800  
11-16 February from 0900 until 30 minutes after the close of the protest time limit unless extended at the discretion of the race committee

## **3. CHANGES TO SAILING INSTRUCTIONS**

Any change to the sailing instructions will be posted before 0830 on the day it will take effect, except that any change to the schedule of races will be posted before the end of the last protest time or 2000, whichever is later, on the day before it will take effect.

## **4. REGISTRATION / EQUIPMENT INSPECTION**

- 4.1 Competitors shall register at the race office and complete all required registration and equipment inspection formalities before racing. Competitors that do not complete all required registration and equipment formalities will not be assigned to fleets.
- 4.2 Information on equipment inspection will be posted on the official notice board. Boats shall be presented with all equipment that shall be used in the regatta, with the bottom mast, boom and all control lines rigged and with the sail and top section derigged ready for inspection.
- 4.3 Equipment inspection will take place at the boat park between the following dates and times:  
09-10 February from 0900 – 1200 & 1300 – 1800  
Equipment inspection outside these times will only be possible at the discretion of the regatta equipment inspector and on payment of AUD 20.
- 4.4 Wet clothing, measurement and equipment checks may be made throughout the regatta at the discretion of the class representative, equipment inspector, race committee or the jury.

## **5. EQUIPMENT PROTESTS (NP, DP)**

- 5.1 Equipment protests will only be accepted from either the race committee, equipment inspector or jury. This changes RRS 60.1(a).
- 5.2 If a boat is sailed without a centreboard stopper, or with no mast retention line attached (class rule 3(b) xi), a scoring penalty of 30% of the score for did not finish rounded to a whole number (rounding 0.5 upward) will, without a hearing, be added to the boats score in the last completed race in which she was racing without a centreboard stopper or the retention line. However, she shall not be scored worse than DSQ. This changes RRS 63.1 and RRS A5.
- 5.3 If a sail, top mast, or bottom mast has been changed prior to a race without the permission required by instruction 6.2 the sailor will be disqualified without a hearing from the last completed race when the change was used. This changes RRS 63.1 and RRS A5.
- 5.4 For any other equipment protest, the jury may apply an alternative penalty to disqualification.

## **6. BOATS AND EQUIPMENT (NP, DP)**

- 6.1 Competitors shall use only one hull, sail, batten set, mast, boom, centreboard and rudder; all of which shall be identified during equipment inspection.
- 6.2 In the event of damage, boats and equipment may only be substituted with the written permission of the regatta equipment inspector. If the damage occurs less than two hours before the first scheduled start on a racing day, and before the start of the last race of the day, provisional verbal permission shall be obtained from the regatta equipment inspector, jury or race committee and the written permission of the regatta equipment inspector shall be applied for before the end of the protest time limit at the end of the day in which the substitution takes place
- 6.3 For the purposes of RRS G1.1, sails shall display the national letters of the World Sailing member national authority under which the entry was accepted (see NOR 2.1). This changes RRS G1.1.
- 6.4 Boats shall not be towed unless flag T is displayed ashore or on the race committee signal vessel. When flag T is displayed a tow shall not exceed 8 knots.
- 6.5 When ashore boats shall be kept in their assigned places at the venue.
- 6.6 Competitors ranked first, second and third each day may be required to wear coloured bibs/vests supplied by the organizing authority.
- 6.7 Boats may be required to display identification numbers.
- 6.8 Competitors may wear a heart rate monitor which shall not be capable of displaying, delivering, transmitting, receiving, calculating, correlating or storing information about wind speed, wind direction, boat speed or boat position.
- 6.9 Boats may be required to carry cameras, sound equipment or positioning equipment as specified and supplied by the organizing authority.
- 6.10 Access to the boat park may be restricted during certain hours including the hours of darkness.

## **7. RACE FORMAT**

- 7.1 The entries are divided into three fleets and will sail a qualifying series followed by a final series in accordance with the ILCA Qualifying and Final Series Formats appended to these sailing instructions.
- 7.2 If four races have not been completed by the end of the third scheduled racing day the qualifying series will continue until the end of the racing day in which a fourth qualifying race is completed.
- 7.3 A qualifying series race will not count until all qualifying series fleets have completed that race.

## **8. SCHEDULE OF RACES**

- 8.1 09 February 0900-1200 & 1300-1800 Registration, Equipment Inspection, Charter Boat allocation  
10 February 0900-1200 Registration, Equipment Inspection, Charter Boat allocation  
Practice race at 1430 followed by a 1830 opening ceremony.  
11 February 2 races back to back, (Qualifying series)  
12 February 2 races back to back, (Qualifying series)  
13 February 2 races back to back, (Qualifying series) and mid-week party  
14 February 2 races back to back, (Qualifying/final series)  
15 February 2 races back to back, (Qualifying/final series)  
16 February 2 races back to back, (Qualifying/final series) followed by charter boat return, an 1830 prize giving party and buffet meal.
- 8.2 The time of the first warning signal for the practice race will be 1430.
- 8.3 The time of the first warning signal on 11-15 February will be 1400.
- 8.4 The time of the first warning signal on 16 February will be 1200.
- 8.5 Each day succeeding races will be started as soon as practicable after the finish of the previous race.
- 8.6 On the last day of the championship, no warning signal will be made after 1500.
- 8.7 The schedule may be changed to sail more than two races a day.

## **9. FLEET IDENTIFICATION (NP, DP)**

- 9.1 While racing each boat shall display a coloured band corresponding to the fleet to which she has been assigned. The band shall be placed on the bottom mast between the boom vang fitting and the boom.
- 9.2 The coloured bands will be issued at registration and if bands are lost or damaged spares will be available at the race office.

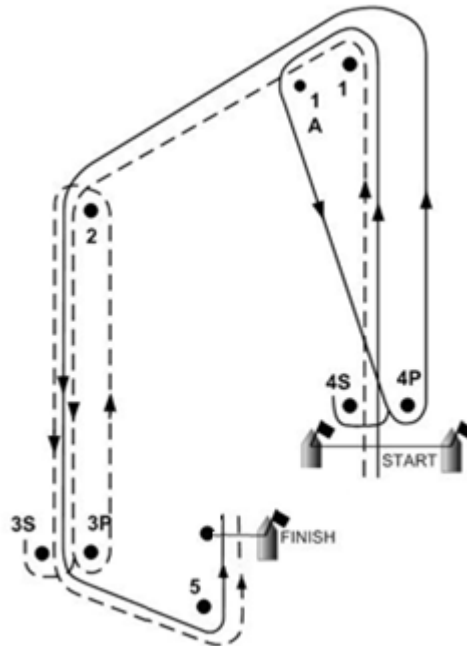
## **10. SIGNALS MADE ASHORE and RACING AREA**

- 10.1 Signals made ashore will be displayed on the signal mast located outside the Ken King Centre.
- 10.2 The approximate position of the racing area is displayed on the official notice board.
- 10.3 When a signal ashore is displayed over a fleet flag(s) it shall apply to that fleet(s) only.
- 10.4 Flag G displayed with two sounds (one when removed) means "No boat shall go afloat until this signal is removed. The first warning signal will be made not less than 60 minutes after flag G is removed.
- 10.5 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in the race signal AP.

## 11. THE COURSES

- 11.1 The diagram shows the courses, the order in which marks are to be passed and the side on which each mark is to be left. The leg between marks 3S/3P and mark 5 may be laid shorter than the leg between mark 1 and mark 2 so that the finish line is not directly to leeward of the start line.

**Outer: ..... 1, 2, 3S/3P (gate), 2, 3S/3P (gate), 5, FINISH**  
**Inner: ..... 1, 1A, 4S/4P (gate), 1, 2, 3S/3P (gate), 5, FINISH**



- 11.2 No later than the warning signal, the race committee signal vessel will display the approximate compass bearing of the first leg.
- 11.3 The length of the course will be set for a target time of 60 minutes. Failure to meet the target time will not be grounds for redress under RRS 62.1(a).
- 11.4 The course may be shortened to finish at a rounding mark or a gate provided 4 or more legs have been sailed on an outer course and at least 3 or more legs have been completed on an inner course (excluding the leg between mark 1 and mark 1A).

## 12. MARKS

- 12.1 Course marks 1, 2, 3P, 3S, 4P, 4S and 5 will be yellow inflatable truncated cones.
- 12.2 Course mark 1A will be a pink inflatable truncated cone.
- 12.3 New marks will be orange inflatable truncated cones.
- 12.4 The starting marks will be race committee vessels.
- 12.5 The finishing marks will be a black and white check inflatable truncated cone at the port end and a race committee vessel at the starboard end.

## 13. THE START

- 13.1 To alert boats that a race or sequence of races will begin soon, the orange starting line flags will be displayed with one sound at least five minutes before a warning signal is made.
- 13.2 The warning signal for the subsequent starts will be made as soon as practicable after the previous start.
- 13.3 Start Sequence and Fleet Flags

| Fleets                 | Fleet Flags | Start Sequence        | Course |
|------------------------|-------------|-----------------------|--------|
| Standard – Yellow/Gold | Yellow      | 1 <sup>st</sup> Start | Outer  |
| Standard – Blue/Silver | Blue        | 2 <sup>nd</sup> Start | Outer  |
| Standard – Red/Bronze  | Red         | 3 <sup>rd</sup> Start | Inner  |

- 13.4 The starting line will be between staffs displaying orange flags on the starting marks.
- 13.5 (DP, NP) Boats whose warning signal has not been made shall avoid the starting area during start sequences for other fleets.
- 13.6 A boat starting later than four minutes after her starting signal will be scored DNS. This changes RRS A4 and RRS A5.

#### **14. STARTING PROCEDURE**

14.1 Races will be started using either RRS 30.3 (U Flag Rule), or RRS 30.4 (Black Flag Rule).

14.2 RRS 30.4 (Black Flag Rule) is supplemented as follows;

- (a) Sail numbers will be displayed for at least 3 minutes. A long sound signal will be made when the numbers are initially displayed. A boat whose number is so displayed shall leave the racing area, defined in instruction 14.2(b) before the new preparatory signal. If she fails to do so, she is liable to be scored DNE.
- (b) Before the starting signal, the racing area is the area within 100 metres of the starting line. After the starting signal, the racing area is the area within an imaginary line drawn 100 metres outside any point where a boat might sail during normal racing and includes the area bounded by marks 1, 2, 3 and 4 at all times when any boat of any fleet is still racing.
- (c) When the race committee decides that its application of RRS 30.4 might entitle a boat to redress under RRS 62.1(a), it may decide not to display her sail number and not disqualify her. This changes RRSs 30.4, 60.2 and 63.1.
- (d) For the purposes of RRS 30.4 a race is 'restarted or resailed' when it has the same race number as a previously abandoned or recalled race, even if the race is resailed on a later date, or is resailed as part of a final series instead of a qualifying series.

#### **15. CHANGE OF THE NEXT LEG OF THE COURSE**

A change of the next leg of the course will first be attempted by changing the position of the original marks. When this is not possible the course will be reset using one or more new marks (described in instruction 12). When new marks are already in use, the course may be further reset using the original marks. Any action or no action by the race committee under this instruction will not be grounds for redress under RRS 60.1(b).

#### **16. ABANDONING A RACE**

Under RRS 32.1, the race committee may abandon the race because of a major wind shift or irregular winds or when the wind speed drops below 5 knots (2.5 m/s) as measured by the race committee. Any action or no action by the race committee under this instruction will not be grounds for redress under RRS 60.1(b).

#### **17. THE FINISH**

The finishing line will be between staffs displaying orange flags on the finishing marks, except when RRS 32.2 'Shortening Course' applies.

## 18. PENALTY SYSTEM FOR BREACHES OF RRS 42

18.1 Appendix P will apply with the following changes:

- (a) If a first penalty is signalled after a boat has crossed the finish line, a scoring penalty of 10% of the score for did not finish rounded to a whole number (rounding 0.5 upward) will be added to the boats score. However, she shall not be scored worse than DSQ.
- (b) RRS P3 is replaced with "If a boat has been penalised for the first time under RRS P1.2 and the race is restarted or resailed the penalty is cancelled, but it is counted to determine the number of times she has been penalised during the regatta. This changes RRS 36."
- (c) RRS P4 is replaced with "An action by the jury under RRS P1.2 shall not be grounds for a request for redress by a boat. The jury may initiate a redress hearing and may give redress for an action under RRS P1.2 by a member of the jury or its designated observer". This changes RRS 60.1(b).

18.2 A boat that has either retired from or been disqualified in a race for a second or subsequent breach of RRS 42 shall not compete in that race if it is restarted or resailed. For the purposes of this instruction a race is 'restarted or resailed' when it has the same race number as a previously abandoned or recalled race, even if the race is resailed on a later date, or is resailed as part of a final series instead of a qualifying series. If she competes in that race, she shall be disqualified without a hearing and that score shall not be excluded (DNE) and the jury will consider calling a hearing under RRS 69.1(a).

This means:

| Yellow Flag | Immediate penalty action by boat | After a general recall or a postponement or an abandonment | No action by boat | After a general recall or a postponement or an abandonment |
|-------------|----------------------------------|--|-------------------|--|
| 1st         | Two turns / 10% (SI 18.1(a))     | Can restart  | DSQ               | Can restart  |
| 2nd         | Retire (RET)                     | Shall not restart  | DNE               | Shall not restart  |
| 3+          | Retire (DNE)                     | Shall not restart  | DNE Regatta       | Shall not restart  |

## 19. TIME LIMIT

Boats failing to finish within 20 minutes after the first boat in her fleet sails the course and finishes will be scored Did Not Finish (DNF) without a hearing. This changes RRS 35, RRS A4 and RRS A5.

## 20. PROTESTS AND REQUESTS FOR REDRESS

- 20.1 Protests shall be in writing and delivered to the race office within the protest time limit. Protest forms will be available at the race office. The protest time limit will be set by and posted on the official notice board by the jury and may be different for each fleet.
- 20.2 Protest notices will be posted within 30 minutes of the protest time limit for each fleet. Protests will be heard at the jury office.
- 20.3 Notices of protests by the race committee or jury will be posted before the end of the protest time limit to inform boats under RRS 61.1(b).
- 20.4 If RRS N1.4(b) applies, the time limit for requesting a hearing under that rule is 30 minutes after the party was informed of the panel's decision.
- 20.5 On the last day of the qualifying series a request for a reopening of a hearing under RRS 66 shall be delivered:
  - o within the protest time limit if the party requesting reopening was informed of the decision on the previous day;
  - o no later than 30 minutes after the party requesting reopening was informed of the decision on that day.
  - o If no racing has taken place on that day, no later than 30 minutes after 'AP over A' is displayed ashore.
- 20.6 On the last day of the qualifying series and on the last scheduled day of racing, a request for redress based on a jury decision under RRS 62.2 shall be delivered no later than 30 minutes after the decision was posted.
- 20.7 Decisions of the jury will be final as provided in RRS 70.5.
- 20.8 To request correction of an alleged error in posted race or series results, a boat shall complete a scoring enquiry form available at the race office.
- 20.9 A list of boats that, under instruction 18, have been penalised for breaking RRS 42 will be posted after racing each day.

## 21. WHISTLE SYSTEM

To encourage boats to take penalties afloat, jury members may blow a whistle when they see what they believe to be a breach of a rule.

## 22. SCORING

- 22.1 Four races are required to be completed to constitute a championship.
- 22.2 When fewer than four races have been completed, a boat's score will be the total of her race scores.
- 22.3 When from four to nine races have been completed, a boat's score will be the total of her race scores excluding her worst score.
- 22.4 When ten or more races have been completed, a boat's score will be the total of her race scores excluding her two worst scores.
- 22.5 When a qualifying/final series is sailed:
  - (a) The qualifying series races and the final series races will count for total points in the championship.
  - (b) A qualifying series race will not count until all qualifying series fleets have completed that race.
  - (c) The worst qualifying series race score will be excluded when calculating the division into final series fleets.
  - (d) If only one final series race is completed it will not be excluded.
  - (e) If two or more final series races are completed then a maximum of one final series race scores may be excluded.
  - (f) For the purposes of RRS A4.2 "Scoring" the number of boats entered in a qualifying/final series race will be the number of boats assigned to the largest qualifying fleet.

## 23. TITLES & PRIZES

- 23.1 The first sailor in the championship will be the ILCA Laser Men's World Champion.
- 23.2 ILCA cube prizes will be awarded in accordance with the ILCA Honour Award By-Law.

## 24. COACH/SUPPORT BOATS AND COACHES/TEAM LEADERS MEETING (DP, NP)

- 24.1 There will be a coaches/team leaders meeting every morning from 10 February 2020, 2.5 hours before the first warning signal of the day. The objectives of these meetings are to receive feedback from the coaches on the regatta organization, exchange viewpoints and inform the coaches about changes in the sailing instructions and regatta organization in general.
- 24.2 All coach/support boat drivers shall confirm registration of their boats and submit the names and sail numbers of the sailors they are supporting at the race office before 1800 on 10 February 2020.
- 24.3 Each coach/support boat shall clearly display an identification number supplied at registration. No other individual support boats shall be used. A fee of AUS 55 will be required for access to launch, mooring and refueling facilities and for the identification number.
- 24.4 Each coach/support boat shall carry at least three hazard warning tapes for the purposes of SI 25.6. The tape is available from the race office.
- 24.5 Each coach/support boat is required to carry a VHF radio capable of transmitting and receiving all international ship-to-ship channels.
- 24.6 Except when participating in rescue operations, team leaders, coaches, parents and other support personnel (coach/support boats) shall stay more than 100 meters from any point where a boat might sail during normal racing and completely outside the area bounded by marks 1, 2, 3, and 4 from the time of the preparatory signal for the first fleet to start until all boats have finished or the race committee signals a postponement or abandonment of **all fleets**. When any boat is racing from mark 5 to the finish coach/support boats shall stay out the area from 100 meters below mark 5 to 100 meters above the finish line. When boats are finishing coach/support boats shall stay more than 100 meters outside and to windward of the starboard end of the finish line until all boats in all fleets have finished.
- 24.7 Coach/support boat drivers and crews shall wear a personal flotation device or other adequate personal buoyancy securely fastened at all times when afloat except briefly while changing or adjusting clothing or personal equipment. Wet suits and dry suits do not constitute adequate personal buoyancy.
- 24.8 When the coach/support boat engine is running coach/support boat drivers shall be connected to a device that will stop the engine if the boat driver falls out the boat or is otherwise not in control of the boat.
- 24.9 If a coach/support boat does not comply with instructions 24.3, 24.4, 24.5, 24.6, 24.7 and 24.8 a discretionary penalty may be applied by the jury to some or all associated competitors and may include restrictions on the movement of their coach/support boat.

## 25. SAFETY (NP, DP)

- 25.1 Competitors shall wear a personal flotation device or other adequate personal buoyancy securely fastened at all times when afloat except briefly while changing or adjusting clothing or personal equipment. Wet suits and dry suits do not constitute adequate personal buoyancy. This changes RRS 40.
- 25.2 Competitors who require assistance should wave one arm with hand open. If no assistance is required, the arm should be waved with fist closed.
- 25.3 If considered necessary, a competitor may be ordered by a race organization boat to abandon his or her boat and board a patrol boat.
- 25.4 Competitors shall check-out and check-in strictly in accordance with check-out/check-in procedures posted on the official notice board.
- 25.5 A boat that retires from a race shall notify a race committee, safety/patrol or jury boat as soon as possible and the race office immediately after returning to the shore.
- 25.6 If a boat is abandoned it will be marked with a hazard tape tied through the bow eye to signal that the sailor is safe.

## 26. RUBBISH/TRASH DISPOSAL

Trash may be placed aboard support or race official vessels.

## 27. PHOTOGRAPHY CONSENT

By entering the regatta competitors accept that they may be photographed and/or videotaped participating in the regatta and/or using the regatta facilities and they consent to the taking of such images and to the use, reuse, publication and republication of such images in any media, in conjunction with the competitors name or not, without compensation and without the competitors approval of such images or any use thereof.

## 28. DISCLAIMER OF LIABILITY / RISK STATEMENT

- 28.1 The Victorian Laser Class Association Inc, the Sandringham Yacht Club, the International Laser Class Association and all their officers, members and volunteers do not accept liability for loss of life or property, or personal injury or damage caused by or arising out of the regatta. Competitors take part in the regatta at their own risk.
- 28.2 The establishment of the notice of race and the sailing instructions in no way limits or reduces the complete and unlimited responsibilities of a competitor being solely and entirely responsible for the management of a boat he is sailing.
- 28.3 All competitors shall maintain their boats in a safe and seaworthy condition.
- 28.4 A competitor shall be of good health and a competent sailor capable of racing a Laser Standard in open water in all conditions including strong winds.
- 28.5 At-fault occurrences to other boats are the responsibility of the helmsman. Competitors are not covered by any liability insurance provided by the organizing authority and should provide their own coverage for personal goods and liability protection. The organizing authority recommends that competitors consult their own insurance carriers to assure they are covered at this event and regarding additional personal liability insurance coverage.
- 28.6 A competitor is recommended to have personal accident and health insurance that covers him while attending the regatta and while racing.

## 29. OFFICIAL BOATS

- 29.1 The race committee signal vessel will display an area identification flag.
- 29.2 All other race committee vessels will display a white RC flag.
- 29.3 Jury boats will display a flag with the word J or JURY.
- 29.4 Press/TV vessels will display a flag with the word MEDIA or PRESS.
- 29.5 Failure of a committee vessel to fly an identifying flag will not be grounds for redress under RRS 60.1(b).





## International Laser Class Association Qualifying and Final Series Formats

### 1. Introduction

1.1 This addendum applies when boats are divided into fleets to sail a qualifying series and a final series.

### 2. Qualifying Series

- 2.1 For the qualifying series boats will be assigned to fleets of, as near as possible, equal size and ability.
- 2.2 Initial assignments will be made by a seeding committee appointed by the organizing authority and will be posted by 2000 on the last day of registration.
- 2.3 Where a practice race is scheduled the organizing authority will post a practice race fleet assignment at 0900 on the day of the practice race.
- 2.4 In the qualifying series boats will be reassigned to fleets after each day of racing, except if on the first day only one race is completed. If all fleets have completed the same number of races, boats will be reassigned on the basis of their ranks in the series. If all fleets have not completed the same number of races the series scores for reassignment will be calculated for those races, numbered in order of completion, completed by all fleets.
- 2.5 Reassignments will be made as follows:

|                 | Two fleet format | Three fleets format | Four fleets format |
|-----------------|------------------|---------------------|--------------------|
| Rank in Series  | Fleet Assignment | Fleet Assignment    | Fleet Assignment   |
| 1 <sup>st</sup> | 1                | 1                   | 1                  |
| 2 <sup>nd</sup> | 2                | 2                   | 2                  |
| 3 <sup>rd</sup> | 2                | 3                   | 3                  |
| 4 <sup>th</sup> | 1                | 3                   | 4                  |
| 5 <sup>th</sup> | 1                | 2                   | 4                  |
| 6 <sup>th</sup> | 2                | 1                   | 3                  |
| 7 <sup>th</sup> | 2                | 1                   | 2                  |
| 8 <sup>th</sup> | 1                | 2                   | 1                  |
| 9 <sup>th</sup> | 1                | 3                   | 1                  |
| And so on       |                  |                     |                    |

- 2.6 Reassignments will be based on the ranking available at 2100 that day regardless of protests or requests for redress not yet decided.
- 2.7 If all fleets have not completed the same number of races by the end of a day, the fleets with fewer races will continue racing the following day until all fleets have completed the same number of races. All boats will thereafter race in the new fleets.
- 2.8 If four races have not been completed on the last scheduled day of the qualifying series, the qualifying series will continue until the end of the racing day in which a fourth qualifying race is completed.
- 2.9 If at the end of the qualifying series some qualifying series fleets have more race scores than others, any extra races will be abandoned so that all boats in the qualifying series have the same number of race scores.

### 3. Final Series

- 3.1 Boats will be assigned to final series fleets on the basis of their ranks in the qualifying series.
- 3.2 There will be the same number of fleets in the final series as there were in the qualifying series.
- 3.3 The final series fleets will be, as nearly as possible, of equal size but so that the Silver fleet is not larger than the Gold fleet and the Bronze fleet (where it exists) is not larger than the Silver fleet and the Emerald fleet (where it exists) is not larger than the Bronze fleet. Boats with the best qualifying series ranks will race all final series races in the Gold fleet; boats with the next best qualifying series ranks will race in the Silver fleet; boats with the next best qualifying series ranks will race in the Bronze fleet (where it exists); and boats with the next best qualifying series ranks will race in the Emerald fleet (where it exists).
- 3.4 Any recalculation of qualifying series ranking after boats have been assigned to final series fleets will not affect the assignments except that a redress decision may promote a boat to a higher fleet.
- 3.5 Different final series fleets need not have completed the same number of final races. The boats in the Gold fleet will be ranked highest, except for a boat disqualified from a final series race under RRSs 5, 6, 7 or 69.