



Notice N°1
INFORMATION TO COMPETITORS FROM THE
TECHNICAL COMMITTEE, RACE COMMITTEE, AND
INTERNATIONAL JURY
2022 Moth World Championships
Post-race Check Measurement

Process; Boat selection; What is checked; Penalties

Summary for Competitors:

1. 3 boats will be check-measured as soon as they come ashore after each day's racing.
2. The crossing finishing line order to be check-measured will be posted the previous day.
3. At end of a fleet's last race of the day the boats' numbers will be displayed on RC Vessel.
4. These boats should remain in racing trim until the check-measurement is complete.
5. Items to be checked are listed below. Any penalties will comply with World Sailing Discretionary Penalty Guidance, as changed below.

The Process in Full

1. The Class Association has asked the World Championship's Technical Committee (TC) to undertake daily boat measurement checks on 3 randomly selected boats (7.5% of the fleet) each day of the 2022 Moth Worlds.
These are to be quick checks, conducted as soon as the selected boats reach the shore after each day's racing in their fleet. Boats to be check-measured shall sail to the launch/retrieval ramp and should, as far as possible, remain in racing trim until the checks are complete.
2. One boat from the first five boats to cross the finish line in each race shall be selected at random. The random selection of boats will be posted each morning using the format of (for instance) "Race 1, 1st boat across the finish line, Race 2, 3rd boat across the finish line, etc.". The actual sail numbers of the boats to be check-measured, will then be posted on the back of the RC Vessel at the end of the last race of the day for that fleet. If a boat has infringed a measurement item on the previous day, the TC reserves the right to check-measure that item on that boat the next day, in addition to the randomly selected boats. The TC is empowered to check any other boat at any time (SI 22.1), and this policy does not change or remove this.

3. The items to be checked will normally be limited to:
 - Foil signatures for registered equipment – daggerboard and rudder
 - Sails have their correct sticker. Also, that the correct country code and sail numbers are being used and are clearly visible
 - Mast stickers for registered equipment
 - Boat width is no more than 2250mm at any point
 - Length of rudder and prodder gantries do not exceed 500mm
 - Gantry floatation

However the TC may in addition check or measure any other item that appears to be non-compliant with the Class Rules.

4. Maximum Length Measurements

For length measurements, the TC will only protest (or apply a standard penalty) when it believes the boat will have broken the rule while racing.

5. Penalties

Penalties will be decided by the Jury and will adhere to the guidelines in World Sailing Jury Policies (July 2021). However, recognizing the circumstances of the Class, the suggested band penalties (see Section C, paragraph 1.4) will be adjusted for first offences as follows:

- Band 1 (minor) equipment-related breach, “Starting point” is a 0 point penalty, with correction required. Example breaches: Sail number/ country code non-compliance; equipment outside rule, no possible effect on boat speed.
- Band 3 (major) equipment-related breach, “Mid-point” is a 20 point penalty added to the boat’s score in the last race of the day. Example breach: use of non-registered foils / masts / sails or other equipment.
- For an equipment-related breach deemed to be in Band 2 (e.g. equipment outside rule with possible but not significant effect on boat speed), the “mid-point” is a 10 point penalty added to the boat’s score in the last race of the day.

For a second offence, World Sailing Guidelines will apply. For example:

- When the breach affected racing performance, a penalty is usually applied to all races in the day. When the breach did not, the penalty is usually only applied to the last race of the day.
- The Band 1 “mid-point” is a penalty equal to 5% of fleet size, for Band 2 it is 20%, and for Band 3 it is 50%.

6. After identifying a possible measurement issue, the TC Measurer may consult a Class appointed Measurer to advise on any technical class rulings. World Sailing’s Jury Policies have been posted to the Event website.

Shaun Ritson, Technical Committee Chair
Teodoro Kundig, Principal Race Officer
Clifford Black, International Jury Chair
28 November 2022