

**2022 International Moth Class World Championship and
2022 Argentina Nationals Open Moth Championship**
Dársena Norte, Buenos Aires, Argentina

SAILING INSTRUCTION

The Championship is organized by the Yacht Club Argentino in conjunction with the International Moth Class.

All competitors and support staff must adhere to any Federación Argentina de Yachting “Covid-19 Protocols” that will be in place at the time of the regatta. These will be updated on a regular basis and be made available to all competitors before the event commences.

Note

[DP] the penalty for an infringement to this rule can be at the discretion of the Protest Committee less than the disqualification.

[NP] denotes that a breach of this rule may not be grounds for a protest by a boat (this modifies RRS60.1(a)).

1. RULES

- 1.1. The events will be governed by the rules as defined in *The Racing Rules of Sailing 2021-2024*.
- 1.2. If there is a conflict between languages the English text will take precedence.
- 1.3. No National prescriptions will apply.
- 1.4. Decisions of the International Jury will be final as provided in Rule 70.5.
- 1.5. Rule 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.
- 1.6. The Race Management Guidelines of the International Moth Class Association will apply, except for any that are altered by the Notice of Race or the Sailing Instructions.
- 1.7. For the Argentinean National Championship, NOC (Competition Organization Rules) rules will apply.

2. CHANGE TO THE SAILING INSTRUCTIONS

- 2.1. Any change of the Sailing Instructions will be posted on the Official Notice Board <https://onb.mothworlds.roms.ar/> two hours before the first warning signal of the date when it will take effect, except that any change to the format or schedule of races will be posted by 20hs on the day before it will take effect.
- 2.2. No printed copy will be provided by the OA.

3. COMMUNICATIONS

The online notice board is located at <https://onb.mothworlds.roms.ar/> at the same time notices will be posted on ONB MOTH WORLDS 2022: <https://t.me/+LA-O5JANDhs0ZGlx>

4. CODE OF CONDUCT

- 4.1. [DP] Competitors and support persons shall comply with personal requests from race officials.

5. SIGNALS MADE ASHORE

- 5.1. Signals made ashore will be displayed from the flagpole which is near the launching ramp.
- 5.2. When the class flag is displayed ashore with a sound signal it means: ‘The warning signal will be made not less than 45 minutes after class flag is displayed. [DP] [NP] To help swift launching by fleet,

boats shall not move from the assigned places nor be left unattended in the launching areas.

- 5.3. When Flag AP is displayed ashore, '1 minute' is replaced with 'not less than 45 minutes' in the RRS Race Signal AP.

6. WORLD CHAMPIONSHIP QUALIFYING SERIES AND FINAL SERIES

- 6.1. Six (6) races are required to constitute a valid Championship.

- 6.2. If 70 or more boats are registered the regatta will consist of a qualifying series and a final series, in that case, the RC will split boats into different fleets. If the registered boats are less than 70, the regatta will consist of a single fleet.
- 6.3. If at least 4 races are sailed during the first two days, then over the last three days the fleets will be divided into fleets and raced in a finals format. If not, the qualifying series will be extended until at least 4 races have been completed for all boats.
- 6.4. The qualifying series will consist of up to 6 races and, based on its results the fleet will be divided into fleets for the finals. The final series will consist of up to 12 races.

6.5. QUALIFYING SERIES

- 6.6. For the first day of racing, boats will be assigned to two fleets- Yellow and Blue of equal size. The assignments will be made by the first letter of the country and sail number. This initial assignment will be posted by 20.00 on the day before the first scheduled race of the event.
- 6.7. The Yellow and Blue fleets will race sequentially, with only one fleet on the course at a time. The starting sequence will be posted by 20.00 on the day before it applies.
- 6.8. Boats will be reassigned after each day of racing. If all fleets have completed the same number of races, boats will be reassigned based on their ranks in the series. If both 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 each fleet. Reassignments will be made as follows:

Rank in series	Flight assignment
First	Yellow
Second	Blue
Third	Blue
Fourth	Yellow
Fifth	Yellow
Sixth	Blue
Seventh	Blue
Eighth	Yellow

and so on.

- 6.9. Except for the last day of the Qualifying Series, if both fleets have not completed the same number of races by the end of a day, the fleet with fewer races will continue racing the following day until both fleets have completed the same number of races. All boats will thereafter race in the new fleets for that day
 - 6.10. Fleet assignments will be based on the ranking available at 20.00 that day regardless of protests or requests for redress not yet decided. Fleet assignments for the following day will be posted as soon as possible after 20.00.
 - 6.11. On the last day of the Qualifying Series assignments to Gold and Silver fleets will be based on the ranking available either at 20.00 that day, or at the completion of protest hearings for that day – whichever is the later. These assignments will be posted as soon as reasonably possible after that time. The Qualifying Series will conclude after two days if at least four races have been completed by both fleets. If fewer than four races have been completed the Qualifying Series will be extended to the Reserve Day.
 - 6.12. If fleet assignments are changed after they have been posted, for instance because of an error in the initial posting, Flag F will be displayed with two sound signals to indicate that the assignments previously posted have been withdrawn, and revised fleet assignments have been posted that will apply instead.
- 6.13. FINAL SERIES**
- 6.14. Boats will be assigned to Finals Series fleets Gold and Silver on the basis of their rank at the end of the Qualifying Series. The higher ranked 50% will be assigned to the Gold Fleet and the lower 50% to the Silver Fleet. However, the middle ranked boat, if there is an uneven number of boats, and boats with unbroken ties spanning the division point, will be assigned to the Gold Fleet.
 - 6.15. 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 the gold fleet.

7. PRE-WORLDS ARGENTINEAN NATIONALS

- 7.1. Up to 6 races will be held over the two-day event.
- 7.2. The fleet will be divided into groups with the same criteria as the Worlds.
- 7.3. These will be changed, based on results, for the second day of racing. The groups will not be spilt into Gold and Silver fleets.

8. SCHEDULE OF RACES

8.1.

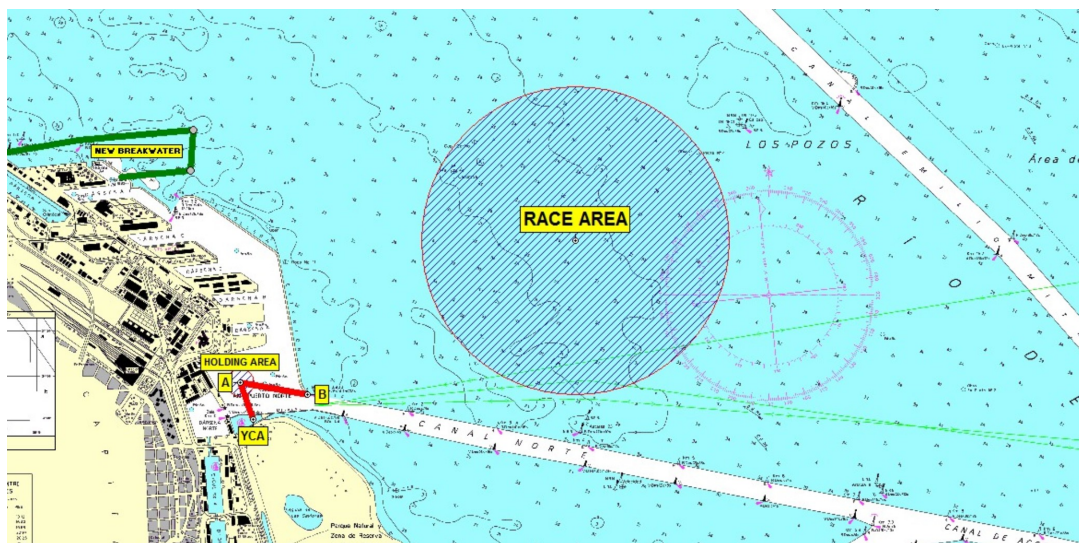
Date	Event		
25 th Nov	Argentina Nationals	13.00hrs	First Warning Signal
26 th Nov	Argentina Nationals	13.00hrs	First Warning Signal
27 th Nov	Accreditation – Measurement	9.00hrs – 18.00hrs	
28 th Nov.	Measurement	9.00hrs – 17.00hrs	
	Opening Ceremony	18.00hrs	
29 th Nov	Worlds Race Day 1	13.00hrs	First Warning Signal
30 th Nov	Worlds Race Day 2	13.00hrs	First Warning Signal
1 st Dec	Reserve Day		
2 nd Dec	Worlds Race Day 3	13.00hrs	First Warning Signal
3 rd Dec	Worlds Race Day 4	13.00hrs	First Warning Signal
4 th Dec	Worlds Race Day 5	13.00hrs	First Warning Signal
	Price Giving Ceremony		After races

- 8.2. The programmed races for the Argentinean Nationals are 6 and for the Moth Worlds 18.
- 8.3. There will be no warning signal made after 17.00 hrs on 4th Dec.

9. CLASS FLAG

- 9.1. White background with a green Moth.

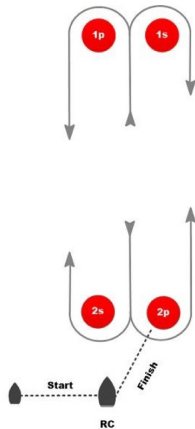
10. RACING AREA



11. COURSES

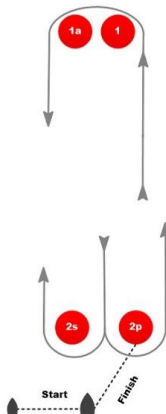
11.1.

L	COURSE: WINDWARD / LEEWARD with windward gate
Signal	Mark Rounding Order
L2	Start - 1s/1p - 2s/2p - 1s/1p - Finish between RC and 2p
L3	Start - 1s/1p - 2s/2p - 1s/1p - 2s/2p - 1s/1p - Finish between RC and 2p



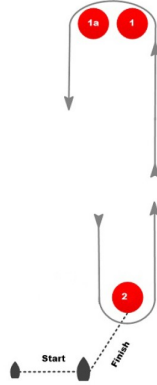
11.2.

LA	COURSE: WINDWARD / LEEWARD with offset mark
Signal	Mark Rounding Order
LA2	Start - 1 - 1a - 2s/2p - 1 - 1a - Finish between RC and 2p
LA3	Start - 1 - 1a - 2s/2p - 1 - 1a - 2s/2p - 1 - 1a - Finish between RC and 2p



11.3.

COURSE: WINDWARD / LEEWARD with offset mark	
Signal	Mark Rounding Order
LA2	Start - 1 - 1a - 2 - 1 - 1a - Finish between RC and 2p
LA3	Start - 1 - 1a - 2 - 1 - 1a - 2 - 1 - 1a - Finish between RC and 2p



- 11.4. The gate 2s/2p may be replaced by single mark (Mark 2) to be left to port.
11.5. No later than the warning signal, the race committee signal boat will display the course designation (number of laps) and may display the approximate compass bearing of the first leg.

12. MARKS

- 12.1. Start between two RC vessels displaying orange flags. Racing marks 1, 1a, 2s, 2p will be blue inflatable buoys.

13. THE START

- 13.1. The starting line will be between the staff displaying an orange flag on the two start marks.
13.2. To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound signal not less than three minutes before the warning signal is displayed.
13.3. A boat starting later than 4 minutes after the starting signal will be scored Did Not Start without a hearing. This change rules A5.1 and A5.2 .

14. CHANGE OF THE NEXT LEG OF THE COURSE

- 14.1. There will be no change of course once the race has started.

15. THE FINISH

- 15.1. The finishing line will be between the staff displaying a blue flag on the race committee signal boat and mark 2 or 2p.

15.2. Grand Prix finish

- 15.3. SI 15 changes RRS 28.1 and A4.
15.4. When the leading boat completes the course and finishes, the race committee signal boat at the finish will immediately display a checkered flag with a sound signal.
15.5. When the checkered flag is displayed mark 2s ceases to be a mark of the course, and instead, boats shall sail between mark 2p and the RC signal boat. During this time a boat may pass mark 2s on either side but shall not round it and start another lap.
15.6. The checkered flag will be removed at the end of the finishing window time limit.

15.7. Finishing positions

- 15.8. All boats that:
15.9. a) have completed a lap before the checkered flag is displayed, but then fail to finish while it is displayed, or
15.10. b) cross the finishing line while the checkered flag is displayed,
15.11. shall be deemed to have finished as long as they have completed one lap. Their positions in the race will be based on the order when they either completed their last lap or finished, with those having completed more laps finishing ahead of those with fewer laps.

16. PENALTY SYSTEM

- 16.1. RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

17. TIME LIMIT AND TARGET TIME

- 17.1. The time limits and target time in minutes is as follows:
Finish window 12
Target time 25
Race time Limit 50
- 17.2. Failure to meet the target time will not be grounds for redress. This changes rule 62.1(a).

18. PROTEST AND REQUEST FOR REDRESS

- 18.1. Protests and requests for redress or reopening shall be entered into <https://onb.mothworlds.roms.ar/> within the appropriate time limit.
- 18.2. The protest time limit for each fleet is 60 minutes after the last boat has finished the last race of the day or the race committee signals no more racing today, whichever is later.
- 18.3. Notices will be posted on <https://onb.mothworlds.roms.ar/> no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses.
- 18.4. Notices of protests by the Race Committee or Jury will be posted to inform boats under rule 61.1(b).
- 18.5. For infringements of rules other than those in RRS Part 2, the Jury may award a penalty of less than disqualification.

19. SCORING

- 19.1. The Argentinean Nationals will be scored as a single series of six races. When fewer than 4 races are sailed, all race scores will count. If 4 or more races are sailed, then a boat's series score will be the total of her scores, excluding her worst score.
- 19.2. The World Championship will be scored as a single series, except that once the Final Series has begun, all boats in the Gold fleet shall rank ahead of all boats in the Silver fleet. However, a boat that scored DNE in all races shall be ranked last overall.
- 19.3. Six races are required to be completed to constitute a valid Championship.
- 19.4. When fewer than four races are sailed, a boat's series score will be the total of her race scores.
- 19.5. When from 4-9 races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
- 19.6. When from 10 – 18 races have been completed, a boat's series score will be the total of her race scores excluding her worst two scores.

20. SAFETY REGULATIONS [NP][DP]

- 20.1. The race committee may protest a boat for breach of these safety regulations.
- 20.2. RRS 40.1 applies at all times whilst afloat.
- 20.3. If a boat is NOT intending to race or retires from a race they must sign a declaration at the Regatta office at the beginning of the day or when they return to the shore.
- 20.4. A boat that retires from a race shall also notify the Race Committee as soon as possible.

21. REPLACEMENT OF CREW OR EQUIPMENT [DP]

- 21.1. Helm Substitution. Any change to the nominated helm entered for the event constitutes a new entry and will not be allowed without prior written approval of the race committee.
- 21.2. Foil changes. [NP] A boat shall not change its rudder or daggerboard or the T-foils used on them while afloat. These changes may only be made while ashore.
- 21.3. Identification on Sails. Under exceptional circumstances, the Race Committee may permit a boat to use sails carrying a sail number other than that required by RRS Appendix G. Such permission shall be requested in writing at least two hours before racing with the sail. This changes rule 77 and Appendix G. All sail numbers shall be clearly visible to the race committee.

22. EQUIPMENT AND MEASUREMENT CHECKS [DP]

- 22.1. A boat or equipment may be inspected at any time for compliance with the Class Rules and Sailing Instructions. On the water or when coming back on shore, a boat shall comply with an instruction by a Technical Committee (TC) equipment inspector or measurer to proceed immediately to a designated area for inspection. The TC intends to check measured 10 boats each day, chose at random. The boats to be measured will be based on their position in the races that day and the sail numbers will be posted on the back of the Committee boat after the last race of the day for that fleet.
- 22.2. The boats to be check measured will be met at the ramp and asked to proceed to the inspection designated area.

23. OFFICIAL VESSELS

- 23.1. Race Committee vessels will be identified with blue flags with number one in white.
- 23.2. Press will be identified with a white flag with PRESS in black.
- 23.3. The measurement boat will be identified with a white flag with the M letter on it
- 23.4. Jury boats will be identified with white flags with a J letter.

24. SUPPORT BOAT

- 24.1. Support boats shall register with the Regatta Office, and shall at all time while afloat prominently display the identification flag supplied by the Organising Authority (20 USD deposit).
- 24.2. Except when requested to participate in rescue operations, team leaders, coaches and other support personnel shall stay outside areas where boats are racing from the time of the preparatory signal for the first race to start until all boats have finished or the Race Committee signals a postponement or abandonment. The areas the boats are racing in is defined as the area inside the course and within 100 meters of any mark, lay line, starting line, finishing line or any area where any boat that is racing is sailing or may sail.
- 24.3. When flag V (with a long sound signal) is displayed on a Committee Boat all support boats are requested to remain afloat and assist all sailors.

25. RADIO COMMUNICATION [DP]

- 25.1. Except in an emergency, a boat shall neither make nor receive radio transmissions, text messages or mobile phone calls while racing.

26. RUBBISH DISPOSAL

- 26.1. Rubbish may be placed aboard support and race committee boats.

27. PRIZES

- 27.1. The following prizes will be awarded:
 - ✓ 1st overall: World Champion
 - ✓ Prizes for the first 10 positions in the overall rankings
 - ✓ 1st Master: aged 45 years or older as of 30th July 2022
 - ✓ 1st Junior: aged 23 years or younger as of 30th July 2022
 - ✓ 1st Female
- 27.2. Additional prizes may be given at the discretion of the Organizing Authority.

28. MEDIA RIGHTS, CAMERAS, AND ELECTRONIC EQUIPMENT

- 28.1. By participating in World Championships 2022, competitors automatically grant the Organizing Authority and their sponsors, the right in perpetuity to make, use and show, from time to time at their discretion, any motion pictures and live, taped, or filmed television and other reproductions of the athlete during the period of the competition without compensation.
- 28.2. Boats may be required to carry cameras, sound equipment, or positioning equipment as specified by the Organizing Authority.
- 28.3. The top three (3) competitors, as well as the individual race winners, may be required to attend a media press conference each day.
- 28.4. Competitors may be required to be interviewed during the regatta.

29. RISK STATEMENT

- 29.1. RRS 3 states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."

Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor and their responsible adult agrees and acknowledges that:

 - a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event.

- b) They are responsible for the safety of themselves, their crew, their boat and their property whether afloat or ashore.
- c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions.
- d) Their boat is in good order, equipped to sail in the event and they are fit to participate.
- e) The provision of a race management team, patrol boats and other officials and volunteers by the event organizer does not relieve them of their own responsibilities; The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practicably provided in the circumstances

30. ADVERTISING

- 30.1. Sailors may be required to wear bibs and boats may be required to display advertising chosen and supplied by the organizing authority (OA) as permitted by the World sailing Advertising Code.

- 30.2. Boats shall wear two different stickers that will be provided by the OA.
This is for both sides of the bow:



- 30.3. And this one should be applied on both sides of the hull:



31. SAFETY REGULATIONS [NP] [DP]

- 31.1. Any boat that withdraws from the regatta must inform the RC at the first reasonable opportunity.
- 31.2. Participants shall comply with the Check-out/in.
At the time of the registration, participants will be given a personal magnetic card. This card shall be attached to the PFD all times.
Before launching the boat both participants shall pass the card in front of the electronic device on the ramp to complete the checkout. To check in sailors shall fulfill the same directive when they return ashore
- 31.3. Boats must stay in their assigned place until the signal of their Class indicates that they can proceed to launch. Obstructing the road, the ramp access, and the ramp is prohibited.
- 31.4. No participating boat will sail through the channels (Access, Mitre, South, Passage, etc.). You can only do so with prior authorization from a member of the security team or CR.
- 31.5. All boats heading towards the race area will do so as follows:
- 31.6. They will navigate from the Club towards the inflatable buoy A (Zone A), which should be left to starboard, and continue navigating towards buoy B (Zone B) which they will leave to starboard then continue navigating towards Buoy C (Zone C), anchored approximately 100 meters north of the breakwater of the Port of Buenos Aires. See safety croquis.
- 31.7. When returning to the club, all boats will do so following the reverse route to the start, leaving the buoys on the port side.
- 31.8. When a RC or Security boat flies a red flag, nobody will enter or exit the port or ante port, depending on the place indicated.
- 31.9. Only when a Safety or RC boat flies a green flag, all boats will be able to navigate in a straight line from Zone B to the Club without first having to go through Zone A.
- 31.10. It will be mandatory for all participants to use a personal inflatable device, placed and properly secured from their exit from the ramp until their return.
- 31.11. From 7:00 p.m. to 8:00 a.m., it will not be possible to enter the closed park, except with the written authorization of the Race Committee.

