



YACHT CLUB COSTA SMERALDA



**VETERAN BIG BOAT RALLY 2011**



**SAILING INSTRUCTIONS**  
**PORTO CERVO, 12<sup>th</sup> - 15<sup>th</sup> SEPTEMBER**

# SAILING INSTRUCTIONS

## **ORGANISING AUTHORITY**

Yacht Club Costa Smeralda  
07021 Porto Cervo (OT), Italy  
Tel. +39 0789 902200 - Fax +39 0789 91213  
<http://www.yccs.com> - Email: [secretariat@yccs.it](mailto:secretariat@yccs.it)

### **1. Rules**

The regatta will be conducted in accordance with:

- 2009/2012 ISAF Racing Rules of Sailing (RRS);
- Sailing Instructions;
- Notice of Race;
- Following communications of the Race Committee and/or of the Protest Committee.

The International Rules to prevent collision at sea will be in force in case of navigation at night ( from 20.00pm to 07.00am).

In case of conflict between any of the above rules, the Sailing Instructions shall prevail.

Italian competitors shall be in compliance with the Italian Sailing Federation Rules.

English shall be the official language used at the regatta.

### **2. Event classification and advertising**

All participating boats may be requested to hoist a sponsor's pennant and a battle flag with the logo of the event. The battle flag shall be flown while moored.

### **3. Venue**

3.1 Regatta Headquarters will be located at the YCCS Club House and the Official Notice Board (ONB) will be located at the entrance of the Club House.

3.2 Signals made ashore will be displayed on the official flag staff located at the Terrace of the YCCS Club House.

### **4. Entries**

Participating yachts will be divided in the following Categories: Vintage Yachts.  
The sub-divisions of participants will be indicated in an appropriate communication.

### **5. Registration Formalities**

The following shall be delivered to the Regatta Headquarters by 15.00 hours on September 12<sup>th</sup>:

- Crew List and FIV cards for Italian competitors;
- C.I.M. rating certificate (copy);
- Disclaimer.

### **6. Briefing**

The official Briefing will be held at the YCCS Club House at 18.00 hours on 12<sup>th</sup> September 2011. Two representatives of each boat shall attend.

### **7. Amendments to Sailing Instructions and Notices to Competitors**

7.1 Any amendments to the Sailing Instructions will be posted on the ONB no later than 10.00 hours on the day it comes into effect except that changes to the programme shall be posted by 20.00 hours on the day before the change takes effect. It is the responsibility of competitors to acquaint themselves with these notices. A copy of each amendment may be placed in each boat's mailbox located in the Regatta Headquarters.

7.2 Notices to competitors will be posted on the ONB.

## **8. Signals made ashore**

8.1 Signals made ashore shall be displayed on the official flag staff located at the Terrace of the YCCS Club House.

8.2 The display or removal of signals will be announced by sound signal and possibly via radio on VHF Channel 72. There will be no grounds for request of redress in the case of mistakes or omission of sound or radio signals. (This amends RRS 60.1 (b)).

8.3 Code flag "AP" (Answering Pennant) means "the race is postponed. The warning signal will not be displayed before 60 minutes after AP is lowered".

## **9. Programme**

9.1 12<sup>th</sup> September: Arrival of participants;  
Inspections; Registrations  
Briefing, YCCS Welcome cocktail

13<sup>th</sup> September: Race

14<sup>th</sup> September: Race

15<sup>th</sup> September: Race and Prize giving

9.2 The Organizing Authority and/or the Race Committee reserves the right to modify the above programme according to weather conditions and/or other unforeseen reasons.

9.3 Unless postponed, the first signal for all races will be given every day at 11.30 hours.

9.4 On Thursday, 15<sup>th</sup> September there will be no starting signal after 15.00 hours.

9.5 There will be a maximum number of three races.

## **10. Starting Area – Courses – Finishing Line – Marks**

10.1 Starting area, courses, finishing line, marks are described in Appendix Bravo – Edition September 2011.

10.2 Marks will be yellow inflatable cylindrical marks.

## **11. Start Procedure**

11.1 RRS 26 applies. Class Code Flag is V ( VICTOR).

11.2 Boats not starting shall not interfere with the starting procedure of the previous group and shall keep clear of the starting area. Infringements may be ground for protest.

11.3 All support boats shall keep well clear of the starting area and, after the preparatory signal, are not to approach within 100 metres of any competing boat.  
Infringement of this Rule by a boat's support vessel may result in the imposition of a scoring penalty against that boat by the Jury.

11.4 All signals may be repeated on VHF channel 72. Radio signals are for information only. There will be no grounds for request of redress by boats in the case of omission, delay or mistakes in the broadcast of radio signals. (This amends RRS 60.1 (b)).

11.5 The starting line will be between a staff displaying an orange flag on the Race Committee Boat at the starboard end of the line and the starting mark at the port end.  
The starting mark may be replaced by a Service boat displaying an orange flag. In this case the starting line will be between the staffs displaying an orange flag on each boat. The Race Committee Boat and/or Service boat on the starting line may hold their position with the use of engines.

11.6 Both the Race Committee Boat and the Service boat rate as marks.

11.7 A boat shall start no later than fifteen minutes after her starting signal.

## **12. Individual Recalls**

12.1 Individual recalls will be made in accordance with RRS 29.2.

12.2 If possible the words "Flag X-ray" may be repeated by radio over VHF channel 72.

When possible the sail numbers of the OCS may be repeated by radio.

Failure, delay or errors in the radio transmission shall not be grounds for request of redress. (Amends RRS 60.1 (b)).

## **13. General Recall**

13.1 General recalls will be signalled in accordance with RRS 29.3.

13.2 If possible the words "General Recall" will be repeated several times over VHF channel 72.

## **14. Committee Boat, Jury Boat, Service Boats**

14.1 The Race Committee boat will be identified by a large burgee of the YCCS and the event's flag. The Race Committee boat will normally be the starting boat.

14.2 Service boats will be identified by a white flag with S.

14.3 The Jury boat will display a white flag with J.

14.4 Vessels used by Press, Photographers, Film Crews, VIP's, etc. are not under the jurisdiction of the Race Committee. The Official Press Boat will display a white flag with P.

## **15. Time Limit**

The time limit for the coastal races is 19.30 hours.

## **16. Retirement**

16.1 A boat that retires from a race shall notify the Race Committee Boat by hailing or on VHF channel 72 before leaving the race area, or the Race Office immediately after arriving ashore.

16.2 Boats that do not leave the harbour shall notify the Regatta Headquarters before 11.00 hrs.

16.3 A boat forced to return ashore to a point different than its assigned mooring place at Porto Cervo Marina or that can not reach the Marina by its own means shall inform the Regatta Headquarters of its circumstances immediately by calling any of the following:

- YCCS Race Office                              Phone n° + 39 0789 902200
- Race Committee                                VHF Channel 72

## **17. Protests**

17.1 Protests shall be made in accordance with RRS 60 and 61.

17.2 Protests forms are available at Regatta Headquarters and the completed Protest Form shall be lodged there within one hour after the finishing of the last boat in the last race of the day.

17.3 Schedule of hearings will be posted on the ONB as soon as possible.

Protests shall be heard as soon as possible.

All persons involved in the hearings shall remain in the vicinity of the Jury Room.

17.4 On the last day of the Series a request for reopening a hearing held on the previous day shall be lodged within the protest time limit. On the last day of the Series for the purpose of RRS 66 and 62.2 the time limit will be no later than 30 minutes after being informed of the decision of the protest (RRS 65) or of the relevant incident (RRS 62.2). (Amends RRS 62.2 and 66).

17.5 The Race Committee or the Jury intending to protest a boat under Rule 60.2(a) or Rule 60.3(a) because of an incident observed in the racing area shall inform her after the race by posting a notice on the ONB within the protest time limit of the last boat.

17.6 Protests regarding a boat's rating and/or measurement shall be lodged not later than two hours before the scheduled warning signal of the first race.  
The protest shall indicate the matters to be examined. Rule 64.3(d) shall apply.

17.7 It is the boat's representative's sole responsibility to check the protest notices at the end of the protest filing time to see if she is cited in a protest. Competitors are reminded of RRS 63.3 (b).

17.8 Video and/or photographs taken from any support and/or coach boat shall not be used as evidence at protest hearings, unless requested by the Jury. (Alters RRS 63.6).

## **18. Communications**

18.1 The Race Committee may use VHF 72 to broadcast information such as signals made ashore, location of the Race Committee Boat, bow or sail numbers of boats recalled, change of course etc. A time check may be transmitted by the Race Committee over VHF Channel 72 approx. 30 minutes before the first warning signal of each day race.

18.2 Failure to receive or hear radio transmissions will not be grounds for request of redress (Amends RRS 60.1 (b) and 62.1 (a)).

18.3 A boat shall neither make radio transmission while racing nor receive radio communications not available to all boats. This restriction also applies on mobile phones.

18.4 VHF Channel 72 shall not be utilised by the boats except as indicated in Sailing Instructions 16 and 18.5 and radio shall not be utilised for protest communications.

18.5 The Bridge to Bridge Safety Channel is VHF 08. All yachts must maintain an active radio watch on VHF 08 from their approach to the starting area until departing the finish area following the race. This channel should be used in close quarters to determine other yacht's intentions, resolve confusion and assist with collision avoidance. If VHF 08 is congested, yachts may also use race committee VHF channel 72 for collision avoidance and safety purpose.

## **19. Scoring**

The Low Point System RRS Appendix A will apply. There will be no discards. Ties not resolved by the Appendix will be broken by the relative position of each boat in the last race scored.

## **20. Scoring Penalties**

20.1 The Scoring Penalty as provided in Rule 44.3 shall apply instead of the Two-Turns and One-Turn Penalties, except that Rule 44.3(c) is deleted and replaced with the following: "44.3 (c). The elapsed time for a boat that takes a Scoring Penalty shall be the elapsed time she would have been allocated without that penalty increased by 3%. If she takes more than one Scoring Penalty in a race, her elapsed time will be increased by 3% for each Scoring Penalty taken. A boat takes a Scoring Penalty by complying with rules 44.3(a) and (b). A yellow flag will be required."

20.2 The Jury may impose a penalty less than disqualification (including no penalty) in the event of a breach of a rule other than a rule of Part 1 and 2 of the RRS.

20.3 All boats retired or that have taken a penalty under RRS 31.2 or 44.3 shall complete an acknowledgement form at the Regatta Headquarters prior to the end of protest time.

## **21. Moorings**

Free moorings will be available at Porto Cervo Marina from 09.00 hours on September 12<sup>th</sup> to 10.00 hours of September 16<sup>th</sup> for boats timely registered and participating in the event.

Boats shall only use the moorings assigned to them.

Mooring fees will be applied for boats not respecting the assigned mooring place.



For assistance with the mooring please contact the Marina Office on VHF Channel 9.  
On arrival in Porto Cervo all boats shall register with the Marina Office.  
Provision of water and electricity is not included in the Entry Fee and must be requested at the Marina Office.  
Payment for these services must be made to the Marina Office.

## **22. Rating formula**

For all the boats the corrected time will be calculated applying the ratings issued in accordance with the C.I.M. "Rules for the rating and racing of Vintage and Classic yachts 2010-2013".

For the boats racing for the award of the Big Boat Class Trophy, L.O.A. more than 29 metres, the ratings will be calculated according to the C.I.M. Rules not taking in account the age parameter, the equipment parameter, the coefficient of authenticity, conformity modified and the correction coefficient.

Vintage and classic yachts must have a C.I.M. rating certificate, valid for 2011, issued by the A.I.V.E. (Associazione Italiana Vele d'Epoca email: [info@aive-yachts.org](mailto:info@aive-yachts.org)) or by any other National Association recognized by the C.I.M. Yachts having not valid 2011 C.I.M. rating certificate must apply for it in due time and comply to the related dispositions.

Checks of the rating certificate and of the compliance of yachts with the C.I.M. Rules may be carried out before, during and after the races.

All boats shall be available for checks no later than 11.00 hours on September, 12<sup>th</sup>.

The list of participants with the relative ratings will be made available for competitors before the start of the first race.

## **23. Use of Engines**

23.1 For safety reasons, boats are encouraged to run their engines in neutral at any time during the race. Engines may be put into gear and may be used at any time during the race for a boat to take such action as will best aid to avoid a collision.

23.2 A boat that puts her engine in gear at any time after four minutes prior to her individual start, must submit a written declaration of "engine use" to the Race Office as soon as practical after racing, stating the time the engine was in gear or thruster used, the reason for using it, and any potential competitive gain.

23.3 The race committee will review all declarations on engine use to determine whether use was appropriate and if there was competitive gain. The use of engine at any time shall not be ground for protest by another boat. This changes RRS 60.1.

## **24. Photographic and Television Media Rights**

Competitors grant the Organizing Authority the unrestricted right and permission to use the name and the image for any text, photograph or video footage of either themselves or the yacht they are sailing during the event, to be published or broadcast in any media whatsoever (including but not limited to Press and TV advertisements or Internet), for either editorial or advertising purposes or to be used in press information; in this respect, competitors' name and any biographical material of themselves may also be used or reproduced in any way known.

As part of the registration process, each individual participating crew member will be required to sign a declaration accepting this waiver of rights.

## **25. Disclaimer**

25.1 Competitors agree to be bound by International Sailing Federation Racing Rules of Sailing (RRS) 2009/2012, by the Sailing Instructions and the Notice of Race.

Competitors agree to take any and all responsibility for the nautical qualities of their yacht, the rigging, the crew's ability and the safety equipment. Competitors also agree to take any and all responsibility for damages caused to thirds persons or their belongings, to themselves or to their belongings, ashore and at sea as a consequence of their participation in the regatta, relieving of any responsibility the Yacht Club Costa Smeralda, the Race Committee, the International Jury, all event sponsors and any other party involved in the organization under whatever qualification and to accept full responsibility for the behaviour and dress of the yacht's crew, representatives, guests and anybody connected with the boat in any way..

In any case Competitors agree that the Yacht Club Costa Smeralda, the sponsors and their agents, have no responsibility for loss of life or injury to members or others, or for the loss, or damage to any boat or property.

As part of the registration process, each individual participating crew member will be required to sign a declaration accepting this disclaimer of liability.

25.2 The safety of a boat and her entire management including insurance shall be the sole responsibility of the owner/competitor, who must ensure the boat is fully found, thoroughly seaworthy, manned by a crew sufficient in number and experience and who are physically fit to face bad weather. The owner/competitor must be satisfied as to the soundness of the hull, spars, rigging and all gear. He/she must ensure that all safety equipment is properly maintained, stowed and in date and that the crew know where it is kept and how it is to be used.

25.3 Neither the establishment of these conditions, nor their use by the Organizing Authorities and the Race Organizers in any way limits the absolute responsibility of the owner/competitor. The crew and guests are nonetheless advised to satisfy themselves as to the experience of the skipper and adequacy of all safety equipment and insurance arrangements.

25.4 The attention of competitors is drawn to ISAF RRS Part 1 Fundamental Rule 4: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone".

## **26. Prizes and Trophies**

Prizes to the first classified boat in each group/category in the final overall result list and as decided by the O.A.

## **27. Results**

Separate results lists in corrected time will be drawn up for each of the group and categories in which the boats are divided.



VETERAN BIG BOAT RALLY

Porto Cervo, 12<sup>th</sup> – 15<sup>th</sup> September 2011

**SAILING INSTRUCTIONS AMENDMENT No.1**

**Appendix Bravo**

Replace **2.3 Finishing Line** with:

The finishing line shall be between Mark Bravo and a Service Boat displaying a blue flag.  
Mark Bravo shall always be left to starboard.  
Mark Zulu will not be in place.

Organizing Authority

Porto Cervo, 12<sup>st</sup> September, 2011  
Posted at: 0900 hrs