



YACHT CLUB COSTA SMERALDA

DUBOIS CUP 2011

**SAILING INSTRUCTIONS
PORTO CERVO, 4th - 6th JUNE**





DUBOIS CUP 2011

Porto Cervo, 4th - 6th June

SAILING INSTRUCTIONS

Due to the size, lack of manoeuvrability and other constraints with superyachts, ISAF has allowed changes to the Racing Rules of Sailing (RRS) that will enhance safe racing at the Dubois Cup. They come in the form of changes to four definitions and one rule. One of the important safety initiatives presented is maintaining a minimum of 40 meters separation between boats. This 40 meter separation includes all mark roundings as well as meeting, passing, and crossing situations. Due to the dynamics of yachts under sail, a precise measurement of 40 meters can be difficult. If questions arise, they should be resolved via VHF bridge to bridge communication. The event organizer expects best efforts with compliance and good sportsmanship in maintaining minimum separation.

1. Rules

1.1 The regatta will be governed by:

- The rules as defined in the Racing Rules of Sailing (RRS)
- Special Regulations governing Offshore Racing for Category 3, with life raft on board compulsory, except that jackstays are not required to be fitted on deck (amends OSR 4.4).
- IRC Rules and Regulations with RORC Rating Office multipliers for Dubois Cup racing. With the permission of the RORC Rating Office, IRC Rule 12.2 is amended to the extent necessary.
- The IRC Rules Parts A, B and C shall apply. For the purposes of IRC rules 21.1.5(d) and (e) this regatta is on consecutive days, yet the sails carried on board need not remain the same for the duration of the event but sails need to remain the same for each day;
- These Sailing Instructions.

1.2 In accordance with RRS 86.2, ISAF has approved the changes to the RRS definitions *Keep Clear*, *Mark-Room*, *Room*, and *Zone*, and RRS 17 as shown herein.

1.3 Changes to the Definitions of the Racing Rules of Sailing

- (a) The definition *Keep Clear* is deleted and replaced with: "One boat *keeps clear* of another if the other can sail her course with no need to take avoiding action and with no less than forty (40) meters between the boats."
- (b) The definition *Mark-Room* is deleted and replaced with: "*Room* for a boat to sail to the *mark*, and then *room* to sail her *proper course* while at the *mark*, with no less than forty (40) meters between the boats."
- (c) The definition *Room* is deleted and replaced with: "The space a boat needs in the existing conditions while manoeuvring promptly in a seamanlike way, with no less than forty (40) meters between the boats."
- (d) The definition *Zone* is deleted and replaced with: "The area around a *mark* within a distance of ten (10) hull lengths of the boat nearer to it. A boat is in the *zone* when any part of her hull is in the *zone*."



DUBOIS CUP 2011

Porto Cervo, 4th - 6th June

- 1.4 Change to RRS rule 17
(a) Replace rule 17 On the Same Tack; Proper Course with:
“17 On same tack; proper course when being overtaken.
17.1 A boat being overtaken shall sail her *proper course* from the time the overtaking boat is within eighty (80) meters of her until the overtaking boat is *clear ahead* or more than eighty (80) meters from her. This rule does not apply if the boat being overtaken is required by rule 13 to *keep clear* or if rules 10, 18, 19 or 20 apply.
17.2 An overtaking boat shall not sail within forty (40) meters of the other boat.”
- 1.5 No national authority prescriptions will apply except Part 6 of prescriptions of the FIV (Italian Sailing Federation), which will apply only to Italian nationals. A copy of that prescription is in Appendix C.
- 1.6 If there is a conflict between languages, the English text will take precedence.
- 1.7 In the event of a discrepancy between the Notice of Race and the Sailing Instructions, the Sailing Instructions take precedence. This changes rule 63.7.
- 2. Event classification and advertising**
- 2.1 Boats may display advertising in accordance with ISAF Regulation 20, Advertising Code. Boats shall display Event Advertising in compliance with ISAF Regulation 20 and as detailed in these Sailing Instructions.
- 2.2 Boats will be required to display a sponsor’s pennant on the backstay throughout the period starting one hour after the completion of registration and ending one hour after the finish of the last race of the regatta.
- 2.3 In addition boats will be required to display the event battle flag throughout the same period but only while moored.
- 2.4 The Organizing Authority will supply the pennant and flag at registration.
- 2.5 The Organising Authority may also require the installation, at no cost to competitors, of on board video cameras for the official television production and/or a tracking system.
- 2.6 Boats intending to display advertising during the regatta shall state in the entry form the nature of such advertising.
- 2.7 Boats are responsible to inform advertisers and sponsors that no activities advertising any brand will be permitted ashore within the Porto Cervo Marina Area without the consent in writing of the Organizing Authority obtained before the start of the Regatta.
- 3. Venue**
Regatta Headquarters will be located at the YCCS Club House and the Official Notice Board (ONB) will be located in front of the entrance of the YCCS Club House.



DUBOIS CUP 2011

Porto Cervo, 4th - 6th June

4. Registration Formalities

To qualify as an official competitor the following shall be completed with the Race Office by 18.00 hours on June 4th, 2011:

- Acceptance of the Notice of Race as set out in the Entry Form;
- Disclaimer of liability as set out in the Entry Form;
- Media rights consent as set out in the Entry Form.

5. Amendments to the Sailing Instructions and Notices to Competitors

5.1 Any amendments to the Sailing Instructions will be posted on the ONB no later than 09.30 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.

5.2 Notices to competitors will be posted on the ONB.

6. Signals made ashore

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

6.2 The display or removal of signals ashore 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 62).

6.3 Race Signal flag "AP" (Answering Pennant) means "race not started are postponed. The warning signal will be made 60 minutes after removal unless at that time the race is postponed again or abandoned. This changes RRS Race Signals."

7. Programme

7.1 The programme will be as follows:

Saturday 4 th June	Inspections, Registrations
Sunday 5 th June	Briefing and Race
Monday 6 th June	Race and Final Prize Giving

2 races are scheduled of which one race will constitute a series.

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

7.3 The initial signal for the first race of the day will be made at 13.00 hours on Sunday 5th and at 12.00 hours on Monday 6th.



DUBOIS CUP 2011

Porto Cervo, 4th - 6th June

8. Safety Tactician

- 8.1 Each yacht shall designate a Safety Tactician and submit his or her name and local mobile phone number to the Race Office at registration.
- 8.2 The Safety Tactician must be a member of the afterguard whose primary responsibility will be collision avoidance and have no other responsibility above and beyond safety related matters (collision avoidance, safety communication, navigation, etc.).
- 8.3 The Safety Tactician will be responsible for communications on the Bridge to Bridge Safety Channel (refer to SI paragraph 22) and any other communications which enhance the safety of the yacht.
- 8.4 The Safety Tactician must attend any pre or post race briefings and will be responsible for ensuring the Course Log and Declaration Sheet are returned to the Race Office as soon as practical following racing.

9. Captain's Briefing and Mandatory Safety Briefings

- 9.1 The pre-regatta Captain's Briefing will be held on June 5th at 10.30 hours at the YCCS. Attendance is mandatory for the Boat Captain, designated Safety Tactician and Racing Tactician (if applicable).
- 9.2 There may be the need for a pre or post-race safety meeting depending on safety issues on the race course on a given day. Yachts will be notified via VHF and mobile telephones. These meetings will be mandatory for Boat Captains, Safety Tacticians and Racing Tacticians.

10. Course Log & Declaration Sheet

The Course Log & Declaration Sheets will be distributed to Safety Tacticians at the Captain's Briefing. The document will call for information including, mark rounding times, recorded wind speed and direction, anomalies encountered in navigating the course, and safety related incidents your yacht is involved in. Completed documents are to be submitted to the Race Office as soon as practical after racing, but no later than 2 hours after each yacht finishes racing.

11. Use of Engines and Thrusters

- 11.1 For safety reasons, yachts are encouraged to run their engines in neutral at any time during the race. Engines may be put into gear and thrusters may be used at any time during the race for safety reasons and for collision avoidance. The use of engine for safety reasons at any time shall not be a ground for protest by another boat. This changes RRS 60.1.
- 11.2 A yacht that puts her engine in gear or uses her thruster at any time after 5 minutes prior to her individual start, must submit a written declaration of "engine/thruster use" to the Race Office as soon as practical after racing, stating the time the engine was in gear or thruster used and the reason for using them.



DUBOIS CUP 2011

Porto Cervo, 4th - 6th June

12. Staggered Starting Procedure

12.1 The Dubois Cup features a Staggered Start with the slowest rated yacht starting first. The starting time gap between yachts will be 3 minutes with the starting order outlined in Appendix ALPHA. ALPHA will be published by the Organizing Authority when registration is completed.

12.2 Rule 26 is changed to:
Races shall be started by using the following signals. Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded.

<i>Signal</i>	<i>Flag</i>	<i>Sound</i>	<i>Minutes before 1st starting signal</i>
Warning	Class flag D	1 sound	5
Preparatory 1 st boat	NP1	1 sound	3
Starting 1 st boat	NP1 removed NP2	1 sound	0
Starting 2nd boat	NP2 removed NP3	1 sound	-3
Etc			
Starting last boat	NP9 & Class flag removed	1 sound	-24

Apart from the 1st boat, a boat's preparatory signal is the starting signal for the previous boat.

The order of starting will be posted on the Official Notice Board the day before the first race.

12.3 In accordance with RRS 26 the flag utilized as the Class Flag will be Flag "D". At or before the warning signal for the first boat, the Race Committee will display the number of the course to be sailed on a number board on the Race Committee signal boat. The race committee will attempt to announce countdowns for each start on VHF channel 72.

12.4 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



DUBOIS CUP 2011

Porto Cervo, 4th - 6th June

position with the use of engines. Both the Race Committee Boat and the Service Boat rate as marks.

12.5 The starting area will extend 200 meters on either side of the starting line and 400 meters on the pre-start side of the line. Boats which are not in their starting sequence (5 minutes prior to their starting time) shall stay clear of the starting area and boats which have yet to start should stay clear of boats racing on the course side of the starting line.

12.6 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 time penalty against that boat by the International Jury.

13. Recalls

There will be no individual recalls. Any boat crossing the starting line early shall not restart and will be awarded a 5 minute penalty. A boat that crosses the starting line more than 3 minutes early will not be scored. This modifies rule 28.1, 29.1, A4.2.

14. Starting Area - Courses - Finishing Line - Marks

Starting Areas, courses, finishing lines and marks are described in Appendix Bravo, Coastal and Island Courses - Edition June 2011.

15. Committee Boat, Jury Boat, Service Boats and Press Vessels

15.1 The Race Committee boat will be identified by a large burgee of the event's flag. The Race Committee boat will normally be the the YCCS and/or signal boat.

15.2 Service vessels will be marked by a flag with a red letter "S" on a white background.

15.3 The Jury Boats will display a white flag with "J".

15.4 Vessels used by Press, Photographers, Film Crews, VIP's, etc. are not under the jurisdiction of the Race Committee.

16. Time Limits

The time limit is 18.30 hours except the last day of the regatta when it will be 18.00 hours. If at least one boat sails the course and finishes within the time limit, all other boats which complete the course within 90 minutes after the arrival of the first boat will be scored. Boats failing to finish within 90 minutes after the finish of the first boat will be scored one position worse than the last scored yacht. However on the last day of the regatta a period of 60 minutes shall be substituted for the period of 90 minutes. (This changes RRS 35 and A4.1). In case of postponement of the starting time the time limit will not be changed.



DUBOIS CUP 2011

Porto Cervo, 4th - 6th June

17. Navigation lights

From sunset to sunrise, Part B of the International Regulations for preventing collisions at sea will apply replacing Part 2 of the ISAF 2009/2012 Racing Rules of Sailing, in accordance with the preamble of Part 2 of the RRS. For the purpose of this instruction, sunset during the event is at 20.30 hours and sunrise at 06.30 hours local time.

When a boat finishes at night or with little visibility she shall light her sail number using a powerful light or lighting her spreader light and do as much as possible to identify herself to the Race Committee

18. Scoring

18.1 The boats will race under the IRC Rule, as amended, using time-on-time. The RORC Rating Office will apply multipliers to the base IRC TCC specifically for the Dubois Cup, which will take into account additional design data and the regatta course configuration (short coastal courses). The Low Point System RRS Appendix A will apply. There will be no discard.

18.2 The decisions concerning the course distance, wind strength and the percentage and/or different directions of the wind are the responsibility of the Race Committee and are not grounds for request of redress. (Amends RRS 62).

18.3 Immediately after and/or during the arrivals of boats informal and provisional results may be issued by the Secretariat for information only. Formal final results shall be signed by the Race Committee.

19. Penalty Systems

19.1 A yacht shall not take a Two-Turns Penalty. This modifies rules 44.1 and 44.2.

19.2 The Scoring Penalty as provided in Rule 44.3 shall apply 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."

19.3 A yacht that has broken rule 31 (touching a mark) shall not take a One-Turn Penalty. The yacht will be penalized 5 minutes. This modifies rule 44.1.

19.4 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 2.

20. Protests

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



DUBOIS CUP 2011

Porto Cervo, 4th - 6th June

- 20.2 Protests forms are available at Regatta Headquarters and the completed Protest Form shall be lodged there within 90 minutes after the protesting boat has finished the race of the day.
- 20.3 Schedule of hearings will be posted on the ONB as soon as possible. Protests shall be heard as soon as possible in approximately the order received. All persons involved in the hearings shall remain in the vicinity of the Jury Room.
- 20.4 The Race Committee or International 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.
- 20.5 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).
- 20.6 A list of the ratings of the boats will be posted on the Official Notice Board as soon as possible after 18.00 hours on the 4th June. The Protest Time Limit for Rating Protests for boats, except relating to changes made during the regatta, will expire five hours after the TCFs are posted. The protest shall indicate the matters to be examined. Rule 64.3(d) shall apply.
- 20.7 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).
- 20.8 Decisions of the International Jury will be final as provided in RRS 70.4.
- 21. Communication (VHF Radio – Mobile Phones - AIS)**
- 21.1 The race committee will use VHF Channel 72 for communication. All competitors must monitor this channel from the time they approach the starting area until departing the finishing area following the race.
- 21.2 The Race Committee broadcasts will be made on VHF 72. A time check may be transmitted by the Race Committee over VHF Channel 72 approx. 30 minutes before the warning signal of each day race.
- 21.3 There shall be no claim for redress in the case of failure to make a radio transmission, delay or error in a transmission, or failure to receive or hear a transmission. This changes RRS 60.1 (b) and 62.1 (a).
- 21.4 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



DUBOIS CUP 2011

Porto Cervo, 4th - 6th June

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.

21.5 Back up to the Bridge to Bridge Safety Channel will be mobile phone communications. All competitors will be provided with a list of mobile phone numbers for each yacht's Boat Captain and Safety Tactician. Telephone communication is strongly encouraged when the VHF safety Channel is in use.

21.6 Yachts equipped with an Automatic Identification System (AIS) are required to operate their AIS system from the time they approach the starting area until departing the finishing area following the race. This can assist in maintaining safe separation between yachts and collision avoidance.

22. Retirement

22.1 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.

22.2 Boats that do not leave the harbour shall notify the Regatta Headquarter before 11.30am.

22.3 A boat forced to return ashore to a point different than its assigned mooring place at Porto Cervo Marina or that cannot 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

23. Moorings

Free moorings will be available at Porto Cervo Marina as detailed in the NoR.

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.

24. Control, Measurement and Inspection

Boats may be inspected and/or check measured at any reasonable time before or during the regatta. Boats shall only be measured by measurers pre-approved by the O.A.

25. Trophies

- The Dubois Cup 2011 to best overall classified yacht of the event.
- Trophies for the 1st, 2nd and 3rd overall classified yachts.



DUBOIS CUP 2011

Porto Cervo, 4th - 6th June

- The YCCS Trophy for the top scored yacht owned by a Member of YCCS

APPENDIX C FIV (ITALIAN SAILING FEDERATION) PRESCRIPTION

PART 6 ENTRY AND QUALIFICATION Rule 75 – ENTERING A RACE Prescription to Rule 75.2

The Italian Sailing Federation prescribes for Italian sailors: current FIV regulations are to be followed when accepting entries; the Italian competitors must hold a valid and current FIV Membership and the owners of boats of recognized classes, including offshore must also hold a valid and current FIV Membership, even if they are not sailing the race.