



MAXI YACHT ROLEX CUP &
ROLEX MAXI 72 WORLD CHAMPIONSHIP

Porto Cervo, 2 – 8 September 2018

MAXI YACHT ROLEX CUP

SAILING INSTRUCTIONS

Note: Separate sailing instructions are being issued for the Rolex Maxi 72 World Championship.

The notation [DP] in a rule in the SI means that the penalty for a breach of that rule may, at the discretion of the International Jury, be less than disqualification.

1 RULES

- 1.1 The regatta will be governed by the *rules* as defined in *The Racing Rules of Sailing*, with the following exceptions:
 - (a) Class rules may change RRS rules.
- 1.2 World Sailing Offshore Special Regulations (OSR) for Category 4. Any issue regarding boats not complying with OSR Category 4, shall be submitted to the IMA ATO for its advice whether to address the non compliance with a penalty.
- 1.3 The 2018 IMA Class Rules including Rule C.2.1 (a).2 apply with the following exceptions:
 - (a) IMA Rule C.2.1.(a).2 does not apply to the Supermaxi and Wally Class categories.
 - (b) IMA Rules C2.2 to C2.5 apply to helmsmen in the Mini Maxi , Maxi Racer and Maxi Racer/Cruiser categories. [DP]
- 1.4 The 2018 Wally Class Rules, amendments and interpretations.
- 1.5 The 2018 IRC Rules Parts A, B and C apply for all categories except Supermaxi. In the case of class starts, class rules may change IRC rules.
 - (a) 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. For the purpose of this rule the day begins when the boat leaves the dock for the first time each day and ends when the boat returns to the dock after racing;
 - (b) IRC Rule 22.4.2 is deleted and replaced with: "The maximum number of crew on board shall be the crew number printed on her certificate. There is no weight limit".
- 1.6 For the Supermaxi category the ORC Super Yacht Rule (ORCs_y) applies.
- 1.7 If allowed by class rules, power assisted winches, canting keels, trim tabs and water ballast are permitted provided that each feature is declared on the IRC or ORCs_y certificate.
- 1.8 Exceptions to RRS 77 may be granted by the organizers upon written request prior to the close of registration. This changes RRS 77. [DP]
- 1.9 FIV Prescriptions 1, 3, 7, 8, 12 and 13 do not apply. FIV Prescriptions 2, 4, 5, 6, 9, 10 and 11 will apply (see Appendix CHARLIE). All Italian crews shall be FIV members and have a valid medical certificate.
- 1.10 The registration nationality of a boat is indicated by the owner of the boat as set out in the entry form (FLAG section). If not indicated, the sail national letters or the owner's nationality will be used.
- 1.11 The official language is English. If there is a conflict between languages the English text will take precedence.
- 1.12 In the event of a discrepancy between the 2018 MYRC NoR and these Sailing Instructions, the Sailing Instructions take precedence (changes RRS 63.7)

2 NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board (ONB) located in the Piazza Azzurra in front of the entrance to the YCCS Clubhouse.

3 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 10.00 on the day it will take effect, except that any change to the schedule of races will be posted before 20.00 on the day before it will take effect.

4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed on the flag pole on the YCCS Clubhouse terrace overlooking the Piazza Azzurra. The display or removal of signals will be broadcasted on the race committee channels.
- 4.2 When the AP flag is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in the race signal AP. This changes RRS Race Signals.
- 4.3 The race committee will broadcast its intent for the day's racing at 09.30 daily on the race committee VHF channels.

5 SCHEDULE OF RACES

- 5.1 The organizing authority and race committee reserve the right to change the schedule at its discretion, taking into account weather conditions and all other factors:

Saturday, 1 Sep: Inspection (optional slots from 09.00. Schedule per NoR 6.1)

Sunday, 2 Sep: All boats moored at Marina Porto Cervo regatta berths until inspected or at the agreed time of inspection. Inspections from 09.00
Registration 10.00 – 16.00
Skipper's Briefing 18.00

Monday, 3 Sep: Race(s)

Tuesday, 4 Sep: Race(s)

Wednesday, 5 Sep: Race(s)

Thursday, 6 Sep: Lay Day or Re-Sail
(The IMA Annual General Meeting will be held at the YCCS clubhouse on the Lay Day at 10.00 or at 18.00 if there is a Re-Sail.)

Friday, 7 Sep: Race(s)

Saturday, 8 Sep: Race(s)
Prize giving 17.30

- 5.2 The scheduled time of the warning signal for the first race each day in each division 11.30. The division assignment (Coastal or W/L), the starting area and the class starting sequence will be posted by 20.00 on the evening prior to the day it will take effect.
- 5.3 For the Supermaxi and Maxi categories the maximum number of races is five and all races will be coastal courses.
- 5.4 For the Mini Maxi categories, the maximum number of races is six. Four coastal races and one day of W/L racing (two races) are scheduled.
- 5.5 For the Wally category the maximum number of races is seven. Three coastal races and two days of W/L races (two races each day) are scheduled.
- 5.6 During the event boats shall use the assigned regatta berths unless written permission is obtained from the organizing authority. [DP]
- 5.7 On Saturday, 8 September, the last day of the regatta, no warning signal will be made after 15.00.

6 CATEGORY FLAGS

- 6.1 The category flags will be as follows:

Supermaxi	Code Flag F
Maxi	Code Flag R
Maxi 72	Code Flag O or M72 Class mainsail logo
Mini Maxi	Code Flag E
Wally	Wally Class Flag

- 6.2 Category flags shall be displayed in the aft part of the boat, on the backstay, at all times while racing. If such display is not feasible, class flags shall be displayed from the stern pulpit. [DP]

7 STARTING AREAS

There will be two separate starting areas, one for each division. Division 1 is for coastal course racing. Division 2 is for W/L courses. The starting areas for the two divisions will be located within approximately four nautical miles of the entrance to Porto Cervo harbour.

8 THE COURSES

- 8.1 Coastal courses are shown in Appendix BRAVO (edition 2018). The Appendix BRAVO booklet is in the captains' pack and published on the [YCCS website](#).
- 8.2 W/L courses are described in Appendix ALPHA.
- 8.3 Courses for races will be signalled from the race committee boat by displaying the course number on the course board before or at the warning signal for each class.

9 MARKS AND PROHIBITED AREAS

- 9.1 Marks of the course:
- (a) Marks for Coastal courses are described in Appendix BRAVO (edition 2018). Marks laid by the race committee will be yellow inflatable buoys, except for marks Bravo and Zulu, which will be red.
- (b) Marks for W/L courses will be yellow inflatable buoys except for marks for a change of course, which will be white inflatable buoys.
- 9.2 Prohibited areas are described in Appendix BRAVO (edition 2018), section 5 (Prohibited Passages).

10 THE START

- 10.1 Races will be started in accordance with RRS 26.
- 10.2 The starting line will be between staffs displaying orange flags on the race committee boat at the starboard end of the line and a service boat at the port end. The service boat at the port end may be replaced by a yellow mark. The race committee boat and the service boat may hold their position with the use of their engines.
- 10.3 Boats whose warning signal has not been displayed shall avoid the starting area. [DP]
- 10.4 A boat starting later than five minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This changes RRS 35, A4 and A5.
- 10.5 The scheduled time of the warning signal for the first race each day in each division 11.30.
- 10.6 The starting sequence may change daily depending on which categories are sailing W/L and Coastal courses.
- 10.7 The race committee will attempt to identify recalled boats by broadcast over the race committee channels. Failure of a boat to hear her recall notification and the timing and order of such hails will not be grounds for redress. This changes RRS 62.

11 SHORTENED COURSES

- 11.1 W/L races may be shortened at any mark, provided that the shortened race has a minimum of 3 legs, excluding the leg between Mark 1 and Mark 1a.
- 11.2 For coastal races, see Appendix BRAVO (edition 2018), Section 8 (Shortening Courses).

12 CHANGE OF THE NEXT LEG OF THE COURSE

- 12.1 For W/L races, a course change for any leg of the race will be signalled by a race committee boat, in the vicinity of the last rounding mark. The change will be signalled before the leading boat has begun the changed leg. The race committee will broadcast any course change over the race committee channel. This changes RRS 33.
- 12.2 For coastal races, see Appendix BRAVO, edition 2018, Section 7 (Change of the Course After the Start).

13 THE FINISH

- 13.1 For coastal races, see Appendix BRAVO, edition 2018, Section 3 (Finishing Line).
- 13.2 For W/L finishes, the finishing line will be between the staff displaying an orange flag on the race committee signal boat at one end and a staff displaying an orange flag on a service boat, or a yellow inflatable buoy, at the other end. For more information on W/L upwind and downwind finishes, refer to Appendix ALPHA.

- 13.3 A boat shall not cross any finishing line on any leg of the course except her finishing line on her last leg. All other finishing lines and her finishing line on other than the last leg, rank as obstructions.

14 TIME LIMITS

- 14.1 The time limit for Coastal races is 19.30. Boats failing to finish within 90 minutes after the first boat of her class sails the course and finishes, will be scored 1 more point than the last boat finishing within the time limit. This changes RRS 35, A4 and A5. The scoring abbreviation for this will be "TLE" (Time Limit Expired).
- 14.2 The time limit for W/L races is 2 hours and 30 minutes. If no boat has passed the first mark within 1 hour, the race will be abandoned. Boats failing to finish within 45 minutes after the first boat sails the course and finishes will be scored DNF. This changes RRS 35, A4 and A5. The scoring abbreviation for this will be "TLE" (Time Limit Expired).

15 PENALTY SYSTEM

- 15.1 For the Wally category RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.
- 15.2 For all categories other than mentioned in 15.1, the Scoring Penalty as provided in Rule 44.3 shall apply, except that RRS 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 2%. If she takes more than one Scoring Penalty in a race, her elapsed time will be increased by 2% for each Scoring Penalty taken. A boat takes a Scoring Penalty by complying with RRS 44.3(a) and (b). However, the score of the boat shall be worsened at least by one point for each penalty, but shall not be worse than equal to DNF."
- 15.3 Penalty declarations shall be delivered to the race office after finishing within the protest time limit. [DP]
- 15.4 Penalties for breaches of a rule other than a rule of Parts 1 or 2 of the RRS may be less than disqualification if the jury so decides.

16 PROTESTS AND REQUESTS FOR REDRESS

- 16.1 Decisions of the International Jury will be final as provided in RRS 70.5.
- 16.2 Protest forms are available at the race office. Protests and requests for redress, shall be delivered there within the protest time limit.
- 16.3 Post-Race Penalties
- (a) Provided that rule 44.1(b) does not apply, a boat that may have broken one or more rules of Part 2 or rule 31 in an incident may take a Post-Race Penalty at any time after the race until the beginning of a protest hearing involving the incident.
- (b) A Post-Race Penalty is a 30% Scoring Penalty calculated as stated in rule 44.3(c). However, rule 44.1(a) applies.
- (c) A boat takes a Post-Race Penalty by delivering to the race office or to the jury a written statement that she accepts the penalty and that identifies the race number and where and when the incident occurred.
- 16.4 Redress Limitations:
- (a) a boat may only request redress when racing at an event; redress may be granted for this event only and shall not be given for a greater number of races than that boat completes in that particular event. This changes RRS 60.1(b) and RRS 62.
- (b) redress shall not be requested or given on basis of tracking records or of images of the start or finish of a race, such as video, photographs or drone footage. This changes RRS 60.1(b), 60.2(b), 60.3(b) and 62.
- 16.5 Protest Time limits are as follows:
- (a) Rating protests are in accordance with NoR 6.5.
- (b) For each category, the protest time limit is 90 minutes after the last boat has finished the last race of the day.
- 16.6 Notices will be posted no later than 30 minutes after the protest time limit has expired to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the jury room, located on the ground floor of the YCCS Clubhouse. Hearings may be scheduled to begin up to 30 minutes before the end of the protest time limit. All persons involved in the hearing shall remain in the vicinity of the jury room.

- 16.7 Notices of protests by the race committee or jury will be posted on the ONB to inform boats under RRS 61.1(b).
- 16.8 Breaches of NoR 1.3, SI 1.9, 10.3, 16, 17, 19 and RRS 55 will not be grounds for a protest by a boat. This changes RRS 60.1(a).
- 16.9 On the last day of the regatta:
- (a) a request for reopening a hearing shall be delivered:
- within the protest time limit if the party requesting reopening was informed of the decision on the previous day;
 - no later than 30 minutes after the party requesting reopening was informed of the decision on that day. This changes RRS 66.
- (b) a request for redress from a jury decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.

17 SAFETY REGULATIONS

- 17.1 Captains and crews of all boats should read and follow Appendix ECHO (On-Water Emergency Procedures). [DP]
- 17.2 Crew list changes shall be communicated with the race office on the available form by 09.30 each day of racing. Crew shall remain the same for the day other than in case of emergency if communicated with the race committee as soon as reasonably possible and in writing with the race office within the protest time limit. [DP]
- 17.3 A boat that retires from a race shall notify the race committee or the race office as soon as practicable. A boat not leaving the harbour or not joining the racing shall inform the race committee or the race office as soon as practicable, preferably before 09.30. [DP]
- 17.4 Boats that cannot reach the harbour on their own or return to shore at a location other than their assigned marina slip should report to the race committee or race office as soon as practicable. [DP]
- 17.5 Boats shall not sail inside the harbour. [DP]
- 17.6 PERSON OVERBOARD
- 17.6.1 A boat's 'man-overboard' (MOB) procedure shall be practiced aboard each boat at least once by the crew racing in the regatta prior to the first race of the series. [DP]
- 17.6.2 RRS 41 OUTSIDE HELP is changed to add: (e) Help to recover from the water and return any person on board, provided the return on board is at the approximate location of the recovery.
- 17.6.3 A boat shall notify the race committee as soon as practicable after racing. The circumstances of the recovery, whether by the boat or another vessel, will be reviewed by the race committee and the jury. This changes RRS 47.2. [DP]
- 17.6.4 For the Supermaxi category only:
- (a) A Supermaxi that has an MOB incident shall immediately stop racing. She shall either recover the person or coordinate the recovery of the person with another boat or tender. If the person is recovered by another boat, the yacht shall stand by in the vicinity of the incident.
- (b) The Supermaxi captain and the operator of the boat that recovered the person may agree to delay the transfer of the person from the boat to the Supermaxi for safety reasons. The transfer of the person from the recovery boat to the Supermaxi may occur at any time during the race, after the boat finishes or retires, or ashore. If the transfer is delayed, the Supermaxi may resume racing when the person is safely on board the recovery boat. This changes RRS 47.2.

18 MEASUREMENT AND CONTROLS

- 18.1 All boats shall be in the water by 09.00 on September 1st, and shall be available to the technical committee at their berth from 09.00 on September 1st and September 2nd until the inspection and controls are completed or at such time as agreed with the IMA ATO. [DP]
To book an inspection slot please contact: technicaloffice@internationalmaxiassociation.com
- 18.2 At any reasonable time throughout the regatta period, race committee or technical committee members may undertake random inspections and measurement checks on any competing boat. This may include measurement, equipment checks and weighing or determination of displacement by other means as approved by the IMA ATO. In the event of a protest, access for inspections may be requested at any time. [DP]
- 18.3 Sail dimensions shall be by direct measurement or sail maker declaration.
- 18.4 Hull and rig dimensions shall be by direct measurement or from the designer and/or builder, with the approval of the IMA ATO.

- 18.5 A list of ratings of the boats will be posted on the event web site (www.yccs.com) by 1st September. The list will remain posted on the Official Notice Board during the event. The Protest Time Limit for Rating Protests by boats, except relating to changes made during the regatta, will expire at 15.00 on 2nd September.

19 RACE COMMITTEE AND EVENT BOATS

- 19.1 The race committee boat will be identified by a large YCCS burgee. The race committee boat will normally be the signal/starting boat.
- 19.2 Service boats will be identified by a white flag with the letter 'S', technical committee boats with the letter 'M' and jury boats with the letter 'J'.
- 19.3 Technical committee members may board race boats as described in SI 18.2, also from service or jury boats.
- 19.4 Boats used by media, photographers, film crews or VIP's are not under the jurisdiction of the race committee, but may be identified displaying a white flag with the letter 'P' or the event flag.

20 COMPETITOR SUPPORT BOATS

- 20.1 Support boats shall register with the organizer before the start of the first race and shall display the flag supplied. [DP]
- 20.2 Support boats shall not interfere with any boat racing and shall stay clear of areas where boats are starting from the preparatory signal for the first category to start until all boats have started, the race committee signals a postponement, a general recall or an abandonment, or until the boat being supported has retired. Requests or instructions given to support boats by the race committee, technical committee or the jury shall be followed. [DP]

21 HAULING OUT, DIVING AND REPAIRS

- 21.1 Boats shall not be hauled out during the regatta except with the prior written permission of the organizer. For cleaning and diving restrictions inside the harbour refer to NoR 13.2. [DP]
Harbour master authorized divers can be booked via: pcm@igymarinas.com.
- 21.2 Repairs and replacement of sails, equipment and hull parts damaged during a regatta shall not cause a boat to be re-measured until after the regatta is completed. Applications to replace or repair sails must be made to the organizer on the Sail Repair/Replacement Form available at the race office. No repair shall be carried out or replacement made after registration without the written consent of the technical committee. [DP]

22 RADIO COMMUNICATION AND ELECTRONIC EQUIPMENT

- 22.1 Boats must be equipped with a VHF radio transceiver of at least 25 watts of power. The following channels are mandatory: 08, 09, 16, 71, 72.
- 22.2 The race committee will use the following VHF channels for communication:
Division 1 (Coastal racing) Channel 71
Division 2 (W/L racing) Channel 72
- 22.3 For the Supermaxi category only, RRS 41 is changed such that for safety purposes communication between Supermaxi boats is allowed and encouraged. VHF channel 08 will be designated the safety channel for this purpose and must be monitored by all Supermaxi boats while racing. **Boats in all categories** are requested to maintain a radio watch on the safety channel when sailing in close proximity to the Supermaxi boats and respond in a timely fashion when hailed.
- 22.4 A time check will be broadcast approximately 30 minutes before the first warning signal each day.
- 22.5 Failure by the race committee to broadcast the information referred to in this sailing instructions, errors, omissions or delay in doing so, or failure by a boat to receive or hear such radio transmissions will not be grounds for request of redress by a boat. This changes RRS 60.1 (b) and 62.1 (a).
- 22.6 With the exception of SI 17.3 (retiring), 17.6 (person overboard) and 22.3 (Supermaxi – safety channel) and for safety or emergency related reasons, a boat shall neither make radio transmission while racing nor receive radio communication not available to all boats. When racing, competitors shall not use any device to communicate in any way beyond the boat other than to send or receive communication or data available to all boats.
- 22.7 Electronic navigation aids, including radar and GPS, are permitted when racing.
- 22.8 Boats will be issued Trac Trac GPS tracking units and chargers at registration. The tracking unit shall be attached to each boat in accordance with Appendix FOXTROT. It is mandatory for each boat to recharge the unit every evening. Failure to do so will be reported to the race committee who may

take action. The Trac Trac GPS tracking unit and charger shall be returned to the race office after the last race of the event. [DP]

Appendices:

ALPHA	Windward/Leeward Courses
BRAVO	2018 Coastal and Island Courses (booklet)
CHARLIE	FIV Prescriptions
DELTA	Flag & Stickers Positioning
ECHO	On Water Emergency Procedures
FOXTROT	Tracking System Instructions
GOLF	Calendar of Sports & Social Events



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Sailing Instructions – Appendix ALPHA Windward / Leeward Courses

The course, with magnetic bearing and distance to the windward mark from the starboard end signal boat on the starting line, will be displayed on the signal boat before the warning signal. The race committee will broadcast the course on the designated VHF channel prior to the warning signal.

Race committee starting or finishing boats may set a stand-off buoy. When present, this stand-off buoy, the line attaching it to the race committee boat, and the race committee boat are all part of the starting or finishing mark.

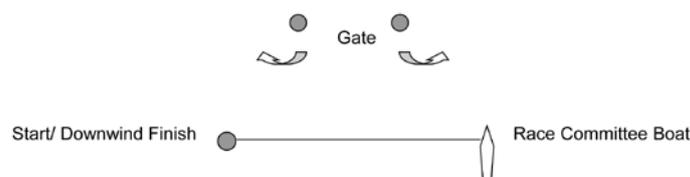
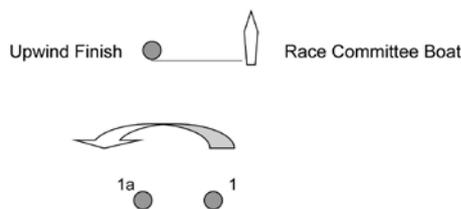
The windward mark is to be rounded to port.

A windward offset mark will be approximately perpendicular to the course axis and approximately 150 meters from the windward mark. The windward offset mark is to be rounded to port. If the windward offset mark is missing, boats are to round the windward mark. This changes RRS 34.

A leeward gate (2 marks) will be used. The gate will be located approximately 200 meters to windward of the starting line. If one of the leeward gate marks is missing, boats shall round the one existing leeward mark to port. This changes RRS 34.

For upwind finishes, the finishing line will be located approximately 200 meters to windward of the windward mark (unless there is a change of course).

For downwind finishes, the finishing line will be in the same general location as the starting line unless there is a change to the course. The line may be shorter with the pin end moved closer to the race committee signal boat. The color of the inflatable marks are found in SI 9.1 (b).



- Course 1: Start - 1-1a - Gate - 1-1a - Downwind Finish
- Course 2: Start - 1-1a - Gate - 1-1a - Gate - Upwind Finish



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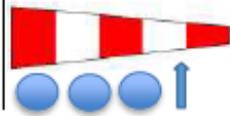
SAILING INSTRUCTIONS

APPENDIX CHARLIE: FIV PRESCRIPTION TO RRS 2017-2020

With effect from 1° January 2017 FIV prescribes

FIV states that if there is conflict between languages the English text will take precedence.

1 – Race Signals



“N” over “AP” – Danger signal: displayed by any official Race Committee vessel together with 3 sounds means: “All races started are *abandoned* and all races not started are *postponed*. Immediately do reach the harbour or the closer shelter”. Further signals ashore.

2 Rule 63.4 Conflict of interest

FIV prescribes that any member of the Protest Committee that is a relative to the first, second or third degree, or carrying out duties as a member of elected bodies and/or a racing class technician, instructor and/or coach of the Club of one of the *parties*, will be considered as having a Conflict of Interest under RRS 63.4 and shall not take any part in a hearing involving that *party*. Same prescription, by analogy, shall apply to umpired fleet races, match races, team races, radio sailing races and when Appendix P applies.

3 Rule 64.3 Decisions on Protests Concerning Class Rules

The authority referred to in rule 64.3(b) is an official qualified to interpret that rule appointed by the FIV or by the race committee or by the protest committee if appointed. The race or protest committee may ask the official to verify a boat's compliance with the rule and, if needed, the level of damages arising from an incident occurred in the event. The latter to check the boat's ability to continue racing safely..The protest committee, based on the technical committee evaluation, will establish an appropriate bailment in relation to operations to be performed and not less than € 100.00 per boat for Olympic or other dinghies, and € 250.00 for the other classes (ORC, cabs etc.)

The bailment will also be required to the protested boat when launching operations are needed. The refusal to pay such bailment will cause the suspension of inspections and the protested boat shall be disqualified. The protest committee will also examine the report of the technical committee and, if the conclusion of the technical committee is that the measurement certificate or the compliance with the class rules are invalid, in addition to measures within its competence, shall send a report to the authority of the technical committee (FIV) that will take the appropriate actions. If a deliberate violation, particularly at events where preventive controls have been done, it's mandatory to proceed according to Rules 2 and/or 69.

In case of an appeal the technical commission will be appointed by FIV. The official bodies of the event are exempted by the bailment.

4 Rule 67

- a) Each participating boat or sailor shall be insured with valid third-party liability insurance with a minimum cover of € 1.500.000,00 per incident or the equivalent. However, for radio sailing, the minimum cover is € 50.000...
- b) Protest committee, International Jury or appeal jury shall make their decision based exclusively on *The Racing Rules of Sailing*. Any issue of liability or claim for damages arising from an incident while a boat is bound by *The Racing Rules of Sailing* or by the IRPCAS shall not be dealt with.

5 Rule 69

FIV prescribes that, automatically and without any proceedings, all competitors having their eligibility suspended by other MNAs or by World Sailing are not eligible in any event held in Italy under the jurisdiction of the FIV.

6 Rule 70.5, Rule 89, Appendix N, Unappealable Juries, Race Committees.

a) Events with not appealable Jury. Denial of the Right of Appeal Under Rule 70.5 (a) and (b)

FIV prescribes that denial of the right of appeal under RRS 70.5(a) and (b) shall be approved by FIV before being included in the notice of race and in the sailing instructions. The request shall be made by the OA at least 60 days before the event and shall include the proposed names of all jury members. A copy of the FIV letter of approval shall be displayed on the official notice board. For the events where the Organizing Authority is the FIV, not appealable juries can be appointed by the FIV according to RRS 89.2(b) and 70.5(b), without any request by affiliated clubs.

b) Appointment of International Juries

Except for World Sailing events or when international juries are appointed by World Sailing under rule 89.2(c), international juries for the events held in the waters within FIV jurisdiction, shall be appointed by the FIV prior to the issue of the notice of race. Requests for international juries shall be made at least 60 days before an event, and shall include proposed jury members. A copy of the FIV's letter of appointment shall be displayed on the official notice board.

c) Umpired events

In all match races, team races and in the events where Addendum Q applies or other umpired events, the protest committee decisions are not appealable. In these events and the protest committee chairman and the RO and the PRO if foreseen) shall be Race Officials with special skill for this type of event. Umpires shall be appointed by the FIV. Requests for umpires shall be made at least 60 days before an event, and may include proposed umpires. All the appointments shall be made by the FIV. A copy of the FIV letter of appointment shall be displayed on the official notice board.

d) Appointment of Race Officers

The appointment of the event PRO and ROs, excluding appointment made by World Sailing according to RRS 89.2(c), shall be made by FIV.

Class Technical Delegate (CTD) and Class Course Representatives (CCR) nominated by the international classes recognized by World Sailing may provide advice with regard to the specific knowledge of the class (wind speed limit, course length, course changes, *abandonment*, etc.), but the final decisions will be the sole responsibility of the PRO and RO appointed by FIV.

A copy of the FIV's letter of appointment shall be displayed on the official notice board.

7 Rule 78 Compliance with Class Rules; Certificates

Any boat of the Classes recognized by FIV shall be able to deliver at any time, the measurement or conformity certificate filled according to the class rules and/or the rules issued by the FIV itself. All the sails used for racing shall be preventively measured. When racing, only measured sails can be on board.

Classes for which is not foreseen any measurement, measurement certificate or measured sails are, as appropriate, partly or wholly exempt from the above rules.

8 Rule 86.3

FIV prescribes that restrictions in RRS 86.1 do not apply if the rules are changed to develop or test proposed rules. For these changes a formal and preventive approval by FIV is requested.

9 Rule 88.2 Changes to the Racing Rules

Except for events organised by World Sailing, FIV prescribes that, for events held in the waters within FIV jurisdiction, notices of race and sailing instructions shall not change a prescription of the FIV, unless so authorised in writing by the FIV.

10 Rule 89.1

FIV prescribes that in all cases foreseen in RRS 89.1, points (d) to (h), for events held within Italian waters, his approval is mandatory.

In addition, if the class is not recognized by the World Sailing and / or FIV itself, a special authorization to use Italian Race Officials in the Regatta is required.



MAXI YACHT ROLEX CUP &
ROLEX MAXI 72 WORLD CHAMPIONSHIP

Porto Cervo, 2 – 8 September 2018

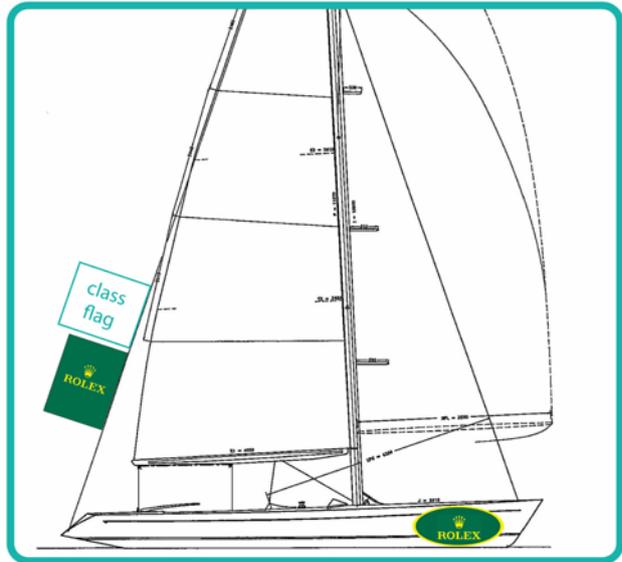
SAILING INSTRUCTIONS APPENDIX DELTA: FLAG & STICKERS POSITIONING

Maxi Yacht Fleet:

WHILE MOORED

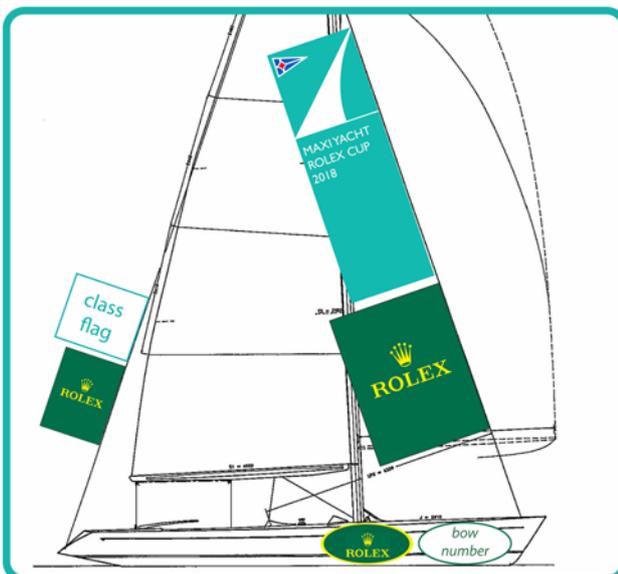


WHILE RACING



Mini Maxi & Maxi 72 fleet:

WHILE MOORED



WHILE RACING



MANDATORY:



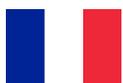
THE BETTER YOU PLACE THE STICKER, THE LESS CHANCE IT HAS OF FALLING IN THE WATER

DO IT PROPERLY FOR THE GOOD OF THE SEA

A WELL APPLIED STICKER SHOULDN'T TEAR OR PEEL OFF

1. Remove the salt from the bow with fresh water and clean with isopropylene alcohol.
2. Position the sticker and remove ¼ of the protective film.
3. Use a plastic card, such as a credit card, to expel any air all the way to the edge of the sticker.
4. Allow a minimum of 2 hours before going sailing.

Any attempt to reposition the sticker due to poor initial placement will reduce the solidity of the mounting. If this should occur, please ask the race office for a new sticker.



UNE APPLICATION CORRECTE DE L'AUTOCOLLANT ÉVITERA DE LE PERDRE DANS L'EAU

FAITES LE BON GESTE POUR LE BIEN DE LA MER

UN AUTOCOLLANT BIEN APPLIQUÉ NE SE DÉTACHE PAS

1. Enlevez le sel de la proue avec de l'eau douce puis nettoyez avec de l'alcool isopropylique.
2. Positionnez l'autocollant en retirant ¼ du film protecteur.
3. Utilisez une spatule en plastique, comme une carte de crédit, afin de retirer l'air présent sous toute la surface adhésive.
4. Attendre au moins 2 heures avant de naviguer.

Toute tentative de repositionnement de l'autocollant, suite à une erreur d'application, réduira la résistance de la colle. Le cas échéant, veuillez demander un nouvel autocollant à l'organisateur.



UNA CORRETTA APPLICAZIONE RIDUCE LA POSSIBILITÀ DI CADUTA IN ACQUA

FATE IL GESTO GIUSTO PER IL BENE DEL MARE

UN ADESIVO INCOLLATO BENE NON DOVREBBE STACCARSI

1. Togliete il sale dalla prua con acqua dolce e pulitela con alcool isopropilico.
2. Posizionate l'adesivo togliendo ¼ della pellicola protettiva.
3. Usate una spatola di plastica, come una carta di credito, per eliminare ogni bolla d'aria su tutta la superficie dell'adesivo.
4. Aspettate almeno due ore prima della navigazione.

Ogni tentativo di riposizionare l'adesivo a causa di un'errata applicazione riduce la resistenza dell'incollaggio. In tal caso, chiedete un altro adesivo all'ufficio gara.



MAXIYACHT ROLEX CUP &
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SAILING INSTRUCTIONS APPENDIX ECHO: ON WATER EMERGENCY PROCEDURES

The YCCS, in conjunction with safety officials in Porto Cervo, has established emergency procedures to provide help in the event of an on the water emergency, including injury requiring medical assistance. We also have emergency numbers should there be an accident or injury on shore.

1. Contact the Race Committee immediately on VHF 72 (for Coastal Race) or VHF 71 (for W/L Race).
2. Identify your yacht, the nature of the emergency (type of injury, number of people injured), and your yacht's position.
3. The Race Committee will alert on water safety boats (which will also be monitoring VHF 72/71) and may direct you to another VHF channel or cell phone for further communication.
4. Proceed at best speed to a designated rendezvous point as directed.
5. Depending on the nature and severity of the injury, should this be the emergency, safety boat personnel may come aboard your yacht to administer aid, evacuate the injured party and/or re-direct you for transfer of the injured person.
6. You are asked to cooperate fully with the Race Committee, local law enforcement and emergency personnel direction.

Please take the time to review these procedures with your crew prior to the race.

EMERGENCY AND MEDICAL NUMBERS

Race Committee, VHF channel: 72 or 71

YCCS Race Office, phone n.: +39.333.48.583.85 or +39.348.74.237.05



MAXIYACHT ROLEX CUP &
ROLEX MAXI 72 WORLD CHAMPIONSHIP

Porto Cervo, 2 – 8 September 2018

SAILING INSTRUCTIONS APPENDIX FOXTROT: TRACKING SYSTEM INSTRUCTIONS

INTEGRATION TO SAILING INSTRUCTIONS # 22.8

- 1 GPS tracking of individual boats will be used for safety purposes. In addition the organizers will use the Trac Trac system for public media purposes and to provide displays onshore.
- 2 The following safety procedure will be followed:
 - a) At registration, the RRS Safety Afterguard Member, shall personally collect and sign for their tracking device.
 - b) It is a RRS Safety Afterguard Member responsibility to **re-charge every evening** the tracking device.
Every tracking device is provided with a 100/240V 50/60Hz micro USB charger.
 - c) The tracking device must **be returned** to the race office at the end of the **last race of the series** and before the Prize Giving.
 - d) Any boat failing to comply with this procedure, without any reason beyond her control, will be reported to the race committee and/or protest committee for possible action.

PLEASE RETURN THE TRACKING DEVICE AND CHARGER TO THE EVENT ORGANIZER IMMEDIATELY FOLLOWING THE LAST RACE. IN CASE OF LOSS, THE COST WILL BE CHANGED.

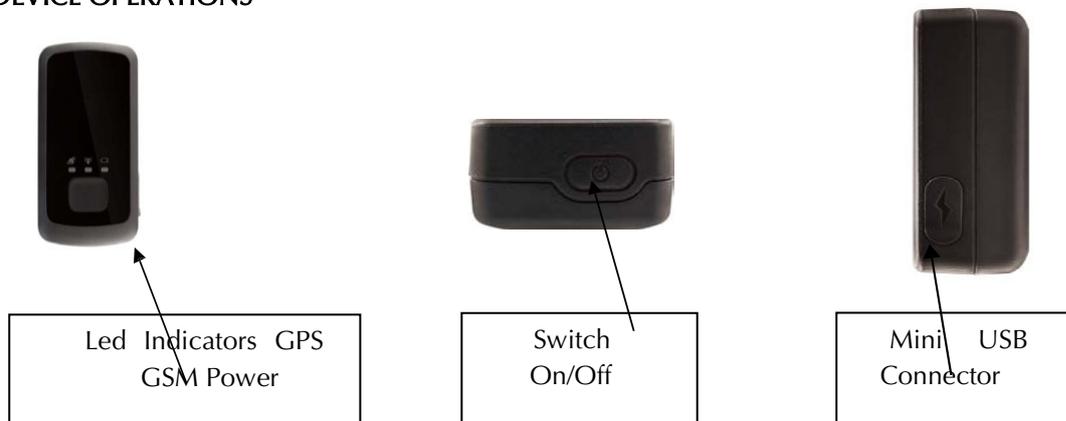
MOUNTING THE DEVICE

The tracking device should be placed **into it's aquapac** (provided) and is recommended to be **attached to the boat on the sea rail**, ideally centrally, at the back of the boat, clear of any obstructions or other instruments, in **clear view of the sky** (for satellites) and **above the Waterline**.

Attach the device into position at the back of the boat. Secure with cable tie or tape, so it does not hang loosely or bang around. Once mounted correctly, do NOT open the water proof plastic bag under any circumstance – the **tracking device is NOT waterproof**.

Tracking System Instructions

DEVICE OPERATIONS



SWITCHING ON/OFF

Press the **Switch On/Off Button** for at least 3 seconds and release it to turn on.

If you wish to **switch off** the device, push and hold for at least 2 seconds the **Switch On/Off Button**. **Power LED** will fast flash and then turn off, it indicates that the unit is turned off.

LEDs Description

LED	EVENT	STATE
GPS LED	GPS has fixed	Solid
	GPS is in fixing	Fast Flash
	GPS is off	Dark
GSMLED	Searching network	Fast Flash
	Network has been registered	Slow Flash
Power LED	Power on and normal	Dark
	Charger inserted and charging completed	Solid
	Charger inserted and charging	Fast Flash
	Power key was pressed and prepare to power off	Fast Flash
	Power low alert	Slow Flash



MAXIYACHT ROLEX CUP &
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Porto Cervo, 2 – 8 September 2018

SAILING INSTRUCTIONS APPENDIX GOLF: CALENDAR OF SPORTS & SOCIAL EVENTS

Date	Time	Sport events	Time	Other Events
- Saturday, 1 st September		All Maxi 72 moored at regatta berths (if not sailing)		
	10.00 – 15.00	Maxi 72 Sail Inspections at the YCCS Centro Sportivo		
- Sunday, 2 nd September	10.00 – 16.00	Inspections & Registrations		
	09.00 – 15.00	Maxi 72 Sail Inspections at the YCCS Centro Sportivo		
	18.00	Skippers Briefing at the YCCS Clubhouse	19.00	YCCS Welcome Cocktail at the YCCS Clubhouse
- Monday, 3 rd September	09.00	Weather Briefing		Presented by Quantum Sails at YCCS Regatta Village
	11.30	Race (s)	16:00 -18:00	Refreshment at the YCCS Piazza Azzurra
- Tuesday, 4 th September	09.00	Weather Briefing		Presented by Quantum Sails at YCCS Regatta Village
	11.30	Race (s)	16:00 -18:00	Refreshment at the YCCS Piazza Azzurra
- Wednesday, 5 th September	09.00	Weather Briefing		Presented by Quantum Sails at YCCS Regatta Village
	11.30	Race (s)	16:00 -18:00	Refreshment at the YCCS Piazza Azzurra
			20.30	IMA Dinner at YCCS Clubhouse (by invitation)
- Thursday, 6 th September		Lay Day or Re-sail		
	10.00 or 18.00	IMA AGM at YCCS Clubhouse	19.30	Crew Party at the Cantieri di Porto Cervo
- Friday, 7 th September	09.00	Weather Briefing		Presented by Quantum Sails at YCCS Regatta Village
	11.30	Race (s)	16:00 -18:00	Refreshment at the YCCS Piazza Azzurra
			20.30	Rolex Gala Dinner at the Hotel Cala di Volpe (by invitation)
- Saturday, 8 th September	09.00	Weather Briefing		Presented by Quantum Sails at YCCS Regatta Village
	11.30	Race (s)	16:00 -18:00	Refreshment at the YCCS Piazza Azzurra
			17.30	Final Prize Giving at the YCCS Piazza Azzurra