

ONE OCEAN

MELGES 40 GRAND PRIX

Porto Cervo, 5 - 8 July 2018

EVENT 2

SAILING INSTRUCTIONS

1 RULES

- 1.1** The regatta will be governed by the rules as defined in The Racing Rules of Sailing 2017/2020.
- 1.2** FIV Prescriptions 2, 4, 5, 6, 9, 10 and 11 will apply. Italian crews shall be FIV members and have a valid medical certificate. FIV Prescriptions 1, 3, 7, 8, 12 and 13 will not apply.
- 1.3** Recorded video and images from any press, media and/or support boat, or data/video of positioning from electronic devices cannot be used as evidence during the hearings and may not be a reason for a request of redress. This changes the RRS 60.1 (b) - 63.3 - 63.6.
- 1.4** If there is a conflict between languages, the English version shall prevail.

1.5 CODE OF CONDUCT - professional foul.

Competitors shall comply with any reasonable request from a regatta official, organizing committee member, Class official and other competitors, including the participation as party or witnesses in protest hearing or investigations. It is mandatory to participate in the social events and any official meeting. The penalty for a breach of this SIs can be a scoring penalty but also a disqualification or other disciplinary actions.

2 NOTICES TO COMPETITORS

Notices to competitors will be posted on the Official Notice Board (ONB) located in front of the entrance of the YCCS Clubhouse

3 CHANGES TO SAILING INSTRUCTIONS

Any change to the SIs will be posted before 09.00 on the day it will take effect, except that any change to the schedule of races will be posted by 20.00 on the day before it will take effect.

4 SIGNALS MADE ASHORE

- 4.1** Signals made ashore will be displayed on the official flagpole located at the YCCS Clubhouse Terrace.

The display or removal of signals ashore will be announced by sound signal and on VHF Channel 72. There will be no grounds for a request for redress in the case of mistakes or omission of sound signals or radio transmissions. This amends RRS 62.1(a).



- 4.2** (a) When flag AP is displayed ashore, "1 minute" is replaced with "not less than 30 minutes" in the race signal AP.
- (b) When together with the signal as per SI 4.2 a) the letter "H" is displayed the competitors are forbidden to leave the dock until the signal is lowered.

- 4.3** When flag Y is displayed ashore, RRS 40 applies at all times while afloat. This changes RRS Preamble of Part 4.

5 SCHEDULE OF RACES

- 5.1** Program and Event Schedule

TUESDAY, July 3rd

14.30 – 18.00: Registration and Weigh-in

WEDNESDAY, July 4th

09.30 – 18.00: Registration and Weigh-in

18.30: Opening Ceremony

THURSDAY, July 5th - RACE DAY 1

10.00: Skipper's Briefing

12.00: FIRST WARNING SIGNAL

FRIDAY, July 6th - RACE DAY 2

RACES: FIRST WARNING SIGNAL TIME TBA

20.00: TEAM BBQ

SATURDAY, June 7th - RACE DAY 3

RACES: FIRST WARNING SIGNAL TIME TBA

SUNDAY, July 8th - RACE DAY 4

RACES: FIRST WARNING SIGNAL TIME TBA

AFTER RACES: PRIZE GIVING

- 5.2** Number of races:

A maximum of ten (10) races is planned. A maximum of three (3) races are planned on each sailing day.

- 5.3** The First Warning Signal on Race Day 1 is scheduled for **12.00**.

For the second day of racing, the estimated time of the first warning signal will be posted on the Official Notice Board by 20.00 of the previous day. If no notices are displayed, the starting time will be the same as the day before.

- 5.4** <spare>

- 5.5** On the last day of the regatta no warning signal will be made after 17.00.

6 CLASS FLAG

Class Flag will be the "MELGES 40 GRAND PRIX" Flag.

7 RACING AREAS

Races will be held in the water in front of Porto Cervo.



8 THE COURSES

8.1 Course 1

Start – W – WO – Gate – W – WO – Finish (Downwind).

8.2 Course 2

Start – WI – W – WI – Gate – WI – W – WI – Finish (Downwind).

The Race Committee will lay Mark W approximately 6 lengths to windward of Mark WI. Boats shall pass in order Marks WI, W and then WI to port before proceeding to the Gate. In the event of a change of course under RRS 33, Mark WI will be a Mark Boat displaying Mike flag without sound signal.

8.3 <spare>

8.4 No later than the warning signal, the race committee signal boat will display the course number and the approximate compass bearing of the first leg.

8.5 Courses can be shortened provided that a shortened race has a minimum of three (3) legs.

The legs described as follows are not legs for the purpose of SIs 8.5:

W – WO; WI – W, W – WI

This changes rule 32.

9 MARKS

9.1 Marks W / WI will be cylindrical inflatable RED buoy.

9.2 Marks WO will be cylindrical inflatable RED buoy.

9.3 Marks GS / GP will be cylindrical inflatable RED buoy.

9.4 The starting marks will be a RC signal boat and a service pin end boat (or a cylindrical inflatable RED buoy) on both end of the line.

The finishing marks will be a RC signal boat and a service pin end boat (or a cylindrical inflatable YELLOW buoy) on both end of the line.

9.5 All the marks, except the gate and the finishing mark, shall be left to port.

9.6 New marks **W**, as described in SIs 12.1 will be cylindrical inflatable YELLOW buoy.

New marks **WO**, as described in SIs 12.1 will be cylindrical inflatable YELLOW buoy

New mark WI will be a service boat displaying Mike flag without sound signal or a YELLOW buoy.

9.7 A service boat signaling a change of a leg of the course is a mark as provided in SI 12.2.

10 AREAS THAT ARE OBSTRUCTIONS

If applicable, sailing forbidden area will be notified on the Official Notice Board.

When these areas are notified, they will be considered “obstruction” as per definition & related application of RRS 19 & 20.

11 THE START

11.1 Races will be started using RRS 26 with the warning signal made five (5) minutes before the starting signal.



11.2 The starting line will be between a staff displaying an orange flag on the RC signal boat and a staff displaying an orange flag on the service pin-end boat.

11.3 A boat starting later than four (4) minutes after her starting signal will be scored DID NOT START (DNS) without a hearing. This changes rule A4, A5 and 35.

11.4 The Race Committee may communicate by radio VHF 72 individual and general recalls. In such case, bow numbers, sail numbers or boat names may be called out for their identification.

Delay in the radio communication of these calls, or the order in which they are made, or any omission or failure in the emission or reception of these, shall not be grounds for a request for redress. (This modifies RRS 62.1.(a)).

This rule does not reduce, modify or exonerate each boat's responsibility to start in accordance with the RRS.

11.5 <spare>

11.6 Boats to be scored BFD or UFD will be hailed as described in SIs 11.4. If hailed, such boats shall remove themselves from the racecourse at the first reasonable opportunity. Failure to do so will result in a black flag umpire penalty per SIs Q3.1(c), at which time the penalized boat(s) shall promptly leave the course area.

12 CHANGE OF THE NEXT LEG OF THE COURSE

12.1 To change the next leg of the course, the race committee will lay a new mark (or move the gate and/or the finishing line) and remove the original mark as soon as practicable.

Any change to the position of the gate or the finish line will be signalled at mark W or WO. This does not change the obligation to leave mark WI to port.

If the Race Committee decides to change the position of the leeward mark (gate), the original gate marks will be relocated. If the Leeward mark is to be only one mark, this mark shall be left to port.

When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

12.2 Except at a gate, boats shall pass between the service boat signaling the change of the next leg and the nearby mark, leaving the mark to port and the service boat to starboard. This changes RRS 28.1.

13 THE FINISH

13.1 The finishing line will be between a staffs displaying an orange flag on the RC signal boat and a staff displaying an orange flag on the service pin-end boat.

In case of absence of the service pin-end boat the finish line will be between a staff displaying an orange flag on the RC signal boat and the finishing mark as described in SIs 9.4.

14 PENALTY SYSTEM

14.1 IM40CR H.3.1(a) is deleted and substituted with:

RRS 44.1(a) and 44.2 are changed as so the penalty shall be a One-Turn Penalty including one tack and one gybe.



RRS 44.1 is changed to read:

44.1 Taking a Penalty

(a) A boat may take a One-Turn Penalty when she may have broken a rule of Part 2 while racing or rule 31.

(b) However, if a boat caused injury or serious damage or gained a significant advantage in the race or series by her breach her penalty shall be to retire.

RRS 44.2 is changed to read:

44.2 One-Turn Penalty

After getting well clear of other boats as soon after the incident as possible, a boat takes a One-Turn Penalty by promptly making the required turn in the same direction, including one tack and one gybe. However, unless the course is shortened to finish at the windward mark, penalties within the zone of the windward mark or penalties on the offset leg may be delayed and taken as soon as possible on the downwind leg. When a boat takes the penalty at or near the finishing line, she shall sail completely to the course side of the line before finishing.

15 TIME LIMITS AND TARGET TIMES**15.1** Time limits and target time are as follows:

<i>Class</i>	<i>Target Time</i>	<i>Time limit</i>	<i>Time Limit for Mark 1</i>
Melges 40	60'	90'	25'

If no boat has passed Mark 1 within the Mark 1 time limit the race will be abandoned. Failure to meet the target time will not be grounds for request of redress. This change RRS 62.1(a).

15.2 The boats not finishing within 15' from the finish of the first boat, will be scored as "Did Not Finished" (DNF) without a hearing. This change RRS 35, A4 and A5.**16 PROTESTS AND REQUESTS FOR REDRESS****16.1** The arbitration hearings and the formal hearings will be held under SlS 16.8**16.2** (a) In accordance with NOR 2.9, fleet races will be umpired under WS Addendum Q

(b) Umpiring: WS Addendum Q is modified to the effect that the Protest Committee may take decision after racing if the incident afloat was unseen.

(c) Protest forms are available at the race office. Protests and requests for redress or re-opening shall be delivered there within the appropriate time limit.

(d) The protest time limit is sixty (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.

16.3 Notices will be posted no later than thirty (30) minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest room, located at the YCCS Clubhouse.**16.4** Notices of protests by the race committee or protest committee will be posted to inform boats under RRS 61.1(b).**16.5** (a) Breaches of S.I. 18, 19, 21, 23, 24, 25, 26 will not be grounds for a protest by a boat. This changes RRS 60.1(a). Penalties for these breaches may be less than disqualification if the protest committee so decides.

(b) Penalties as per SI 16.5(a) will be percentage based on the total number of boats in the fleet. Percentage will be between 10% and 30% and will be governed by RRS 44.3

(c) The Protest Committee may impose penalties as described in SI 16.5(b), for breaches of Class Rules or other rules.

(d) If the Protest Committee decides that a breach of a *rule* has had no significant effect on the outcome of the race, it may impose a penalty or make any other arrangement it decides is fair for all boats affected, which may be to impose no penalty.

This change RRS 64.1.

16.6 On the last scheduled racing day a request for re-opening a hearing shall be delivered

(a) Within the protest time limit if the requesting party was informed of the decision on the previous day;

(b) No later than thirty (30) minutes after the requesting party was informed of the decision on that day. This change rule 66.

16.7 On the last scheduled day of racing a request for redress based on a protest committee decision shall be delivered no later than thirty (30) minutes after the decision was posted. This changes RRS 62.2.

16.8 **Arbitration system.** Before the beginning of any hearing, the parties of a protest shall participate in an arbitration hearing with the judge in charge of this subject. The penalized party, by accepting the opinion of the arbitrator, will get 20% penalty (except that for any breach of part 2 inside the zone the penalty will be 30%). The arbitrator is allowed to consider arbitration system improper for the case and refer the matter to a formal hearing.

During the arbitration hearing witnesses are not allowed except for the Umpire that have signaled a blue flag as per SIs Q3.1(d).

The Protest Committee is allowed to accept such a penalties before the beginning of a formal hearing.

The arbitration system procedure can be held (shall be during the last day of races) on the Umpire rib during the coming back and on the dock.

16.9 (a) <spare>

(b) Helmsperson

When, while racing, the umpires observe any crew member other than the 'Principal or Relief Helmsperson' steering the boat, they may penalize that boat in accordance with SIs 16.9(a) and Addendum Q4.1(g).

Aiding steering the boat in a situation where it is reasonable to expect that a collision or injury might occur will not be penalized if a boat does not come out in a better position than it would have done otherwise.

However if the umpire observe a crew member aiding steering, and they are not yet certain as to whether this is an infringement, they will signal a warning by displaying a yellow flag and pointing conspicuously to the boat concerned. Only one warning will be made for an incident.

17 SCORING

17.1 The scoring system will be the Low Point scoring system.

17.2 One (1) race is needed for the regatta to be scored as a single event.

17.3 (a) When fewer than six (6) races have been completed, a boat's series score will be the total of her race scores.



(b) When six (6) or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

18 SAFETY REGULATIONS

- 18.1 A boat that retires from a race shall notify the race committee as soon as possible.
- 18.2 Boats not leaving the harbor for the races of the day (DNC) shall inform the race office as soon as possible.
- 18.3 Boats not starting or retiring from a race (DNS - DNF) shall inform the race office or the race committee as soon as possible.
- 18.4 All boats shall return only to their allocated moorings.

19 REPLACEMENT OF CREW OR EQUIPMENT

- 19.1 Substitution of competitors will not be allowed without prior written approval of the Race Committee in consultation with the Melges 40 Class Representative.
- 19.2 Substitution of damaged or lost equipment will not be allowed unless approved by the Race Committee in consultation with the Melges 40 Class Representative. Requests for substitution shall be made to the Race Committee at the first reasonable opportunity.

20 EQUIPMENT AND MEASUREMENT CHECKS

A boat or equipment may be inspected at any time for compliance with the Class Rules and Slrs. On the water, a boat can be instructed by a race committee equipment inspector or measurer to proceed immediately to a designated area for inspection.

21 EVENT ADVERTISING

Boats shall display event advertising supplied by the organizing authority as per 2018 Grand Prix Rules.

22 OFFICIAL BOATS

The official boats will be identified by displaying flags as follows:

Race Committee Boat	YCCS Burgee
Measurer Boat	White flag with a "M"
Media	White flag "P"
Service Boat	White flag "S"
Umpire	White flag "U"

23 SUPPORT BOATS

- 23.1 Refer to IM40CR Part III H.4 *Outside Assistance*.
- 23.2 Support boats shall be identified with a team flag (min size 40x60cm).

24 <Spare>

25 HAUL-OUT RESTRICTIONS

Boats shall not be hauled out during the regatta except with and according to the terms of prior written permission of the race committee.



26 RADIO COMMUNICATION

Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

27 PRIZES

Prices will be given as per Notice of Race.

28 DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

29 MEDIA, IMAGES and SOUND

- (a) The OA may require media personnel, equipment and electronic devices to be carried on board at any time.
- (b) The position of these personnel and equipment will be determined by the RC and may be advised verbally.
- (c) The OA shall have the right to use any image, sound recorded and navigation data.

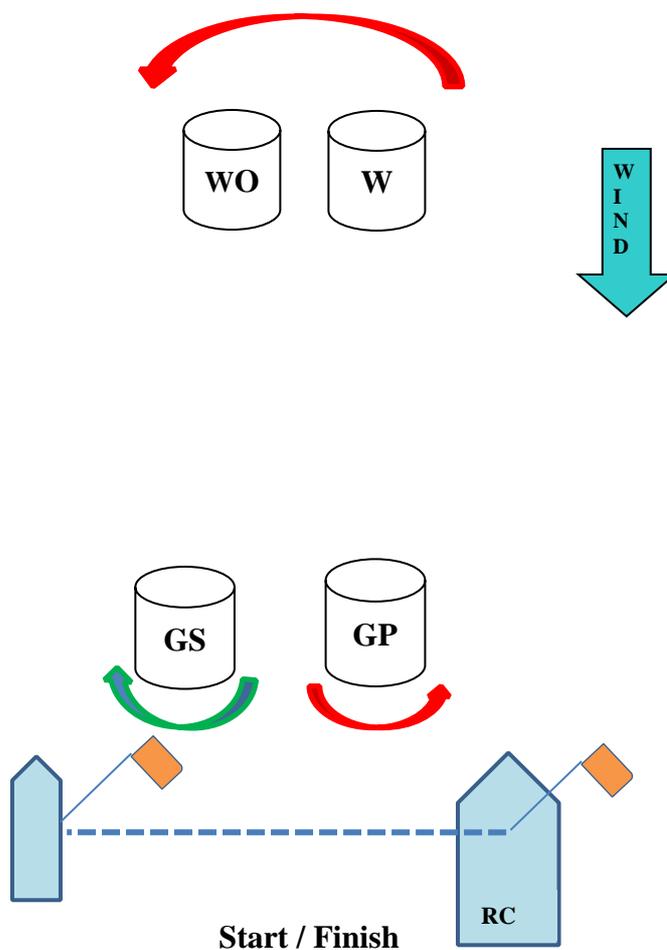
The Race Committee



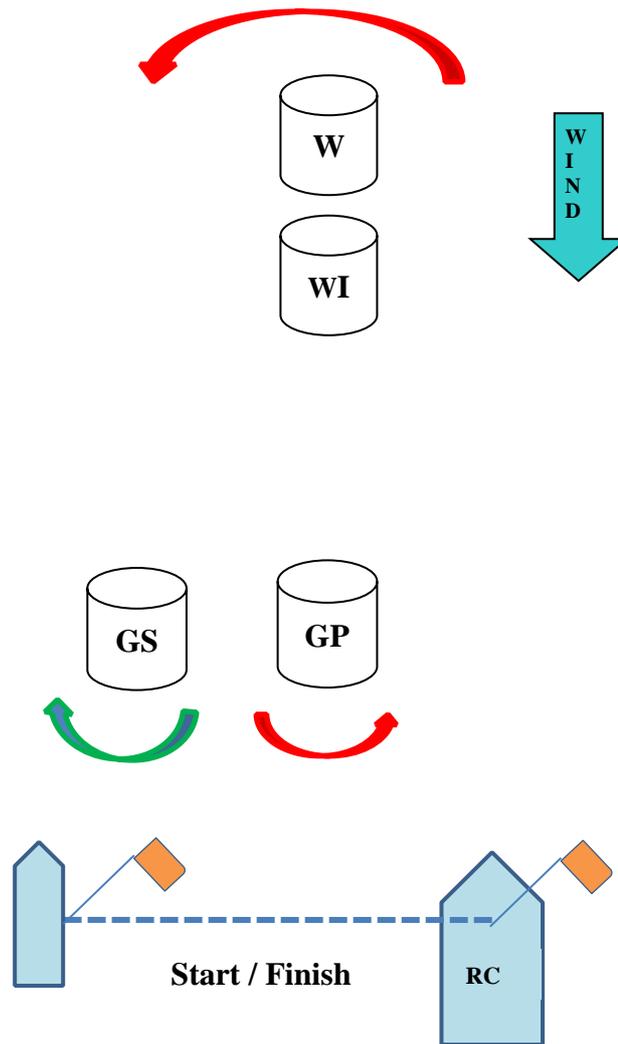
Appendix A

SCHEMATIC DRAWING OF THE COURSE. THE DISTANCES AND MARK POSITIONS ARE NOT IN SCALE.

COURSE 1



Start – W – WO – Gate – W – WO – Finish (Downwind).



Start – WI – W – WI – Gate – WI – W – WI – Finish (Downwind).

The Race Committee will lay Mark W approximately 6 lengths to windward of Mark WI. Boats shall pass in order Marks WI, W and then WI to port before proceeding to the Gate. In the event of a change of course under RRS 33, Mark WI will be a Mark Boat displaying Mike flag without sound signal.