



AUDI INVITATIONAL TEAM RACING CHALLENGE

Porto Cervo, 21 – 23 June 2018

LOCAL SAILING INSTRUCTIONS

Abbreviations:

| | |
|-------------------------------------|-------------------------------|
| PC – protest committee | RC – race committee |
| OA – organising authority | RRS – racing rules of sailing |
| SSI – standard sailing instructions | NoR – notice of race |
| LSI – local sailing instructions | |

1. APPLICABLE SAILING INSTRUCTIONS

- 1.1 The Sailing Instructions for this event, as required by RRS 90.2, are constituted by these Local Sailing Instructions in conjunction with the ITRC Standard Sailing Instructions attached.
- 1.2 The bylaws of the Yacht Club Costa Smeralda shall apply to all participants.

2. RACE OFFICE

- 2.1 The race office is located at the Yacht Club Costa Smeralda.
- 2.2 The official notice board is located at the front entrance of the YCCS Club House.
- 2.3 Signals made ashore will be displayed from the official flagpole located at the YCCS Club House.

3. AMENDMENTS TO SAILING INSTRUCTIONS

- 3.1 Amendments to the SSI or LSI made ashore will be posted at least 10 minutes before the start of any race affected and will be signed by the Race Committee and the Chief Umpire.
- 3.2 Flag L will be displayed ashore each day until the boats have departed for the race course.
- 3.3 Amendments made afloat will be signalled by the display of flag L on the committee vessel with three sound signals. An umpire may communicate these either verbally or in writing.

4. BOATS AND SAILS

- 4.1 The event will be sailed in J70 type boats.
- 4.2 Boats will be identified by flags, sail numbers/hull numbers.
- 4.3 Boats will be equipped with the items as detailed in LSI Addendum G.

5. CREW MEMBERS, NUMBER and SAFETY

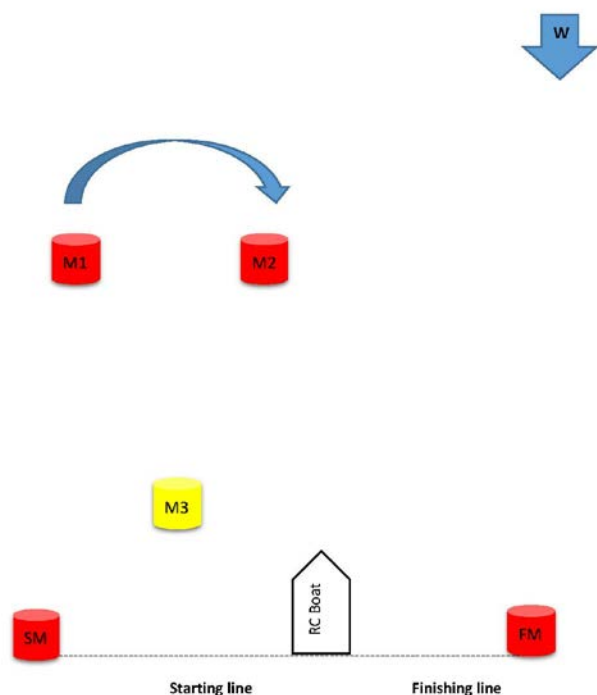
- 5.1 The total number of persons for one team, including the two skippers, shall be 6.
- 5.2 An adequate personal flotation device (minimum standard ISO 12402-5 (EN393): 50N) shall be worn by all crew members at all times while afloat.
- 5.3 While racing leg(s) shall be inside the sheerline.

6. EVENT PROGRAMME, EVENT FORMAT AND STARTING SCHEDULES

- 6.1 A list of eligible teams and the starting schedules are detailed in LSI Addendum E.
- 6.2 The event programme and event format are detailed in LSI Addendum F.
- 6.3 Racing days are scheduled as on 21st to 23rd June.
- 6.4 The intended time of the first warning signal each day is 1130.
- 6.5 The latest time for a warning signal on the last day of racing will be no later than 1600 on Saturday, 23rd June.

7. RACING AREA and COURSE

- 7.1 The racing area will be in front of Porto Cervo Harbour as specified in the NoR Attachment A.
7.2 The courses as specified below will be used.



With the configuration displayed above six Courses can be used:

- Course 1 Start – M1-M2-SM-M1-M2-Finish
- Course 2 Start – M1-M2-M3-M1-M2-Finish
- Course 3 Start – M1 – M2-FM-M1-M2-Finish
- Course 4 Start – 1-SM-M1 – Finish
- Course 5 Start – M1-M2 - Finish
- Course 6 Start – M1- Finish

Course 1 is the standard course. If course 2, 3, 4, 5 or 6 are to be used, this will be communicated by the umpires or the RC before the warning signal for the race concerned.
All Marks to be rounded to starboard.

7.3 Description of Marks

- (a) The Race Committee boat will be identified by a large burgee of the YCCS;
The Race Committee boat will normally be the starting boat;
- (b) The starting/finishing line will be as displayed above;
- (c) Marks SM, 1, 2 and FM will be red; M3 will be Yellow;

8. PRIZES

- 8.1 Prizes are described in NoR 20.

Sailing Instructions addendum:

Refer to the STANDARD Sailing Instructions:

ADDENDUM A: Handling of boats;

ADDENDUM B: Damage penalties;

ADDENDUM C: Major Alterations to the RRS;

ADDENDUM D: Scoring.

Refer to the LOCAL Sailing Instructions:

ADDENDUM E: List of eligible teams and Pairing list / Knock-out table;

ADDENDUM F: Event programme and format;

ADDENDUM G: Equipment list;

ADDENDUM H: Damage procedure & Damage report;

ADDENDUM I: FIV Prescriptions to Racing Rules of Sailing 2017-2020;

ADDENDUM L: Starting the auxiliary motor;

ADDENDUM M: Harbour regulation (*way-in / way out from the YCCS floating pontoon*).

ADDENDUM E

LIST OF ELIGIBLE TEAMS and PAIRING LIST/KNOCK-OUT TABLE

LIST OF ELIGIBLE TEAMS

Eastern Yacht Club (EYC);

Gamla Stans Yacht Club (GSYC);

New York Yacht Club (NYYC);

Newport Harbor Yacht Club (NHYC);

Royal Thames Yacht Club (RYTC)

Royal Yacht Squadron (RYS);

Yacht Club Costa Smeralda (YCCS);

PAIRING LIST

Pairing list will be distributed at the Official Briefing.

KNOCK-OUT TABLE SEMI FINALS & FINALS

| Semi Final | | Race 1 | | Race 2 | | Race 3 | |
|--------------------|----|--------|--------|--------|--------|--------|--------|
| 1 st RR | XX | Blue | Yellow | Bue | Yellow | Blue | Yellow |
| 4 th RR | YY | XX | YY | XX | YY | XX | YY |

| Semi Final | | Race 1 | | Race 2 | | Race 3 | |
|--------------------|----|--------|-------|--------|-------|--------|-------|
| 2 nd RR | XX | Green | White | Green | White | Green | White |
| 3 rd RR | YY | XX | YY | XX | YY | XX | YY |

| Final | | Race 1 | | Race 2 | | Race 3 | |
|--------------------|----|--------|--------|--------|--------|--------|--------|
| 1 st RR | XX | Blue | Yellow | Bue | Yellow | Blue | Yellow |
| 2 nd RR | YY | XX | YY | XX | YY | XX | YY |

ADDENDUM F
EVENT PROGRAMME and FORMAT

F1.

| | | |
|--------------------|------------|--|
| Wednesday, June 20 | 1100-1700 | * Training Sessions and Registrations at the YCCS Race Office |
| | 1900 | Official Briefing at the YCCS Clubhouse |
| | 2000 | Welcome party at the YCCS Clubhouse |
| <hr/> | | |
| Thursday, June 21 | 1000 | Daily Briefing |
| | 1130 | Races |
| | after race | Refreshment at the Regatta Village |
| <hr/> | | |
| Friday, June 22 | 1000 | Daily Briefing |
| | 1130 | Races |
| | after race | Refreshment at the Regatta Village |
| | 2000 | Regatta Dinner at the YCCS Clubhouse |
| <hr/> | | |
| Saturday, June 23 | 1000 | Daily Briefing |
| | 1130 | Races |
| | after race | Refreshment at the Regatta Village |
| | 1630 | Prize Giving at the Regatta Village |
| | 2200 | Audi Night Concert in San Pantaleo (organized transfer from Porto Cervo Marina to San Pantaleo) |

* Please contact the YCCS Centro Sportivo/YCCS Race Office to schedule your training session:
(@. centrosportivo@yccs.it / secretariat@yccs.it)

F2. EVENT FORMAT

F2.1 Stage One:

Teams shall sail a series of round robins terminated at discretion of the Race Committee.

Stage Two:

A Knockout series shall be sailed between the first and fourth, and between the second and third ranked teams from Stage One. The winner of Stage Two shall be the first team to score two points in the finals, the other team shall be ranked second, third, and fourth.

The other teams will be ranked using the results of stage one.

ADDENDUM G
EQUIPMENT LIST

The following non-fixed items, provided by the OA, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported on the daily damage report.

SAILS and SAILING EQUIPMENT

Mainsail and set of battens

Small headsail

Gennaker

One winch handle

One headsail sheets

Two Gennaker sheets

Tiller extension

Genoa cars

Y flag

Red flag

SAFETY GEAR

- First Aid kit
- Bucket, lanyard and sponge
- Flares
- Bilge pump
- Fire extinguisher
- Lifering with floating line

GROUND TACKLE

- Anchor and chain
- Anchor line

MOORING LINES and FENDERS

- Three mooring lines
- Four fenders

ADDENDUM H – DAMAGE PROCEDURE & DAMAGE REPORT

In the harbour and between the races YCCS team will check boats, take notes of any contacts and damage.

Contact while racing:

Umpires will decide protests in incidents resulting in contact and inform Race Committee by radio boat numbers and areas of contact: e.g. "Contact between starboard side of boat 5 and bow of boat 4."

After the race the YCCS team will check and inform the umpires about the level as stated in SSI Addendum B.

The YCCS team will take photos and notes about every single issue. The umpires will decide additional penalties under SSI Addendum B.

Race Committee will deliver results adjustments and damage deposit deductions to the Race Office.

Other damages while racing:

If the umpires realise any damage during a race they will inform Race Committee immediately (e.g. "Tiller extension broken on boat 2.").

The Race Committee will inform the YCCS team to prepare repairs and inform the Race Office about deposit deduction.

At the end of the day the YCCS team and Race Office will compare documents and deposit deductions. The Race Committee will cross check the results.

DAMAGE REPORT

Note: If there is a damage on one of the boats when you take over, pull the red flag on the shrouds and inform the race committee immediately, before the start of the next race.

| | |
|---|--|
| Boat number | |
| Race number | |
| Yacht Club | |
| Skipper or crew member responsible | |
| Date and time | |
| Description of damage | |
| | |
| Cause of damage | |
| | |
| Signature (skipper or crew member responsible) | |

For Race Committee use:

| | |
|--|--|
| Damage report received (date and time) | |
| Estimated cost of repair work | |
| Comments | |
| | |

Notice:

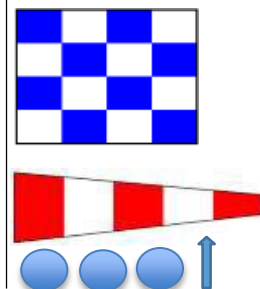
In case of any damage, every skipper or crewmember responsible is obliged at the end of the race day to fill in a complete damage report to the Race Committee or Organizing Authority. Damage Report forms are available ashore at the race office.

ADDENDUM I – FIV Prescriptions to Racing Rules of Sailing 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.

11 Rules 89.2(c), 91(a) and (c), 92

FIV prescribes that for the race Officials appointment his approval is needed.

12 Appendix P

Sailing instructions may change the penalties foreseen in Appendix P (for instance always using RRS P2.1) but the change shall always be preventively approved by FIV.

13 Appendix R

RRS R2 – SUBMISSION OF DOCUMENTS

Submission of documents under this rule must be made online via the website of the Italian Sailing Federation. Appeals and requests referred to in rule R1 must be accompanied by a fee as provided in the online app.

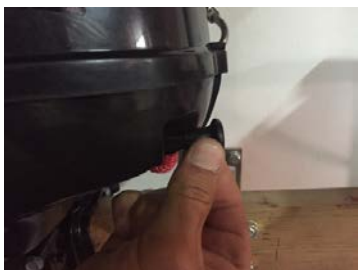
ADDENDUM L: Starting the auxiliary motor.



1) Check that the red lever is in the "ON" position



2) Open the fuel tank valve.



3) Locate the air valve



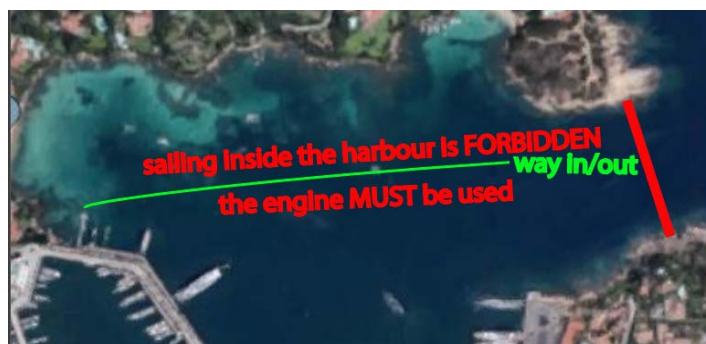
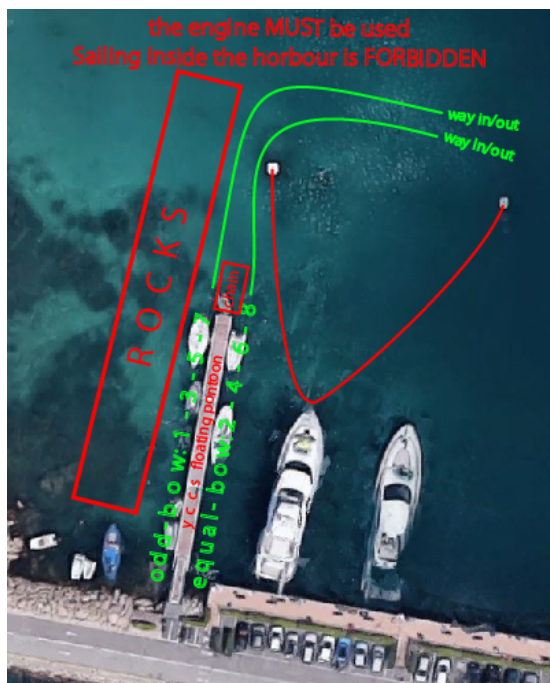
4) Pull the cord to start the motor

Remember to **CLOSE THE AIR VALVE** once the motor has started.

After use, make sure the valve is closed and the red lever is in the "OFF" position.

ADDENDUM M: Harbour regulation (way-in / way out from the YCCS floating pontoon)

Way in/out from the YCCS Floating Pontoon:





AUDI INVITATIONAL TEAM RACING CHALLENGE

Porto Cervo, 21 – 23 June 2018

STANDARD SAILING INSTRUCTIONS

Abbreviations:

| | |
|-------------------------------------|-------------------------------|
| PC – protest committee | RC – race committee |
| OA – organising authority | RRS – racing rules of sailing |
| SSI – standard sailing instructions | NoR – notice of race |
| LSI – local sailing instructions | |

1. RULES

- 1.1 The event will be governed by:
 - (a) the 'rules' as defined in the RRS 2017-2020, including Appendix D, Team Racing Rules.
 - (b) the local sailing instructions (LSI) will apply. In case of conflict between the LSI and SSI, the LSI will prevail.
 - (c) the rules for Handling Boats (SSI Addendum A), which also apply to any practice sailing and sponsor races. Class Rules will not apply.
 - (d) any prescriptions of the national authority that will apply will be found in the LSI.
- 1.2 The right of appeal will be denied in accordance with RRS 70.5 (a).
- 1.3 All races will be umpired.
- 1.4 Changes to the RRS are detailed in SSI Addendum C.
- 1.5 Other applicable rules will be specified in the LSI.

2. ENTRIES and ELIGIBILITY

- 2.1 To remain eligible the entire crew shall complete registration in accordance with the NoR, pay any outstanding entry fee and damage deposit and lodge the entry form. The place of registration will be specified in the LSI.
- 2.2 The damage deposit is the limit of liability of each skipper. In the event that a deduction is made from the deposit, the skipper will be required to restore the deposit to the original value to maintain eligibility.
- 2.3 Each skipper is responsible for the damage or loss to their boat and supplied equipment unless responsibility is otherwise assigned by the umpires or Protest Committee.
- 2.4 After registration no team member may be permanently changed without the prior written permission of the Race Committee. Permission will only be given in exceptional circumstances. Teams are permitted to make temporary changes to cover short-term absences. No temporary substitute may sail more than 2 races, and all substitutes shall be of the same gender as the person they are replacing. The Race Committee shall be informed of these changes.
- 2.5 Any team that is given permission to sail without the required number of crew or gender mix may be allowed to sail, however they shall not be eligible to compete in any knockout stage and all their results shall be discounted when final positions are calculated.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board.
- 3.2 Signals made ashore will be displayed from the flagpole in the vicinity of the race office.
- 3.3 All competitors shall attend the Official Briefing, unless excused by the OA.



3.4 All skippers shall attend the daily briefings, unless excused by the OA.

4. AMENDMENTS TO SAILING INSTRUCTIONS

4.1 Amendments to the SSI or LSI made ashore will be posted at least 10 minutes before the start of any race affected and will be signed by the Race Committee and the Chief Umpire.

4.2 Flag L will be displayed ashore each day until the boats have departed for the racecourse.

4.3 Amendments made afloat will be signalled by the display of flag L on the committee vessel with three sound signals. An umpire may communicate these either verbally or in writing.

5. BOATS AND SAILS

5.1 Boats

(a) The type of boats that will be used for the event will be specified in the LSI.

(b) The boats to be sailed and the sails to be used will be allocated by the Race Committee.

5.2 The Race Committee may require boats to reef their mainsails, in which case boats will be so informed by the umpires or by the Race Committee.

5.3 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag L is not required.

5.4 The Race Committee will decide which boats are to be used for each stage and when they decide a boat should not be used, the skipper assigned that boat will be given the temporary use of another boat.

6. IDENTIFICATION and ASSIGNMENT OF BOAT

6.1 How boats will be identified will be specified in the LSI.

6.2 The Race Committee may require a team to sail a substitute boat at any time.

6.3 Boats will be exchanged in accordance with the race schedule.

7. CREW MEMBERS, NUMBER and SAFETY

7.1 The total number of crew for one team, including the skippers, will be specified in the LSI. The total number of crew shall be equally distributed over the two boats.

7.2 All registered crew shall sail all races unless permission for change is given under SSI 2.4.

7.3 Any participant suffering a blood injury (i.e. an injury that draws blood) shall report the matter to the Race Committee or the umpires immediately. The Race Committee may require that person to proceed ashore to receive first aid.

8. EVENT FORMAT AND STARTING SCHEDULES

8.1 The event format and race schedule will be detailed in the LSI. The number of the next race to be sailed may be displayed on the RC boat.

8.2 The schedule of races will be displayed on the official notice board. Any changes made to the race schedule and schedules for subsequent rounds for a racing day will be displayed not less than 30 minutes before the first start of that day. Changes to the schedule of races after the first start will be communicated by an umpire either verbally or in writing.

8.3 The RC may change the format or terminate any stage or the event when, in its opinion, it is impractical to attempt to hold the remainder of races under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favour of later stages.

8.4 The RC may at any time remove a particular race from the published sequence of races and run it at a later time.

8.5 The number of races to be sailed each day will be determined by the RC.

8.6 The dates of the racing days and the intended times for the first warning signal will be specified in the LSI.

8.7 Each subsequent race will be started as soon as practicable after the previous race.

8.8 When a race cannot start according to the schedule of races, subsequent starts will be

brought forward. Competitors will be so advised verbally by an umpire.

8.9 In a knock-out series between two teams:

- (a) when the series has been decided, further races between these two will not be sailed
- (b) teams will exchange boats after odd matches of the series.

9. RACING AREA

9.1 The racing area will be specified in the LSI.

10. COURSE

10.1 The course will be specified in the LSI.

10.2 Starting/Finishing Line

- (a) The starting/finishing line will be a straight line between the course side of the starting/finishing mark and the mast or staff displaying an orange flag on the committee vessel.
- (b) A buoy may be attached to the committee vessel anchor line just below keel depth. Boats shall not pass between this buoy and the committee vessel at any time. This buoy is part of the committee vessel ground tackle.

10.3 Course Limits

- (a) A number of buoys may be laid near the racing area marking the limit of safe pilotage for the purposes of Part 2 of the RRS. If applicable, the buoys will be described in the LSI. While racing, no part of a boat's hull shall cross the imaginary straight line between any two adjacent buoys on the same side of the course.
- (b) These lines or areas rank as obstructions.
- (c) There is no penalty for touching these buoys or objects defining these areas.
- (d) A breach of this sailing instruction is not open to protest by boats but is subject to action by umpires in accordance with RRS D2.3.

11 BREAKDOWN: TIME FOR REPAIRS AND REDRESS

RRS Appendix D.5 (Breakdowns) is deleted and replaced as below.

- 11.1 Before the warning signal of a race or within two minutes of changing into a new boat, whichever is later, a boat may display a red flag to signal breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to a position just to leeward of the committee vessel and remain there, unless otherwise directed.
- 11.2 The time for repairs will be at the discretion of the Race Committee.
- 11.3 After the warning signal of a race, the race will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SSI
- 11.4 Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the warning signal shall not be grounds for redress. This changes RRS 62.
- 11.5 Competitors are responsible for inspecting their boats before racing.
- 11.6 Competitors shall report any defects, damage or breakdown to the Race Committee at the first reasonable opportunity.
- 11.7 When there is a risk of further damage if a boat continues racing after damage or breakdown, she shall retire immediately.
- 11.8 When a Protest Committee grants redress under RRS 62.1(b) the Race Committee may postpone a resail indefinitely and score each team half a race loss unless the result is relevant to progress, but not seeding, in the next round.

12 STARTING PROCEDURE

- 12.1 Races will be started by using the following signals. Times shall be taken from the start of each sound signal; the failure or delay of a visual signal including flags as specified in below, shall be disregarded. This amends RRS 26.

| Signal | Minutes before starting signal | Sound | Visual Signals |
|-------------|--------------------------------|-------|------------------------|
| Warning | 3 | One | Team Colours displayed |
| Preparatory | 2 | One | Flag P displayed |
| One-minute | 1 | One | Team Colours removed |
| Starting | 0 | One | Flag P removed |

- 12.2 When a boat is subject to RRS 29.1 a flag (Yellow, Blue, Green or White) corresponding to her identification colour, will be displayed but not for more than 2 minutes after the starting signal; this amends RRS 29.1. The Race Committee may hail the hull/sail numbers of premature starters. (See LSI 4.2)
- 12.3 A boat that fails to start within two minutes of her starting signal will be scored DNS without a hearing. However, if the boat was scored OCS, she shall be scored in accordance with RRS D3.1(b).
- 12.4 A series of short sound signals will be made to advise competitors a warning signal is imminent. Code Flag AP will only be used for significant delays (those likely to be longer than 15 minutes).

13 CHANGE OF POSITION OF MARKS

- 13.1 Rule 33 is deleted and replaced with: After the start of a race, the Race Committee may change the position of any mark, except the position of a mark towards which boats are sailing.

14 TIME LIMIT

- 14.1 There shall be no time limit for races. However the Race Committee may abandon a race for any reason, after consulting with the race umpires when possible. This amends RRS 32.

15 ADVERTISING

- 15.1 As boats and equipment will be supplied by the OA, World Sailing regulation 20.4 applies. Each boat may be required to display advertising as supplied by the OA.
- 15.2 Boats shall not be permitted the right to protest for breaches of any rules regarding advertising. This amends RRS 60.1.

16 MEDIA, IMAGES and SOUND

- 16.1 If required by the OA, media equipment (or dummies) supplied by the OA shall be carried on board while racing.
- 16.2 Competitors shall not interfere with the normal working of the OA supplied media equipment.
- 16.3 The OA have the right to use any images and sound recorded during the event free of any charge.

17 PRIZES

- 17.1 Prizes will be awarded as specified in the LSI.

18 CODE OF CONDUCT

- 18.1 Competitors shall comply with any reasonable request from any official, including attendance at official functions, co-operation with event sponsors and shall not behave in a manner so as to bring the event into disrepute.
- 18.2 Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SSI Addendum A.
- 18.3 The following actions by skippers and/or crew while racing may be considered a breach of sportsmanship under RRS D2.3(g):
- Excessive attempts to coerce verbally, coach or influence umpire decisions;
 - Repetitive or ongoing objection to an umpire decision (verbal or otherwise);
 - Abuse of umpires before or after a decision (See also TR Call M8).
- 18.4 Breaches of SSI 18 Code of Conduct may also be referred to the Protest Committee. Any penalty will be at the discretion of the Protest Committee and may include exclusion from further participation in the event, or the withholding of deposits.
- 18.5 Gross breaches of SSI 18 Code of Conduct may be referred to the Protest Committee by the OA for action under RRS 69.

19 DISCLAIMER

Competitors agree to be bound by World Sailing RRS 2017/2020, by the SI and the NoR. 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 third 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 O.A. and all persons involved in the organization under whatever qualification and to accept full responsibility for the behaviour and dress of the yacht's crew, representatives and guests. Competitors are to be acquainted with World Sailing Part 1 Fundamental Rule 4: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone". In any case I agree that the YCCS, 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 vessel or property.

ADDENDUM A

HANDLING OF BOATS

A1. GENERAL

A1.1 While all reasonable steps are taken to equalise the boats, variations will not be grounds for redress. This changes RRS 62.

A2. PROHIBITED ITEMS and ACTIONS. Except in an emergency or in order to prevent damage or injury, or when directed by an umpire otherwise, the following are prohibited:

A2.1 Any additions, omissions or alterations to the equipment supplied. In particular the cutting or shortening of any sheets, control lines or other running rigging.

A2.2 The use of any equipment for a purpose other than that intended or specifically permitted.

A2.3 The replacement of any equipment without the sanction of the RC.

A2.4 Sailing the boat in a manner that it is reasonable to predict would cause significant damage.

A2.5 Moving equipment from its normal stowage position except when being used.

- A2.6 Boarding a boat without prior permission.
- A2.7 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC.
- A2.8 Hauling out a boat or cleaning surfaces below the waterline.
- A2.9 Perforating sails, even to attach tell tales.
- A2.10 Radio transmission (including mobile telephones), except to report damage or injury or in response to a request from the RC.
- A2.11 Adjusting or altering the tension of standing rigging, excluding the backstay.
- A2.12 Using a winch to adjust the mainsheet, backstay or vang.
- A2.13 Using a reef line as an outhaul.
- A2.14 Omitting any headsail car or turning block before sheeting onto a winch.
- A2.15 The use of electronic instruments other than compass, watches and small video devices such as Go-Pros.
- A2.16 Marking directly on the hull or deck with permanent ink.
- A2.17 The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or gybing.
- A2.18 A breach of SSI Addendum A2.17 is not open to protest by boats but may be subject to action by Umpires under RRS D2.3(h). This changes RRS 60.1.

A3. PERMITTED ITEMS and ACTIONS. The following are permitted.

- A3.1 Taking on board and making appropriate use of the following equipment:
- (a) basic hand tools consisting of knife, pliers and screwdrivers but excluding hammers and saws
 - (b) adhesive tape
 - (c) line (elastic or otherwise of 4 mm diameter or less)
 - (d) tell tale material
 - (e) watch, timers and hand-held compass
 - (f) shackles and clevis pins
 - (g) velcro tape
 - (h) spare flags
 - (i) bosun's chair
 - (j) small video devices such as GoPro
 - (k) PFD's when not supplied by the OA.
- A3.2 Using the items in A3.1 to:
- (a) prevent fouling of lines, sails and sheets
 - (b) attach tell tales
 - (c) prevent sails being damaged or falling overboard
 - (d) mark control settings
 - (e) make minor repairs and permitted adjustments
 - (f) make signals as per SSI 11, SSI C3.1 and SSI C3.6
 - (g) make video recordings
 - (h) personal safety.
- A3.3 Changing the number of mainsheet purchases.
- A3.4 Using lazy sheets, halyards and control lines for the purpose of normal hiking. This amends RRS 49.1.

A4. MANDATORY ITEMS and ACTIONS – the following are mandatory:

- A4.1 The completion of a written damage report before leaving a boat and submitting it to the RC, even if no damage or loss is recorded. Reports shall include any evidence of matters which could cause damage or disadvantage to the boat in future matches.

When boat swaps are carried out on the water, the report should be made verbally to the RC as soon as possible.

A4.2 At the end of each sailing day:

- (a) folding, bagging and placement of the sails as directed
- (b) leaving the boat in the same state of cleanliness as when first boarded that day
- (c) releasing backstay tension

A4.3 At the end of the final day for a particular boat, cleaning the boat (cabin and decks), removing all trash and removing all tape and marks.

A4.4 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.

A4.5 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.

A4.6 A breach of items SSI A4.2 and A4.3 will be considered as damage and the cost of rectification will be deducted from the damage deposit.

ADDENDUM B

DAMAGE PENALTIES

SSI C3.12 permits umpires to determine the penalty for breaking RRS 14 without a hearing. This appendix explains how damage will be assessed and prescribes the appropriate level of penalties. The PC may impose additional penalties if it has good reason to do so.

There are a number of things we are trying to achieve with penalties for damage

- Minimise damage to keep costs down and avoid delays while boats are being repaired.
- Ensure that penalties are consistent and fit the breach.
- Keep race results "on the water".
- Give more sailing to everybody for the same entry fee!

Damage Levels

| Level | Extent | Effect |
|-----------------------------|--|--|
| Level A- Minor Damage | Up to 1 man hour to repair | Boat may race without repair |
| Level B- Significant Damage | More than 1 hour and up to 5 man hours to repair | Boat may need some (temporary) work before racing again. |
| Level C- Major Damage | More than 5 man hours to repair | Significant work required before racing again. |

Penalties

Race-win/race-loss penalties may be imposed by umpires after a race to boats that break RRS 14. If a competitor requests a hearing when a points penalty is imposed, the protest committee may decide (in the hearing) to give a greater penalty. Any penalties are added to one boat's or both boats' team race losses / wins for the Series in which the damage occurred.

| Level | Round-Robin | Knockout |
|---------|---------------|--------------|
| Level A | No Penalty | No Penalty |
| Level B | 1/2 race loss | 3/4 race win |
| Level C | 1 race loss | 1 race win |

Deductions from Damage Deposits

The assessment of damage level is only for the purpose of points penalties, and is not linked to any deductions from the competitor's damage deposits.

Any points penalty will be based on the assessment of damage level made on the water. Subsequent assessments of the damage level after closer inspection, whether the level turns out to be higher or lower, will have no effect on the points penalty given on the water.

ADDENDUM C

MAJOR ALTERATIONS TO THE RRS

Changes to the rules of Part 2 have been authorised by World Sailing under RRS 86.2

C1. Add new definitions

C1.1 ***Skipper*** The crew member on-board who is in charge of the boat and the crew and all other persons aboard

C1.2 ***Leg to a leeward mark*** A boat is on a *leg to a leeward mark* when she is on a leg to mark 2, mark 3 or the finishing line.

C1.3 ***Another leg*** A boat passes to *another leg* of the course when her bow crosses the extension of the line from the previous mark through the mark she is rounding

C2. Changes to the rules of Part 2 3 and 4

C2.1 RRS16.2 is changed to:

In addition, a starboard-tack boat on a beat to windward shall not bear away to a course more than 90 degrees from the true wind if, as a result, the port-tack boat would immediately need to change course to keep clear of her.

When this rule applies, the following changes to the Team Racing Call Book apply:

Call D2 Delete Call

Call D5 In answer 1, delete all references to rule 16.2 and delete the final paragraph in italics

Call G7 Delete Q&A 1

C2.2 RRS 17 is deleted.

C2.3 RRS 31 (Touching a Mark) is changed to: 'While *racing*, neither the crew nor any part of a boat's hull shall touch a starting *mark* before *starting*, a *mark* that begins, bounds or ends the leg of the course on which she is sailing, or a finishing *mark* after *finishing*. In addition, while *racing*, a boat shall not touch a race committee vessel that is also a *mark*.'

C2.4 Add to RRS 41 (e) help to recover from the water and return on board a crew member, provided the return on board is at the approximate location of the recovery.

C2.5 RRS 49.2 is deleted. However, lifelines rigged on boats shall be taut at all times.

C2.6 The umpires may decide that any hard contact (contact between hulls and/or rigs) is damage for the purposes of initiating a penalty under RRS D2.3(d).

C3. Changes to the rules of RRS Appendix D Protests and Penalties

C3.1 Delete RRS D1.2(c) and replace with:

A boat may not request redress under rule 62.1(a). The protest committee may consider giving redress under that rule if it believes that an error has been made. The race committee or match umpires may request the protest committee to consider this. This changes RRS 60.1(b) and RRS 62.1(a).

C3.2 A boat intending to request redress under RRS 62.1(b) or (c) for an incident in the racing area shall display a red flag at the first reasonable opportunity after the incident. She shall display the red flag until it is acknowledged by the race committee or by an umpire.

C3.3 Delete RRS D1.2(g) and add new RRS D1.2(g):

Protests and requests for redress that deal with scoring and other matters that do not arise from incidents in the racing area shall be notified to the race office within 30 minutes after the finish of the last boat in the last race of the day. However boats are required to notify the race officer as soon as practicable.

C3.4 Add new rule D1.2(h):

If the PC decides that a breach of a rule, other than a rule of RRS Part 2 has had no significant effect on the outcome of a race, it may make any arrangement it decides is equitable, which may be to order a re-sail or to impose no penalty

C3.5 RRS D1.3 (a) (Penalties) first sentence is changed to:

“When on an upwind leg of the course a boat may take a penalty by gybing, or when on a *leg to a leeward mark* of the course a boat may take a penalty by tacking when she may have broken one or more rules of Part 2, or RRS 31 or RRS 42, in an incident while racing. Between the preparatory signal and the starting signal the penalty shall be taken by gybing.

C3.6 Add new RRS D1.3(d):

When three race umpires decide that one or more boats has broken RRS 14 in an incident where there is damage and/or injury, they may impose race-win penalties as prescribed in Addendum B without a hearing, but shall not add points to a boat's score. The boat(s) shall be informed as soon as practical and only at that time may she request a hearing, in which case the umpires shall report the incident to the protest committee who shall proceed in accordance with RRS Appendix D3.1(d). Any penalties imposed after a hearing may be more than the penalties imposed by the umpires. This changes RRS D3.1(d)(1) and D3.1(d)(3).

C3.7 Add new RRS D2.3(h) Breaks SI Addendum A2.17

Umpired Races

C3.8 RRS D2.2 (a) (Protests by Boats) is changed to:

“She shall hail “Protest” and conspicuously display a Yankee flag as stated in LSI 4.3 at the first reasonable opportunity for each”.

C3.9 RRS D2.2(f) (Protests by Boats) is amended as follows:

“A boat penalized by an umpire shall take a One-Turn Penalty.”

C3.10 RRS D2.3 (Penalties Initiated by an Umpire) is amended as follows:

The last paragraph is deleted and replaced with: “The umpire shall signal a decision is compliance with RRS D2.4. A boat penalized by an umpire shall take a One-Turn Penalty except that, when an umpire hails a number of turns, the boat shall take that number of One-Turn Penalties.”

C3.11 Add to RRS D2.3 (Penalties Initiated by an Umpire): "(h) breaks SSI Addendum A2.17."

C3.12 RRS D2.4(b) (Signals by an Umpire) is amended as follows:
"To penalize a boat a coloured flag, red, yellow or blue identifying the boat with one long sound and pointing the coloured flag at her means: "The identified boat shall take a penalty by complying with SSI C3.8"

Scoring

C3.13 RRS D3.1(d)(3) is deleted and replaced with: "when the boat has broken rule 1 or 2, rule 14 when she has caused damage or injury, or a *rule* when not *racing*, half or more race losses may be added to her team score, or no penalty may be imposed. When race losses are added to one team's score the results for the other teams shall remain unchanged". For breaches of RRS 14 with damage and/or injury Addendum B details the procedure.

C3.14 RRS D4.2,D4.3,D4.4,D4.5.D4.6 and D4.7 (Scoring) are deleted. Addendum D to these sailing instructions shall be used.

Breakdown

C3.15 RRS D5 is deleted. See SSI 11 Breakdowns.

ADDENDUM D

SCORING

The following scoring system replaces RRS D4.3,D4.4,D4.5, D4.6 and D4.7. This scoring system is designed to allow all races sailed in an incomplete round robin to be counted towards the final results.

D1 Round Robins Series

In a round-robin series teams are to sail against all other teams one or more times.

D1.1 Add after the first sentence of Appendix A5 'When one of the boats in a race fails to sail the course in accordance with rule 28.1, she shall be scored DNF without a hearing.'

D1.2 The losing team of each race scores one point; the winner scores no points except when there is a dead heat between boats that leaves the winner of the race indeterminable in which case they shall each be scored half a race loss.

D1.3 When a team withdraws from part of an event the scores of all incompleted races shall be scored as losses on the basis of the number of races they would have sailed had they not withdrawn.

D1.4 When a single round robin is terminated before completion, a team's score shall be the total number of losses scored by the team in all races sailed except as stated in SSI D1.6.

D1.5 When a multiple round robin is terminated during any of the round robins, a team's score shall be the total number of losses scored by the team except as stated in SSI D1.6.

D1.6 However, if any of the teams have sailed less than three races in the round robin series, the entire round robin series shall be disregarded and, if necessary, the event declared void.

D1.7 Event Rank Order: Teams shall be placed in order of their total scores, lowest number of losses score first.

D1.8 A team that has won a race but is disqualified for breaking a *rule* against a team in another race shall be scored a loss for that race (but the losing team shall not be awarded the

win); and

D1.9 When a team has been disqualified from participating in the remaining races of the round-robin series, the results from all previous races shall stand, however she shall not be ranked for the event nor will her results for this event be counted for the 2K Ranking Points System.

D2 Ties in Round Robins

D2.1 For the purposes of tie-breaking a team's score shall be the number of race losses scored between the tied teams.

D2.2 Ties between two or more teams in a round-robin series shall be broken by the following methods, in order, until all ties are broken. When one or more ties are only partially broken, SSI D2.3(a) to D2.3(c) shall be reapplied to them.

D2.3 Ties shall be decided in favour of the teams(s) who:

- (a) placed in order, has the lowest number of losses in the races between the tied teams;
- (b) when the tie is between two teams in a multiple round robin, has won the last race between the two teams;
- (c) has the fewest losses against the team placed highest in the round-robin series or, if necessary, second highest, and so on until the tie is broken. When two separate ties have to be resolved but the resolution of each depends upon resolving the other, the following principles shall be used :
 - (1) the higher-place tie shall be resolved before the lower- place tie, and
 - (2) all the teams in the lower-place tie shall be treated as a single team for the purposes of SSI D2.3(c);

When SSI D2 does not resolve a tie and if the tie needs to be resolved for a later stage of the event the tie shall be broken by a sail-off when practicable. When the race committee decides that a sail-off is not practicable, the tie shall be decided in favour of the team who has the highest score in the round-robin series after eliminating the score for the first race for each tied team or, should this fail to break the tie, the second race for each tied team and so on until the tie is broken. When a tie is partially resolved, the remaining tie shall be broken by reapplying SSI D2.

D3 Knockout Series

D3.1 In a knockout series the sailing instructions shall state the minimum number of race win points required to win a series between two teams. When a knockout series is terminated it shall be decided in favour of the team with the higher number of race wins.

D4 Ties in a knockout series

D4.1 Ties (including 0-0) between teams in a knockout series shall be broken by the following methods, in order, until the tie is broken. The tie shall be decided in favour of the team who:

- (a) has the highest place in the most recent round-robin series, applying SSI D2 if necessary
- (b) has won the most recent race in the event between the tied teams
- (c) to decide the winner of the event, or the overall position between teams eliminated in one round of a knockout series, a sail-off may be used (but not a draw).