



Porto Cervo, 22 – 25 September 2016

SAILING INSTRUCTIONS.

1 Organizer

The Organising Authority (OA) is the Yacht Club Costa Smeralda in conjunction with the Konzeptwerft Holding GmbH.

Yacht Club Costa Smeralda

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2 Rules

2.1 The Event will be governed by

- (a) The 'rules' as defined in the RRS.
- (b) The rules for Handling Boats (SI Attachment C) that also applies to any practice sailing and sponsor races. Class rules will not apply.
- (c) Any prescriptions of the national authority that will apply, will be posted on the official notice board.
- (d) All races will be sailed under World Sailing Addendum Q (modified) – Umpired Fleet Racing, approved by the Italian Sailing Federation in accordance with RRS rule 86.3 (see Attachment F).
- (e) In case of a conflict between the Notice of Race and the Sailing Instructions, the Sailing Instructions take precedence.

2.2 Changes of Rules.

- (a) RRS 26 is changed, see SI 12
- (b) RRS 27.1 is amended, with the following:
"no later than the warning" is changed to "no later than the 1 minute from the start signal"

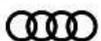
3 Advertising

The rules of advertising are mentioned in SI Attachment B

4 Notices to competitors

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

5 Changes to the sailing instructions



Audi
Official partner



QUANTUM SAILS
Technical partner



Aeroporto
Olbia Costa Smeralda
GEASAR

Changes to the sailing instructions will be posted on the official notice board or distributed to all teams not less than 30 minutes before they will take effect, except that any change to the time schedule of races, will be posted by 21:00 on the day before it will take effect.

Oral changes may be given either on the water or ashore (changes RRS 90.2 (c)).

6 Signals made ashore

- 6.1 Signals made ashore will be displayed on the flag pole on the YCCS Clubhouse terrace overlooking Piazza Azzurra.
- 6.2 When flag AP is displayed ashore, "1 minute" is replaced with "not less than 30 minutes" in the race signal AP.

7 Schedule

Thursday, September 22nd

Registration from 09:00 to 19:30

Practice from 10:00 to 19:00

Friday, September 23rd

Registration from 09:00 to 10:30

Skippers briefing is at 10:30

First warning signal is at 11:30

After Sailing: Opening Ceremony

Saturday, September 24th

Skippers briefing at 09:00

First warning signal at 10:00

After Sailing: team dinner 20:00

Sunday, September 25th

Skippers briefing at 09:00

First warning signal at 10:00

Last possible warning signal at 16:00

Price giving ceremony at 16:30

- 7.1 Training Opportunity: All participants have access to training in the boats for periods of hours, according to a plan published on Thursday morning at 09:00.
- 7.2 Subsequent races will be started immediately after crew changes have finished after the finishing of the previous race. The crew change will be as schedule in the Paring list. The Paring List will be published on Thursday.

8 Race Area

Attachment E shows the racing area.

9 Course

Attachment A shows the course and the order in which marks are to be rounded or passed and their required side.

10 Marks

10.1 Mark M1 is an inflatable buoy. It can be yellow, orange or white.

Final designation of the mark to be rounded will be indicated no later than the "1 minute" from the start signal of each flight by displaying a flag with the colour of the mark.

10.2 Marks M2a and M2b, are red inflatable buoys.

10.3 Start and finishing marks are : an orange inflatable buoy and the race committee boat.

11 Start

11.1 The starting line is between an orange inflatable buoy on the port end of the line and an orange flag on the race committee boat on the starboard end of the line.

11.2 RRS 26 is amended as follows and the preparatory signal "P" is changed with signal flag " Pennant 2" :

(a) Warning signal: 3 minutes before the start. The signal flag " Pennant 3" will be displayed, with one sound signal.

(b) Preparatory signal: 2 minutes before the start signal flag " Pennant 2" will be displayed, with one sound signal and the signal flag " Pennant 3" will be lowered.

(c) One-minute signal: 1 minute before the starting signal, signal flag " Pennant 1", will be displayed, with one sound signal, the signal flag " Pennant 2" will be lowered.

(d) Start signal: The signal flag " Pennant 1" is lowered with one sound signal.

11.3 Boats that start later than 3 minutes after starting signal will be scored DNS without a hearing (changes RRS 35, A4, A5.).

12 Change of course.

12.1 The Race committee may change mark M1 in the following way.

(a) When rounding the gate:

(1) Displaying an orange, white or yellow flag with repeated sound signals.

(a) This means: Mark M1 is replaced by the mark with the colour of the signal (changes RRS 33).

13 Shortening the course

The course will not be shortened.

14 The finishing line.

The finishing line is between an orange inflatable buoy on the starboard end of the line and an orange flag on the race committee boat on the port end of the line.

15 Protest and request for redress

15.1 World Sailing Addendum Q will be used for direct judging (see Attachment F).

15.2 Breaches of the following sailing instructions will not be grounds for protest by a boat. Penalty for those infringements will be initiated by an umpire according to Q4 of Addendum Q.

- (a) SI 19.1 personal buoyancy
- (b) SI 19.3 prohibited area
- (c) SI C4.1 crew position
- (d) SI C4.2 bowsprit.

15.3 There will be an International Jury for the event. Their decisions cannot be appealed according to RRS 70.5

16 Target time

16.1 Target time for each race is 12-15 minutes.

16.2 Time limit for first boat finishing is 25 minutes.

16.3 Boat that does not finish within 5 minutes after the first boat has finished will be scored DNF. This changes RRS 35, A4 and A5

17 Scoring

17.1 Low point system will be used under RSS

- (a) DNC, DNS, OCS, DNF, RET, DSQ all score 9 points.

17.2 Three flights are required by all competitors in order to constitute a valid SAILING Champions League Final.

17.3 Each competitor's score will be the sum of her scores for all races.

17.4 If at the end of the regatta, some of the competitors have sailed an uneven number of races, due to incomplete flights, the competitors missing a race will be scored according to RRS A10 (a).

17.5 If a participant is unable to start a race because the organizer cannot supply a boat for them, the participant will have an average score for this race, as per RRS A10 (b). Changes RRS A2 and A5.

17.6 If there is a series score tie between two or more boats this will be broken according to RRS A8.

18 Security / Restricted area

18.1 Each participant must wear a personal flotation device when racing. Except while briefly changing or adjusting personal clothing. Wet suits and dry suits are not considered as personal flotation devices.

18.2 A boat that retires from the race shall immediately notify the race committee.

18.3 There might be a restricted area. This area is prohibited to sail in and rank as an obstruction. Touching of the marks limiting the restricted area, will be not considered infringement of RRS 31. See description on the official notice board.

19 Replacement of crew and equipment

19.1 When a skipper or crew is unable to continue in the event, the IJ may authorize a change.

19.2 Substitution of damaged or lost equipment and repairs may only be done by the organizers repairmen, or under their management.

20 Official boats.

The official boats will be marked as following :

Race Committee: RC flag and YCCS burgee

Repair boat: Repair multicolour flag

Umpire boat: white flag with black U

Press boat: white flag with black P

Crew transport Boats: flag with number and colour of the boat

Service boat : white flag with red S

21 Electronic

While racing, a participant may not use any electronic devices, except a watch for timing the start. If this watch has functions other than the clock, it must not be used.

22 Coaches and support boats

22.1 Coaches and support boats shall be marked with the club name or identify the club they are supporting.

22.2 Coaches and support boats must keep a minimum distance of 50 meters to any racing boat and shall motor in a way so they do not make waves or swells in the racing area.

23 Damage

23.1 If there is a damage on a boat, the participant shall complete a damage report as described in Attachment D.

23.2 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or the IJ.

23.3 In case of damage on a boat, the skipper shall go in the vicinity of the shuttle base boat "Matilda" for the necessary reparation by the technicians.

24 Crew change

24.1 Every team shall hold itself ready for change in sufficient time. Last point in time is the preceding start.

24.2 The change takes place after the finish, with rolled-up jib and standing mainsail. Each boat shall stay in the vicinity of the finishing line and in order to speed up the crew change process. The shuttle boat will then approach.

24.3 After the change, the shuttle boat will stay next to the boat for 2 minutes. During this time, the new crew will inspect the boat. If there is damage, the crew has to display the white flag on the shrouds. The repair service will then come to the boat. Protests declared later than that are not valid, will not lead to a start postponement, and are no reasons for redresses. Change RRS 60.1 (b).

Attachments:

Attachment A: The course

Attachment B: Advertising

Attachment C: Handling the boats

Attachment D: Damage Report

Attachment E: Racing area

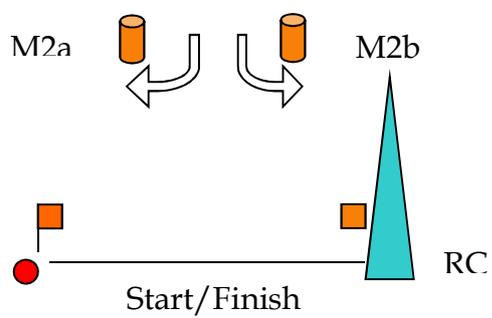
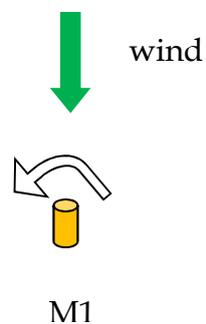
Attachment F: World Sailing Addendum Q – Umpired Fleet Racing

Attachment A: The Course

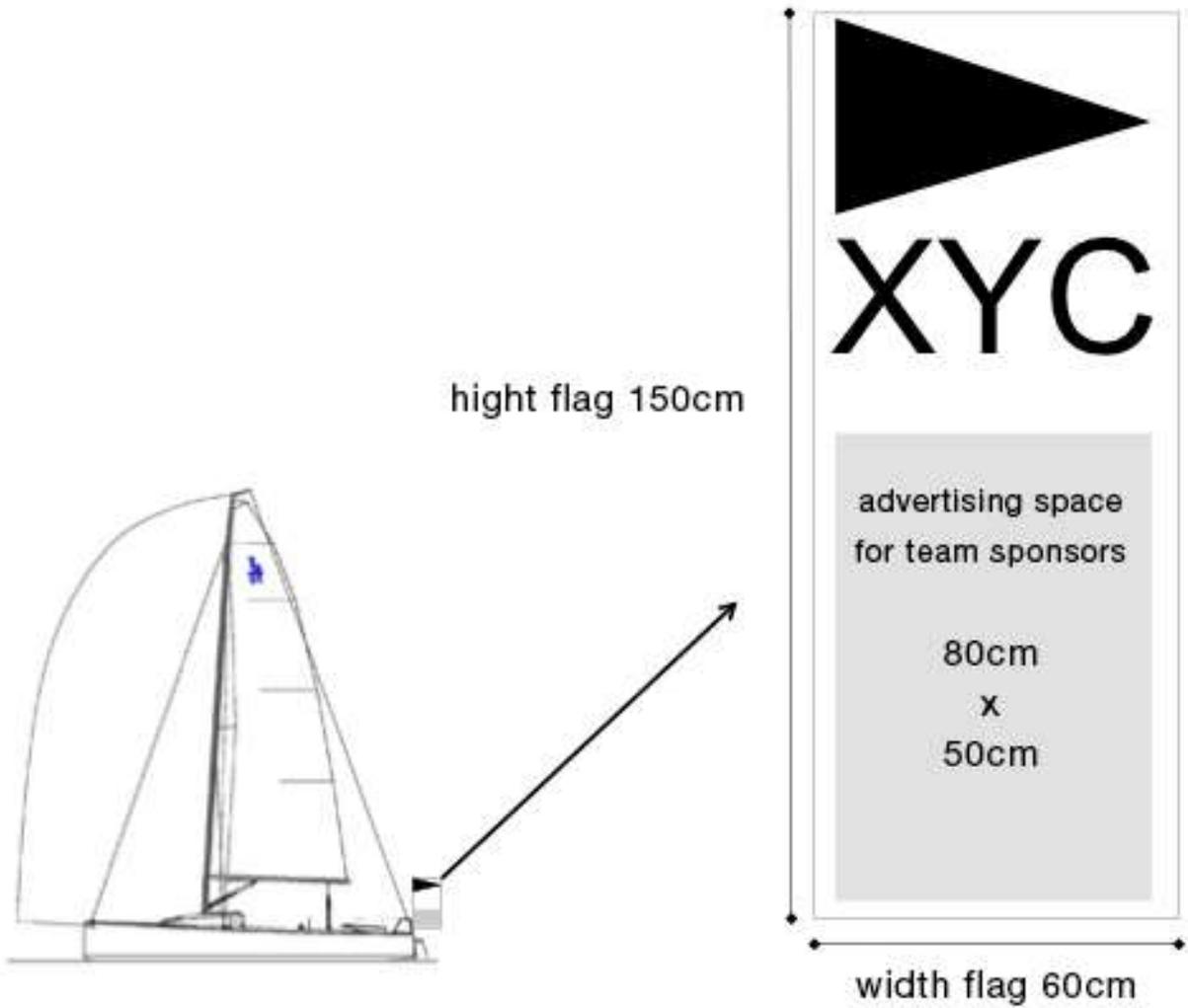
Mark rounding order:

Start – M1 – M2a/M2b – M1 – Finish

Mark M1 shall be always rounded to port.



Attachment B: Advertising



Attachment C: Handling the boats

C 1 General

The organizers aims to get the boats equal. Any differences in the boats cannot be ground for redress.

Change RRS 60.1 (b).

C 2 Prohibited Actions

To prevent damage to the boat and crew the following is prohibited, except in an emergency or under the instructions of the race committee:

C2.1 To sail the boat in a way that can lead to damage to the boat or crew.

C2.2 Any substitution, change or assembly of spare parts and equipment, if they have not been supplied by the organizer.

C2.3 Using the equipment for purposes other than its intended use.

C 2.4 Moving the equipment from its normal position, except to fix it properly.

C 2.5 Write on the hull, cockpit or sail, perforation of the sails or installation of additional tell-tails on the sails.

C3 Receipt and delivery of boats

C3.1 When a crew receives a boat, it has 2 minutes to check that the boat is okay and report possible errors for the race committee (hail to either start boat, repair boat or the umpire boat).

After this, the race committee may start the procedure for the next race.

Information to the organizer after the warning signal has been displayed will not be reason for postponement for repair.

C3.2 The crew sailing the boat shall report any damage or problem with the boat, before turning over a boat to the next crew. This can be done to the repair boat or the boat changing the crew.

C4 Other rules that apply while boats are racing

C4.1 CREW POSITIONING

Crew shall not stand, sit and lie on the safety lines apart from the stern rails as far as there are no legs to the outside.

When tacking or gybing, crew shall not hang, push or pull on the shrouds, mast, cockpit safety lines, stanchions or any other item to promote the manoeuvre.

C4.2 Bowsprit

The bowsprit shall be fully retracted at all times except when the gennaker is being set, is set, or is being retrieved, and shall be retracted at the first reasonable opportunity after the retrieval.

An extended bowsprit shall not be considered part of the boat for the purposes of:

Establishing an overlap, or establishing right of way, unless the gennaker is set.

C4.3 Standing rigging and lifelines

The setting of the shrouds, forestay and lifelines (security lines out of the cockpit) may only be changed in accordance with instructions from the race committee or a repairman. The backstay may be adjusted while sailing.

Attachment D: Damage Report

Note If there is a damage on one of the boats when you take over, please inform the race committee immediately and before the start of the next race.	
Boats Number	
Responsible skipper/crew member	
Date and Time	
Description of damage	
Cause of Damage	

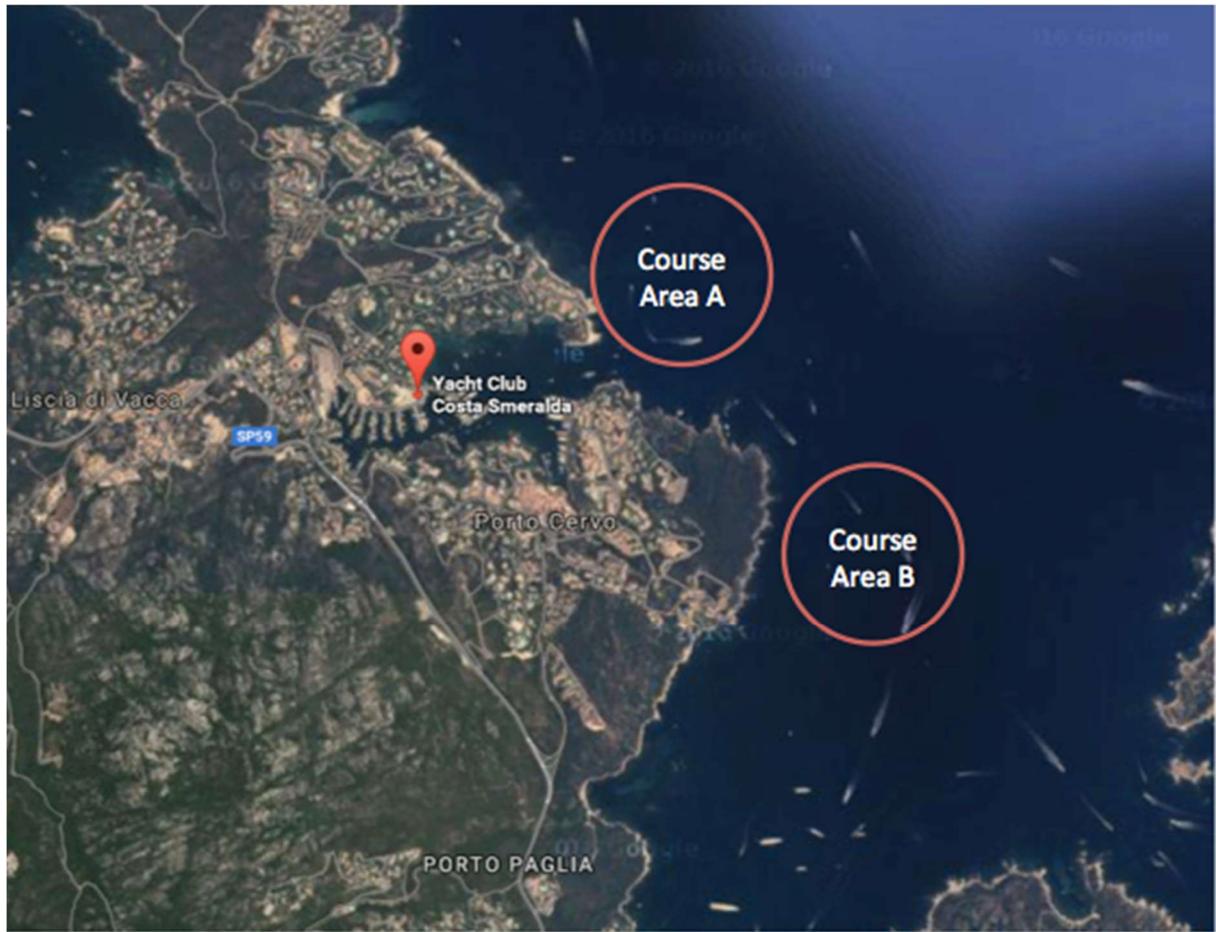
For Race Committee use:

Damage report received (Date and time)	
Estimated cost of repair work	
Comments	

Notice:

In case of any damage every skipper is obligated to fill a complete a damage report for the race committee and organizing authority.

Attachment E: Racing Area



Attachment F: ADDENDUM Q - UMPIRED FLEET RACING

This addendum has been approved by the Italian Sailing Federation in accordance with RRS Rule 86.3.

These sailing instructions change the definition Proper Course, and rules 20, 28.2, 44, 60, 61, 62, 63, 64.1, 65, 66, 70, 78.3 and B5.

Q1 CHANGES TO RACING RULES

Additional changes to rules are made in instructions Q2, Q3, Q4, and Q5.

Q1.1 Changes to the Definitions and the Rules of Part 2 and Part 4

- (a) Add to the definition Proper Course: 'A boat taking a penalty or manoeuvring to take a penalty is not sailing a *proper course*' .
- (b) When rule 20 applies, the following arm signals are required in addition to the hails:
 - (1) for 'Room to tack' , repeatedly and clearly pointing to windward; and
 - (2) for 'You tack' , repeatedly and clearly pointing at the other boat and waving the arm to windward.

Q1.2 Changes to Rules Involving Protests, Requests for Redress, Penalties and Exoneration

- (a) The first sentence of rule 44.1 is replaced with: 'A boat may take a One-Turn Penalty when she may have broken a rule of Part 2 (except rule 14 when she has caused damage or injury) or rule 31 or 42 while *racing*.'
- (b) Rule 60.1 is replaced with 'A boat may protest another boat or request redress provided she complies with instructions Q2.1 and Q2.4.'
- (c) The third sentence of rule 61.1(a) and all of rule 61.1(a)(2) are deleted.
- (d) Rules 62.1(a), (b) and (d) are deleted. In a race where this addendum applies, there shall be no scoring adjustments for redress given under any of these rules for a previous race.
- (e) Rule 64.1(a) is changed so that the provision for exonerating a boat may be applied by the umpires without a hearing, and it takes precedence over any conflicting instruction of this addendum.
- (f) Rules P1 to P4 shall not apply.

Q2 PROTESTS AND REQUESTS FOR REDRESS BY BOATS

Q2.1

While racing, a boat may protest another boat under a rule of Part 2 (except rule 14) or under rule 31 or 42; however, a boat may only protest under a rule of Part 2 for an incident in which she was involved. To do so she shall hail 'Protest' and conspicuously display a red flag at the first reasonable opportunity for each. She shall remove the flag before, or at the first reasonable opportunity after a boat involved in the incident has taken a penalty voluntarily or after an umpire's decision.

Q2.2

A boat that protests as provided in instruction Q2.1 is not entitled to a hearing. Instead, a boat involved in the incident may acknowledge breaking a rule by taking a One-Turn Penalty as described in rule 44.2. If the protested boat does not take a penalty voluntarily, an umpire will decide whether to penalize any boat and signal the decision as provided in instruction Q3.1.

Q2.3 Deleted

Q2.4 A boat intending to

- (a) protest another boat under a rule other than instruction Q3.2 or Q4.2(a), or a rule listed in instruction Q2.1,
- (b) protest another boat under rule 14 if there was contact that caused damage or injury, or
- (c) request redress shall hail the race committee within 2 minutes of finishing. The same time limit applies to protests under instructions Q5.4 and Q5.5. The protest committee may extend the time limit if there is good reason to do so.

Q2.5 The race committee will promptly inform the protest committee about any protests or requests for redress made under instruction Q2.4.

Q3 UMPIRE SIGNALS AND IMPOSED PENALTIES

Q3.1 An umpire will signal a decision as follows:

- (a) A green and white flag with one long sound means 'No penalty.'
- (b) A red flag with one long sound means 'A penalty is imposed or remains outstanding.' The umpire will hail or signal to identify each such boat.
- (c) A black flag with one long sound means 'A boat is disqualified.' The umpire will hail or signal to identify the boat disqualified.

Q3.2

- (a) A boat penalized under instruction Q3.1(b) shall take a One-Turn Penalty as described in rule 44.2.
- (b) A boat disqualified under instruction Q3.1(c) shall promptly leave the course area.

Q4 PENALTIES AND PROTESTS INITIATED BY AN UMPIRE; ROUNDING OR PASSING MARKS

Q4.1 When a boat:

- (a) breaks rule 31 and does not take a penalty,
- (b) breaks rule 42,
- (c) gains an advantage despite taking a penalty,
- (d) deliberately breaks a rule,
- (e) commits a breach of sportsmanship, or
- (f) fails to comply with instruction Q3.2 or to take a penalty when required to do so by an umpire,

an umpire may penalize her without a protest by another boat. The umpire may impose one or more One-Turn Penalties to be taken as described in rule 44.2, each signalled in accordance with instruction Q3.1 (b), or disqualify her under instruction Q3.1(c), or report the incident to the protest committee for further action. If a boat is penalized under instruction Q4.1 (f) for not taking a penalty or taking a penalty incorrectly, the original penalty is cancelled.

Q4.2

- (a) A boat shall not round or pass a mark on the wrong side. If she does so, she may correct her error as provided in rule 28.2 only if she does so before she rounds or passes the next mark or finishes.
- (b) When a boat breaks instruction Q4.2(a) and fails to correct her error before rounding or passing the next mark or finishing, an umpire may disqualify her under instruction Q3.1(c).

Q4.3 An umpire who decides, based on his own observation or a report received from any source, that a boat may have broken a rule, other than instruction Q3.2 or Q4.2(a) or a rule listed in instruction Q2.1, may inform the protest committee for its action under rule 60.3. However, he will not inform the protest committee of an alleged breach of rule 14 unless there is damage or injury.

Q5 PROTESTS; REQUESTS FOR REDRESS OR REOPENING; APPEALS; OTHER PROCEEDINGS

Q5.1 No proceedings of any kind may be taken in relation to any action or non-action by an umpire.

Q5.2 A boat may not base an appeal on an alleged improper action, omission or decision of the umpires or the protest committee. In rule 66 the third sentence is changed to 'A party to the hearing may not ask for a reopening.'

Q5.3

- (a) Protests and requests for redress need not be in writing.
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- (b) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.
- (c) If the protest committee decides that a breach of a rule has had no effect on the outcome of the race, it may impose a penalty of points or fraction of points or make another arrangement it decides is equitable, which may be to impose no penalty.

Q5.4 The race committee will not protest a boat, except following a report under rule 43.1(c) or 78.3.

Q5.5 The protest committee may protest a boat under rule 60.3. However, it will not protest a boat for breaking instruction Q3.2 or Q4.2(a), a rule listed in instruction Q2.1, or rule 14 unless there is damage or injury.