

Thursday, 13 Sep: Islands Long Race

Friday, 14 Sep: Lay Day or Re-Sail

Saturday, 15 Sep: Race/s

Sunday, 16 Sep: Race/s
17.30 Final Prize Giving at Piazza Azzurra

- 6.2 The scheduled time of the warning signal for the first race each day is 11.30. The division assignment (Coastal or W/L) and the class starting sequence will be posted by 20.00 on the evening prior to the day it will take effect.
- 6.3 Ten races are scheduled, nine W/L and one Island Long Race. No discards will apply. Five races will constitute a series.
- 6.4 During the event boats shall use the assigned regatta berths unless written permission is obtained from the organizing authority.
- 6.5 With the exception of Sunday, 16 September, there will be a daily prize giving after racing at the Piazza Azzurra. When two or more races are sailed on one day, each boat's daily score shall be the total of her race scores on that day.
- 6.6 On Sunday, 16 September, the last day of the regatta, no warning signal will be made after 14.30, except as a consequence of a general recall.

7 CLASSES AND BOAT IDENTIFICATION

- 7.1 Boats participating in the Rolex Swan Cup 2018, will be divided into the following six classes: Swan Maxi, Classic Sparkman & Stephens, Swan Grand Prix, ClubSwan 42 OD, Swan 45 OD and ClubSwan 50 OD. These classes are provisional and may be changed after the close of registration up until 17.00, on Monday, 10 September.
- 7.2 The Class flags will be as follows:

| <u>CLASS</u> | <u>CLASS FLAG</u> |
|---------------------------|------------------------|
| Class B (Swan Maxi) | Maxi Class Flag |
| Class C (Classic S&S) | S&S Class Flag |
| Class D (Swan Grand Prix) | White Flag |
| Class E (ClubSwan 42) | ClubSwan 42 Class Flag |
| Class F (Swan 45) | Swan 45 Class Flag |
| Class G (ClubSwan 50) | ClubSwan 50 Class Flag |

- 7.3 Class flags shall be displayed in the aft part of the boat, at least 2 metres above deck, at all times while racing. If such display is not feasible, class flags shall be displayed from the stern pulpit (from the centre, if possible).
- 7.4 Boats shall display a bow number (a banner for classes B-C-D, a sticker for classes E-F-G) provided by the organizing authority on both sides of the boat. Refer to SI Appendix DELTA for positioning of bow numbers, banners, flags and sponsor pennants.

8 STARTING AREAS

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

9 THE COURSES

- 9.1 Windward/leeward courses (W/L) are shown in Appendix ALPHA.
- 9.2 Coastal courses are shown in Appendix BRAVO (edition 2018). The Appendix BRAVO booklet is in the captains' pack and published on the YCCS website.
- 9.3 Courses for races will be signaled from the race committee boat by displaying the course number on the course board no later than the warning signal for each class.

10 MARKS AND PROHIBITED AREAS

10.1 Marks of the course:

10.1 (a) For W/L courses, marks are described in Appendix ALPHA. Marks laid by the race committee will be yellow inflatable buoys except for the windward and windward offset change marks, which will be white inflatable buoys.

10.1 (b) For coastal courses, marks 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 inflatable buoys.

10.2 Prohibited areas are described in Appendix BRAVO (edition 2018), section 5 (Prohibited Passages).

11 THE START

11.1 Races will be started in accordance with RRS 26.

11.2 On Division 2 (W/L courses), 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.

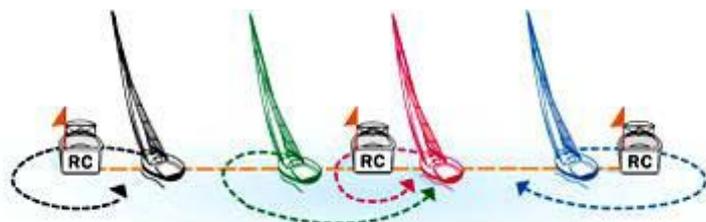
11.3 On Division 1 (Coastal courses), there will be a two-part starting line.

11.3.1 The starting line will consist of three committee boats; starboard-end signal boat, mid-line boat and port-end line boat. The mid-line boat might not be on a straight line between the starboard-end signal boat and the port-end line boat. The service boat on the port end may be replaced by a yellow inflatable buoy.

11.3.2 For classes using the "long starting line", the starting line will be between a staff displaying an orange flag on the starboard-end signal boat and a staff displaying an orange flag on the mid-line boat and between staffs displaying orange flags on the mid-line boat and the port-end line boat. The service boat on the port end may be replaced by a yellow inflatable buoy.

11.3.3 For classes using the "short starting line", the starting line will be between a staff displaying an orange flag on the starboard-end signal boat and a staff displaying an orange flag on the mid-line boat.

11.3.4 If flag I is displayed for the classes using the long starting line, boats subject to this rule shall sail to the pre-start side of the line around either end, or around the mid-line boat, leaving it to port as if it were the port-end of the starting line, before starting. This changes RRS 30.1. (See diagram).



11.4 Boats whose warning signal has not been displayed shall avoid the starting area.

11.5 The scheduled time of the warning signal for the first race each day on each division is 11.30.

11.6 The starting sequence may change daily depending on which classes are sailing W/L and coastal courses.

11.7 The race committee will attempt to identify recalled boats by broadcast over the race committee channel. 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 60.1(a).

12 SHORTENED COURSES

12.1 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.

12.2 For coastal courses, see Appendix BRAVO edition 2018, Section 8 (Shortening Course).

13 CHANGE OF THE NEXT LEG OF THE COURSE

13.1 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 may broadcast any course change over the race committee channel.

13.2 For coastal courses, see Appendix BRAVO, edition 2018, Section 7 (Change of the Course After the Start).

14 THE FINISH

14.1 For W/L courses, see Appendix ALPHA.

14.2 For coastal courses, see Appendix BRAVO (edition 2018), Section 3 (Finishing Line).

14.3 When a boat finishes at night or in restricted visibility, she shall light her sail number using a powerful light or her spreader light and notify the race committee on the race committee channel when within 0.5nm of the finishing line.

14.4 For coastal courses, 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.

15 TIME LIMITS

- 15.1 For coastal courses, the time limit 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 one 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).
- 15.2 For W/L courses, the time limit is 90 minutes. Boats failing to finish within 15 minutes after the first boat sails the course and finishes will be scored 'DNF' (Did Not Finish). This changes RRS 35, A4 and A5.

16 PENALTY SYSTEM

- 16.1 A boat may take a One-Turn Penalty when she may have broken a rule of Part 2 or Rule 31 while racing. However, when she may have broken a rule of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty.
- 16.2 Penalty Declarations shall be delivered to the race office after finishing within the protest time limit.
- 16.3 Penalties for breaches of a rule other than a rule of Parts 1 or 2 of the RRS may be less than disqualification at the discretion of the jury.
- 16.4 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.

17 PROTESTS AND REQUESTS FOR REDRESS

- 17.1 Decisions of the international jury will be final as provided in RRS 70.5. Jury boats may be at sea observing the races.
- 17.2 Protest forms are available at the race office. Protests and requests for redress, shall be delivered to the race office within the protest time limit.
- 17.3 Protest time limits are as follows:
- (a) For each class, the protest time limit is 90 minutes after the last boat has finished the last race of the day.
- (b) Boats finishing after 19.30 may deliver protests between 08.30 and 09.30 the following morning.
- 17.4 Notices will be posted no later than 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 jury room, located on the ground floor of the YCCS Clubhouse. Hearings may be scheduled to begin up to 30 minutes before the protest time limit. All persons involved in the hearing shall remain in the vicinity of the jury room. For the Islands Long Race there will be no hearings before 16.00 on the following day unless the parties agree otherwise.
- 17.5 Notices of protests by the race committee, technical committee or jury will be posted on the ONB to inform boats under RRS 61.1(b).
- 17.6 On the last day of the regatta:
- 17.6.1 A request for reopening a hearing shall be delivered:
- (a) within the protest time limit if the party requesting reopening was informed of the decision on the previous day;
- (b) no later than 30 minutes after the party requesting reopening was informed of the decision on that day. This changes RRS 66.
- 17.6.2 A request for redress from a jury decision shall be delivered no later than 30 minutes after the decision.

18 MEASUREMENT PROTESTS

- 18.1 Boats may not protest another boat with respect to an allegation that a measurement stated in that boat's measurement certificate is wrong unless the technical committee certifies that such measurement can be checked without delay. Any other such question shall only be resolved through the procedure set out in the ORC rules. This changes RRS 60.1.
- 18.2 Protests by competitors regarding a boat's measurement shall be delivered by 1600 on Sunday 9 September. Measurement protests shall be accompanied by a deposit of €1.000,00 for each protested boat. The protest shall indicate the matters to be examined. If the protest has no basis the deposit will be forfeited towards the inquiry expenses. If the protest is well-founded the deposit will be refunded and any expenses will be paid by the protested boat.

19 CREW LISTS AND CLASS CREW WEIGHING

- 19.1 A crew list with the name of each crewmember shall be submitted to the race office by 1600, on 10 September.

- 19.2 ClubSwan 50, Swan 45 and ClubSwan 42 crew weighing will take place on Sunday, 9 September and on Monday, 10 September from 0.900 – 18.00.
- 19.3 Crew list changes shall be delivered to the race office on the available form by 09.30 each day of racing and any crew change will be weighed and approved by the class representative.
- 19.4 Final ClubSwan 50, Swan 45 and ClubSwan 42 Class World Sailing crew classifications shall be delivered to the Class Secretary by 09.30 on Monday, 10 September. Non-owner relief helmsmen shall comply with Class Rules.

20 SAFETY REGULATIONS

- 20.1 Captains and crews of all boats should read and follow Appendix ECHO (On-Water Emergency Procedures).
- 20.2 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.
- 20.3 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.
- 20.4 Boats shall not sail inside the harbour.
- 20.5 Person Overboard:
- 20.5.1 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.
- 20.5.2 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.

21 TECHNICAL COMMITTEE

- 21.1 A technical committee will be appointed to conduct measurement and other checks and if necessary may protest the boat concerned.
- 21.2 The technical committee may undertake random inspections and measurement checks on any boat throughout the registration period and regatta. Boats will be available for inspection at any reasonable time and may be boarded on the way to and from the race area when conditions allow. In the event of a protest, access for inspection may be requested at any time.
- 21.3 A cross section of competing boats will be checked soon after each race. The technical committee may require sails to be delivered ashore for measurement check.

22 RACE COMMITTEE AND EVENT BOATS

- 22.1 The race committee boat will be identified by a large YCCS burgee. The race committee boat will normally be the signal/starting boat.
- 22.2 Service boats will be identified by a white flag with the letter 'S', technical committee boats with the letter 'M' and the jury boat with the letter 'J'.
- 22.3 Technical committee members may board race boats as described in SI 21.2, from service, jury or measurer boats.
- 22.4 Boats used by media, photographers, film crews or VIP's are not under the jurisdiction of the race committee, but may be identity displaying a white flag with the letter 'P' or the event flag.

23 COMPETITOR SUPPORT BOATS

- 23.1 Support boats shall register with the organizer before the start of the first race and shall display the flag supplied.
- 23.2 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 class 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. Support boats shall follow all requests or instructions given by the race committee, technical committee or the jury, as per RRS.

24 HAULING OUT, DIVING AND REPAIRS

- 24.1 All boats shall be in the water by 15.00 Monday, 10 September.
- 24.2 Boats shall not be hauled out during the regatta except with and prior written permission of the organizing authority. For cleaning and diving restrictions inside the harbour refer to NoR 8.5.
Harbour master authorized divers can be booked via: pcm@igymarinas.com
- 24.3 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 organizing authority on the Sail Repair/Replacement Form available at the race office. No repair shall be carried out and no replacement shall be made after registration without the written consent of the technical committee.

25 RADIO COMMUNICATION AND ELECTRONIC EQUIPMENT

- 25.1 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.
- 25.2 The race committee will use the following VHF channels for communication:
- | | |
|-----------------------------|------------|
| Division 1 (Coastal racing) | Channel 71 |
| Division 2 (W/L racing) | Channel 72 |
- 25.3 A time check will be broadcast approximately 30 minutes before the first warning signal each day.
- 25.4 Failure by the race committee to broadcast the information referred to in these 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 redress by a boat. This changes RRS 60.1 (b).
- 25.5 With the exception of communications with the race committee, 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.
- 25.6 Electronic navigation aids, including radar and GPS, are permitted when racing.
- 25.7 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.
- 25.8 Except for weather forecasts, a boat shall neither make radio transmission while racing nor receive radio communications not available to all boats. Competitors shall not use any electronic device (including scanners), with the exception of cell phones, which can receive UHF frequencies from 10.30 until racing has concluded on each of the race days. See RRS 41. No competitor shall make radio, cell phone or computer transmissions, or receive radio, cell phone or computer communications during that time frame, except in the case of an emergency. The only other exception is that a crew member may place or receive a cell phone call of a personal nature that does not involve the exchange of information that could affect the boat's outcome in the race. The Skipper/Owner shall be responsible for all communications activity aboard his/her boat. Not complying with this instruction may be considered a gross breach of sportsmanship and will be dealt with accordingly. Nothing in this paragraph shall prevent internal communications by radio between crew members.

Appendices:

| | |
|---------|---|
| ALPHA | Windward/Leeward Courses |
| BRAVO | Coastal and Island Courses (separate booklet) |
| CHARLIE | FIV Prescriptions |
| DELTA | Flags, Sticker, Pennant Positioning |
| ECHO | On-Water Emergency Procedures |
| FOXTROT | GPS Tracking System Instructions |



ROLEX SWAN CUP
Porto Cervo, 9 – 16 September 2018

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.

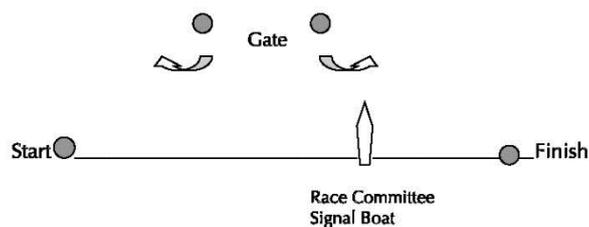
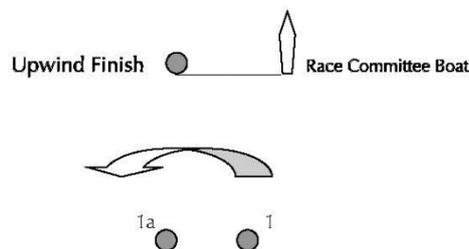
The windward mark is to be rounded to port.

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 on the opposite side of the Race Committee Signal Boat as the starting line. The color of the inflatable marks are found in SI 10.



- 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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Porto Cervo, 9 – 16 September 2018

Sailing Instructions – Appendix CHARLIE



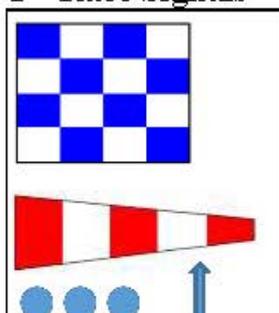
PRESCRIPTIONS

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

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

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.)



PRESCRIPTIONS

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 end 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



PRESCRIPTIONS

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 appeal form.



ROLEX SWAN CUP

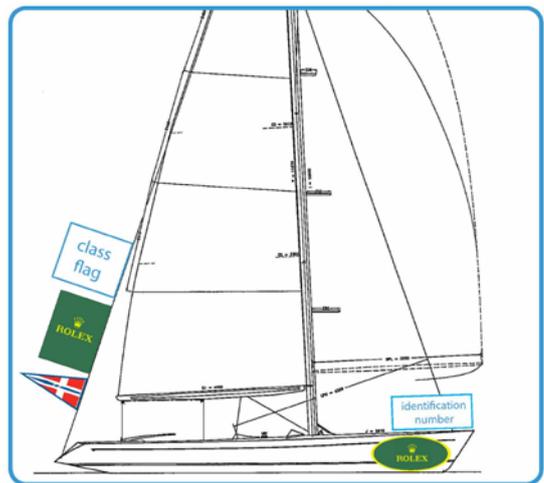
Porto Cervo, 9 – 16 September 2018

Sailing Instructions – Appendix DELTA
Flag & Stickers positioning

Maxi, S&S, GP:

While Moored

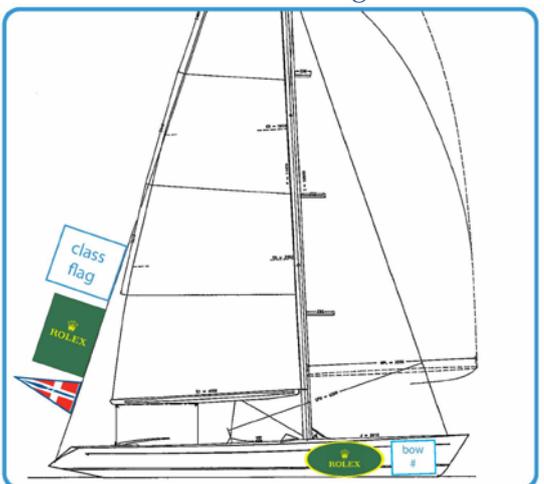
While Racing



Swan 45, ClubSwan 42:

While Moored

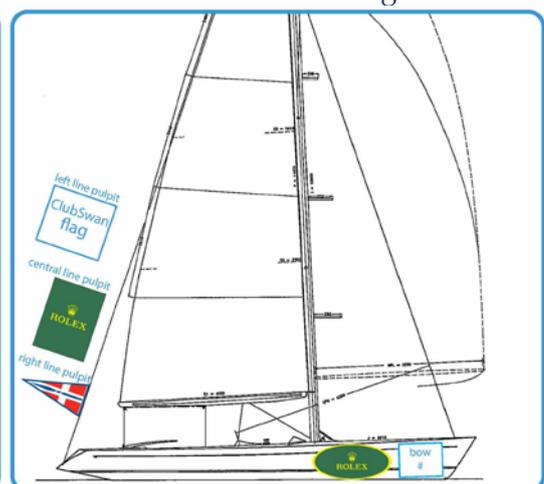
While Racing



ClubSwan 50:

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.



ROLEX SWAN CUP

Porto Cervo, 9 – 16 September 2018

**Sailing Instructions – Appendix ECHO
On Water Emergency Procedure**

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 71 (for Coastal Race) or VHF 72 (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 71/72) 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 channels: 71 or 72

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



ROLEX SWAN CUP

Porto Cervo, 9 – 16 September 2018

Sailing Instructions – Appendix FOXTROT Tracking System Instructions

INTEGRATION TO SAILING INSTRUCTIONS # 25.7

- 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.

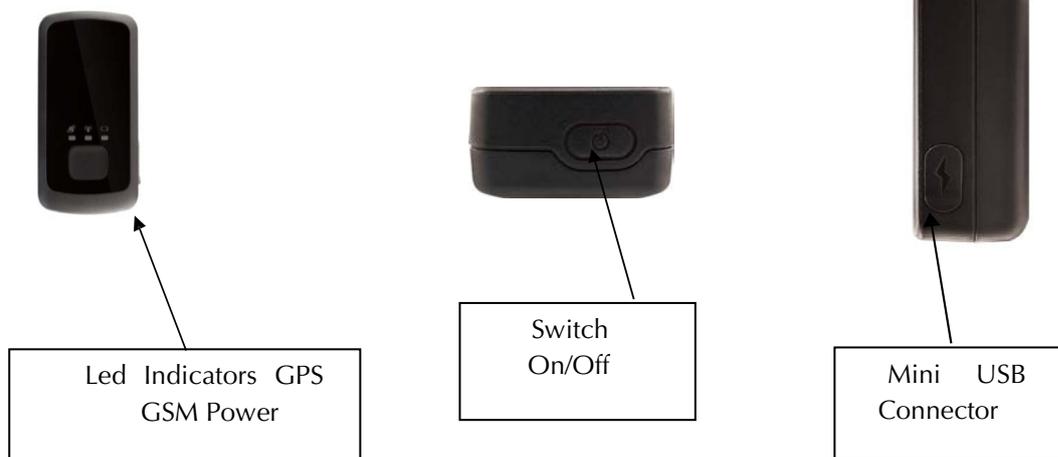
MOUNTING THE DEVICE

The tracking device should be placed **into its 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 |