



VELA & GOLF
Porto Cervo, 15 - 17 May 2026

SAILING INSTRUCTIONS (SIs)

1. Programme

- 1.1 As per [Notice of Race](#) paragraph 1.
- 1.2 Boats will be assigned by the Race Committee (RC).
- 1.3 Competitors must be present at the YCCS floating dock at least 90 minutes before the scheduled start time, which will be on Sunday May 17 with the first warning signal scheduled at 10.30. Competitors who are late will be scored as DNC (changes RRS A10).
- 1.4 There will be a maximum of 3 races. One race must be completed to constitute a series.


2. Rules

- 2.1 Racing will be governed by the following rules:
 - Racing Rules of Sailing (RRS) 2025-2028;
 - Class rules will NOT be applied.
- 2.2 In the event of discrepancies between documents, the text of the sailing instructions and subsequent amendments will prevail, in accordance with RRS 63.5(c).
- 2.3 If there is a conflict between languages, the Italian text shall prevail.

3. Changes to Sailing Instructions





- 3.1 Any changes to the SIs will be posted on the [Official Notice Board](#) on the YCCS website no later than 60 minutes before the warning signal of the first scheduled race.
- 3.2 Oral changes to the SIs may be made on the water in accordance with RRS 90.2(c). Any such changes will be made via VHF channel 72.

4. Signals Ashore


- 4.1 Signals ashore will be displayed from the signal mast on the YCCS terrace.
- 4.2 Flag AP () may be displayed as per the RRS to indicate that a race is postponed.
- 4.3 If flag AP is displayed ashore, the warning signal for the scheduled race will be given not earlier than 60 minutes after it is lowered ashore (changes Racing Signals "AP") and in any case not before the time originally foreseen for that race.

5. Starting signals

- 5.1 The starting signal sequence will be as follows (X indicates the starting time of the race):

Time	Flag	Signals	
X - 5	YCCS BURGEE	Warning Signal	
X - 4	P	Preparatory Signal	
X - 1	P lowered	One minute	
X	YCCS BURGEE lowered	Start	

All visual signals will be accompanied by a sound signal where possible.

- 5.2 After the preparatory signal, the registered skipper shall not leave the helm for the duration of the race, except in an emergency.
- 5.3 A gennaker may be used. However, where the RC displays flag "F" () before or together with the warning signal, the use of a gennaker will not be allowed during that race.
- 5.4 The scheduled time of the first warning signal will be at 10.30.

6. Official Vessels

- 6.1 The RC vessel will be identified by an orange flag. The Committee vessel will normally be the start and finish boat.
- 6.2 Service ribs will be identified by a flag with the letter "S" in red on a white background.
- 6.3 All Race Committee vessels/ribs may, if necessary, use the engine to maintain their position; this will not be grounds for a request for redress, and the Protest Committee (PC) will not be required to hear protests lodged to this effect (changes RRS 61.1(a) and 63.2(a)).

7. Starting Line

The starting line is between a staff displaying an orange flag on the RC vessel at the starboard end of the line and the course side of the port-end starting mark.

The starting mark may be replaced by a service rib displaying a staff with an orange flag; if so, the starting line is between the staffs displaying an orange flag both on the RC vessel and the service rib.

8. Finish Line

The finishing line is between a staff displaying a blue flag on the RC vessel and the finishing mark. Boats shall leave the RC vessel to port and the finishing mark to starboard.

The finishing mark may be replaced by a service rib displaying a staff with an orange flag.

9. Marks and Course Description

The start/finish/course marks will be red cylindrical robotic marks.

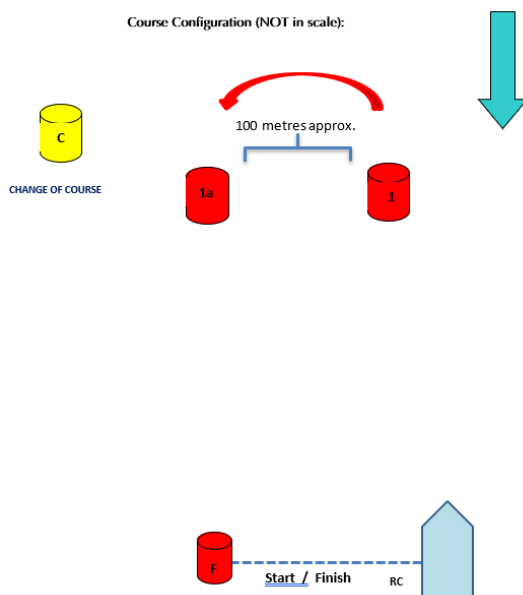
Change of course mark (if any) will be a yellow cylindrical robotic mark.

The course will consist of windward-leeward legs.

Marks must be rounded as follows: **Start - 1 – 1a – F - 1 – 1a - Finish.**



Course marks must be left to port.

If a mark is missing due to weather conditions or other causes, it may be replaced by a support vessel displaying flag "M" (⚡).



* the typical displacement of robotic marks will not constitute grounds for a boat to request redress and the PC will not be required to hear requests lodged to this effect (changes RRS 61.1(a) and 63.2(a)). This includes, but is not limited to, minor automatic adjustments (e.g. caused by a brief loss of GPS signal or by marine current) and movements of marks that return to their original position after being pushed or pulled by a boat.

RRS 31 (TOUCHING A MARK) remains applicable in the circumstances described above.

10. **Change of course**
In the event of a change of course (RRS 33), a yellow mark will be used as indicated above. In the event of a subsequent change of course, the original (red) marks will be repositioned.
11. **Individual Recalls**
Individual recalls will be signalled by displaying flag "X" () with one sound signal.
12. **General Recall**
General recalls will be signalled by displaying the "First Substitute" flag () with two sound signals.
13. **Time Limit**
The time limit for the first boat to finish is 60 minutes. The race is valid if at least one boat has completed the course within 60 minutes. Boats not arriving within 15 minutes of the first boat's arrival will be classified DNF (changes RRS A5).
14. **Penalties**
RRS 44.1 is changed in the following meaning: for a breach of the Rules in Part 2 of the RRS the penalty under RRS 44.2 is a one-turn penalty, including one tack and one gybe (or vice versa), instead of a two-turn penalty.
15. **Scoring**
The "low point system" (RRS A4) will be applied.
16. **Deposit for damage to boats**
Insurance cover for damage to boats is foreseen by the Organising Authority. The insurance does not cover the first €1,000 (excess). In the event of damage, the team captain shall be required to pay an excess of up to €1,000. Credit card details and signature for acceptance of payment of the aforementioned excess are required on the entry form. In the absence of such authorisation, it will not be possible to participate in the event. In the event of damage, the race office will debit the card, with due notification to the cardholder.
17. **Risk Statement**
RRS 3 states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone." By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.
18. **Environmental Responsibility**
Recalling the Basic Principle that states: "Participants are encouraged to minimise any negative environmental impact of the sport of sailing", it is recommended that the utmost attention be paid to environmental protection at all times during the practice of the sport of sailing - before, during and after the event. In particular, attention is drawn to RRS 47 -Trash Disposal- which states: "Competitors and support persons shall not intentionally put trash in the water." This rule applies at all times while afloat. The penalty for a breach of this rule may be less than disqualification.
19. **Scoring for awarding the Trophy**
 - 19.1 The final score for the Trophy will be based on the sum of the points from 1 to 8 of the golf competition, for one round, and the points from 1 to 8 in the final score of the fleet race(s).
 - 19.2 In the event of a tie in the sum of the sailing and golfing scores, the tie will be resolved using the score in the sailing component.