



ONE OCEAN SAILING CHAMPIONS LEAGUE - PORTO CERVO
23 - 26 May 2019

Sailing Instructions

Date: 16/05/2019

SAILING Champions League

Season 2019

Qualifier 2, Porto Cervo

GENERAL INFORMATION

Organizing Authority: SAILING Champions League GmbH in conjunction with the hosting club under the authority of the Italian Sailing Federation.

Hosting Club: Yacht Club Costa Smeralda (YCCS), 07021 PORTO CERVO (SS)
Sardinia, Italy

Racing Days: 23 to 26 May 2019

Principal Race Officer: Costanzo Villa

Chief Umpire: Neven Baran

Racing Area: Mediterranean Sea

Racing Format: Fleet race

Race courses: According to Attachment A to these Sailing Instructions

1. RULES

- 1.1. The regatta will be governed by the rules as defined in "The Racing Rules of Sailing", with the exception of class rules, as well as by the rules concerning the handling of the boats as described in Attachment B to these sailing instructions, which rank as class rules.
- 1.2. FIV Prescriptions 2, 4, 5, 6, 9, 10 and 11 will apply. Italian crews shall be FIV members and have a valid medical certificate. FIV Prescriptions 1, 3, 7, 8, 12 and 13 will not apply. Foreign competitors shall comply with the rules of their national authority.

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2. NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board located at the Regatta Village in front of the entrance of the YCCS clubhouse.

3. CHANGES TO SAILING INSTRUCTIONS

Changes to the Sailing Instructions (SI) will be posted on the official notice board (ONB) or distributed to all teams no later than 30 minutes before they will take effect, except that any change to the time schedule of races will be posted by 21.00hrs the day before it will take effect. Oral changes may be given either on the water or ashore. This changes RRS 90.2(c).

4. SIGNALS MADE ASHORE

- 4.1. Signals made ashore will be displayed on the flagpole on the terrace of the YCCS clubhouse.
- 4.2. When flag signal AP is displayed ashore, the next warning signal will be made earliest 30 min after removal of AP ashore. This changes race signal AP.
- 4.3. When flag D is displayed on the starting vessel, the crew change will be ashore.

5. DRAWING OF GROUPS AND BOATS, TECHNICAL DEFECTS

- 5.1. The drawing of groups and boats will be done before the event. Order and number of races will result from the pairing list. The pairing list will be published before the event.
- 5.2. If the race committee or the repair service are unable to prepare a boat within a reasonable time, the race committee may start the race without this boat. The club associated with this boat will be scored RDG with the average of all other races sailed in compliance with RRS A10 (a) in this race.
- 5.3. The pairing list may be changed if a club fails to compete or if boats need to be withdrawn due to technical defects.

6. TIME SCHEDULE

- 6.1. The race office is located in the Regatta Village and has the following opening hours:

Racing day 1: 9.00 - 13.00 and 17.00 - 19.00
Racing day 2: 9.00 - 13.00 and 17.00 - 19.00
Racing day 3: 9.00 - 13.00 and 15.00 - 17.00
Racing day 4: 9.00 - 13.00 and 15.00 - 17.30

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6.2. The general programme (local time):

Thursday, 23 May:	09.00 - 12.00 hrs 12.00 hrs 13.00 hrs 13.30 hrs 19.30 hrs	Check-in at race office in the Regatta Village Skippers Briefing in the Regatta Village Dock-out boats and Mathilda (shuttle base) First warning signal Opening ceremony
Friday, 24 May:	09.00 hrs 10.00 hrs 19.30 hrs	Daily skippers briefing in the Regatta Village First warning signal After race food and drinks in the Regatta Village
Saturday, 25 May:	09.00 hrs 10.00 hrs 20.00 hrs	Daily skippers briefing in the Regatta Village First warning signal Dinner (Dress code: formal)
Sunday, 26 May:	09.00 hrs 10.00 hrs 16.00 hrs 16.30 hrs	Daily skippers briefing in the Regatta Village First warning signal Last possible warning signal Price giving ceremony

6.3. There will be no practice sessions before the races 1, 2, 3 and 4 of Flight 1.

6.4. The first warning signal will be made at 13.30hrs on the first racing day. The following races will be sailed subsequently, with changes of boats and crews, according to the pairing list, on the water.

6.5. The time of the first warning signal on the second, third and fourth racing days will be posted on the official notice board by the race committee on the previous day after the racing has concluded, latest at 19.00hrs.

6.6. On the last racing day, no warning signal for the first race of a flight will be given after 15.00hrs and the last possible warning signal for the last possible race of a flight will be at 16.00hrs.

6.7. A flight consists of three consecutive races according to the pairing list, in which each entered team races once.

7. RACE COURSE

Attachment A shows the course including the order in which marks are to be passed, and the side on which each mark is to be left. If a gate mark is missing, the remaining mark shall be rounded on the port side.

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8. COURSE MARKS

- 8.1. Mark M1 is an inflatable buoy and shall be left to port. It can be red, white or yellow. Final designation of the mark to be rounded will be indicated from the race signal boat no later than the “one minute signal” of each flight by displaying a flag with the colour of the mark.
- 8.2. Marks M2a and M2b are red inflatable buoys.
- 8.3. Starting and finishing marks will be a race committee boat and a red inflatable buoy or an orange flag on a service boat.

9. TOUCHING A MARK

RRS 31 is changed as follows: While racing, neither the crew nor any part of a boats 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.

10. START

- 10.1. The starting line will be between a staff with an orange flag on a race committee signal vessel and a red inflatable buoy or an orange flag on a service boat.
- 10.2. Rule 26 is changed as follows:
 - 3 minutes before the starting signal: Warning signal, displaying a black flag with a white number 3
 - 2 minutes before the starting signal: Preparatory signal, removing the black flag with number 3, displaying flag P and a grey flag with a white number 2
 - 1 minute before the starting signal: One-minute signal, removing flag P and the grey flag with the number 2, and displaying a white flag with a black number 1
 - Starting signal, removing the white flag with the number 1 and displaying a blue flag with the number 0
- 10.3. The visual signals will be accompanied by a sound signal. Times will be taken from the visual signals. The absence of a sound signals shall be disregarded.
- 10.4. Boats shall not start later than 3 minutes after their starting signal.
- 10.5. No later than the “one minute signal”, the race committee shall signal the colour of mark 1 by displaying a flag of the same colour.

11. CHANGE OF COURSE

RRS 33 is changed as follows: If flag C is displayed together with a coloured flag and repeated sound signals at the gate, the position of mark 1 has changed. The new mark 1 can have the colours red, white or yellow.

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12. SHORTENING THE COURSE

The course will not be shortened.

13. FINISH

The finishing line will be between a staff with an orange flag on the race committee signal vessel and a red inflatable buoy or an orange flag on a service boat.

14. PENALTY SYSTEM, PROTESTS AND REQUESTS FOR REDRESS

- 14.1. All races will be umpired fleet racing as described in Attachment Q to these Sailing Instructions. There will be an International Jury appointed for the event according to RRS 70.5.
- 14.2. Breaches of the following Sailing Instructions will not be grounds for protest by a boat:
SI 16.1, SI 18.

15. TARGET TIMES AND TIME LIMITS

- 15.1. Target time is 10 to 15 minutes. Failure to meet the target time shall not be ground for redress. This changes RRS 62.1 (a).
- 15.2. Time limit for the first boat is 20 minutes.
- 15.3. Boats failing to finish within 5 minutes after the first boat has sailed the course and finished will be scored DNF without a hearing. This changes RRS 35, A4 and A5.

16. SCORING

- 16.1. At least three races for each team are required to constitute a regatta.
- 16.2. DNC, DNS, OCS, DNF, RET, DSQ all score 1 point more than the number of boats entered in the largest race of the current flight. This changes RRS A4.2.
- 16.3. A boats series score is the amount of her individual scores according to the low point system of the RRS without any discard.
- 16.4. If there is a series score tie between two or more boats, their rank will be decided according to RRS A8.
- 16.5. If at the end of the regatta 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).

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16.6. For a race that is started with seven boats instead of eight boats, the following scores will be given:

Rank 1: 1 point

Rank 2: 2.2 points

Rank 3: 3.4 points

Rank 4: 4.6 points

Rank 5: 5.8 points

Rank 6: 7 points

Rank 7: 8 points

16.7. The failure to attach the flag at the stern before racing leads to a penalty (one additional point to the score of the race) in this race without a hearing.

17. SECURITY

17.1. All participants must wear personal flotation devices according to DIN EN 393 or ISO DIN EN ISO 12402-5 on board when racing except while briefly changing or adjusting personal clothing. Wet suits and dry suits are not considered as a personal flotation device. This changes RRS 40.

17.2. A boat retiring from the race shall immediately inform the race committee.

17.3. There might be a restricted area. This area is prohibited to sail in and rank as an obstruction. The marks that limit the area may be touched.

18. REPLACEMENT OF CREW AND EQUIPMENT

18.1. Substitution of crew members will only be allowed in reasonable, exceptional cases and after approval of the OA, under conditions that the new crew member is a member of the same club of the replaced crew member.

18.2. Substitution of damaged or lost equipment and repairs may only be done by the repair service of the OA, or under their management.

19. CREW CHANGE

19.1. Every team shall keep ready for boat/crew changing in sufficient time onboard the shuttle base (MY Mathilda). Last point in time is the preceding start.

19.2. The change takes place after the finish, with rolled-up jib and standing mainsail. The shuttle boat will then approach. The “CHANGE ZONE” will be in the box between the race course and MY Mathilda.

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19.3. During the two minutes following the change, the new crew shall inspect the boat and display flag E on the shroud if there is damage and assistance will follow by repair service. An objection about a boat raised after two minutes have passed will not postpone the next race.

20. ADVERTISEMENT

Advertising displayed on the boats by the competitors is limited to the flag at the stern and must comply with Attachment C of these Sailing Instructions.

Each boat will be required to display advertising as supplied by the OA.

21. OFFICIAL BOATS

The official boats will be marked with flags as below:

- Race Committee: "YCCS Burgee and RC flag"
- Service boat: White flag with red "S"
- Repair boat: Multi-coloured Flag with "RIG"
- Umpire boat: White flag with black "U"
- Press boat: White flag with black "P"
- Shuttle Boats: Coloured flags (matching the colours and numbers of the boats)

22. ELECTRONIC DEVICES

While racing, a team shall neither make radio transmissions nor receive radio information not available to all teams. Navigation aids are not permitted. Watches without navigational functions are allowed.

23. SUPPORT BOATS AND COACH BOATS

Support boats and coach boats shall be registered beforehand with the OA.

24. TECHNICAL FAULT AND DAMAGE

- 24.1. When a boat has a technical fault, it shall display flag ECHO latest immediately after finishing the race in order to alert the Repair Service.
- 24.2. If there is a damage to a boat, the participant at the end of the day race shall complete a damage report as described in the Attachment D. Damage Report forms are available ashore at the YCCS race office.
- 24.3. Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires.

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- 24.4. The costs definition will be responsibility of the YCCS referring to local skilled professionals and technical providers selected by the hosting club.
- 24.5. The amount of the damage will be charged to the credit card that every participating club has indicated during check-in to YCCS. As invoice header the club's information indicated on the entry form (address and name of the president) will be used unless it is communicated differently at the check-in.

25. QUALIFICATION FOR THE SAILING CHAMPIONS LEAGUE FINAL 2019

The best seven clubs are qualified for the SAILING Champions League Final in St. Moritz, Switzerland (15 to 18 August 2019).

The SAILING Champions League Steering Committee reserves the right to increase the number of clubs which qualify for the final.

ATTACHMENTS:

Attachment A: Course

Attachment B: Rules for Handling of the Boats

Attachment C: Advertising

Attachment D: Damage Report

Attachment E: Technical Breakdown

Attachment F: Umpired Fleet Racing

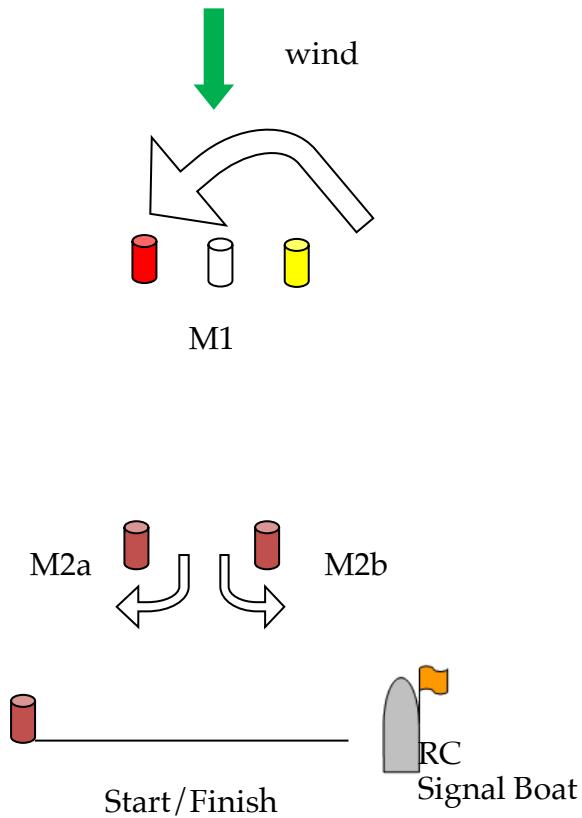
Attachment G: Starting the auxiliary motor and harbour regulation (way in/out from the YCCS pontoon)

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Attachment A: Course



Mark 1 will be located upwind, seen from the starting line.

The colour of the mark that shall be rounded will be displayed with a coloured flag at the starting vessel no later than the "one minute signal". This flag will be removed in case of a course change.

Mark 1 shall be passed on port side

Marks 2a and 2b are gate-marks

Sequence: Start – 1 – 2a/2b – 1 – Finish

Colour and shape of the marks may differ from the drawing and are not binding for the regatta. At the start, the pin end may be a race committee boat as well as a buoy.

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Attachment B: Rules for Handling the Boats

B1 General

Variations in the boats despite all measures for equalization will not be grounds for redress.

The technical committee can check the boats for any changes that are in breach of instructions B2 or B6 on a random basis. If they find such change, they will inform the protest committee. The protest committee may penalise the boat with one additional point without a hearing. This changes RRS A4 and A5.

B2 Prohibited actions

In order to prevent damages and injuries:

B2.1 The following actions are prohibited unless in case of emergency or directed by the race committee or umpires:

- (a) Sailing in a manner that could cause serious damage or injury.
- (b) Tying in, binding or dropping the jib.
- (c) Any additions or alterations to the equipment supplied.
- (d) Use of equipment for a purpose other than that intended.
- (e) Moving equipment from its normal stowage position except when being used as intended.
- (f) Replacement of any equipment. Exception: damage. In this case, the replacement may be carried out only by the repair service.
- (g) Marking of sails, boat or arranged equipment, perforation of sails or attachment of further tell-tails to the sails.

B3 Handing over / leaving boats

B3.1 A boat may only be handed over to the following team in the presence of a race committee member, or afloat or at the changing area, as prearranged.

B3.2 Before handing over a boat to the next crew, the boat's original condition shall be restored by the crew.

B3.3 Before handing over a boat to the next crew, the crew sailing the boat shall report any damage or problem with the boat.

B3.4 When a crew receives a boat, it has 2 minutes to check that the boat is okay and report possible problems or damages to the race committee (hail to either start boat, repair boat or the umpire boat). ECHO FLAG. After this, the race committee may start the procedure for the next race.

B4 Crew positioning

B4.1 The crew shall not hang, push or pull on the standing rigging to promote the manoeuvre or to bring weight outboards. It is allowed to use the mast or the companionway for promoting the manoeuvre.

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B4.2 The cockpit lines may be used with the exception that hanging on to the cockpit lines from the outside is prohibited.

B4.3 The crew shall not stand, sit or lie on the cockpit lines or the pushpits.

B5 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.

B6 Shrouds and forestay

It is prohibited to adjust shroud and forestay tension at all times while afloat. Backstay tension may be adjusted while racing.

B7 Gennaker

When flag W is displayed on the race committee signal vessel, gennakers shall not be used while racing.

B8 Pumping

RRS 42.3(c) is changed to:

A boat's crew may pump the mainsail and gennaker using the sails' sheets.

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Attachment C: Advertising

The pushpit flags will be only produced by the SCL GmbH.



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Attachment D: Damage Report

If you detect any damage when taking over a boat, please notify the race committee before starting the race.	
Boat number and club name	
Skipper	
Date and race number	
Damage description	
Reason for damage	
Skipper signature	

For organising authority only:

Damage protocol received (date and time)	
Has the reparation been executed satisfactorily?	Yes/No
Estimated repair cost in Euro	
Comments	

Attention:

In case of damage, every skipper is obliged to submit a complete damage report to the organising authority whenever he detects damage or loss.

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Attachment E: Technical Breakdown

Breakdowns when boats are provided by the organizing authority

- E1 When a boat suffers a breakdown in the racing area, she may request a score change by displaying flag Echo at the first reasonable opportunity after the breakdown until it is acknowledged by the race committee or by an umpire. If possible, she shall continue racing.
- E2 The protest committee shall decide requests for a score change in compliance with rules E3 and E4. It may take evidence in any way it considers appropriate and may communicate its decision orally.
- E3 When the protest committee decides that the boat's finishing position was made significantly worse, that the breakdown was through no fault of the crew, and that in the same circumstances a reasonably competent crew would not have been able to avoid the breakdown, it shall make as equitable a decision as possible. This may be: The boat will be scored in accordance to RRS A10(a) or, if the finishing position was predictable, award her points for that position. Any doubt about a boat's position when she broke down shall be resolved against her.
- E4 A breakdown caused by defective supplied equipment or a breach of a rule by an opponent shall not normally be determined to be the fault of the crew, but one caused by negligence, capsizing or careless handling shall be. The slipping of a block, break down or bending of the battle stick or opening of a shackle in the visual range counts not as a technical breakdown caused by defective supplied equipment. When there is any doubt about the crews responsibility, the decision shall be presumed that the crew are not at fault.

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Attachment F: Umpire Fleet Racing

Based on WS Addendum Q – Version 20190101 40.0 – Effective from January 4th, 2019

Umpired fleet racing

These sailing instructions change the definition Proper Course, and RRS 20, 28.2, 44, 60, 61, 62, 63, 64, 65, 66, 70.

Q1 Changes to the Racing Rules of Sailing

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

Add to the definition Proper Course: 'A boat taking a penalty or manoeuvring to take a penalty is not sailing a proper course.'

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 Half-Turn Penalty according to rule 44.2 when, in an incident while racing, she may have broken one or more of the rules of Part 2 (except rule 14 when she has caused damage or injury), rule 31 or rule 42.'

(b) A Half-Turn Penalty shall be taken as follows: before the starting signal or on a leg to a windward mark she shall gybe and as soon as reasonable possible luff to a close-hauled course. On a leg to the gate or to the finishing line she shall tack and as soon as reasonable possible bear away to a course that is more than ninety degrees from the true wind. This amends rule 44.2.

(c) Rule 60.1 is replaced with 'A boat may protest another boat or request redress provided she complies with instructions Q2.1 and Q2.3.'

(d) The third sentence of rule 61.1 (a) and all of rule 61.1 (a) (2) are deleted.

(e) Rules 62.1 (a), (b) and (d) are deleted.

(f) 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 Attachment.

Q2 Protests and request for redress by boats

Q2.1. While racing, a boat may protest another boat under rules of Part 2 (except rule 14) or under rules 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 flag Yankee at the first reasonable opportunity for each (replacing flags Yankee with a red flag is optional). 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.

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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 Half-Turn Penalty as described in Q1.2(b). An Umpire may penalize any boat that broke a rule and was not exonerated, unless the boat took a voluntary penalty.

Q2.3. A boat intending to:

- (a) protest another boat under a rule other than instruction Q3.2 or rule 28, or a rule listed in instruction Q2.1;
- (b) protest another boat under rule 14 if there was contact that caused damage or injury;
- (c) request redress;

shall inform the race committee latest 2 minutes after finishing. The protest committee may extend the time limit if there is good reason to do so.

Q2.4. The race committee will promptly inform the protest committee about any protests or requests for redress made under instruction Q2.3.

Q2.5. The representative of the protesting team shall be available in a shuttle rib for a hearing on the water right after the crew change.

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 mark

Q4.1. When a boat:

- (a) breaks rule 31 and does not take a penalty;
- (b) breaks rule 42;
- (c) breaks instructions B4, B5 or B7;
- (d) gains an advantage despite taking a penalty;

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- (e) deliberately breaks a rule;
- (f) commits a breach of sportsmanship;
- (g) 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(g) for not taking a penalty or taking a penalty incorrectly, the original penalty is cancelled.

Q4.2 The last sentence of rule 28.2 is changed to ‘She may correct any errors to comply with this rule, provided she has not rounded the next mark or finished.’ A boat that does not correct any such error shall be disqualified 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 rule 28 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 and 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. A party to a hearing may not base an appeal on the decision of 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.
- (b) The protest committee may inform the protestee and schedule the hearing in any way it considers appropriate and may communicate this orally.
- (c) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.
- (d) 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.

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 rule 28, a rule listed in instruction Q2.1, or rule 14 unless there is damage or injury.

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Attachment G: Starting the auxiliary motor and harbour regulation (way in/out from the YCCS pontoon)



1) Check that the red lever is in the “ON” position



2) Open the fuel tank valve.



3) Locate the air valve

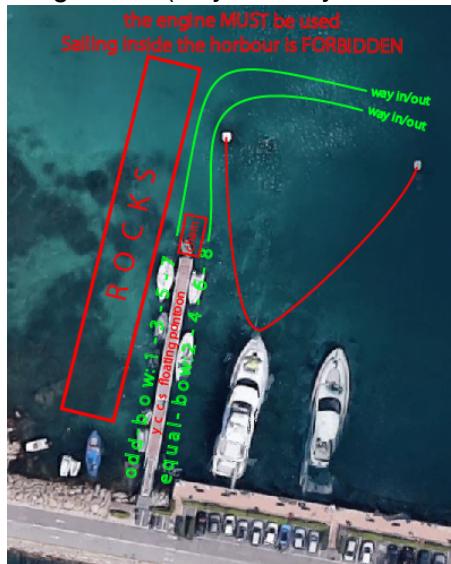


4) Pull the cord to start the motor

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.

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



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