



INVITATIONAL ROTARY TEAM RACING REGATTA 2022

Cagliari (Sardinia-Italy), 12-15 May 2022

NOTICE OF RACE

Organizing Committees:

Canottieri Ichnusa Cagliari ASD under the proxy of the Italian Sailing Federation
In collaboration with
Rotary Club di Cagliari

These abbreviations are used in this Notice of Race and in Sailing Instructions:

- ICS - International Code of Signals
- CV - Committee Vessel
- FIV - Italian Sailing Federation
- NoR - Notice of Race
- OC - Organizing Committees
- ONB - Official Notice Board
- PC - Protest Committee
- RC - Race Committee
- RO - Race Office
- RRS - World Sailing Racing Rules of Racing, Rule
- SI - Sailing Instructions
- TC - Technical Committee
- WS - World Sailing

Notation

[NP] denotes that a breach of this rule will not be grounds for a protest by a boat. This changes RRS 60.1(a).

1. RULES

The Regatta will be governed by:

- 1.1. The Rules as defined in the RRS 2021-2024, including Appendix D, Team Racing Rules..
- 1.2. All races will be umpired in accordance with RRS Appendix D, as modified by the SI.
- 1.3. The 2K Team Racing International Association Standard Sailing Instructions (SSI) will apply. These change some rules in the RRS; they are available on the 2K Team Racing website (2Kteamracing.com) and at registration.
- 1.4. The rules for Handling Boats (SI Addendum E), which also apply to any practice sailing and sponsor races. Class Rules will not apply.
- 1.5. RRS 14 shall apply at all times whether the boat is racing or not.
- 1.6. RRS 17 is deleted.
- 1.7. RRS 20 is changed so that the following arm signals by the helmsman are required in addition to the hails:

- for room to tack, repeatedly and clearly pointing to windward; and
 - for You tack , repeatedly and clearly pointing at the other boat and waving the arm to windward.
- 1.8. RRS 31 is changed so that while racing, a boat's crew shall not 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.
 - 1.9. RRS 40.1 applies throughout the event when boats are afloat (this change RRS 40).
 - 1.10. Bibs provided by the OC, or supplied by the Team, shall be worn over own Personal Flotation Device while racing.
 - 1.11. The right of appeal will be denied in accordance with RRS 70.5(a).
 - 1.12. The bylaws of the Canottieri Ichnusa Cagliari that can be seen on its website at www.invitationalrotaryregatta.org shall apply to all participants.
 - 1.13. The official language is English.
 - 1.14. For Italian crews only: all Italian crews shall be FIV members and have a valid medical certificate.
 - 1.15. Spare
 - 1.16. Foreign competitors must comply with the Rules of their National Authority.
 - 1.17. Number of crew sailing -> see NoR #6.
 - 1.18. Major changes to the RRS are detailed in SI Addendum C.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1. Changes to SI made ashore will be posted at least 30 minutes before the start of any race affected and will be signed by the RC and the Chief Umpire.
- 2.2. Code Flag L over the numeral pennant of the most recent amendment will be displayed ashore each day until the boats have departed for the race course.
- 2.3. Amendments made afloat will be signalled by the display of Code Flag L on the CV accompanied by three sound signals. An umpire may communicate these either verbally or in writing.

3. ADVERTISING [NP]

- 3.1. As boats and equipment will be supplied by the OC, WS Regulation 20.4 applies. Each boat may be required to display advertising as supplied by the OC.

4. EVENT GRADING

- 4.1. The event has applied to be a 2K Team Racing International Association graded event.
The final grading assigned to the event will be in accordance with the 2K Grading Criteria published on the Association website.

5. ELIGIBILITY AND ENTRY

- 5.1. A maximum of seven teams will be invited. Only teams invited by the OC will be eligible to enter this event.
- 5.2. The Entry Fee is € 3,000.00 (inc. VAT). This Fee includes breakfast at the yacht club for three days for the team of eight and eight tickets per team for both the Opening Reception and the Gala Dinner. Additional tickets will be available to purchase.
- 5.3. Entry forms (Addendum A) shall be submitted to the OC Race Office by email - no later than the closing date fixed at 31/01/2022, together with a Non-Refundable Deposit of € 1,000.00. The balance of € 2,000.00 shall be paid by March 30th 2022 to the Rotary Club Account, the details of which are as follows:
 - 5.3.1. NAME OF ACCOUNT: Rotary Club Cagliari
Banca Nazionale del Lavoro - Largo Carlo Felice 11, 09124 Cagliari

ACCOUNT NUMBER 00000001363

SWIFT CODE (BIC) BNLIITRRCA

- 5.3.2. Each competing helm shall provide a damage deposit of € 1,000.00 prior to the start of racing by providing credit card details at Registration. See NoR #15.
- 5.3.3. When making the bank transfer, please state the name of your club together with the wording "Deposit/Balance Due for the Invitational Rotary Team Race regatta 2022".
- 5.3.4. Charges are payable by the payer.
- 5.4. If a team accepts an invitation and later withdraws before the closing date, the Entry Fee, less any bank charges, will be returned.
- 5.5. If a team accepts an invitation and later withdraws after the closing date, the Entry Fee, less any bank charges, will be returned except for the Non-Returnable Deposit of € 1,000.00.
- 5.6. The Sailing Agreement (Addendum B) shall be signed by each team at Registration, prior to going afloat.
- 5.7. In case the event will be cancelled before the closing date due to Covid 19 restrictions, the Entry Fee, less any bank charges, will be returned. In case the event will be cancelled after the closing date due to Covid 19 restrictions, the Entry Fee, less any bank charges, will be returned except for the Non-Returnable Deposit of € 1,000.00.

6. TEAMS

- 6.1. Each team shall consist of two skippers and crew for two boats, a total of eight persons. Each boat shall sail with four crew members.
- 6.2. Of the eight persons, each team shall have a minimum of two females.
- 6.3. Substitutions will not be permitted without prior approval of the Race Committee.
- 6.4. Teams will be comprised of members in good standing of the yacht club they represent. Additional team members shall be members in good standing, spouses or partners of members in good standing, or children of members in good standing of the yacht club, sailing association, Member National Authority or team they represent. 'Members in good standing' is intended to include members of a yacht club's young person's racing program who have at least one year's standing on the first day of the Regatta. One member per boat may not belong to the represented yacht club.
- 6.5. The helms shall have reached the age of 28 on the first day of the regatta, and the total crew age shall be no less than 256 years.
- 6.6. The regatta is a Corinthian event and is not open to those who are professional racing sailors working on board racing boats.

7. BOATS

- 7.1. The event will be sailed in J24-type boats. Boats will be provided by the OC.
- 7.2. Boats will be allocated by the Race Committee.
- 7.3. Spinnakers will not be used. Standing rigging shall not be adjusted, except by direction of the OC.
- 7.4. Rules for Handling Boats, Addendum E, which also apply to any practice sailing and races.

8. EVENT FORMAT AND SCHEDULE

- 8.1. The event will consist of the following stages:
 - Stage 1: Multiple round robins.
 - Stage 2: Finals, knock out (first to score 2 race win points).
- 8.2. The OC may change the format, terminate or eliminate any round, when conditions or the remaining time scheduled do not permit the completion of the intended format.
- 8.3. The Course will be a windward leeward course with a downwind finish.

- 8.4. The Mandatory Initial Briefing will be given at 18:30 CEST on 12 May 2022 in the clubhouse of the Canottieri Ichnusa Cagliari (SCI).
- 8.5. No Warning Signal will be made after 16:00 CEST on the last day.
- 8.6. For full schedule see NoR #18

9. SAILING INSTRUCTIONS

- 9.1. SI will be available online at SCI web site (www.invitationalrotaryregatta.org) and from the Regatta Centre at Registration.
- 9.2. Changes to the RRS and the scoring system will be included in the SI.

10. COURSE AREA

- 10.1. The venue will be inside Cagliari harbor as depicted in Addendum C.
- 10.2. The course will be windward/leeward course with spreader mark, starboard roundings and finishing downwind.

11. SCORING SYSTEM

- 11.1. Event Scoring will be in accordance with the SI Addendum G.

12. PHOTOGRAPHS AND TV RIGHTS

- 12.1. Competitors hereby grant the OC, the unrestricted right and permission to use the name and the text, photograph or video footage of either themselves or the yacht they are sailing during the event, to be published or broadcast in any media whatsoever (including but not limited to Press and TV advertisements or Internet), for either editorial or advertising purposes or to be used in press information, in this respect, competitor's name and biographical material may also be used or reproduced in any way known.
- 12.2. As part of the registration process, each individual participating crew member will be required to sign a declaration accepting this waiver of rights.

13. SUPPORT BOATS [DP]

- 13.1. Support boats shall be registered with the OC, who will provide identification markings.

14. PRIZES

- 14.1. Prizes will be awarded to the top three finishing teams.
- 14.2. Additional prizes may be awarded at the discretion of the OC.
- 14.3. The Prize giving will take place after racing on Sunday May 15, 2022.

15. DAMAGE DEPOSIT

- 15.1. Each helm shall be liable for the first € 1,000.00 of any damage or loss caused by their actions for any one incident. Each competing helm shall provide a Damage Deposit of € 1,000.00 prior to the start of racing by providing credit card details at Registration.
- 15.2. In the event that damage is caused by a helm during the Regatta, the OC will charge the credit card with the sum of € 1,000.00, or such portion thereof as represents the cost of repairing the said damage. In the event of further incidents by that helm, the OC will charge the same credit card with the sum of € 1,000.00 for each incident. In the event that the sum of € 1,000.00 per boat or any part thereof is returned to the OC by the insurers, the OC will refund that sum to the helm.
- 15.3. While the OC Staff will attempt to identify all damage at the post-regatta inspection, often this is not possible due to the nature of the damage. The helm is responsible for all damage, even if it has been discovered only after the post-regatta report is completed and signed. In the event that there

is material damage not covered by insurance, and no one acknowledges responsibility (e.g. crews are rotated among the boats and no one reports the damage), the cost of repairs will be charged to all the helms who sailed that boat, on a pro-rata basis. The costs definition will be responsibility of the hosting Club referring to local skilled professionals and technical providers selected by the hosting club. The amount of the damage will be charged to the credit card that every participating club has indicated during check-in to hosting Club. 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

16. RISK STATEMENT

- 16.1. Rule 3 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone." Sailing is by its nature an unpredictable sport and therefore inherently involves an element of Risk.
- 16.2. By taking part in the event, each competitor agrees and acknowledges that:
- (a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;
 - (b) They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
 - (c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
 - (d) The provision of a race management team, patrol boats if any, and other officials and volunteers by the event organizer does not relieve them of their own responsibilities;
 - (e) The provision of patrol boat cover if any is limited to such assistance, particularly in extreme weather conditions, as can practically be provided in the circumstances;
 - (f) It is their responsibility to familiarize themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any safety briefing held for the event.

17. OC CONTACT INFORMATION

For informations please apply to:

Canottieri Ichnusa Cagliari (SCI)

Calata dei Trinitari 14, 09125 Cagliari

Tel.: +39 070 301750

Mobile: +39 351 8615869

Fax: +39 070 301750

e-mail: canott.ichnusa@gmail.com

web site: www.canottierichnusa.com

18. RACING & SOCIAL PROGRAMME

Thursday May 12	Race Office Open	08:30
	Registration	09:30-1600
	Sailing practice	10:00-1800
	Umpire Briefing	16:00-18:00
	Mandatory Initial Briefing	18:30
	Opening Ceremony and Welcome cocktail at the Yacht Club (Dress Code: Team Uniform)	20:30
	Friday May 13	Race Office Open
Registration		08:30-09:30
First Warning Signal		10:30
Team Racing		
Gala Dinner - Dress Code: Jacket and Tie at Il Convento di San Giuseppe		20:30
Saturday May 14	Race Office Open	08:30
	First Warning Signal	10:00
	Team Racing	
	Social Program - Dress code: Smart casual at Ristorante Calamosca	20:30
Sunday May 15	Race Office Open	08:30
	First Warning Signal	10:00
	Team Racing	
	Prize giving	No later than 17:30.

19. TRAVEL - ACCOMMODATION

The nearest airport is Cagliari Elmas (CAG).

Cagliari city can be reached by train from the airport at €/each1,30. Recommended hotels are about 1,5 km far from the train station.

A taxi from the airport to the city center will cost roughly € 18,00.

For hotel and travel assistance, please contact the Event Secretary, Mrs Federica Cannas, at federica.cannas@cosmin.it or by phone at +39 070 7119226

20. ADDENDA

- A. Entry Form.
- B. Sailing Agreement.
- C. Major Alterations to the RRS.
- D. Course Area and Course.
- E. Handling of Boats.
- F. Damage Penalties
- G. Scoring.
- H. Race Schedule - To be distributed at the Mandatory Initial Briefing.

NOTICE OF RACE ENDS



Entries shall be received by SCI Race Office - canot.ichnusa@gmail.com - by 31/01/2022 together with a Non Refundable Deposit of € 1,000.00 to be paid on the Rotary bank account. The balance of € 2,000.00 shall be paid to Rotary by March 30th 2022.

ADDENDUM A - ENTRY FORM

YACHT CLUB: _____

Address: _____

Team Manager: _____

tel. _____

@. _____

<u>NAME & SURNAME</u>	- NAT & <u>SIGNATURE</u>	<u>NAME & SURNAME</u>	- NAT & <u>SIGNATURE</u>
(Skipper)	-	- (Skipper)	-
(Member)	-	- (Member)	-
(Member)	-	- (Member)	-
(Member)	-	- (Member)	-

All Italian crews shall be FIV members and have a valid medical certificate. Foreign competitors must comply with the rules of their national authority. Each team shall consist of two helms and crew for two bats, a total of eight persons. Each team shall have a minimum of two females.

Social Schedule:

Thursday 12 May - Opening Reception
Friday 13 May - Gala Dinner

N. of participants: ___
N. of participants: ___

An extra cost of 35 € is foreseen for guests.
An extra cost of 60 € is foreseen for guests.

Entry Fee: () Bank Transfer

Credit Card*: AMEX () VISA () MASTERCARD ()

BANK DETAILS:

Card Number _____

Rotary Club Cagliari

Expire Date _____

Banca Nazionale del Lavoro - Largo Carlo Felice 11, Cagliari

Cardholder's Name _____

ACCOUNT NUMBER 00000001363

Tel. _____

SWIFT CODE (BIC) BNLIITRCAX

Cardholder's Sign _____

Date: _____

Please specify as object:

*Credit Card details MUST be provided also for damage deposit.

Deposit/Balance Due for the Invitational Rotary Team Race regatta 2021

1. RISK STATEMENT Rule 3 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone." Sailing is by its nature an unpredictable sport and therefore inherently involves an element of Risk. By taking part in the event, each competitor agrees and acknowledges that: a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event; b) They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore; c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions; d) The provision of a race management team, patrol boats if any, and other officials and volunteers by the event organiser does not relieve them of their own responsibilities; f) The provision of patrol boat cover if any is limited to such assistance, particularly in extreme weather conditions, as can practically be provided in the circumstances; g) It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any safety briefing held for the event.

2. PHOTOGRAPHS AND TV RIGHTS: Competitors hereby grant the O.A., the unrestricted right and permission to use the name and the text, photograph or video footage of either themselves or the yacht they are sailing during the event, to be published or broadcast in any media whatsoever (including but not limited to Press and TV advertisements or Internet), for either editorial or advertising purposes or to be used in press information, in this respect, competitor's name and biographical material may also be used or reproduced in any way known. 2.2 As part of the registration process, each individual participating crew member will be required to sign the entry form.

3. WAIVER AND DAMAGE DEPOSIT: the vessels provided by the Rotary Club Cagliari include sails and insurance, however in case of accidental damage the skipper is obliged to pay the waiver of up to € 1,000.00 for damages. You are required to provide credit card details for payment of the above waiver and to sign for acceptance. In the event of accidental damage the race office will advise the card holder and debit the credit card.

I HAVE CAREFULLY READ THE AGREEMENT ABOVE AT POINTS 1, 2 & 3 AND FULLY UNDERSTAND ITS CONTENTS, I AM AWARE THAT THIS IS A RELEASE OF LIABILITY AND WAIVER OF CLAIMS AND SIGN IT OF MY FREE WILL.

Name of the Team Captain/Team Representative: _____

Date: _____

Signed: _____

ADDENDUM B
SAILING AGREEMENT

This Sailing Agreement is to be completed and signed by the person in-charge before sailing a club-provided J24

Team name:

Name of person responsible for boat 1: (Helmsman 1)

Name of person responsible for boat 2: (Helmsman 2)

In taking part in a Canottieri Ichnusa Cagliari organized event using the Club-provided J24 and/or sailing in a Club-provided J24, I declare that I and my team members are competent sailors and fit to sail in the conditions in which we shall find ourself when leaving the mooring and coming to the starting area.

I agree to be responsible for the safety of the boat and her crew, whether afloat or ashore, and that nothing, whether in the Notice of Race (NoR) or Sailing Instructions or anywhere else, reduces this responsibility.

I agree to be bound by the Racing Rules of Sailing and the National Regulations and the Port Authorities limitations as indicated in the Sailing Instructions.

In respect of damage, breakage or loss of equipment I agree to be bound by the following convention:

- To report to the designated person at the event any damage, breakage or loss of equipment, concerning either the boat in which I am sailing or another boat, of which I become aware.
- Where the damage, breakage or loss of equipment is identified as being my fault, the Club may debit my account or damage deposit up to the maximum payable sum as described in the NoR in respect of that incident;
- Where the damage, breakage or loss of equipment is identified as being the result of an incident between two or more boats where responsibility cannot be apportioned, the Club may debit my account or damage deposit up to the maximum payable sum as described in the NoR divided equally between all the parties involved in respect of that incident;
- Where the damage, breakage or loss of equipment is identified as having occurred during the event but a directly responsible party cannot be identified, the Club may debit my account or damage deposit up to the maximum payable sum as described in the NoR divided equally between all competing participants in the event in respect of that incident.

Signature Helmsman 1	Date
Signature Helmsman 2	Date

ADDENDUM C
MAJOR ALTERATIONS TO THE RRS

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

C1. Add new definitions

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

C1.2 Not on a beat to windward

See World Sailing Case 132.

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

C.2 Changes to the rules of Part 2, 3 and 4

C2.1 RRS 17 is deleted.

C2.2 RRS 31 (Touching a Mark) is changed so that:

“While racing, a boat’s crew shall not touch a starting mark before starting, a mark that begins, bounds or ends the leg of the course on which she is sailing, or a finishing mark after finishing. In addition, while racing, a boat shall not touch a race committee vessel that is also a mark.”

C2.3 Part 4 Preamble and RRS 40 is changed. See SI 1.6.

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

C2.5 The umpires may decide that any hard contact (contact between hulls and / or rigs) is damage for the purposes of initiating a penalty under RRS D2.3(d).

3. Changes to RRS Appendix D

Protests and Penalties

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

“A boat intending to request redress for an incident in the racing area, or protest for an alleged breach of a rule other than a rule of Part 2 or rules 31 or 42, shall, at the first reasonable opportunity after she finishes, inform the Race Committee at the finishing line of her intention to protest or to request redress and, when applicable, identify the protested boat.”

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

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

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

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

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

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

“When on an upwind leg of the course a boat may take a penalty by gybing, or when on a *leg to a leeward mark* of the course a boat may take a penalty by tacking when she may

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have broken one or more rules of Part 2, or RRS 31 or RRS 42, in an incident while racing. Between the preparatory signal and the starting signal the penalty shall be taken by gybing.” See Addendum F.

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

“When 2 race umpires decide that one or more boats has broken RRS 14 in an incident where there is damage and/or injury, they may impose race-loss penalties as prescribed in SIs Addendum B without a hearing, but shall not add points to a boat’s score. The boat(s) shall be informed as soon as practical and only at that time may she request a hearing, in which case the umpires shall report the incident to the protest committee who shall proceed in accordance with RRS Appendix D3.1(e). Any penalties imposed after a hearing may be more than the penalties imposed by the umpires.” This changes RRS D3.1(e)(1) and RRS D3.1(e)(3).

Umpired Races

C3.7 RRS D2.2 (a) (Protests by Boats) is changed to:

“She shall hail “Protest” and conspicuously display a RED flag at the first reasonable

opportunity for each”.

C3.8 RRS D2.3 (Protests imposed by Umpires) is amended as follows:

A boat penalized by an umpire shall take a One-Turn

Penalty. However, when a penalty is imposed under rule D2.3, and an umpire hails or signals a number of turns, the boat shall take that number of One-Turn Penalties.

C3.9 Add to RRS D.2.3(h) ((Penalties Initiated by an Umpire):

“a boat fails to comply with any ‘Prohibited Items and Actions’ in SIs Addendum A2.”

C3.10 RRS D2.4(b) (Signals by an Umpire) is amended as follows:

“To penalize a boat a coloured flag identifying the boat, with one long sound, and pointing the coloured flag at her means: “The identified boat shall take a penalty by complying with SIs Addendum C3.8.”

Scoring

C3.11 RRS D3.1(e)(3) is deleted and replaced with the following:

“when the boat has broken rule 1, 2, or 14 when she has caused damage or injury, or a *rule* when not *racing*, half or more race loss points may be added to her team score, or no penalty may be imposed. When point-penalties are added to one team’s score the results for the other teams will remain unchanged.” For breaches of RRS 14 with damage and/or injury, Addendum F details the procedure.

C2.12 RRS D4.2, D4.3, D4.4, and D4.5 (Scoring) are deleted. Addendum G will be used.

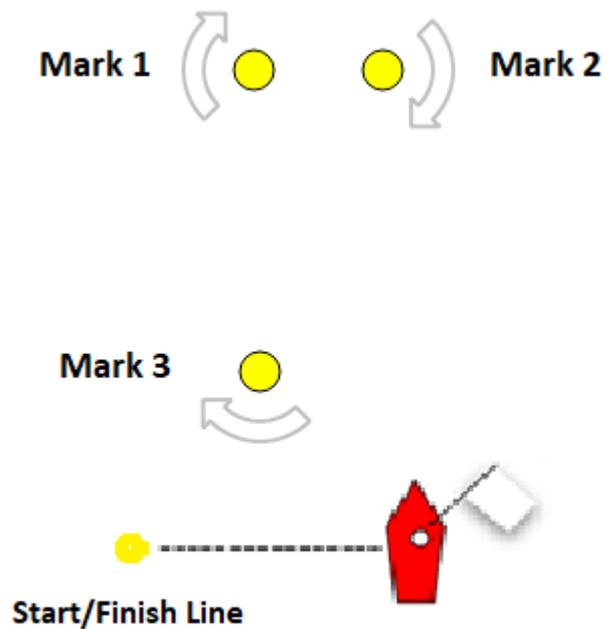
Breakdowns

C3.13 RRS D5 (Breakdowns) is deleted. After the Warning Signal, a race will not be postponed or abandoned due to breakdown. This will not be a cause for redress and changes RRS 62.1.

ADDENDUM D
COURSE AREA AND COURSE



The Course to be sailed will be as follows: (not to scale)



Course: Start - 1 - 2 - 3 - 1 - 2 - Finish
All marks shall be rounded to Starboard.

Definitions:

When a boat is sailing towards Mark 1, the boat is on an upwind leg.

When sailing towards any other mark of the Course, the boat is on a leg to a leeward mark.

ADDENDUM E

HANDLING OF BOATS

A1. GENERAL

A1.1 While all reasonable steps are taken to equalise the boats, variations will not be a cause for redress. This changes RRS 62.1(a).

A2. [NP] PROHIBITED ITEMS and ACTIONS

Except in an emergency or in order to prevent damage or injury, or when directed by an umpire otherwise, the following are prohibited.

A2.1 Actions subject to Umpire-initiated penalties during a race:

- (a) Adjusting or altering the tension of standing rigging, excluding the backstay;
- (b) Changing the number of jib sheet purchases;
- (c) The use of electronic instruments other than compass, watches and small video devices such as Go-Pros;
- (d) The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle), or the boom, to facilitate tacking or gybing;
- (e) Using a winch to adjust the mainsheet, backstay or vang;
- (f) Using a reef line as an outhaul;
- (g) Omitting any headsail car or turning block before sheeting onto a winch;

A2.2 Actions subject to protest by the RC or PC:

- (a) any additions, omissions or alterations to the equipment supplied. In particular, the cutting or shortening of any sheets, control lines or other running rigging;
- (b) the replacement of any equipment without the sanction of the RC;
- (c) sailing the boat in a manner that it is reasonable to predict would cause significant damage;
- (d) moving equipment from its normal stowage position except when being used;
- (e) boarding a boat without permission;
- (f) taking a boat from its berth or mooring without having paid the required Damage Deposit or having permission from the RC, or while AP is displayed ashore;
- (g) hauling-out a boat or cleaning surfaces below the waterline;
- (h) marking directly on the hull or deck with permanent ink;
- (i) perforating sails, even to attach tell tales;
- (j) the use of any equipment for a purpose other than that intended or specifically permitted.

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

A3.1 Taking on board and making appropriate use of the following equipment:

- (a) basic hand tools consisting of knife, pliers and screwdrivers but excluding hammers and saws;
- (b) adhesive tape;
- (c) line (elastic or otherwise of 4 mm diameter or less);
- (d) marking pens;
- (e) tell-tale material;
- (f) watch, timers and hand-held compass;
- (g) shackles and clevis pins;
- (h) velcro tape;
- (i) spare flags;
- (j) bosun's chair;
- (k) small video devices such as GoPro;
- (l) PFDs when not supplied by the OA.

A3.2 Using the items in SIs Addendum A3.1 to:

- (a) prevent fouling of lines, sails and sheets;
- (b) attach tell tales;
- (c) prevent sails being damaged or falling overboard;
- (d) mark control settings, with adhesive tape only;
- (e) make minor repairs and permitted adjustments;
- (f) make video recordings;
- (g) personal safety.

A3.3 Changing the number of mainsheet purchases.

A3.4 Using lazy sheets and control lines for the purpose of hiking normally. This changes RRS 49.1.

A4. MANDATORY ITEMS and ACTIONS. The following are mandatory:

A4.1 Whenever there has been contact, the crew of the boat shall inform the Repair Boat or race umpires at the end of the race to allow for inspection.

A4.2 At the end of each sailing day:

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

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

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

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

A4.6 A breach of items SIs Addendum A4.2 and A4.3 will be considered as damage and the sum of Euro 25 deducted from a helm's Damage Deposit.

ADDENDUM F

DAMAGE PENALTIES

Addendum C3.11 permits umpires to determine the penalty for breaking RRS 14 without a hearing. This Addendum explains how damage will be assessed, and prescribes the appropriate level of penalties. The PC may impose additional penalties if it has good reason to do so.

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

- Minimise damage to keep costs down and avoid delays while boats are being repaired.
- Ensure that penalties are consistent and fit the breach.
- Keep race results “on the water”.

Damage Levels

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

The assessment of damage level is only for the purpose of point-penalties, and is not linked to any OC deductions from the competitor's Damage Deposit.

Penalties

Point-penalties are penalties that may be imposed by umpires or the PC after a race to boats that break RRS 14. In Stage One (Round-Robins), point-penalties are added to the total race-loss score of the team in which one of the boats breaks RRS14. In Stage Two (Knock-Out), point-penalties are subtracted from the total race-win score. The schedule of point-penalties is as follows:

Level	Round-Robin	Knock-Out
Level A	No Penalty	No Penalty
Level B	½ race loss	1 race loss
Level C	3 race losses	1 race losses

If a competitor requests a hearing when a point-penalty is imposed for either Damage Level A or B, the PC may decide (in the hearing) to give a greater penalty. When the damage level is assessed as Level C, the point-penalties will be imposed by the PC.

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

Damage Deposits

Each helm is responsible for the damage or loss to their boat and supplied equipment unless responsibility is otherwise assigned by the umpires, PC or the OC.

The Damage Deposit is the limit of liability of each helm for each incident. In the event that a deduction is made from the Deposit, the helm will be required to restore the Deposit to the original value to maintain eligibility.

ADDENDUM G

SCORING

The following scoring system replaces RRS Appendix D4. This scoring system is designed to allow all races sailed in an incomplete round-robin to be counted towards the final results.

D1 Round-Robins Stage

In the Round-Robin Stage teams shall sail against all other teams one or more times.

- D1.1 Add after the first sentence of RRS Appendix A5: ‘When one of the boats in a race fails to sail the course in accordance with RRS 28.1 or 28.2, she will be scored DNF without a hearing.’
- D1.2 The losing team of each race scores one race-loss point; the winner scores no points except when there is a dead heat between boats that leaves the winner of the race indeterminable in which case they will each be scored half a race-loss point.
- D1.3 When a team withdraws from part of an event the scores of all in-completed races will be scored as loss points on the basis of the number of races she would have sailed had she not withdrawn.
- D1.4 When a single round-robin is terminated before completion, a team’s score will be the total number of race-loss points scored by the team in all races sailed except as stated in Sis Addendum D1.6.
- D1.5 If any of the teams have sailed less than a total of three races in the round-robin series, the entire round-robin series will be disregarded and, if necessary, the event declared void.
- D1.6 When a multiple Round-Robin is terminated with an incomplete Round-Robin, only one race-loss point will be available for all the races sailed between any two teams, as follows:

Number of races completed between any two teams	Points for each loss
One	One Point
Two	½ point
Three	⅓ point

- D1.7 Stage One Rank Order: Teams will be placed in reverse order of their total scores, lowest number of race-loss points first.
- D1.8 A team that has won a race, but is disqualified for breaking a *rule* against a team in another race, will be scored a race-loss for that race (but the losing team shall not be awarded the win); and
- D1.9 when a team has been disqualified from participating in the remaining races of the Round-Robin series, the results from all previous races will stand, however she shall not be ranked for the event.

D2 Ties in Round-Robin Stage

- D2.1 For the purposes of tie-breaking a team’s score will be the number of race-losses scored between the tied teams.
- D2.2 Ties between two or more teams in the Round-Robin Stage will be broken by the following methods, in order, until all ties are broken. When one or more ties are only partially broken, Sis Addendum D2.3(a) to D2.3(c) will be reapplied to them.
- D2.3 Ties will be decided in favour of the teams(s) who:
- placed in order, has the lowest number of race-losses in the races between the tied teams;
 - has the fewest race-losses against the team placed highest in the round-robin series or, if necessary, second highest, and so on until the tie is broken. When two separate ties have to be resolved but the resolution of each depends upon resolving the other, the following principles will be used:

- (i) the higher-place tie will be resolved before the lower-place tie, and
 - (ii) all the teams in the lower-place tie shall be treated as a single team for the purposes of SIs Addendum D2.3(c);
- (c) when the tie is between two teams in a multiple round-robin, has won the last race between the two teams.

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

D3 Knock-Out Stage

D3.1 In the Knock-Out Stage, SI 6.9 states the first team to achieve two race-win points will be declared the Winner.

D3.2 When a Knock-Out Finals Stage is incomplete, and is terminated after at least one race in the Final match has been sailed, the Knock-Out Stage will be scored as complete. The team with the highest number of race-wins is the match winner. If the score is tied, the winner will be the team that won the last race between them. Otherwise, the event results will be determined by the rankings from the Stage One, Round-Robins. This changes RRS Appendix D4.7, Incomplete Knock-Out Stage.

ADDENDUM H
RACE SCHEDULE

To be distributed at the Mandatory Initial Briefing
to be held on Thursday May 12, 2022