



YACHT CLUB COSTA SMERALDA



**AUDI TP52 WORLD CHAMPIONSHIP**

**Hazzurra**   
**SAILING INSTRUCTIONS**

**PORTO CERVO, 2<sup>nd</sup> - 8<sup>th</sup> OCTOBER 2011**



The 2011 Audi TP 52 World Championship will be raced in the waters of Porto Cervo from October 3<sup>rd</sup> to 8<sup>th</sup>; it will be organized by the Yacht Club Costa Smeralda in collaboration with World Sailing Management and with the support of the TP52 Medfleet Association and the International TP52 class association.

## 1. RULES

1.1 The regatta will be governed by the rules listed in the NOR and the Addendum Q as described in the appendixes of these Sailing Instructions.

1.2 RRS 86.2 & ISAF Regulation 31.1.3

ISAF Regulation 31.1.3 the ISAF Executive Committee has allowed the Organizing Authority to:

a) Change the Racing Rules of Sailing for the TP52 Class in Addendum Q. This modified Addendum Q takes precedence over any conflicting Sailing Instructions.

These changes will be effective for the 2011 World Championship.

1.3 Add to RRS 41 OUTSIDE HELP

(e) help to recover from the water and return on board any person on board, provided the return on board is at the approximate location of the recovery.

## 2. NOTICES TO COMPETITORS & CHANGES TO SAILING INSTRUCTIONS

2.1 Notices to competitors will be posted on the Official Notice Board (ONB) located at the Regatta Village on Piazza Azzurra, may be published at [www.yccs.com](http://www.yccs.com) and may also be sent by e-mail to the participating boats and copy will be available in each boat's box. A notice posted on the Official Notice Board will be deemed to have been given to the competitor concerned.

2.2 Any change to these Sailing Instructions will be posted before 10:00 h on the day it will take effect except that any change to the schedule of the races will be posted by 20:30 h on the day before it will take effect.

## 3. SIGNALS MADE ASHORE

3.1 Signals made ashore will be displayed on the Flag Pole (MFP) located on the YCCS Terrace.

3.2 When code flag "AP" is displayed ashore '1 minute' is replaced with 'not less than 60 minutes' (this changes RRS Race Signals)

## 4. SCHEDULE OF RACES

4.1 Racing is scheduled as follows:

### TP52 Class

DATE	TIME	PROGRAMME
October 3 <sup>rd</sup>	14:00	Warning signal Practice Race.
October 3 <sup>rd</sup>	18:00	Skippers briefing.
October 4 <sup>th</sup>	12:00	Warning signal 1 <sup>st</sup> W/L Race of the day.
October 5 <sup>th</sup>	12:00	Warning signal 1 <sup>st</sup> W/L Race of the day.
October 6 <sup>th</sup>	12:00	Warning signal Coastal Race.
October 7 <sup>th</sup>	12:00	Warning signal 1 <sup>st</sup> W/L Race of the day.
October 8 <sup>th</sup>	12:00	Warning signal 1 <sup>st</sup> W/L Race of the day.

4.2 This schedule may be modified depending on weather conditions.

4.3 The Skippers Briefings will be held at the YCCS.

4.4 The warning signal for a subsequent race on the same day will be made as soon as possible. It will be preceded by postponement signal (Code Flag "AP") of not less than 5 minutes. The race committee will try to inform via VHF 72 its intention to start another race. Omission or failure in the emission or reception of that communication shall not be grounds for a request for redress (this changes RRS 62.1(a)).

4.5 A maximum of 9 races are scheduled. No more than 3 races per day will be sailed. The event will be valid if four or more races are sailed.

4.6 On the last scheduled day of the event no warning signal will be made after 15:30hs except as a consequence of a general recall.

## **5. RACING AREAS**

5.1 Windward / leeward races will be sailed in Porto Cervo waters approximate 3 miles from the entrance of the harbour.

5.2 If this location is modified it will be announced as follows:

- On the ONB only if this modification is posted at least two hours before the warning signal of first race of the day.
- At any time by displaying flag "L" on the race committee boat.

5.3 The Coastal race will be sailed in the La Maddalena Archipelago. Appendix B shows the different courses.

## **6. COURSES & SHORTENED COURSES**

6.1 Windward/leeward races: the diagrams in Appendix 1, 1b & 1c shows the courses including the course signals, the order in which the marks are to be passed and the side each mark is to be left.

6.2 Coastal race for TP 52 Class: the diagrams in Appendix B show the different course options including the course signals, the marks, the order in which they are to be passed and the side each mark is to be left. Approximately at the middle of the course the race committee will designate a Middle Waypoint Gate.

6.3 No later than the warning signal the race committee will signal the course number (by displaying the corresponding numerical pennant) and the magnetic bearing and length of the first leg (by displaying them on a board) and will also broadcast this information via VHF 72. Omission or failure in the emission or reception of that communication shall not be ground for a request for redress (this change RRS 62.1(a)).

6.4 SHORTENED COURSES:

6.4.1 Windward/leeward courses may be shortened at any mark provided a shortened course has a minimum of 3 legs.

6.4.2 The coastal race for the TP52 may not be shortened (changes RRS 32.2). The race committee will take each boat's time and position at the Middle Waypoint Gate. If no boat finishes the race within the time limit or the race is abandoned after at least one boat has crossed this Middle Waypoint Gate the positions taken at this mandatory waypoint shall be used for establishing the final result (changes RRS 32.1).

## **7. MARKS**

7.1 Course marks will be red inflatable buoys except that in the coastal race islands or official maritime marks may be used as well.

7.2 Start and finishing marks will be race committee vessels and red inflatable buoys.

7.3 A race committee boat signalling a change of leg of the course is a mark as provided in S.I. 9.2

## **8. THE START**

8.1 The warning flag will be the "TP 52 Class flag".

8.2 The starting line will be between a staff displaying an orange flag on the race committee boat at the starboard end and a red inflatable buoy at the port end. The port end mark may be substituted by a service vessel with a staff displaying an orange flag; in this case the starting line will be between the two staffs displaying orange flags.

8.3 A boat starting later than four (4) minutes after her starting signal will be scored DNS (this change RRS A4).

8.4 RECALLS: in addition to RRS 29.1 & 29.2 individual and general recalls may be communicated by radio VHF 72. In such case bow numbers, sail numbers or boat names may be called out for their identification. Delay in the radio communication of these calls, the order in which they are made or any failure in the emission or reception of these shall not be grounds for a request for redress.

This rule does not reduce, modify or exonerate each boat's responsibility to start in accordance with the RRS.

8.5 In case of unfavourable conditions the race committee boat and service boat (if used) on the starting line may maintain their position by using the engine.

## **9. CHANGING OF POSITION OF THE NEXT MARK & CHANGING THE NEXT LEG LENGTH.**

9.1 In case of change of course or length of one leg the race committee will move the original mark (or marks or finishing line) or will lay a new mark (or marks) identical to the original at the new position.

9.2 For windward/leeward races only and except at a gate, boats shall pass between the race committee boat signalling the change of course (code flag "C" plus board with the new bearing and repetitive sounds) or the change of the next leg length (code flag "C" plus board showing the new distance for the leg and repetitive sounds) and the nearby mark, leaving the mark to port and the race committee boat to starboard. This changes RRS 28.1 and RRS 33.

## **10. THE FINISH**

10.1 For windward/leeward races the finishing line will be the line between a staff displaying an orange flag on a race committee boat and a red inflatable buoy.

10.2 For the coastal race the finishing line will be as described in appendix Bravo.

10.3 When crossing the finishing line after the sunset or in poor visibility conditions every boat shall highlight her sail number or bow number with a powerful torch and shall identify herself to the race committee by radio VHF 72. Until a boat makes certain she has identified herself, the race committee will not be responsible for recording her finishing time or position.

10.4 In case of unfavourable conditions the race committee boat at the finishing line can maintain her position by using the engine.

## **11. TIME LIMITS**

11.1 The time limit is calculated as follows:

11.1.1 For windward / leeward races the time limit for the first boat will be 15 minutes per mile of designed course. The rest of the fleet will have 25 minutes to finish the course after the first boat sails the course and finishes.

11.1.2 For the coastal race the longest of the following options:

- 12 minutes per mile of designed course, or
- 2 hours after the first boat starts, sails the course and finishes within 12 minutes / mile.

11.2 Boats finishing after her time limit will be scored Did Not Finish (DNF). This changes RRS 35 and RRS A4

## **12. BOAT THAT RETIRES OR ABANDONS**

12.1 A boat that retires after finishing (RAF) shall lodge a retirement form at the race office as soon as possible and not later than the protest time limit of the final scheduled race of the event.

12.2 A boat that abandons the racing area (DNF) at any moment shall inform the race committee by any means and shall inform the race office within the protest time limit.

## **13. PROTESTS AND REQUESTS FOR REDRESS**

13.1 Breaches of instructions 10.3, 12, 14.2, 14.3, 14.4 and 18 will not be grounds for a protest by a boat. This changes rule 60.1(a). Penalties for these breaches may be less than disqualification if the jury so decides.

13.2 For the purpose of RRS 64.3 (b) the authority is the Chief Measurer of the event appointed by the organizing authority.

13.3 Measurement protest between boats affecting weight, freeboards or inclining test shall not be accepted on the last day of an event. They should be addressed only to the *Class Management* and the result of these protests shall not affect the results of this event.(Changes RRS 60.1a)

13.4 An international jury shall be appointed by the organizing authority. Decisions of this international jury will be final as provided in RRS 70.5.

#### 14. SAFETY REGULATIONS

14.1 Boats must be equipped with a VHF radio transceiver. Following channels as a minimum requirement are mandatory: 9, 16, 69, 71 and 72.

14.2 Boats not leaving the harbour for the races of the day (DNC) shall inform the race office as soon as possible.

14.3 Boats not starting or retiring from a race (DNS - DNF) shall inform the race office or the race committee as soon as possible.

14.4 All boats shall return only to their allocated moorings. If they continue sailing after the last race of the day is finished they shall inform the race committee through VHF 72.

14.5 Boats arriving for any reason at a point ashore other than Marina di Porto Cervo or that cannot reach the harbour on their own are **requested to report immediately** to:

➤ Race Committee phone: +39 3477595798

14.6 **In case of injured crew members that require evacuation from the boats, crews are strongly encouraged to contact immediately the race committee; this communication will trigger the whole emergency evacuation procedure and could save precious critical minutes.**

14.7 To facilitate search and rescue (SAR) operations any boat requiring assistance is requested to inform of her position and external identification details.

14.8 To facilitate the evacuation of an injured crew member boats are requested to signal their position to the rescue services by using an orange smoke canister or a red or white hand flare.

14.9 All competitors shall carefully comply with this sailing instruction **14. SAFETY REGULATIONS**. Otherwise they can be requested to pay the expenses of search and rescue operations.

#### 15. SCORING

15.1 A boat's total score will be the sum of her scoring in every race. No discards will apply.

15.2 **Coastal race scoring:** the coastal race will be awarded one score with a 1.5 factor. The final score for each boat will be equal to her position after crossing the finishing mark multiplied by 1.5. In case the race is shortened according to point 6.5.2 the final score for each boat will be equal to her position after crossing the middle waypoint gate.

15.3 If there is a score tie between two or more boats the tie will be broken in favour of the boat with the best total score in the coastal race. If the tie remains it will be broken in favour of the boat with the most first places in all the *W/L* races and if still remains, the most second places and so on. This changes RRS Appendix A8.

#### 16. REPLACEMENT OF CREW

16.1 Changes to crew list shall be made in writing to the International Jury indicating the name and I.D. or Passport number of the substitute crew member and shall be lodged at the race office before 10:30 hours of each day. Only substitutions approved by the International Jury will be accepted. Substitutes may be subject to weight control.

16.2 If after 10.30 a crew member becomes unable to race the International Jury may authorize a substitute. The substitution request can be a verbal request but must be made before the warning signal of the race in question. Substitutes may be subject to weight control.

Boats failing to comply with this sailing instruction may get without a hearing, a points penalty in each race of the day of up to a maximum of 50% of the fleet registered for the 2011. This changes RRS 63.1 & A5.

16.3 For the Owner Driver Trophy the Owner Driver may declare a Bona Fide weight of 90kg for crew weighing purposes, although could choose to weigh in."

## 17. OFFICIAL BOATS IDENTIFICATION

17.1 The official boats will be identified by displaying flags as follows:

Race Committee Boat	YCCS Burgee and Orange flag
Jury Boats	White flag with a "J"
Measurers Boats	White flag with a "M"
Race Committee Service Boats	White Flag with "S"

17.2 Vessels used by press, photographers, VIP's, etc are not under the jurisdiction of the race committee.

## 18. SUPPORT BOATS

18.1 Support boats are under the jurisdiction of the O.A. and must be identifiable hoisting permanently one flag supplied by the O.A.. They shall stay outside the racing area (as defined in appendix 3) from the time of the preparatory signal for the first start until all boats have finished or the race committee signals a postponement, general recall or abandonment. During coastal races they shall stay at least 100 metres away from any competitor boat still racing.

18.2 On race days from 1 hour before the scheduled 1<sup>st</sup> start until the finish of the final race of the day all competitors related tenders shall not carry any functioning wind equipment, whether hand held or installed. If such action is noticed by a class or regatta official it shall be reported to the race committee.

The jury may impose without a hearing a points penalty on the series score up to a maximum of 50% of the fleet registered for the 2011 MedCup. This changes RRS 63.1 & A5.

## 19. HAUL-OUT RESTRICTIONS

Boats shall not be hauled out after 2<sup>nd</sup> of October /12.00h except with and according to the terms of prior written authorisation of the race committee.

## 20. PLASTIC POOLS

Plastic pools or their equivalent shall not be used around boats between the preparatory signal of the first race and the end of the event.

## 21. RADIO COMMUNICATION

21.1 While racing a boat shall neither make nor receive radio transmissions not available to all boats. This restriction includes cellular telephones and/or internet access.

21.2 Furthermore, on racing days from 1 hour before the scheduled 1<sup>st</sup> start until the finish of the final race of the day communication of any sort with weather spotters outside the competing yachts is forbidden.

## 22. PRIZES

Prizes will be given as indicated in the Notice of Race. The prize list will be posted on the Official Notice Board (ONB).

## 23. DISCLAIMER OF LIABILITY

All those taking part in the regatta do at their own risk and responsibility. See RRS 4: Decision to Race.

The organizing authority and all parties involved with the organization of the event will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

**APPENDIX INDEX:**

- Addendum Q
- Appendix 1 & Appendix 1 b. And Appendix 1c Windward / leeward courses.
- Appendix B – Edition September 2011. Coastal and Island courses
- Appendix 2. Safety zone.

## AMMENDED ADDENDUM Q

### UMPIRED FLEET RACING

These sailing instructions change the definitions Finish and Proper Course, and rules 20.1, 28.1, 44, 60, 61, 62, 63, 64.1, 65, 66, 70, 78.3 and B7.

#### Q1 CHANGES TO RACING RULES

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

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

(a) The definition Finish is changed to

A boat *finishes* when any part of her hull, crosses the finishing line in the direction of the course from the last *mark*, either for the first time or after completing any penalties or, under rule 28.1, after correcting an error made at the finishing line.

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

(c) When rule 20.1 applies, the following arm signals are required in addition to the hails:

(1) for 'Room to tack', repeatedly and clearly pointing to windward; and

(2) for 'You tack', repeatedly and clearly pointing at the other boat and waving the arm to windward.

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

(a) The first sentence of rule 44.1 is replaced with: 'A boat may take a One-Turn Penalty when she may have broken a rule of Part 2 (except rule 14 when she has caused damage or injury) or rule 31 while *racing*.'

(b) -

(c) Rule 60.1 is replaced with 'A boat may protest another boat or request redress provided she complies with instructions Q2.1 and Q2.4.'

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

(e)

(f) Rule 64.1(c) is changed so that the provision for exonerating a boat may be applied by the umpires without a hearing, and it takes precedence over any conflicting instruction of this addendum.

#### Q2 PROTESTS AND REQUESTS FOR REDRESS BY BOATS

Q2.1 While racing, a boat may protest another boat under a rule of Part 2, except rule 14, but only for an incident in which she was involved, or under rule 31. To do so she shall hail 'Protest' and conspicuously display a red flag at the first reasonable opportunity for each. She shall remove the flag before, or at the first reasonable opportunity after a boat involved in the incident has taken a penalty voluntarily or after an umpire's decision.

Q2.2 A boat that protests as provided in instruction Q2.1 is only entitled to a hearing if the umpires acknowledge her protest by displaying a pink flag. A boat involved in the incident may acknowledge breaking a rule by promptly taking a One-Turn Penalty. If the protested boat does not take a penalty voluntarily, an umpire will signal the decision as provided in instruction Q3.1.

Q2.3 After the finish, the race committee will announce on VHF the finishing place or scoring abbreviation for each boat. After this has been done for all boats, the race committee will promptly display flag B with one sound. Two minutes later flag B will be removed with one sound.

- Q2.4 A boat intending to
- (a) protest another boat under a rule other than instruction Q3.2 or Q4.2(a), rule 42, 44 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 or
  - (d) protest a boat after the umpires have answered their protest with a pink flag.
- shall contact the race committee on VHF before or during the display of flag B. The same time limit applies to protests under instructions Q5.6. The protest committee may extend the time limit if there is good reason to do so.
- Q2.5 The race committee will promptly inform the protest committee about any protests or requests for redress made under instruction Q2.4.
- Q3 UMPIRE SIGNALS AND IMPOSED PENALTIES
- Q3.1 An umpire will signal a decision as follows:
- (a) A green and white flag with one long sound means 'No penalty.'
  - (b) A red flag with one long sound means 'A penalty is imposed on one or more boats.' The umpire will hail or signal to identify each penalized 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.
  - (d) A yellow flag with one long sound signal means 'the umpires do not have the facts required to make a decision'
- Q3.2
- (a) A boat penalized under instruction Q3.1(b) shall take a One-Turn Penalty.
  - (b) A boat disqualified under instruction Q3.1(c) shall promptly leave the course area.
- Q4 PENALTIES AND PROTESTS INITIATED BY AN UMPIRE; ROUNDING OR PASSING MARKS
- Q4.1 When a boat
- (a) breaks rule 31 and does not take a penalty,
  - (b) gains an advantage despite taking a penalty,
  - (c) deliberately breaks a rule,
  - (d) commits a breach of sportsmanship, or
  - (e) fails to comply with instruction Q3.2 or to take a penalty when required to do so by an umpire,
  - (f) breaks rule 42,
- an umpire may penalize her without a protest by another boat. The umpire may impose one or more penalties to be taken under rule 44, each signalled by displaying a red flag and hailing the boat, or disqualify her under instruction Q3.1(c), or report the incident to the protest committee for further action.
- Q4.2
- (a) A boat shall not round or pass a mark on the wrong side. If she does so, she may correct her error as provided in rule 28.1 only if she does so before she rounds or passes the next mark or finishes.
  - (b) When a boat breaks instruction Q4.2(a) and fails to correct her error before rounding or passing the next mark or finishing, an umpire may disqualify her under instruction Q3.1(c).
- Q4.3 An umpire who decides, based on his own observation or a report received from any source, that a boat may have broken a rule, other than instruction Q3.2 or Q4.2(a) or a rule listed in instruction Q2.1, may inform the protest committee for its action under rule 60.3. However, he will not inform the protest committee of an alleged breach of rule 14 unless there is damage or injury.

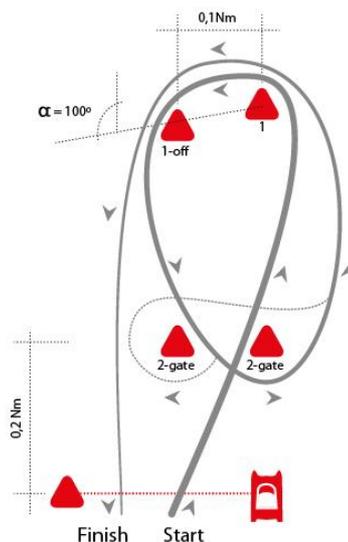
- Q5 PROTESTS; REQUESTS FOR REDRESS OR REOPENING; APPEALS; OTHER PROCEEDINGS
- Q5.1 No proceedings of any kind may be taken in relation to any action or non-action by an umpire.
- Q5.2 A boat may not base an appeal on an alleged improper action, omission or decision of the umpires or the protest committee. In rule 66 the third sentence is changed to 'A *party* to the hearing may not ask for a reopening.'
- Q5.3
- (a) Protests and requests for redress need not be in writing.
  - (b) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.
  - (c) If the protest committee decides that a breach of a rule has had no effect on the outcome of the race, it may impose a penalty of points or fraction of points or make another arrangement it decides is equitable, which may be to impose no penalty.
- Q5.4 -
- Q5.5 The event measurer may protest a boat for an alleged breach of a measurement rule
- Q5.6 *The protest committee may protest a boat under rule 60.3. However, it will not protest a boat for breaking instruction Q3.2 or Q4.2(a), a rule listed in instruction Q2.1, or rule 14 unless there is damage or injury.*

## APPENDIX 1. WINDWARD / LEEWARD COURSE 1

Pennant 1



START – 1 – 1 offset – 2 (gate) – 1 – 1 offset – FINISH (downwind)



TWS	First Leg Length
6	1,5Nm
8	1.7Nm
10	1.9Nm
12	2.1Nm
14	2.2Nm
16	2.4Nm
20+	2.5Nm

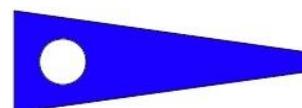
- All rounding marks shall be left to port except for the gate (see RRS 28.1C).
- Distance between gate marks: 125 m approx.
- Distance between committee boat and finishing mark: 150m approx.
- The bearing to the windward mark and right side of the gate (when looking from leeward to windward) will be considered from race committee.

Note: This drawing is a schematic. The distances and mark positions are not to scale.

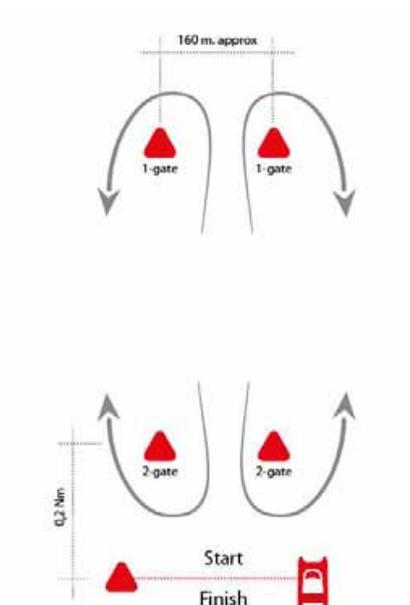
This information is approximate. A different distance of the leg or bearing shall not be grounds for a request for redress.

## APPENDIX 1 b. WINDWARD / LEEWARD COURSE 2

Pennant 2



**START – 1 (gate) – 2 (gate) – 1 (gate) – FINISH (downwind)**

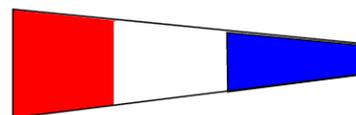


TWS	First Leg Length
6	1,3Nm
8	1.5Nm
10	1.7Nm
12	1.9Nm
14	2.0Nm
16	2.2Nm
20+	2.3Nm

- Distance between leeward gate marks: 125 m approx.
- Distance between committee boat and finishing mark: 150m approx.
- The bearing to the windward mark and right side of the gate (when looking from leeward to windward) will be considered from race committee.

Note: This drawing is a schematic. The distances and mark positions are not to scale.

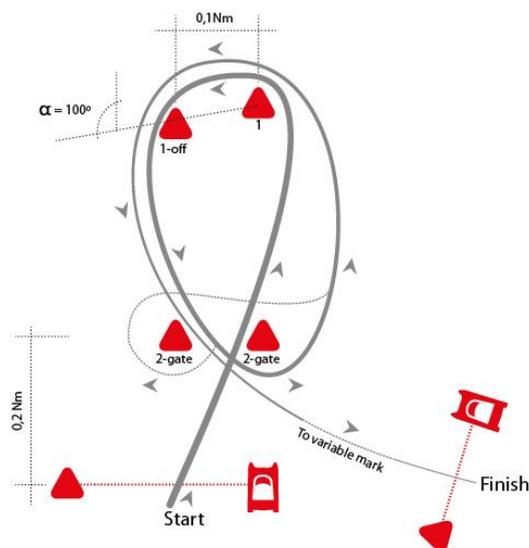
## APPENDIX 1 c. WINDWARD / LEEWARD COURSE 3



Pennant 3

START – 1 – 1 Offset – 2 (gate) – 1 – 1 Offset – 2 (gate) – VARIABLE FINISH

### TP 52 CLASS



TWS	First Leg Length
6	1,3Nm
8	1.5Nm
10	1.7Nm
12	1.9Nm
14	2.0Nm
16	2.2Nm
20+	2.3Nm

- Distance between gate marks: 125 m approx.
- Distance between committee boat and finishing mark: 150m approx.
- The bearing to the windward mark and right side of the gate (when looking from leeward to windward) will be considered from race committee.
- Range and bearing between Gate and finishing line: shown on a board at windward mark and communicated on VHF 72 by the race committee before boats get to the gate.

Note: This drawing is a schematic. The distances and mark positions are not to scale.

## APPENDIX 2. SAFETY ZONE.

