



2K Team Race

Trofeo Intesa Sanpaolo

Napoli, 20/22 October 2023

SAILING INSTRUCTIONS

1. RULES

- 1.1 The event is governed by the rules as defined in The Racing Rules of Sailing for 2021-2024 including Appendix D and as detailed in the NoR of the event.
- 1.2 Changes to the RRS are detailed in SSI Addendum C.
- 1.3 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)
- 1.4 Other applicable rules will be specified in the LSI.
- 1.5 For 2K Tour Events the RC shall be composed of the Race Officer and the Tour Director or his representative.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the SSI or LSI will be posted 10 minutes before the start of any race affected and will be signed by the RC and the Chief Umpire.
- 2.2 Flag L over the numeral pennant of the most recent amendment need be displayed ashore on the day it will take effect until the boats have departed for the race course.
- 2.3 Changes to a SI may be made on the water. These will be signalled by the display of flag 3rd substitute with three sound signals from the Race Committee Vessel ('RCV'). An umpire may communicate these Race Committee changes either verbally or in writing.

3. BOATS AND SAILS

- 3.1 How boats will be identified will be specified in the LSI.
- 3.2 Spinnakers, gennakers, trapezes and the gear specifically provided for their use shall not be used.
- 3.3 The RC may require boats to reef their mainsails, in which case boats will be so informed by the umpires or by the RC.
- 3.4 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag L is not required.
- 3.5 The RC will decide which boats are to be used for each stage and when they decide a boat should not be used, the skipper assigned that boat will be give the temporary use of another boat.

4. EVENT FORMAT AND STARTING SCHEDULES

- 4.1 The event format and race schedule will be detailed in the LSI. The number of the next race to be sailed may be displayed on the Race Committee Vessel (RCV).
- 4.2 The schedule of races will be displayed on the official notice board, defined in the NoR 2

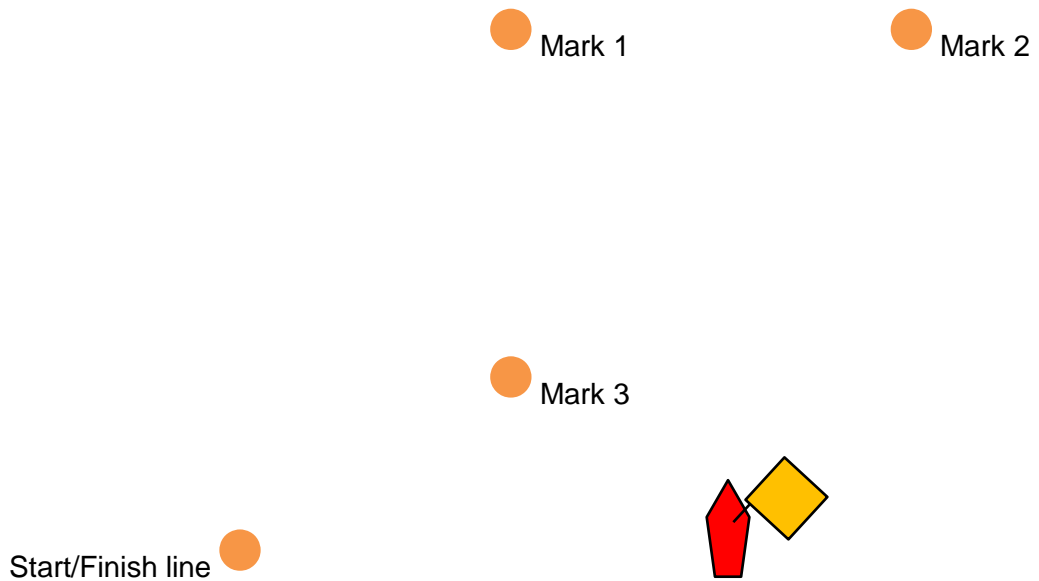


[VENUE]. Any changes made to the race schedule and schedules for subsequent rounds for a racing day will be displayed not less than 30 minutes before the first start of that day. Changes to the schedule of races after the first start will be communicated by an umpire either verbally or in writing.

- 4.3 The RC may at any time remove a particular race from the published sequence of races and run it at a later time. The RC, or an umpire on behalf of the RC, will advise competitors of any such change verbally.
- 4.4 When a race cannot start according to the schedule of races, subsequent starts will be brought forward.

5. COURSES

5.1 Configuration (not to scale)



- 5.2 Signals and Course to be Sailed
With the configuration displayed above four Courses can be used.

<u>Course No.</u>	<u>Course</u>
Course 1	Start – 1 – 2 – 3 – 1 – 2 – Finish
Course 2	Start – 1 – 3 – 1 – Finish
Course 3	Start – 1 – 2 – Finish
Course 4	Start – 1 – Finish

Course 1 is the default. If Course 2 ,3 or 4 are used this will be communicated by the umpires or the RC before the warning signal for the race concerned. Marks not in use may be removed. All marks shall be rounded to starboard.

6. MARKS / STARTING AND FINISHING LINE

- 6.1 The marks will be described in the LSI
- 6.2 When looking up the course, the starting and finishing line is between a staff displaying an orange flag on the RCV at the starboard end and the course side of the starting/finishing mark at the port-end.



7. STARTING PROCEDURE

- 7.1 Races will be started by using the following signals. Times shall be taken from the start of each sound signal; the failure or delay of a visual signal including flags as specified in below, shall be disregarded. This amends RRS 26.

Signal	Minutes before starting signal	Sound	Visual Signals
Warning	3	One	Team Colours up
Preparatory	2	One	Flag P up
One-minute	1	One	Team Colours Down
Starting	0	One	Flag P down

- 7.2 When a boat is subject to RRS 29.1 a flag Red, Yellow or Blue, corresponding to her identification colour, will be displayed but not for more than 2 minutes after the starting signal; this amends RRS 29.1. The RC may hail the hull/sail numbers of premature starters.
- 7.3 A boat that fails to start within two minutes of her starting signal will be scored DNS without a hearing. However, if the boat was scored OCS, she shall be scored in accordance with RRS D3.1(b).
- 7.4 A series of short sound signals will be made to advise competitors a warning signal is imminent. Code Flag AP will only be used for significant delays (those likely to be longer than 15 minutes).

8. CHANGE OF THE NEXT LEG OF THE COURSE

Rule 33 is deleted and replaced with: After the start of a race, the RC may change the position of any mark, except the position of a mark towards which boats are sailing.

9. OBSTRUCTIONS

The following areas are designated as obstructions. A breach of this sailing instruction is not open to protest by boats but is subject to action by umpires in accordance with RRS D2.3. This changes RRS D1.2 and D2.3.

- A buoy may be attached to the committee vessel anchor line just below keel depth. Boats shall not pass between this buoy and the committee vessel at anytime. This buoy is part of the committee vessel ground tackle.
- A number of buoys may be laid near the racing area marking the limit of safe pilotage for the purposes of Part 2 of the RRS. If applicable, the buoys will be described in the LSI. While racing, no part of a boat's hull shall cross the imaginary straight line between any two adjacent buoys on the same side of the course. These lines or areas rank as obstructions. There is no penalty for touching these buoys or objects defining these areas.

10. BREAKDOWN: TIME FOR REPAIRS AND REDRESS

RRS Appendix D.5 (Breakdowns) is deleted and replaced as below.

- 10.1 Before the warning signal of a race or within two minutes of finishing or within five minutes of changing into a new boat, whichever is later, a boat may display a red flag to signal breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to a position just to leeward of the committee vessel and remain there, unless otherwise directed.
- 10.2 The time for repairs will be at the discretion of the RC.
- 10.3 After the warning signal of a race, the race will not be postponed or abandoned due to



breakdown unless the breakdown signal was displayed as required by SSI 10.1.

- 10.4 Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the warning signal shall not be grounds for redress. This changes RRS 62.
- 10.5 Competitors are responsible for inspecting their boats before racing.
- 10.6 Competitors shall report any defects, damage or breakdown to the RC at the first reasonable opportunity.
- 10.7 When there is a risk of further damage if a boat continues racing after damage or breakdown, she shall retire immediately.
- 10.8 When a PC grants redress under RRS 62.1(b) the RC may postpone a resail indefinitely and score each team half of the race loss points a losing team would have scored for that race unless the result is relevant to progress, but not seeding, in the next round.

11. TIME LIMIT

There shall be no time limit for races. However the RC may abandon a race for any reason, after consulting with the race umpires when possible. This amends RRS 32.

12. RISK STATEMENT

Refer to NoR 17.



ADDENDUM A HANDLING OF BOATS

A1. GENERAL

A1.1 While all reasonable steps are taken to equalize the boats, variations will not be grounds for redress. This changes RRS 62.

A2. 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 Any additions, omissions or alterations to the equipment supplied. In particular the cutting or shortening of any sheets, control lines or other running rigging or lifelines is prohibited.

A2.2 The use of any equipment for a purpose other than that intended or specifically permitted.

A2.3 The replacement of any equipment without the sanction of the RC.

A2.4 Sailing the boat in a manner that it is reasonable to predict would cause significant damage.

A2.5 Boarding a boat without prior permission.

A2.6 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC.

A2.7 Hauling out a boat or cleaning surfaces below the waterline.

A2.8 Perforating sails, even to attach tell tales.

A2.9 Radio transmission (including mobile telephones), except to report damage or injury or in response to a request from the RC.

A2.10 Adjusting or altering the tension of standing rigging, excluding the backstay. A2.11 Using a winch to adjust the mainsheet, backstay or vang.

A2.12 Using a reef line as an outhaul.

A2.13 Omitting any headsail car or turning block before sheeting onto a winch.

A2.14 The use of electronic instruments other than compass, watches and small video devices such as Go-Pros.

A2.15 Marking directly on the hull or deck with permanent ink.

A2.16 The use of the shrouds and/or the boom (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or gybing.

A2.17 A breach of SSI Addendum A2.16 is not open to protest by boats but may be subject to action by Umpires under RRS D2.4. This changes RRS 60.1.

A2.18 Cross sheeting.



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) PFD's when not supplied by the OA.

A3.2 Using the items in 3.1 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
- (e) make minor repairs and permitted adjustments
- (f) make signals as per SSI 11, SSI C3.1 and SSI C3.6
- (g) make video recordings
- (h) personal safety.

A3.3 Changing the number of mainsheet purchases.

A3.4 Using lazy sheets, halyards and control lines for the purpose of normal hiking . This amends RRS 49.1.

A4. MANDATORY ITEMS and ACTIONS – the following are mandatory:

A4.1 Making a verbal report to the race umpires or the RC before leaving a boat of any damage to the boat which may not previously have been reported and of any damage sustained while in the boat. If possible a photograph should be taken.

A4.2 At the end of each sailing day:

- (a) folding, 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 SSI A4.2 and A4.3 will be considered as damage and the cost of rectification will be deducted from the damage deposit.



ADDENDUM B
DAMAGE PENALTIES

SSI C3.12 permits umpires to determine the penalty for breaking RRS 14 without a hearing. This appendix 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”.
- Give more sailing to everybody for the same entry fee!

Damage Levels

In the event of damage, the 2K Standard Damage List (Addendum E) will be used to determine the Damage Level and the consequent points penalty that applies.

In the event that the damage is not listed or there is doubt the criteria below will be used to determine the Damage Level.

Level	Effect	Race Penalties Round Robin	Knock Out Series
Level A Minor Damage	Boat may race without repair although minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work. <i>For example: No taping is required.</i>	No Penalty	No Penalty
Level B Damage	The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Requires more than 1 hour of work but should not normally require more than 3 hours of work. <i>For example: taping is required before the boat can continue to sail.</i>	½ race win	1 race win
Level C Major Damage	The boat cannot continue to race that day. Requires more than 3 hours of work.	1 race win	2 race win

Penalties

Race-win/race-loss penalties may be imposed by umpires after a race to boats that break RRS 14. If a competitor requests a hearing when a points penalty is imposed, the protest committee may decide (in the hearing) to give a greater penalty. Any penalties are added to one boat’s or



both boats' team race losses / wins for the Series in which the damage occurred.

Deductions from Damage Deposits

The assessment of damage level is only for the purpose of points penalties, and is not linked to any deductions from the competitor's damage deposits.

Any points 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 points penalty given on the water.



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 ***Skipper*** The crew member on-board who is in charge of the boat and the crew and all other persons aboard
- C1.2 ***Leg to a leeward mark*** A boat is on a *leg to a leeward mark* when she is on a leg to mark 2, mark 3 or the finishing line.
- 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

C2. Changes to the rules of Part 2 3 and 4

- C2.1 RRS 17 is deleted.
- C2.2 RRS 20 has been changed in accordance with RRS D1.1(d)
- C2.3 RRS 31 (Touching a Mark) is changed to: 'While *racing*, neither the crew nor any part of a boat's 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*.'
- C2.4 Add to RRS 41 (f) 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 RRS 49.2 is deleted. However, lifelines rigged on boats shall be taut at all times.
- C2.6 RRS D2.2(a) is changed to: "She shall conspicuously display a Yankee Flag at the first reasonable opportunity." This is a change from the Global.

C3. Changes to the rules of RRS Appendix D

Protests and Penalties

- C3.1 Delete RRS D1.2(c) and replace with:
A boat may not request redress under rule 62.1(a). The protest committee may consider giving redress under that rule if it believes that an error has been made. The race committee or match umpires may request the protest committee to consider this. This changes RRS 60.1(b) and RRS 62.1(a). A boat intending to request redress under RRS 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 race committee or by an umpire.
- C3.2 Delete RRS D1.2(g) and add new RRS 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.
- C3.3 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.
- C3.4 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 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,

For the purposes of this rule, a boat completes a leg of the course when any part of her hull crosses the extension of the line from the previous mark through the mark she is rounding, or on the last leg when she finishes.

C3.5 RRS D2.2(c) is changed to read:

“An umpire shall decide whether to penalize any boat that broke a rule, is not exonerated, and did not take an appropriate penalty.” RRS D2.2(d) is deleted.

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

When three 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-win penalties as prescribed in 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 D3.1(e)(3).

C3.7 Any boat that commits a breach of sportsmanship, including dissent as described in Team Race Call M8, may have their actions reported to the protest committee. If the protest committee decides that D2.3 was broken, they may penalise the relevant team by deducting up to three race wins from them and/or disqualify them from advancing to the next stage of the event. In addition, the protest committee may initiate proceedings under RRS 69.

Umpired Races

C3.8 Add to RRS D2.3 (Penalties Initiated by an Umpire):

“(h) breaks SSI Addendum A2.18.”

C3.9 RRS D2.4(b) (Signals by an Umpire) is changed to:

“To penalize one or more boats, a coloured, red, yellow or blue flag, the colour of the flag corresponding with the colour of the team. The umpire shall identify each boat penalized by pointing at her”.

C3.10 RRS D2.5 (Penalties Imposed by Umpires) first sentence is replaced by:

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

Scoring

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

“when the boat has broken rule 1 or 2, rule 14 when she has caused damage or injury, or a *rule* when not *racing*, half or more race losses may be added to her team score, or no penalty may be imposed. When race losses are added to one team's score the results for the other teams shall remain unchanged”.

C3.12 RRS D4 (Scoring) is deleted. Addendum D to these sailing instructions shall be used.

Breakdown

C3.13 RRS D5 is deleted. See SSI 10 [BREAKDOWNS].



ADDENDUM D

SCORING

The following scoring system replaces RRS D4.3, D4.4, D4.5, D4.6 and D4.7. 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 Series

In a round-robin series teams are to sail against all other teams one or more times.

- D1.1 Add after the first sentence of Appendix A5 'When one of the boats in a race fails to sail the course in accordance with rule 28.1, she shall be scored DNF without a hearing.'
- D1.2 The losing team of each race scores one 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 shall each be scored half a race loss.
- D1.3 When a team withdraws from part of an event the scores of all incompleted races shall be scored as losses on the basis of the number of races they would have sailed had they not withdrawn.
- D1.4 When a single round robin is terminated before completion, a team's score shall be the total number of losses scored by the team in all races sailed except as stated in SSI D1.6.
- D1.5 When a multiple round robin is terminated during any of the round robins, a team's score shall be the total number of losses scored by the team except as stated in SSI D1.6.
- D1.6 However, if any of the teams have sailed less than three races in the round robin series, the entire round robin series shall be disregarded and, if necessary, the event declared void.
- D1.7 Event Rank Order: Teams shall be placed in order of their total scores, lowest number of losses score first.
- D1.8 A team that has won a race but is disqualified for breaking a *rule* against a team in another race shall be scored a 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 shall stand, however she shall not be ranked for the event nor will her results for this event be counted for the 2K Ranking Points System.

D2 Ties in Round Robins

- D2.1 For the purposes of tie-breaking a team's score shall be the number of race losses scored between the tied teams.
- D2.2 Ties between two or more teams in a round-robin series shall be broken by the following methods, in order, until all ties are broken. When one or more ties are only partially broken, SSI D2.3(a) to D2.3(c) shall be reapplied to them.
- D2.3 Ties shall be decided in favour of the teams(s) who:
 - (a) placed in order, has the lowest number of losses in the races between the tied teams;
 - (b) when the tie is between two teams in a multiple round robin, has won the last race between the two teams;
 - (c) has the fewest 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 shall be used:

- (1) the higher-place tie shall be resolved before the lower- place tie, and
- (2) all the teams in the lower-place tie shall be treated as a single team for the purposes of SSI D2.3(c);

When SSI D2 does not resolve a tie and if the tie needs to be resolved for a later stage of the event the tie shall be broken by a sail-off when practicable. When the race committee decides that a sail-off is not practicable, the tie shall be decided in favour of the team who has the highest score in the round-robin series 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 shall be broken by reapplying SSI D2.

D3 Knockout Series

D3.1 In a knockout series the sailing instructions shall state the minimum number of race win points required to win a series between two teams. When a knockout series is terminated it shall be decided in favour of the team with the higher number of race wins.

D4 Ties in a knockout series

D4.1 Ties (including 0–0) between teams in a knockout series shall be broken by the following methods, in order, until the tie is broken. The tie shall be decided in favour of the team who:

- (a) has the highest place in the most recent round-robin series, applying SSI D2 if necessary
- (b) has won the most recent race in the event between the tied teams
- (c) to decide the winner of the event, or the overall position between teams eliminated in one round of a knockout series, a sail-off may be used (but not a draw).

ADDENDUM E

DAMAGE CHARGES

The charges below apply where it is obvious that damage/loss was caused due to misuse by the user. The definition of the damage is decided by the Bosun in charge of Match support.

DAMAGE	DEFINITION	COST	LEVEL
Hull	Gelcoat nicks	€ 50,00	A
	Minor damage not requiring lamination	€ 100,00	B
	Minor damage requiring lamination	€ 250,00	B
	Major damage	€ 500,00	C
Sail damage	Rips smaller than 10 cm	€ 25,00	A
	Rips larger than 10 cm up to 40 cm	€ 50,00	A
	Rips larger than 40 cm	€ 100,00	B
	Sail write off	€ 500,00	C
Winch Handless	Loss	€ 35,00	A
Flags	Loss	€ 15,00	A
Sheets	Damage or loss	€ 25,00	A
Spinnaker pole	End fitting damage (per fitting)	€ 50,00	A
	Pole break	€ 150,00	B
Deck Fitting	Damage or loss small items	€ 25,00	A
	Damage or loss large items	€ 50,00	A
Hatches	Minor damage	€ 25,00	A
	Major damage	€ 150,00	B