



# Eurosaf European Match Race Championship Regione Emilia-Romagna

**World Sailing Grade 2 Event  
22<sup>th</sup> June – 26<sup>th</sup> June 2022**

## **SAILING INSTRUCTION**

### **Updated with Notice to Competitors #1:**

**These Sailing Instructions have been updated to correct an error in the ranking of one of the competitors. As a result Addendum B (Pairing List) has been updated. There is also a change to Addendum C 2.22.**

#### Abbreviations:

OA – organising authority	RC – race committee
NA – national authority	IJ – international jury
SI – sailing instructions	NoR – notice of race
RRS – racing rules of sailing	

## **1 RULES**

- 1.1 The Event will be governed by
  - (a) the 'rules' as defined in the RRS, including Appendix C.
  - (b) the rules for Handling Boats (SI Addendum C) which also applies to any practice sailing and sponsor races. Class rules will not apply.
  - (c) prescriptions of the NA will not apply
- 1.2 An IJ will be appointed in accordance with RRS Appendix N, and the right of appeal will be denied in accordance with RRS 70.5.
- 1.3 When the umpires proceed under RRS C8.6 they will follow the guidance in SI Addendum E.
- 1.4 Change RRS C6.4 (b) to read: A boat protesting under rule C6.1(b) or requesting redress under rule C6.3 shall, for her protest or request to be valid, keep her red flag displayed until it is acknowledged by the race committee or by an umpire. No written protest or request for redress is required.

## **2 ENTRIES and ELIGIBILITY**

- 2.1 Only skippers invited by the OA are eligible for the event. Twelve skippers will be invited in accordance with NoR 5.1. The skippers are listed in SI Addendum A.
- 2.2 To remain eligible the entire crew shall complete registration, pay the non-refundable entry fee of € 600,00, deposit € 600,00 for damage and complete crew weighing, all between 10.00 am and 5.30 pm on the June 22<sup>th</sup> 2022 unless extended by the OA. The OA does not accept payment by credit card for the initial damage deposit.





- 2.3 The damage deposit is the limit of liability of each skipper for each incident. In the event that a deduction is made from the deposit, the skipper will be required to restore the deposit to the original value to maintain eligibility.
- 2.4 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or the IJ.
- 2.5 After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.
- 2.6 When a registered skipper is unable to continue in the event, the OA may authorise an original crew member to substitute.
- 2.7 When a registered crew member is unable to continue in the event, the OA may authorise a substitute, a temporary substitute or other adjustment.

### 3 COMMUNICATIONS WITH COMPETITORS

- 3.1 The Race Office will be located at the club house of Circolo Velico Ravennate and the Official Notice Board (ONB) is online and posted at the following link:  
<https://www.racingrulesofsailing.org/documents/3215/event?name=eurosaf-european-match-race-championship>
- 3.2 Skippers shall attend the first briefing with the umpires, which will be at 9.00 am on the 23<sup>th</sup> June, under the tent in front of the Regatta Office.
- 3.4 A daily morning meeting for RC, umpires and competitors will start at 9.00 am under the tent in front of the Regatta Office.

### 4 AMENDMENTS TO SAILING INSTRUCTIONS

- 4.1 Amendments to the SI made ashore will be posted at least one hour before the start of any race affected and will be signed by the RC and the IJ representatives.
- 4.2 Flag L will be displayed nearby the official notice board each day until the boats have departed for the race course.
- 4.3 Amendments made afloat will be signalled by the display of flag 3<sup>rd</sup> substitute with three sound signals. An umpire may communicate these either verbally or in writing.

### 5 BOATS and SAILS

- 5.1 **Boats**
  - (a) the event will be sailed in TOM 28 type boats.
  - (b) the sails, Mainsail, Jib, Spinnaker, to be used will be allocated by the RC.
- 5.2 The sail combination to be used will be signalled from the RC boat with or before the attention signal. The signals shall have the following meanings:



Signal	Sail combination to be Used
None	Full Mainsail + Jib + Spinnaker
Flag R	One Reef + Jib + Spinnaker
Flag W	One Reef + Jib, no Spinnaker

- 5.3 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3<sup>rd</sup> substitute is not required.
- 5.4 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 given the temporary use of another boat.
- 5.5 The OA may permit a substitute boat when it is satisfied that the original boat is damaged and that repairs in the time available are not practical.

## 6 IDENTIFICATION and ASSIGNMENT OF BOATS

- 6.1 Boats will be identified by numbers 1 to 8 placed on hull.
- 6.3 Boats will be drawn as stated by the Event Format (SI Addendum B) or per RC instructions.
- 6.4 Boats will be exchanged in accordance with the pairing list and race schedule.

## 7 CREW MEMBERS, NUMBER and WEIGHT

- 7.1 The total number of crew, including the skipper, shall be 4 or 5.
- 7.2 The total weight of an all male or a mixed gender crew, including the skipper, dressed in at least shorts and shirts, shall not exceed 350 kg., determined at the time of registration or such time as required by the RC.
- 7.3 All registered crew shall sail all matches unless permission for change is given under SI 2.6 or 2.7.

## 8 EVENT FORMAT and STARTING SCHEDULES

- 8.1 The event is detailed in SI Addendum B. All competitors will receive pairing lists for the stages. The matches to be sailed in a flight will be displayed in order of starting on the RC boat.
- 8.2 In a knock-out series between two skippers:
- (a) they will alternate assigned ends for each match. Unless designated in the pairing list, the initial assigned ends will be determined by a draw. This changes RRS C4.1.
  - (b) when the series has been decided, further matches between these two will not be sailed.
  - (c) crews will exchange boats after odd matches of the series, unless otherwise agreed by both skippers.
- 8.3 The racing days are scheduled as June 23<sup>th</sup> to June 26<sup>th</sup>.
- 8.4 The latest time for an attention signal on the last day of racing will be 4.00 pm.
- 8.5 The number of matches to be sailed each day will be determined by the RC.
- 8.6 The RC may change the format, terminate any stage or the event when, in its opinion, it is impracticable to attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favour of later stages.
- 8.7 The intended time of the first attention signal each day is 10.00 am.



- 8.8 Each subsequent flight will be started as soon as practicable after the previous flight.
- 8.9 When a match cannot start at its intended time, subsequent starts will be brought forward to eliminate blank starts. Competitors will be so advised verbally by an umpire.
- 8.10 When, in a knock out series, a winner of a particular series has been determined, subsequent starts will be brought forward to eliminate blank starts. Competitors will be so advised verbally by an umpire.

## 9 RACING AREA

- 9.1 The racing area could be inside the outer breakwaters of Marina di Ravenna or in the waters to the south of them. It will be up to the OA to define which one to use on a day-to-day basis

## 10 COURSE

### 10.1 Configuration, Signals and Course to Be Sailed

- (a) Configuration (not to scale)

Mark W o

Mark L o

Start/Finish Line



- (b) **Signals and Course to be Sailed**

Course signals will be displayed from the RC boat, at or before the warning signal.  
Marks W and L shall be rounded to starboard.

#### Signal

No Signal

"S"

"T"

#### Course

Start - W - L - W - Finish

Start - W - Finish

Start - W - L - W - L - W - Finish

- (c) **Description of Marks**

The RC boat will be identified by the Circolo Velico Ravennate insignia.

The starting/finishing line mark will be yellow cylindrical inflatable marks.

Marks W and L will be white cubic inflatable marks.

The replacement mark will be a red cylindrical inflatable mark.

### 10.2 Starting/Finishing Line

- (a) The starting line will be a straight line between the course side of a starting mark and the staff with CVR insignia on the RC boat.



- (b) The finishing line will be a straight line between the course side of a finishing mark and the staff with CVR insignia on the RC boat.
- (c) A buoy may be attached to the RC boat anchor line just below keel depth. Boats shall not pass between this buoy and the RC boat at any time. This buoy is part of the RC boat ground tackle.

#### 10.3 Course limits - valid only for Racing Area inside the outer breakwaters-

- (a) While racing, yachts shall not enter into the forbidden areas as shown in SI Addendum F.
- (b) Red buoys will be laid to define these forbidden areas.
- (c) While racing no part of the boat shall cross the imaginary straight line between any two adjacent buoys.
- (d) A breach of this sailing instruction is not open to protest by boats but is subject to action by umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.
- (e) These lines shall rank as obstructions and are the limit of safe pilotage for the purposes of Part 2 of the RRS.
- (f) There is no penalty for touching these buoys.

#### 10.4 Abandonment and Shortening

- (a) RRS 32 is deleted and replaced with: 'After the starting signal, the RC may abandon any match for any reason, after consulting with the match umpires when practical.'
- (b) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only.

### 11 BREAKDOWN and TIME FOR REPAIRS

- 11.1 Before the attention signal of a flight or within two minutes of finishing or within five minutes of changing into a new boat, whichever is later, a boat may display flag L 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 RC boat and remain there, unless otherwise directed.
- 11.2 The time allowed for repairs will be at the discretion of the RC.
- 11.3 After the attention signal of a flight, a match will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 11.1.
- 11.4 Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 62.

### 12 STARTING PROCEDURE

- 12.1 Match warning signals will be displayed on the board of RC boat.

### 13 CHANGE OF POSITION OF THE WINDWARD MARK

- 13.1 Changes to the course will be made by setting a replacement mark W as stated in SI 10.1(c).
- 13.2 Subsequent changes will revert to the original mark.
- 13.3 Change of Course Signals (Amends RRS 33 and Race Signals)
  - (a) Code flag 'C' means: The windward mark has been replaced by a replacement mark





- (b) When a change of course after starting only affects some matches these shall be designated by the appropriate numeral pennant.

#### 13.4 Signalling vessel

- (a) When a change of course is made for the first leg, the signal will be displayed from the RC boat with the preparatory signal for each match affected. The preparatory signal will be followed by a series of repetitive sound signals.
- (b) When a change of course is signalled after the first leg it will be displayed from a boat in the vicinity of leeward mark and shall be followed by a series of repetitive sound signals.

#### 14 TIME LIMIT

A boat that does not finish within 5 minutes after her opponent has completed the course and finished will be scored DNF. This changes RRS 35 and A5.

#### 15 COACH BOATS

- 15.1 No coach boats will be permitted

#### 16 MEDIA, IMAGES and SOUND

The OA have the right to use any images and sound recorded during the event free of any charge

#### 17 PRIZES

Cups and medals for the 3 top scored crews

#### 18 CODE OF CONDUCT

- 18.1 Competitors shall comply with any reasonable request from any official, including attendance at official functions, co-operation with event sponsors and shall not behave so as to bring the event into disrepute.
- 18.2 Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Addendum C and D.
- 18.3 The following actions by skippers and/or crew while racing may be considered a breach of sportsmanship under RRS C8.3(c) and may result in an umpire initiated penalty under RRS C5.2 or C5.3:
- Excessive attempts to verbally coerce, coach or influence umpire decisions;
  - Repetitive or on-going objection to an umpire decision (verbal or otherwise);
  - Abuse of umpires before or after a decision (See also MR Call M4).
- 18.4 Breaches of this SI may also be referred to the IJ. Any penalty will be at the discretion of the IJ and may include exclusion from further participation in the event, the withdrawal of any prize money or the withholding of deposits.
- 18.5 Gross breaches of this SI may be referred to the IJ by the OA for action under RRS 69.

#### 19 DISCLAIMER

All those taking any part in the event do so at their own risk. The OA, its associates and appointees accept no responsibility for any loss, damage, injury or inconvenience incurred, howsoever caused.

**CHAIRMAN RACE COMMITTEE**  
Massimo Scarpa

**CHIEF UMPIRE**  
Heiko Falch



## SI ADDENDUM A – LIST OF ELIGIBLE SKIPPERS

	Skipper	Country	Reference Rank. List	Sailor ID
1	ERIC MONIN	SUI	1	SUIEM1
2	MAXIME MESNIL	FRA	4	FRAMM32
3	PATRICK ZBROJA	POL	11	POLPZ3
4	JEPPE BORCH	DEN	14	DENJB21
5	AURELIAN PIERROZ	FRA	24	FRAAP39
6	ROCCO ATTILI	ITA	28	ITARA27
7	THIMOTE' POLET	FRA	30	FRATP38
8	SYLVAIN ESCURAT	ESP	44	FRASE7
9	MATIAS KNIP	FIN	79	FINMK23
10	RICCARDO SEPE	ITA	86	ITARS46
11	HELMUT BONOMO	AUT	>100	AUTHC1

## SI ADDENDUM B – EVENT FORMAT and SCHEDULE OF RACES

### EVENT FORMAT

#### 1 First Stage – Round Robin

- All skippers will sail a single round robin. Competitors might be divided in two groups if so stated by the RC.
- The 4 highest scoring skippers (or 2 from each group, if groups are used) shall qualify for the next stage.
- Boats will be assigned by draw.

#### 2 Second Stage – Knock-out series, Semifinals

- The skipper placed 1<sup>st</sup> (winning skipper determined by draw, if groups are used) has the right to choose the opponent and the remaining two skippers shall race each other.
- The skipper who first scores at least 3 points in each pair wins the Semi-finals.
- Boats will be assigned by draw.
- The crew with the higher rank in the First Stage will be assigned as yellow for the 1<sup>st</sup> flight.

#### 3 Third Stage – 5<sup>th</sup> to 11<sup>th</sup> places

- Skippers placed 5<sup>th</sup> – 11<sup>th</sup> after First Stage will sail in pairs to define places 5<sup>th</sup> to 11<sup>th</sup> in “King of the castle” format (11<sup>th</sup> vs 10<sup>th</sup>, winner against 9<sup>th</sup> and so on).
- Boats for the first race will be assigned by the OA; winner will remain in the boat they are sailing.
- Crew higher in the First Stage will be assigned as yellow.

#### 4 Fourth Stage – Knock-out series, Finals

- Petit-Final:** losers in the Semifinals will race for the 3<sup>rd</sup> place, and the one who first scored at least 3 points wins the 3<sup>rd</sup> place overall. The other is fourth placed.



- (b) **Grand-Final:** winners in the Semifinals will race for the 1<sup>st</sup> overall place, and the one who first scores at least 4 points is the winner of the event. The other is second placed.
- (c) Boats will be assigned by draw.
- (d) The crew with the higher rank in the First Stage will be assigned as yellow for the 1<sup>st</sup> flight.

The OA may change the format, terminate or eliminate any round, when conditions do not permit the completion of the intended format.





## Round Robin Pairing List

### Flight 1

Start n.	Port/Blue	Stbr/Yellow
1st Match	J. BORCH	R. ATTILI
2nd Match	A. PIERROZ	P. ZBROJA
3rd Match	M. KNIP	S. ESCURAT
4th Match	R. SEPE	T. POLET

### Flight 2

Start n.	Port/Blue	Stbr/Yellow
1st Match	T. POLET	M. KNIP
2nd Match	S. ESCURAT	R. SEPE
3rd Match	P. ZBROJA	R. ATTILI
4th Match	H. BONOMO	M. MESNIL

### Flight 3

Start n.	Port/Blue	Stbr/Yellow
1st Match	P. ZBROJA	S. ESCURAT
2nd Match	R. ATTILI	H. BONOMO
3rd Match	R. SEPE	E. MONIN
4th Match	J. BORCH	T. POLET

### Flight 4

Start n.	Port/Blue	Stbr/Yellow
1st Match	T. POLET	P. ZBROJA
2nd Match	S. ESCURAT	J. BORCH
3rd Match	E. MONIN	M. KNIP
4th Match	M. MESNIL	R. SEPE

### Flight 5

Start n.	Port/Blue	Stbr/Yellow
1st Match	S. ESCURAT	E. MONIN
2nd Match	M. MESNIL	T. POLET
3rd Match	A. PIERROZ	M. KNIP
4th Match	J. BORCH	H. BONOMO

### Flight 6

Start n.	Port/Blue	Stbr/Yellow
1st Match	J. BORCH	A. PIERROZ
2nd Match	M. KNIP	M. MESNIL
3rd Match	E. MONIN	H. BONOMO
4th Match	R. SEPE	P. ZBROJA

### Flight 7

Start n.	Port/Blue	Stbr/Yellow
1st Match	H. BONOMO	P. ZBROJA
2nd Match	R. SEPE	A. PIERROZ
3rd Match	M. MESNIL	S. ESCURAT
4th Match	M. KNIP	R. ATTILI

### Flight 8

Start n.	Port/Blue	Stbr/Yellow
1st Match	A. PIERROZ	M. MESNIL
2nd Match	R. ATTILI	S. ESCURAT
3rd Match	J. BORCH	M. KNIP
4th Match	T. POLET	H. BONOMO

### Flight 9

Start n.	Port/Blue	Stbr/Yellow
1st Match	R. ATTILI	M. MESNIL
2nd Match	S. ESCURAT	H. BONOMO
3rd Match	R. SEPE	J. BORCH
4th Match	E. MONIN	A. PIERROZ

### Flight 10

Start n.	Port/Blue	Stbr/Yellow
1st Match	R. ATTILI	R. SEPE
2nd Match	E. MONIN	J. BORCH
3rd Match	P. ZBROJA	M. MESNIL
4th Match	A. PIERROZ	T. POLET

### Flight 11

Start n.	Port/Blue	Stbr/Yellow
1st Match	T. POLET	R. ATTILI
2nd Match	M. MESNIL	J. BORCH
3rd Match	P. ZBROJA	E. MONIN
4th Match	M. KNIP	R. SEPE

### Flight 12

Start n.	Port/Blue	Stbr/Yellow
1st Match	R. ATTILI	E. MONIN
2nd Match	P. ZBROJA	J. BORCH
3rd Match	H. BONOMO	A. PIERROZ
4th Match	T. POLET	S. ESCURAT

### Flight 13

Start n.	Port/Blue	Stbr/Yellow
1st Match	E. MONIN	T. POLET
2nd Match	A. PIERROZ	R. ATTILI
3rd Match	M. KNIP	P. ZBROJA
4th Match	H. BONOMO	R. SEPE

### Flight 14

Start n.	Port/Blue	Stbr/Yellow
1st Match	H. BONOMO	M. KNIP
2nd Match	S. ESCURAT	A. PIERROZ
3rd Match	M. MESNIL	E. MONIN



## SI ADDENDUM C – HANDLING of BOATS

### 1 GENERAL

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

### 2 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:

- 2.1 Any additions, omissions or alterations to the equipment supplied.
- 2.2 The use of any equipment for a purpose other than that intended or specifically permitted.
- 2.3 The replacement of any equipment without the sanction of the RC.
- 2.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 2.5 Moving equipment from its normal stowage position except when being used.
- 2.6 Boarding a boat without prior permission.
- 2.7 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC, or, on race days, while 'AP' signal is displayed ashore.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Using a flattener as a reef.
- 2.10 Attaching lines to the fabric of spinnakers.
- 2.11 Perforating sails, even to attach tell tales.
- 2.12 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- 2.13 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.14 Using a winch to adjust the mainsheet, backstay or vang.
- 2.15 Using a reef line as an outhaul.
- 2.16 Cross winching foresail sheets.
- 2.17 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.18 The use of electronic instruments other than compass and watches.
- 2.19 Using the spinnaker pole to wing out the foresail.
- 2.20 Marking directly on the hull or deck with permanent ink.
- 2.21 SPARE
- 2.22 The use of any halyard, the vang, topping lift and the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or gybing, or to aid the projection of a crew member outboard is prohibited.
- 2.23 A breach of SI C 2.22 is not open to protest by boats but is subject to action by Umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.
- 2.24 Use of any tape that leaves a residue/ use of duct tape.

### 3 PERMITTED ITEMS and ACTIONS – the following are permitted:

- 3.1 Taking on board the following equipment:
  - (a) basic hand tools
  - (b) adhesive tape (ask to the regatta office)
  - (c) line (elastic or otherwise of 4 mm diameter or less)
  - (d) marking pens





- (e) tell tale material
- (f) watches, timers and small personal video devices such as GoPro
- (g) shackles and clevis pins
- (h) velcro tape
- (i) bosun's chair
- (j) spare flags
- (k) PFD's when not supplied by the OA

3.2 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 Appendix C6
- (g) personal safety

3.3 Fixing a spinnaker sheet catcher at the bow, providing that it does not extend the length of the boat more than 100 mm and does not require any repair after removal.

3.4 Changing the number of mainsheet purchases.

3.5 Jib must be singlesheeted only.

**4 MANDATORY ITEMS and ACTIONS** – the following are permitted:

- 4.1 The completion of a written damage report before leaving a boat and submitting it to the RC, even if no damage or loss is recorded. Reports shall include any evidence of matters which could cause damage or disadvantage to the boat in future matches. When boat swaps are carried out on the water, the report should be made verbally to the RC as soon as possible.
- 4.2 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
- 4.3 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.
- 4.4 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- 4.5 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- 4.6 SPARE
- 4.7 A breach of items 4.2 and 4.3 will be considered as damage and the cost of rectification will be deducted from the damage deposit.



## SI ADDENDUM D – EQUIPMENT LIST

The following non-fixed items, provided by the OA, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported on the daily damage report.

### SAILS and SAILING EQUIPMENT

- Mainsail and set of battens
- Headsail
- Spinnaker
- One winch handle
- One spinnaker pole
- Two spinnaker sheets
- Two headsail sheets
- Tiller extension
- Genoa cars

### SAFETY GEAR

- Bucket and lanyard

### TOOLS

- Any supplied tools

### GALLEY EQUIPMENT

- Lunch box as provided by the organisers

### FUEL and WATER

- As provided by the organisers

## SI ADDENDUM E – DAMAGE PENALTIES

### Match Racing Penalties for Damage resulting from contact between boats

Appendix C6.6 and C8.6 permits the umpires or protest committee to decide the penalty when a boat breaks RRS 14. This document explains how damage will be assessed and gives general guidance on the appropriate penalty. When the protest committee has good reasons to do so, it may apply a different penalty.

Damage will be divided into 3 levels as shown in the following table:

Level	Extent	Effect
Level A - Minor Damage	Does not significantly affect the value, general appearance or normal operation of the boat.	Boat may race without repair although some minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work.
Level B - Damage	Affects the value and/or general appearance of the boat	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.
Level C - Major Damage	The normal operation of the boat is compromised and its structural integrity may be impaired.	The boat will need some repair work before racing again. Requires more than 3 hours of work.

### Point Penalties - to be applied without a hearing (this amends RRS C8.6);

Level	Round Robin	Knock Out
<b>A</b>	None	None
<b>B</b>	Half point	Three quarters of a point
<b>C</b>	One point	One point

When both boats break RRS 14, they should both receive a points penalty. 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.

### Deductions from Damage Deposits

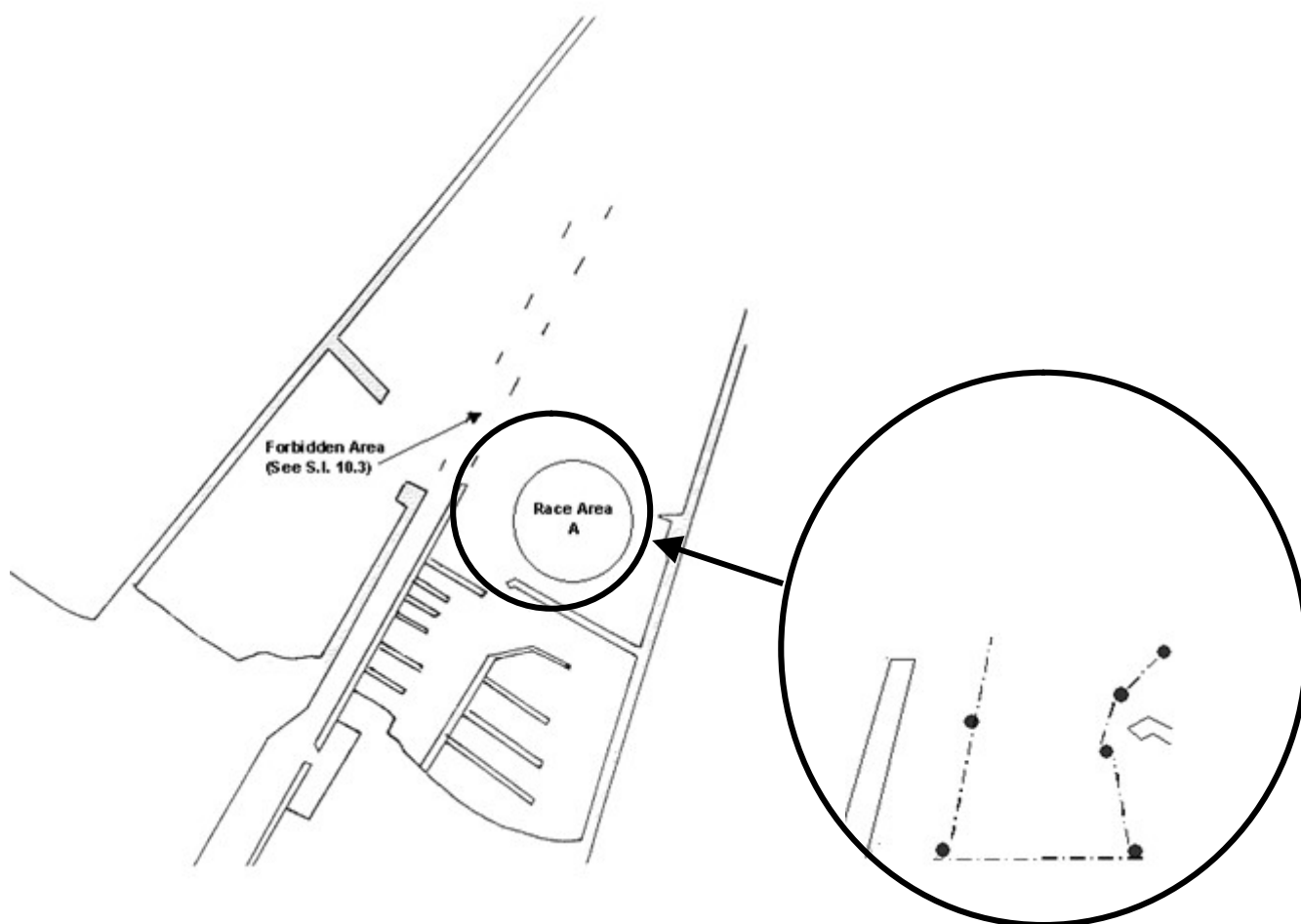
The assessment of damage level is only for the purpose of points penalties, and is not linked to any deductions from the competitor's damage deposits.

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.

## SI ADDENDUM F

### -DIAGRAM OF RACING AREA INSIDE THE OUTER BREAKWATERS-

- Any pier, rock or line of red marks ranks as an obstruction for the purpose of Part 2 of the RRS.”





## SI ADDENDUM G

### -INSTRUCTIONS FOR ENTERING & EXITING THE MOORING AREA and INSTRUCTIONS FOR THE PRACTICE DAY-

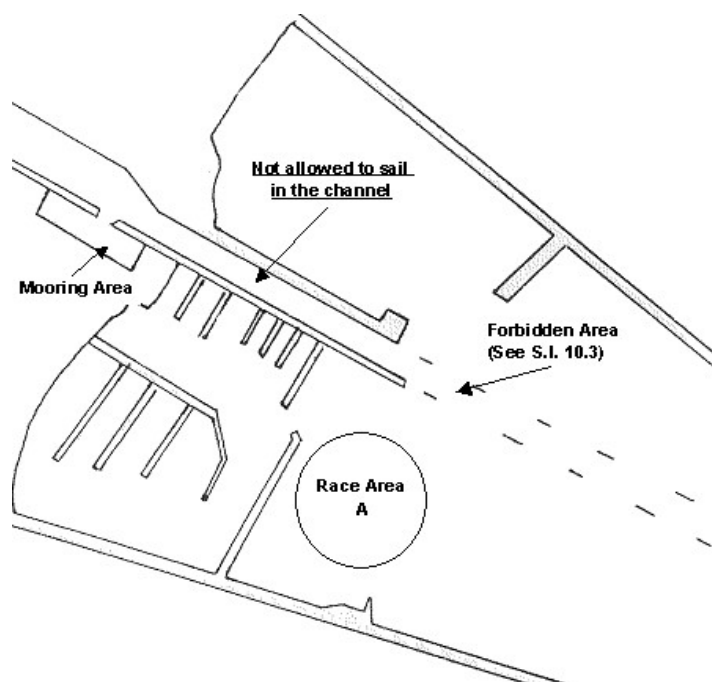
#### 1 GENERAL

- Boats shall not leave the mooring area without approval from the OA.
- All the boats will arrive in the racing area about 20 minutes before the start of the first match of the day.
- If a crew needs to go out earlier, they shall ask for permission from the PRO.

#### 2 INSTRUCTION FOR THE PRACTICE DAY.

- The OA will organize the practicing schedule of the crews by draw and according to their arrival time.
- A course will be set in the racing area inside the outer breakwaters.
- Skippers will have to ask the OA before leaving the mooring and then before coming back to the mooring, shall ask permission to the support boat that is in the racing area.

Infringement of this SI is not open to protest by boats but is only subject to action by the International Jury.



## SI ADDENDUM G -YACHT ASSIGNEMENT

Flight n. ->      1                      2                      3                      4                      5                      6                      7

### Skipper

**E. MONIN**  
**M. MESNIL**  
**P. ZBROJA**  
**J. BORCH**  
**A. PIERROZ**  
**R. ATTILI**  
**T. POLET**  
**S. ESCURAT**  
**M. KNIP**  
**R. SEPE**  
**H. BONOMO**

		Bravo	Bravo	Bravo	Bravo	
	Bravo		Charly	Charly	Charly	Charly
Delta	Delta	Delta	Delta		Hotel	Hotel
Bravo		Echo	Echo	Echo	Echo	
Charly				Delta	Delta	Delta
Alfa	Alfa	Alfa				Bravo
Hotel	Hotel	Hotel	Hotel	Hotel		
Foxtrot	Foxtrot	Foxtrot	Foxtrot	Foxtrot		Echo
Echo	Echo		Alfa	Alfa	Alfa	Alfa
Golf	Golf	Golf	Golf		Foxtrot	Foxtrot
	Charly	Charly		Golf	Golf	Golf

Flight n. ->      8                      9                      10                      11                      12                      13                      14

### Skipper

**E. MONIN**  
**M. MESNIL**  
**P. ZBROJA**  
**J. BORCH**  
**A. PIERROZ**  
**R. ATTILI**  
**T. POLET**  
**S. ESCURAT**  
**M. KNIP**  
**R. SEPE**  
**H. BONOMO**

	Foxtrot	Foxtrot	Foxtrot	Foxtrot	Foxtrot	Foxtrot
Charly	Charly	Charly	Charly			Golf
		Echo	Echo	Echo	Echo	
Hotel	Hotel	Hotel	Hotel	Hotel		
Delta	Delta	Delta		Alfa	Alfa	Alfa
Bravo	Bravo	Bravo	Bravo	Bravo	Bravo	
Foxtrot		Golf	Golf	Golf	Golf	
Echo	Echo			Charly		Bravo
Alfa			Delta	-	Charly	Charly
	Alfa	Alfa	Alfa		Hotel	
Golf	Golf			Delta	Delta	Delta

In this scheme boats are identified by letters  
in reality boats are identified by numbers  
The draw will make a link between letters and numbers.