



# Trofeo Ciutat de Palma

6.12.

10.12.

2023

## SAILING INSTRUCTIONS



REAL CLUB NAUTICO  
DE PALMA



## 1. VENUE

The 72<sup>o</sup> Trofeo Ciutat de Palma will be held in waters of the Bay of Palma de Mallorca from the 6th to the 10th of December 2023 both inclusive, organized by the Real Club Náutico de Palma, and under the approval of the Real Federacion Española de Vela, with the support of the Ayuntamiento de Palma (Palma City Council), the Balearic Sailing Association, the Spanish Association of the Optimist International Class, the Balearic Port Authority and Balearia.

The 72<sup>o</sup> Trofeo Ciutat de Palma is a qualifying event for the Optimist Excellence Cup 2023-2024 circuit.

In all the rules governing this event:

(a) The Notation [NP] in a rule in the SI denotes a rule that shall not be ground for protest by a boat. This changes RRS 60.1 (a).

(b) The penalty for breaches of the sailing instructions indicated as [SP] will be established, without a hearing and set by the race committee or technical committee or a discretionary penalty imposed by the International Jury with a hearing. (This changes RRS 63.1 and A5).

## 2. RULES

The regatta will be governed by the “rules” as defined in the Racing Rules of Sailing (RRS) of the World Sailing 2021 -2024, and all those listed in section 1 of the Notice of Race.

## 3. AMENDMENTS TO THE SAILING INSTRUCTIONS AND NOTICES TO COMPETITORS

3.1 Any change to the sailing instructions will be posted on the Official Notice Board 2 hours before the first warning signal of the day it will take effect, except that any change to the schedule of races will be posted by 20.00 hours on the day before it will take effect.

3.2 Notices to competitors will be posted on the Virtual Official Notice Board, hosted on the regatta website: <https://www.trofeociutatdepalma.com/toa-virtual.php>

3.3 At sea, the race committee will broadcast and listen on VHF channel 69.

## 4 SIGNALS MADE ASHORE

4.1 Signals made ashore will be displayed from the official flag pole between 09.00 and 20.00 hours every day. (see APPENDIX I).

4.2 Besides the signals established in the RRS "Race Signals", the following signals will be used:

4.2.1 When flag ‘AP’ is displayed on land, the words “1 minute” of the Race signal GI are changed for “not less than 60 minutes” . This changes the GI code flag of the RRS Race signals.

4.2.2 [NP][DP] Code flag “D” displayed with one signal means: “Competitors may go to the racing area. The warning signal will not be made before 60 minutes after displaying this signal or the scheduled time or whichever is later.”

No boat can leave the boat park before this signal is displayed except with expressed authorisation from the Race Committee (RC.)



## 5. SCHEDULE OF RACES AND COMPETITION FORMAT

- 5.1 The warning signal of the first race of each day is programmed at 10:30h.
- 5.2 12 races are scheduled, of which two must be completed for the validity of the regatta.
- 5.3 3 races are scheduled per day. One extra race per day may be sailed, provided that no fleet becomes more than one race ahead of schedule. To alert boats that a race will begin soon, an orange flag will be displayed, with one sound signal, at least five minutes before a warning signal is displayed.
- 5.4 On the last scheduled day, no warning signal will be displayed after 15:30h.

### Competition format

- 5.5 The competition format will be in groups.
  - 5.5.1 Boats will sail a qualifying series of 6 races (Q-Series) and a final series of 6 races (F-Series). The qualifying series will be sailed on the 7 and 8 of December.
 

If at the end of December 8, the Groups have completed a minimum of 4 races, on December 9 the final series will begin. If they have not been completed, the qualifying series will be extended to the end of day where they are completed. If at the end of 9 December, a minimum of 4 races have not been completed, the qualifying series will be extended and there will be no final series.
  - 5.5.2 Boats will be assigned in 3 groups: yellow, blue and red. Initial assignment will be made by a Seeding Committee appointed by the Race Committee and the Organizing Authority. The allocation of the groups will not be grounds for redress (this modifies RRS Rule 62.1(a)). The groups for the first day's race will be established at the end of the registration day, and will be published before 09.00 h of the 7 of December.
  - 5.5.3 [NP][SP] Boats will carry the color band of her group at the top of the sprit (yellow, blue or red), handed out at the Race Office during registration..
  - 5.5.4 Qualifying series:
    - a) After each day of racing, the boats will be reassigned new fleets, except if on the first day only one race is completed.
    - b) If all the boats have completed the same number of races, reassignment will be made under the provisional results available.
    - c) If at the end of the day all boats have not raced the same number of races, these will be reassigned on the basis of the provisional results that include only the races that have been completed by all the boats.
    - d) Reassignments will be based on the ranking available at 20:00 h, that day, regardless protests or request for redress not yet decided:  
**1º Yellow, 2º Blue, 3º Red, 4º Red, 5º Blue, 6º Yellow, 7º Yellow, 8º Blue ... and so on**
    - e) If at the end of the day, some groups have not completed the same number of race scores, the group or groups with less scores will sail the missing races next day (with their assigned colour band for that day) until all groups have the same scores. And there after they will sail in their new group.

5.5.5. Final series:

- a) If at the time of establishing the cut for the Final series, one group has completed more races than the others, this or these one/s will be excluded from the results of this group, not being valid for the championship.
- b) Boats will be assigned for the final series in Gold, Silver and Bronze groups, based on the qualifying series results. These groups will be as equal as possible in size considering the Bronze group cannot be larger than the Silver group and the Silver cannot be larger than the Gold.
- c) The boats with a better ranking after the qualifying series will sail the final series in the Gold Group. The next boats in the Silver and the next in Bronze.
- d) Any recalculation of the qualifying series results, after the groups have been assigned for the Final series, will not affect these assignments except when a redress decision may promote a boat to a higher group. Only boats redressed, may be changed of group.

**6 CLASS FLAGS**

6.1 The class flags are the following:

Yellow/Gold group	Yellow flag
Blue/Silver group	Blue flag
Red/Bronze group	Red flag

**7. RACING AREAS AND IDENTIFICATION OF OFFICIAL VESSELS**

- 7.1 The location of the racing area is shown on the attached Appendix II.
- 7.2 The racing area is defined as the area of a polygon whose border exceeds in 100 metres the theoretical shortest course a boat could sail while racing.
- 7.3 The starting area is defined as the rectangle covering an area of 75 metres to windward and leeward of the starting line and 200 metres outwards of each side of the line.
- 7.4 The finish area is defined as a rectangle covering an area of 50 meters to windward and leeward to the starting line and 50 meters outwards of each side of the line.
- 7.5 The waiting area is located to leeward of the starting line and with yellow marks to define windward border.
- 7.6 Race Committee vessels will display an ORANGE flag. Jury vessels will display a white flag with letter "J" in black. Technical measurement committee will display a white flag with letter "M".

**8. COURSE**

- 8.1 APPENDIX III shows the course, the order in which the marks are to be rounded and the side by which they must be left.
- 8.2 The leeward gate may be replaced by a single mark, this one to be left to port.

## 9. MARKS

- 9.1 Marks will be inflatable red.  
New Mark will be inflatable Yellow.
- 9.2 Starting line marks: Race Committee vessels
- 9.3 Finishing line marks: Race Committee vessels.
- 9.4 A Race Committee boat signaling a change of course as described in S.I 11.2, is a mark.

## 10. THE START

- 10.1 The starting line will be between staffs on the starting marks, both displaying an ORANGE flag.
- 10.2 **[NP][DP]** Boats whose warning signal has not been displayed, will remain in the waiting area, which will be located leeward of the starting area defined in SI 7.3. Boats starting in the next group will only be able to approach the starting line after the boats in the previous group have started.
- 10.3 **[NP] [DP]** Boats that have finished will return directly to the waiting area or to the harbour, keeping clearly separate from all boats that are still racing, as from all those for whom a warning signal has been given.
- 10.4 No boat will start later than four minutes after her starting signal. Whoever does so will be ranked without a hearing as DNS. This modifies RRS rules A4 and A5.1.
- 10.5 The sailing numbers of the boats identified as UFD or BFD can be displayed on the Race Committee boat once all starting procedures have been given and the first boat of the last group round, mark number 1.

## 11. CHANGE OF COURSE AND LENGTH AFTER THE START

- 11.1 To change the next leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable.
- 11.2 Except at a gate, boats shall pass between the race committee boat signalling the change of course and the nearby mark, leaving the mark to port and the race committee boat to starboard.

## 12. THE FINISHING LINE

The finishing line will be between staffs on the finishing marks, both displaying a BLUE flag.

## 13. PENALTY SYSTEM

- 13.1 Appendix P of the RRV shall apply.
- 13.2 Breaches to class rules will be considered as a standard penalty [SP], this modifies RRS 63.1, A5.1 and may be less than disqualification.

#### 14. TIME LIMIT

14.1 The time limits are shown below.

Time limit for first mark	Race Time limit	Expected duration
30 minutes	90 minutes	50 minutes

14.2 If no boat has rounded mark 1 within the time limit for the first mark, the race will be abandoned. The expected duration is only an estimate. A longer or shorter duration of the race time than the one indicated shall not be grounds for redress. This changes RRS 62.1(a).

14.3 Boats failing to finish within 15 minutes after the first boat sails the course and finishes will be scored Did Not Finish without a hearing. This changes RRS 35, A4, A5.1 and A5.2.

#### 15. HEARING REQUESTS

15.1 Hearing requests forms are available at the race office. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.

15.2 The time limit for each group will be 60 minutes after the finish of the last race each day or after the Race Committee has signalled there are no more races for the day, whichever the latest. The resulting time will be posted on the Official Notice Board.

15.3 The hearing schedule informing the parties involved in the protests about the scheduled order of hearings and times will be posted on the Official Notice Board no later than half an hour after the protest time limit.

15.4 A list of boats that have been penalized under RRS rule 42 according to Appendix P, will be posted on the Official Notice Board.

15.5 On the last day of each series, a request of reopening based on a decision of the protest committee will be presented: (This changes RRS 66)

15.5.1 Within the protest time limit if the requesting party was informed of the decision on the previous day.

15.5.2 No later than 30 minutes after the party was informed of the decision on that day.

This modifies RRV 66

15.6 On the last day of each series, a request for redress based on a decision of the Protests Committee will be filed no later than 30 minutes after oral notification of the decision. This modifies RRS 62.2

15.7 For the event of measurement protests, "the responsible authority" as established by RRS 64.3(b) is the RFEV Race Officials Committee

15.8 The race committee or the technical committee may protest a boat for a breach of a rule of the notice of race or the sailing instructions marked with [SP] when considered that the standard penalty is inappropriate. A boat that has been penalized with an [SP] cannot be protested for the same incident by another boat nor any other boat can request a redress for this action of the race committee. This modifies RRS 60.1

15.9 Decisions of this International Jury will be final as provided in RRS 70.5.

15.10 The hearings will take place in the Protest Committee rooms. (See Appendix I)

## 16. SCORING

16.1 The RRS Appendix A and the Low Scoring System described in Rule A4 will apply and:

(a) When less than 4 valid races have been completed, the total score of each boat will be the overall sum of its results.

(b) When 4 or more races have been completed, the total score of each boat shall be sum of all its points discarding your worst score.

(c) Rule A5.2 is amended so that the score in the qualifying series shall be based on the number of boats allocated to the fleet with the largest number of boats.

16.2 In the final results, the gold group will be scored highest, except for a boat disqualified under RRS 6 or 69.

16.3 To request a correction of an alleged error in posted race or series results, a boat may complete a scoring enquiry form available at the race office.

## 17. BERTHING AND HAULING OUT [NP][SP]

Boats shall be moored or berthed only in the official allocated spots for each team (see Appendix I).

## 18. SAIL NUMBERS [NP][DP]

Competitors with charter boats may use other sail number and national letters than the one belonging to the chartered boats.

## 19. CHANGE OF CREW AND EQUIPMENT [DP]

The equipment required by the Class Rules may be replaced only with the written approval of the technical committee. Requests for replacement shall be submitted in writing to the Committee at the first reasonable opportunity.

## 20. SAFETY RULES [NP][DP]

20.1 Boats retiring from a race or not leaving the harbour, shall inform the race office or the race committee as soon as possible.

20.2 **[NP][SP]** When code flag "AP" or "N" over "H" or "A" and next to "V" is displayed on a race committee boat, it means:

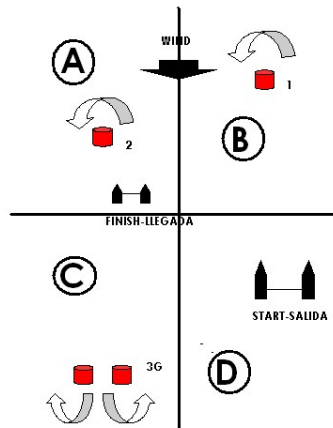
**"All boats must immediately return to the harbour."**

Any competitor who does not comply with this Instruction will receive a penalty of 10 points on its score. This changes Race Signals.

20.3 **[SP]** When code flag B is displayed ashore each Coach or Team Leader shall sign the checklist within 45 minutes after the flag has been displayed, to indicate that all team members have returned to shore. Boats breaching this instruction will result in a penalty, without a hearing, by the Race Committee of 5 points in the most recently completed race, applied as established in RRS 44.3(c) (this changes RRS 63.1 and A5).



- 20.4 When “V” flag is displayed on board the Race Committee Vessel, coaches and other team support boats must collaborate with the Organising Committee in safety tasks. For this action, each coach or team leader will be assigned a specific area of the racing course to carry out safety functions. This list will be published on the ONB before the racing program begins. This changes Race Signals.



- 20.5 A boat that is forced to arrive ashore at a point different of the Club and cannot reach the Club by its own means, must inform immediately of this circumstance calling:

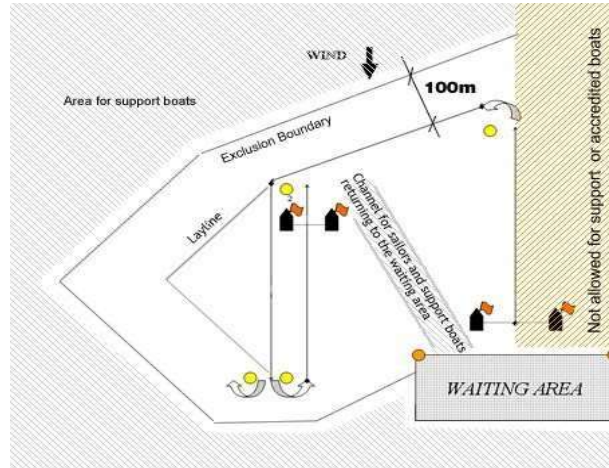
<b>Real Club Náutico de Palma</b>	<b>971 72 68 48</b>	<b>Canal 09 VHF</b>
<b>Race Committee</b>	<b>630921251</b>	<b>Canal 69 VHF</b>
<b>Coordination Center Maritime Rescue</b>	<b>900 202 202</b>	<b>Canal 10/16 VHF</b>
	<b>971 72 83 22</b>	

- 20.6 All competitors shall carefully observe this sailing instruction. On the contrary, they can be requested to pay the search and rescue operation costs.

## 21 SUPPORT BOATS CHECKS [NP][DP]

- 21.1 Unless SI 20.4 applies, Team Leaders, Coaches and other support personnel shall stay outside areas defined in SI 7.2, 7.3 and 7.4 since the moment boats are racing from the time of the first warning signal for a fleet’s race until all boats of each fleet have finished or the Race Committee signals a postponement, general recall or abandonment.

To observe the race, support boats will be able to move from leeward to windward through the port side of the course keeping well clear of the exclusion boundary, approximately 100 meters outside of the course area. (See Chart below). Race Committee vessels may indicate a support boat to move further from the course area, in which case the mentioned boat shall do so immediately.



21.2 The penalty for failing to comply with SI 21.1 may result in disqualification (from the race/s in which the infringement took place) of all boats associated with the infringing boat or any other penalty at the discretion of the Jury.”

## 22 MEASUREMENT AND EQUIPMENT CHECKS [NP][DP]

Measurement checks can be carried out on the boats or its equipment, to check if it complies with the rules and the sailing instructions. On the water a boat can be instructed by a member of the technical committee to sail proceed immediately to a designated area, for inspection. .

## 23 LOCAL MARINE REGULATIONS

23.1 As stated in the Real Decree 62/2008 of the 25<sup>th</sup> of January which approves the Regulations of the Maritime Safety Conditions of navigation and of the human life out on the sea for all the nautical activities belonging to sports and memorial regattas, will be applied as stated in the Notice of Race.

23.2 All participants are advised that they may participate, only, if their boat is correctly dispatched to navigate in the waters where the regatta is to be held, and that the boat’s skipper has the license to do so. The Real Club Náutico de Palma informs all competitors it has a Civil liability insurance policy for a value of 1 202 024 euros. Each boat is responsible to pose all the complementary insurance he/she esteems necessary besides the one required in the Notice of Race.

## 24. LIABILITY

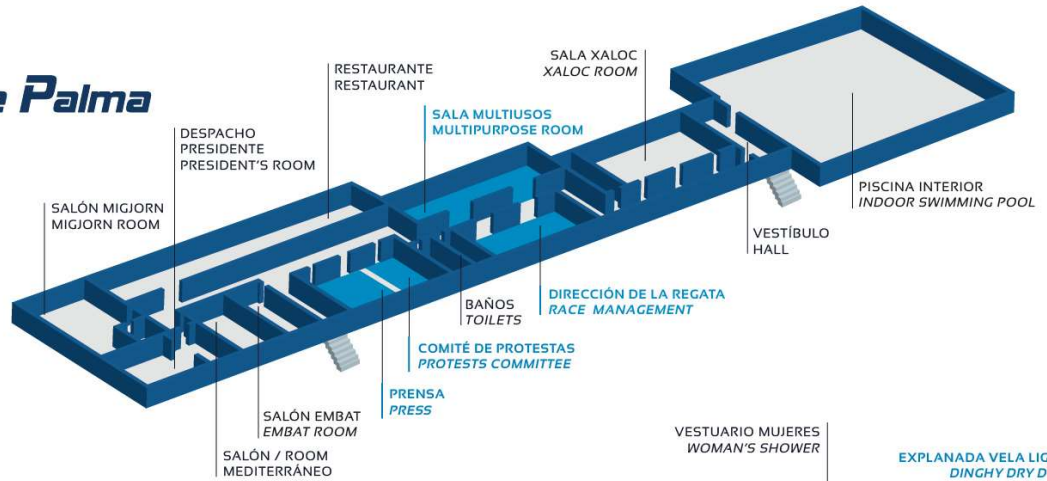
24.1 All those participating in the 72 Trofeo Ciutat de Palma do so under their own risk and responsibility.

24.2 The Organising Committee or any other person or body involved in the organisation of the event rejects any liability for personal or material damage, injury or inconveniences that may occur to persons or things, both afloat and ashore as a consequence of the participation in the races covered by these sailing instructions.

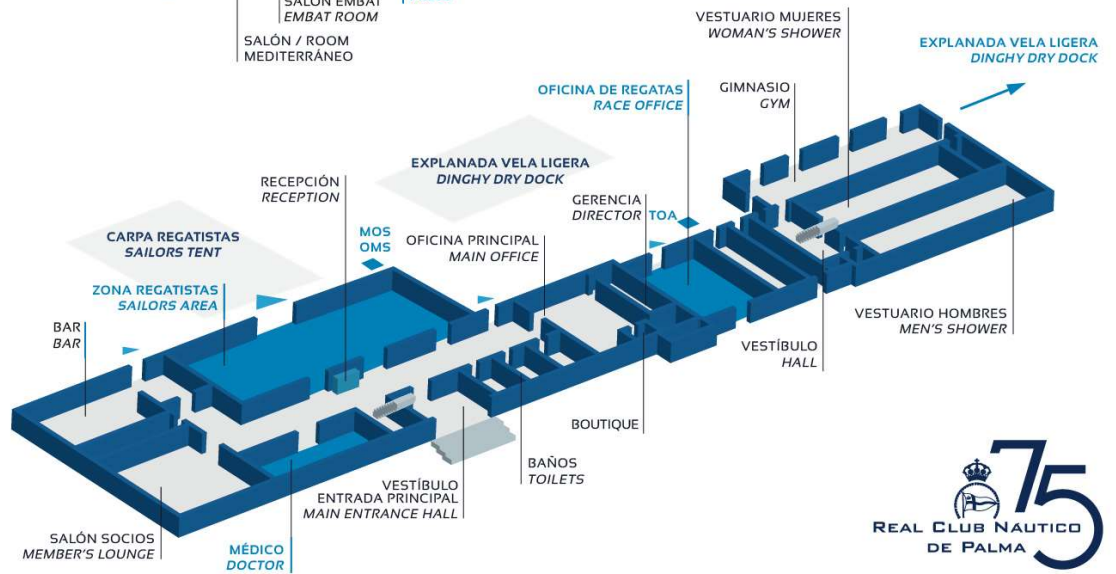
24.3 Attention is drawn to Fundamental Rule 3, Decision to Race, RRS Part 1, which establishes:  
"The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone."

## APPENDIX I: Facilities

PRIMERA PLANTA  
FIRST FLOOR



PLANTA BAJA  
GROUND FLOOR



## APPENDIX I: Facilities





**APPENDIX II:**

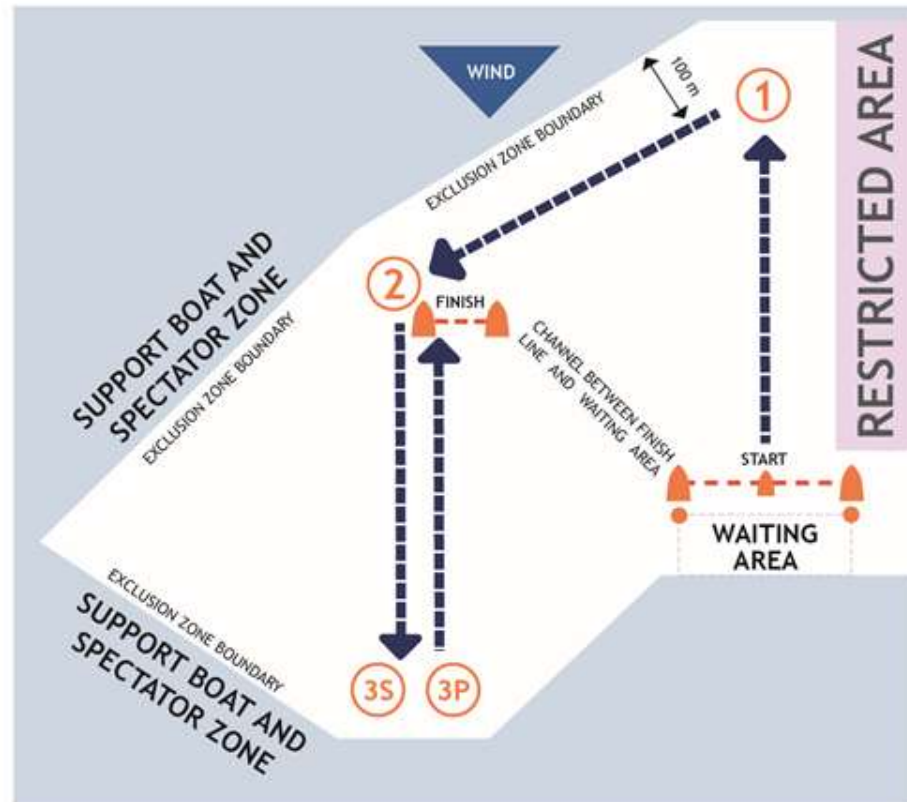
**AREAS DE REGATA  
SAILING AREAS**



## APPENDIX III: Course START-1-2- (3P-3S)-FINISH



**RECORRIDO  
COURSE**



## APPENDIX IV: [NP][DP]

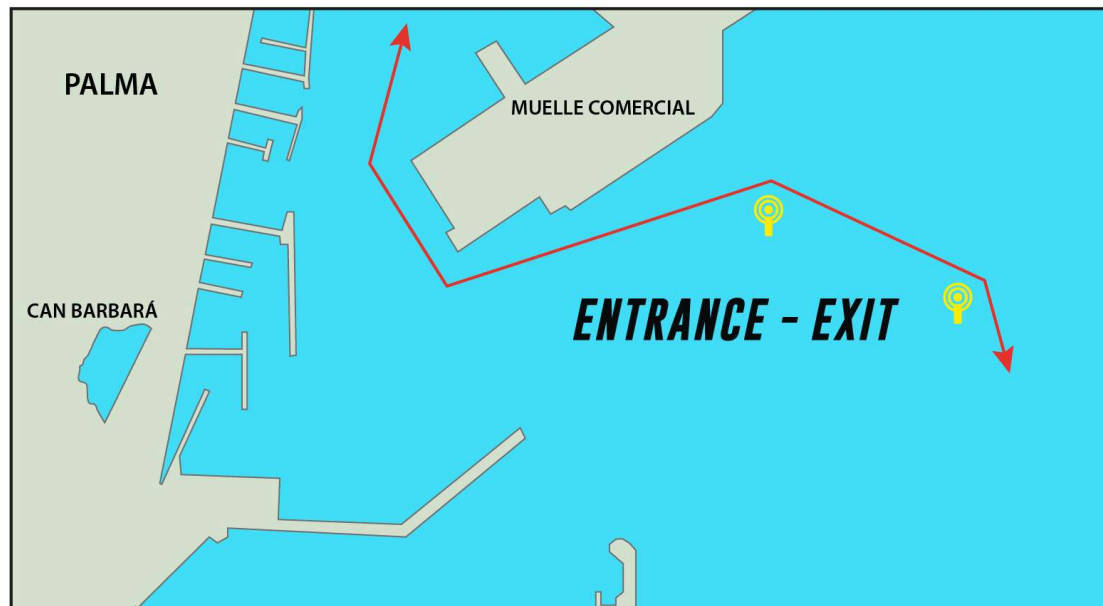
### SAILING IN AND OUT OF THE PORT OF PALMA

We remind you that in accordance with BOIB num 22 , 14<sup>th</sup> of February, chapter Reglas Generales de Navegación y Seguridad Marítima”, all the dinghy sailing boats that come in or out the port and do not a mechanical propulsion system of their own, will have to be towed in and out of the port with their support boat, if any. The non-compliance of this safety and sailing regulation, will be sanctioned in accordance to RDL 2/2011 of the 5<sup>th</sup> September, by the State Port and Merchant Marine bylaws.

To enter and exit the port of Palma and with the intention to not interfere with the commercial traffic, the Palma Pilots, have requested the participants their maximum collaboration and attention.

For this purpose, an entrance and exit channel has been established for all the participants, (see diagram)

We also inform you that the entrance and exit channel will be surveyed by organization and pilot Boats. We kindly request you to follow their instructions.



## APPENDIX V " GRADUATE SYSTEM OF PENALTIES "

### [SP] Minor Technical Penalties

5-point penalty

- Do not display the color band (IR 5.5.3)
- Breach of SI 17 Parking Zone.

### [SP] Minor Penalties for Class Rules

10-point penalty

- Bailer not attached to the hull (RC 4.3)
- Paddle not attached to the hull (RC 4.3)
- Daggerboard not attached to the hull (RC 3.3.4)
- Towing rope fastened to the mast thwart or mast step. (RC 4.3)
- Whistle not attached to the personal flotation device (RC 4.2)
- One shake(envergue) 5 mm or looser (RC 6.6.3.4).
- Two shake 3 mm or looser (RC 6.6.3.4).
- Accidental loss of a shake (RC 6.6.3.4).  
Position of the clew bracelet in the boom between 101 mm and 115 mm (RC 3.5.3.8)
- Sliding of the ring(s) on the boom strops of the boom (RC 3.5.3.8)

### [SP] Intermediate Penalties to Class Rules

30-point penalty

- No bailer, paddle or towing rope (RC 4.3)
- No whistle (RC 4.2)
- No mast locking device (RC 3.5.2.11)
- Sails outside the limits of the bands (RC 3.5.2.7 and 6.6.3.1)
- Two shake 15mm or looser (RC 6.6.3.4 and 6.6.3.4).
- Three or more shake 13 mm or looser (RC 6.6.3.3 and 6.6.3.4).
- Position of the clew bracelet in the boom is more than 120 mm (RC 3.5.3.8)
- Sail grips(puños) 13mm or looser (RC 6.6.3.3 and/or 6.6.3.4).
- Repeated breaches of minor penalties.

### Mayor Penalties of Class Rules (according to RRS)

Penalty up to a DSQ

- Use of unauthorized equipment
- Repeated breaches of intermediate infringements





REAL CLUB NAUTICO DE PALMA

**72**

# Trofeo Ciutat de Palma

Ajuntament de Palma

IME

Passion for Palma de Mallorca

Ports de Balears

FEDERACIÓN BALEAR DE VELA

EXCELLENCE CUP OPTIMIST

quirónsalud La salud persona a persona

N

AUDAX marina

25 BALEARIA AÑOS

okmobility

TRUEWORLD

AICO EVENT PRODUCTION

GRUP TCU

Fundación Palma Aquarium

DYRECO

SA CALMA BOATE

PredictWind.com THE WORLD LEADER

WINNER

NAAIX

Coca-Cola

Quely

Zespri KIWIFRUIT

City Sightseeing Palma



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Fotos: Laura G. Guerra