

LOCAUTO EUROCUP WASZP

NATIONAL OPEN REGATTA

Imperia, 4 -7th April 2024

YACHT CLUB IMPERIA

SAILING INSTRUCTIONS

The following abbreviations are used in these Sailing Instructions:

AUC	Official Notice Board
CO	Organizing Committee - Organizing Authority
CdR	Race Committee
CdP	Protest Committee (Jury)
IdR	Sailing Instructions
RRS	World Sailing Regatta Rules [WS] 2021-2024
UdR	Race Officer
SR	Regatta Secretariat
BPS	Boats and support people

Notations:

NP	The notation "[NP]" in a Rule indicates that a boat may not protest against another boat for breaking that Rule. This modifies RRS 60.1(a).
DP	The notation "[DP]" in a rule means that the penalty for breaking the rule may, at the discretion of the Protest Committee, be less than disqualification

1. RULES:

- 1.1 As per Point 1 of the Notice of Race.
- 1.2 the Italian version of the Sailing Instructions shall prevail in case of conflict.

2. CHANGES TO THE REGATTA INSTRUCTIONS

- 2.1. Any change to the Sailing Instructions will be published at least 60 minutes before the warning signal of the race to which it will take effect, except any change to the schedule of races, which will be published before 8:00 p.m. on the day before it takes effect.
- 2.2. Per RRS 90.2 (c), verbal changes to these regatta instructions may be communicated on the water upon displaying the LIMA flag on the start committee boat accompanied by repeated sound signals. Competitors must approach the start committee boat and confirm their understanding of the communicated change at the end of the message.

3. COMMUNICATIONS WITH and FROM COMPETITORS.

- 3.1. Per the Notice of Race, notices to competitors will be posted on the Official Notice Board (AUC) and searchable on RRS.
- 3.2. **[DP]** Except in an emergency, while racing, and from the first warning signal until the conclusion of the day's last race, a boat shall not make voice or data transmissions and shall not receive voice or data communications unavailable to all boats.

4. CODE OF CONDUCT.

- 4.1 **[DP]** **[NP]** All participants in an event are subject to the rules of the code of sporting behavior. Competitors and support persons shall comply with any reasonable request made by a Race Officer (RIO) or the staff of the Organizing Authority. Competitors and support persons shall handle any equipment provided by the organizing authority with care and seamanship, according to any instructions for use and without interfering with its functionality.

5. GROUND SIGNALS

- 5.1. Signals made ashore will be displayed at the signal tree located near the slide.
- 5.2. When the AP flag is displayed ashore, "one minute" is replaced by **"30 minutes"** (this changes the Regatta Signals).
- 5.3. The Official Notice Board will only be online at the event's Racing Rules of Sailing page, which can be reached through the following link:
<https://www.racingrulesofsailing.org/events/8032>
or by framing the following QR-CODE:



6. REGATTA SCHEDULE

- 6.1. As per Point 7 of the Notice of Race and **Notice to Competitors No. 1.**



Federazione Italiana Vela



6.2. On the COURSE RACE 1 and COURSE RACE 2 courses, to alert boats that a race or sequence of races will soon begin, the orange flag for the start line will be displayed with a sound at least **five minutes** before the warning signal is displayed.

6.3. On the SPRINT SLALOM and SPRINT RACE courses, to alert boats that a race or sequence of races will soon begin, the orange flag for the start line will be displayed with a sound at least **two minutes** before the warning signal is displayed.

7. CLASS FLAGS

7.1. The class flag will be the WASZP or the W flag of the n.i.c.

7.2. If battery races are held, the class flag will be a flag of the color of each grouping.

8. RACE AREA.

8.1. The racing area is the stretch of water in front of the Imperia harbor.

9. ROUTES

9.1. Up to 40 participating boats may use the COURSE RACE1 – WINDWARD/LEEWARD in ANNEX A. In the above W/L course, all marks shall be left to the port.

9.2. The COURSE RACE 2 – WINDWARD GATE AND DOWNWIND GATE in ANNEX B will be possible. In the gate course for the top and downwind marks in ANNEX B, athletes may choose which gate mark to turn. Starboard gate marks are left on the starboard side, and Port gate marks are left on the port side.

9.3. Above 80 boats for the COURSE RACE 1 or 2 courses, the fleet will be divided into batteries using the general criteria given in ANNEX G.

9.4. In addition to the COURSE RACE 1 and COURSE RACE 2 courses, the SPRINT SLALOM courses in ANNEX C and SPRINT RACE courses in ANNEX D may be used.

9.5. The choice of courses is at the discretion of the CdR after consultation with AICWA. The CdR's choice shall not be grounds for a repair request (This modifies RRS 60.1(b)). One of the following C.I. flags will be hoisted no later than the display of the orange flag to signal the course to be sailed on the CdR start boat:

COURSE RACE 1	Pennant 1
COURSE RACE 2	Pennant 2
SPRINT SLALOM	Pennant 3
SPRINT RACE	Pennant 4

9.6. When using SPRINT SLALOM and SPRINT RACE courses, the criteria described in ANNEX G shall be applied when the fleet must be divided into batteries.

9.7 The course may be reduced. A reduced course must contain at least three sides (this modifies RRS 32).

9.8. No course changes will be made (this modifies RRS 33).

10. MARKS

10.1. The starting mark will be self-positioning red.

10.2. The course marks will be self-positioning red.





Federazione Italiana Vela



- 10.3. The finish mark will be self-positioning red.
- 10.4. The windward gate will consist of two self-positioning red marks.
- 10.5. The downwind gate will consist of two self-positioning red marks.
- 10.6. If either mark fails at a gate, the remaining mark becomes a course mark to be left.
- 10.7. If a red self-positioning mark fails, said mark shall be replaced by an orange anchored cylindrical mark.

11. OBSTACLES

11.1. On the SPRINT SLALOM and SPRINT RACE courses during the period from the warning signal (3 min) to the start signal (0 min), the pre-start area described in **Annex E** constitutes obstruction for boats not involved in that specific starting procedure. A boat that breaks this rule will be disqualified without a hearing in the previous or next races (this modifies RRS 63.1).

12. DEPARTURE

12.1. Races with COURSE RACE 1 and COURSE RACE 2 courses will be started as per rule 26, with the Warning Signal displayed **5 minutes** before the starting signal. The warning signal will be the class flag or the W flag of the n.i.c.

12.2. As an amendment to RRS 26, races held with SPRINT SLALOM and SPRINT RACE courses will be started with the Warning Signal displayed **3 minutes** before the start signal in the following order:

3 minutes	Class Flag Displayed
2 minutes	Preparatory Displayed (Uniform or Black)
1 minute	Preparatory removed
0 - start	Class flag removed

12.3. The Start line will be the junction between a pole with an orange flag placed on the CdR boat and the start mark or the pole with an orange flag placed on the counter-starter boat, if any, at the pin end.

12.4. A boat that starts more than 4 minutes after its starting signal will be classified as a "Did Not Start - DNS" without a hearing. This modifies rules 35, 63.1, A4, and A5.

12.5 **[DP]** Boats whose warning signal has not been displayed shall avoid the starting area during the starting sequence of other races.

13. ARRIVAL

13.1. On the RACE COURSE 1 and RACE COURSE 2 courses, the finish line is between a pole with a blue flag, placed on the CdR boat, and mark 2, which must always be left to the left when it serves as the finish mark.

13.2. In the SPRINT SLALOM course, the finish line is between a blue-flagged pole on the finish boat and mark 4, which must always be left to starboard.

13.3. In the SPRINT RACE course, the finish line is between a blue flag pole placed on the finish boat and the A mark.

13.4. The finishing orders for events with RACE COURSE 1 and 2 courses will also consider boats that have completed only one lap of the course, which will be ranked after those that have completed two laps. Boats that have completed the same number of laps of the course





Federazione Italiana Vela



will be ranked according to their order of finish. This modifies RRS 28. and A4.

14. PENALTY SYSTEM

14.1 RRS 44.1 is amended so that the One Lap Penalty replaces the Two Lap Penalty.

14.2 Any competitor who has incurred a penalty or wishes to be considered as a retreat (RET) after crossing the finish line must complete the relevant form within the time limit for protests.

15. INFRACTIONS RRS 42

15.1 Appendix P "Special Procedures for Rule 42" is in effect.

15.2 Appendix P shall apply by substituting the Two Lap Penalty for the One Lap Penalty.

15.3 RRS P2.2 and P2.3 will not be applied. RRS P2.1 shall be applied to all penalties under Appendix P.

16. TIME LIMIT AND TARGET TIME

16.1 As an amendment to RRS 35, the following target and limit times will be considered.

RACE COURSE 1 and RACE COURSE 2.				
Time limit Mark 1	Target time	Arrival range	Course Time (RRS 35)	Limit
[10']	20'	15'	[35']	
SPRINT SLALOM				
Time limit Mark 1	Target time	Arrival range	Course Time (RRS 35)	Limit
---	5'	5'	[10']	
SPRINT RACE				
Time limit Mark 1	Target time	Arrival range	Course Time (RRS 35)	Limit
---	10'	5'	[15']	

16.2 Failure to meet the target time (Target Time) will not be grounds for a redress request. This modifies RRS 60.1(b).

16.3 If no boat has passed Mark 1 within the time limit for Mark 1, the race will be abandoned.

16.4 Boats that do not finish the race within the time limit set in the "Finish Range" after the first competitor has completed the course and arrives will be classified DNF without a hearing. This modifies RRS 35, A5.1, A5.2 and A10.



Federazione Italiana Vela



17. REQUESTS FOR HEARINGS

17.1. Protest forms are available online through the Racing Rules of Sailing platform per the Notice of Race.

17.2 Protests and requests for redress or reopening must be filed within the time limit.

17.3 The time limit for protests for all classes is 60 minutes after the last boat arrives in the last race of the day or from the signal from the CdR indicating that no further races will be run today, whichever is later; the time will be posted on the official notice board.

17.4. Notices will be displayed to inform competitors of hearings in which they are parties or called as witnesses, possibly no later than 30 minutes after the time limit for protests. The hearings will be held in the hearing room at the YCIM Secretariat, beginning at the published time.

17.5 Per rule 61.1 (b), the Race Committee's protest notices shall be posted on AUC to inform boats.

17.6 On the last day of racing, a request to reopen a hearing shall be delivered within the time limit for protests if the requesting party was informed of the decision on the previous day or no later than 30 minutes after the requesting party was informed of the decision on that day; this is by RRS 62.2(a) and 66.2(a).

18. SCORE

18.1. The scoring system will be the Low Point System calculated by Appendix A of the RRS.

18.2 In COURSE RACE 1 or COURSE RACE 2 courses, each race counts as a race to be counted for the discard rule and ranking points. If the fleet is divided into batteries and it is impossible to have the batteries run the same number of races, the lowest number of races will be considered for ranking purposes, discarding the excess races starting with the last one.

18.3 In the SPRINT SLALOM and SPRINT RACE courses, if races are held in a single fleet, each race counts as a race to be counted for the discard rule and points in the rank. If races are held in different fleets, each race counts as a race for discards, while the formula $2n-1$, where n is the racer's finishing position within the fleet, applies for scoring each race. If it is impossible to have the different fleets run the same number of races, the lowest number of races will be considered for ranking purposes, discarding the excess races starting with the last one. Thus, in the case of a regatta divided into fleets, the following score will be applied to each race run:

Example of the application of the $2n-1$ formula to racing in different fleets

The position with which the race ended	Score obtained for the race	The position with which the race ended	Score obtained for the race
1	1	11	21
2	3	12	23
3	5	13	25
4	7	14	27
5	9	15	29
6	11	16	31
7	13	17	33
8	15	18	35
9	17	19	37



Federazione Italiana Vela



10	19	20	39
----	----	----	----

In the case of disqualifications within the individual race, the number of participants to which the disqualification should refer is the total number of participants in the individual fleet;

18.4 One completed race is required to constitute a series.

18.5. After the 4th (fourth) valid race, 1 discard will be applied;

18.6 After the 8th (eighth) valid race, 2 total discards will be applied;

18.7. After completing the 12th (twelfth) valid race, 3 total discards will be applied.

Number of races held	Discards
1 - 3	0
4 - 7	1
8 - 11	2
Over 12	3

19. SAFETY REGULATIONS

19.1 **[DP][NP]** Competitors who do not leave their assigned area at the boat park to race in a scheduled event must notify the Race Secretary. A competitor who withdraws shall notify the Race Committee before leaving the racing area or, if impossible, inform the Race Secretary as soon as possible after returning to shore.

19.2 **[DP][NP]** Competitors who withdraw from races must always complete the withdrawal declaration form (even if it is a withdrawal not related to the execution of a penalty) in the manner specified by the Organizing Committee and have it received by the Protest Committee within the time limit for protests.

19.3 When the Race Committee displays the "V" flag with repeated sounds, all officials and support boats shall monitor the VHF channel(s) (referring to each race course) indicated in the race instructions and carry out any search and rescue instructions. Boats that, for any reason, should arrive ashore far from their respective nautical bases and park and cannot reach their assigned places are required to inform the Organizing Committee as soon as possible at the indicated telephone numbers.

19.4 Requesting assistance from the boat: Competitors requesting assistance from rescue boats should wave an arm with an open hand. If assistance is not required, the arm should be placed above the head with the fingers of the hand closed into a fist, as follows.



Figure 1

Request assistance:

Shake the arm with an open hand above the head.



Figure 2

I do not require assistance; I am okay

Place the hand above the head, as shown in Figure



Federazione Italiana Vela



The competitor may be required to abandon the boat and board the rescue craft if necessary. In this case, a red and white ribbon will be attached to the abandoned boat so that it will be known that the crew was still rescued.

19.5 All assistance and support means are required to wear life jackets, and the engine detachment system or kill cord must be regularly worn.

20. CHANGE OF CREW AND EQUIPMENT

20.1 [DP] [NP] No damaged crew members and equipment may be replaced without the written approval of the CdR or TC where present.

21. EQUIPMENT AND TONNAGE CHECKS

21.1 If class rule checks are not carried out before the start of racing, as expressly stated in the Notice of Race, a boat and its equipment may be checked at any time to ascertain its compliance with Class Rules

22. [DP] Boats of Support People (BPS).

22.1. BPSs must comply with the rules in the BPS Addendum attached to these IdRs.

22.2 BPS shall remain outside the areas where the racing boats are sailing from the preparatory signal for the first start until all boats have arrived or have retired or the CdR signals a postponement, general recall, or interruption.

23. ECOLOGICAL RULE [NP] [DP]

23.1 Recalling the Basic Principle, which mentions, "Participants are encouraged to minimize any negative environmental impact of the sport of sailing," it is recommended that the utmost care be taken to safeguard the environment at all times accompanying the practice of the sport of sailing before, during and after the event. In particular, attention is drawn to RRS 47 -Waste Disposal- which verbatim states, "Competitors and support persons shall not intentionally put trash in the water." This rule applies at all times when on the water. The penalty for an infraction of this rule may be less than disqualification.

24. AWARDS

24.1 See Notice of Race

25. RISK STATEMENT

25.1 RRS 3 states, "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone." Therefore, participants know that the sailing activity falls under those governed by Article 2050 of the cc and that all participants must have a valid federal membership guaranteeing accident coverage, including death and permanent disability. Foreign competitors must comply with any requirements of their MNA and have insurance for accident coverage, including death and permanent disability, as per current FIV Regulations.

ANNEX A

RACECOURSE 1 - STICK

(to be used up to 40 boats)

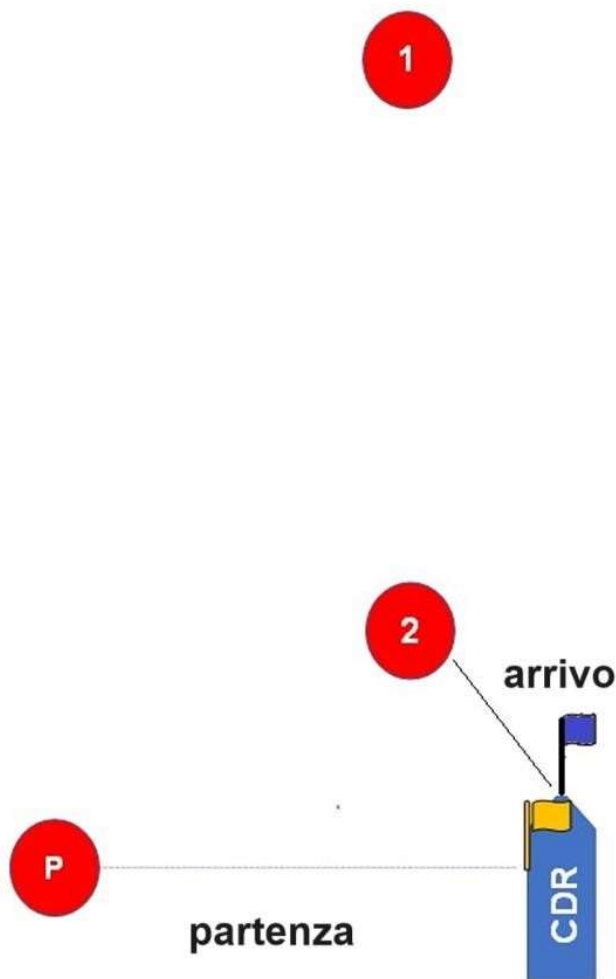
Number pennant 1 displayed before or together with the warning signal:

Pathway:

P - 1 - 2 - 1 - A Start - leeward - windward - leeward - windward - finish

- Mark 1 should always be left

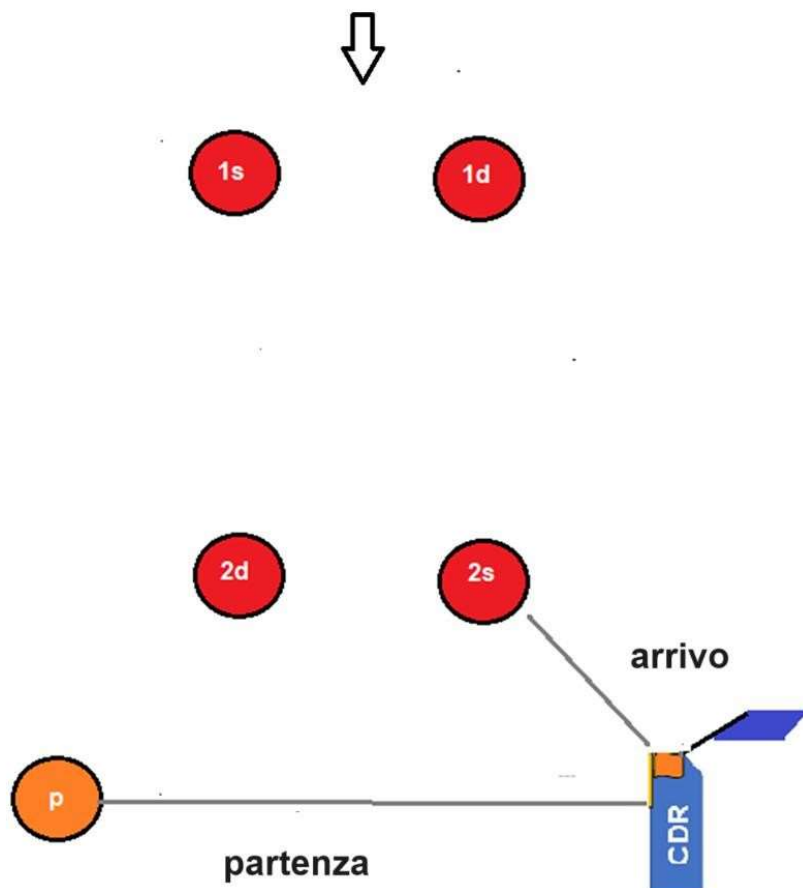
- Mark 2 should always be left



ANNEX B
"RACE COURSE 2" COURSE - UPWIND GATES AND DOWNWIND GATES
(to be used with +40 boats)

Number pennant 2 displayed before or together with the warning signal

- P - 1s/d - 2d/s - 1s/d - A (Start - leeward - windward - leeward - windward - finish)**
- Choice mark 1s should always be left to port, or mark 1d should always be left to starboard
 - Choice of 2d mark should be left to starboard, or 2s mark should be left to starboard
 - To finish, mark 2s should always be left to port

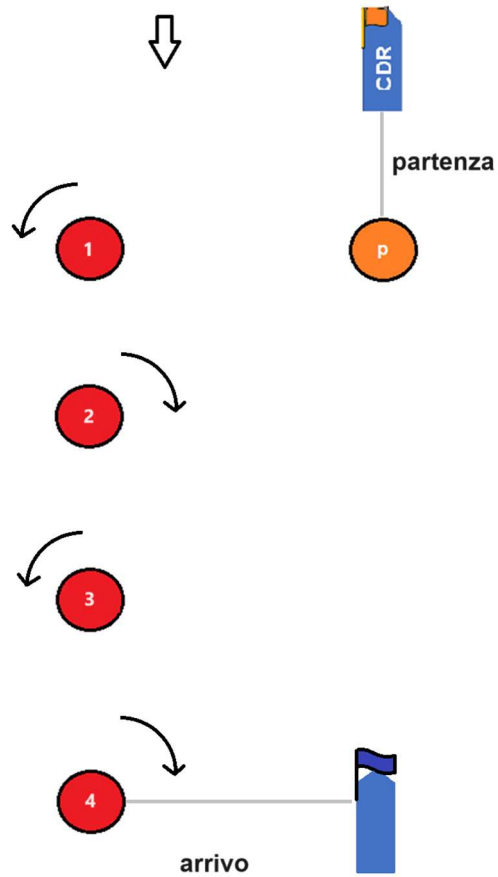


ANNEX C "SPRINT SLALOM" COURSE

Number pennant 3 displayed before or together with the warning signal

P - 1 - 2 - 3 - 4 (Beam reach – Broad Reach – Broad Reach – Broad Reach - Finish)

- Mark 1 is to be left
- Mark 2 should be left to starboard
- Mark 3 is to be left
- Mark 4 should be left to starboard

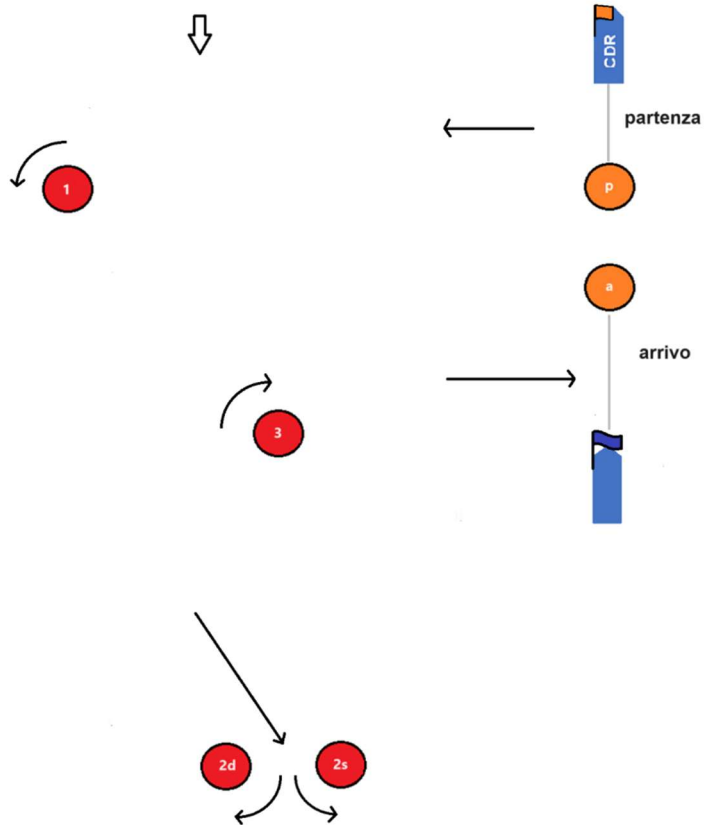


ANNEX D "SPRINT RACE" COURSE

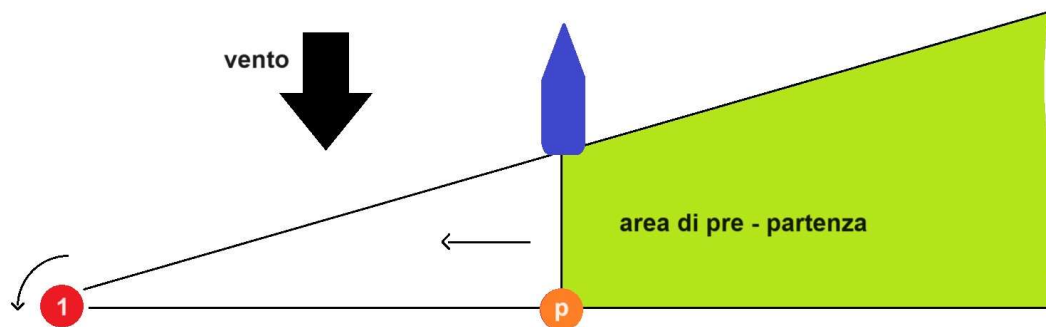
Number Pennant 4 displayed before or together with the warning signal

P - 1 - 2d/s - 3 - A (Start – Beam Reach – Broad Reach - Windward – Beam Reach - Finish)

- Mark 1 is to be left
- Choice 2d mark should be left to starboard or 2S mark should be left to port
- Mark 3 should be left to starboard



On the **SPRINT SLALOM** and **SPRINT RACE** courses, **THE PRE-DEPARTURE AREA** is the area described by the projections of the joining lines between mark 1 and the start mark and between mark 1 and the committee boat.



ANNEX G

G1. Methodology of subdivision into fleets SPRINT SLALOM AND SPRINT RACE courses.

a. When SPRINT SLALOM and SPRINT RACE courses are used, and the fleet must be divided into batteries, the following allocation methods apply.

i. If a day of practice using COURSE RACE routes (1 or 2) has already been held during the event, the provisional overall standings available will be used as the basis for allocation.

ii. If no day of practice has yet been held, the division of the fleet into batteries will be made at the sole discretion of the CdR in consultation with the AICWA, taking into consideration national ranking and international ranking in the presence of foreign athletes, where applicable. For sailors who do not achieve the ranking, the evaluation will be at the CdR's sole discretion in consultation with the AICWA concerning fairness and common sense principles.

iii. The CdR's choice to form the batteries in both the first and subsequent phases shall not be grounds for requesting repairs (This modifies RRS 60.1(b)). iv. On the first day of racing, each sailor will be assigned a progressive number and a letter of the alphabet, which will then be used to vary the composition of the batteries. Once the first two SPRINT races have been made, the fleet will be shuffled by the separation system using numbers and letters according to the allocation system shown in the diagram below. Every two races, the fleet will be shuffled:

hypothesis with 60 entries and three fleets with change after two races

fleet 1 - abc - fleet		2 - ABC	fleet3 - ABC from		fleet - 1a	fleet - 2b	fleet - 3c			
		first 20	21 to 40		41 to 60					
sailor	1 - a	sailor	1 - a			sailor	1 - a			
sailor	2 - b	sailor	2 - b					sailor	2 - b	
sailor	3 - c	sailor	3 - c						sailor	3 - c
sailor	4 - a	sailor	4 - a			sailor	4 - a			
sailor	5 - b	sailor	5 - b					sailor	5 - b	
sailor	6 - c	sailor	6 - c						sailor	6 - c
sailor	7 - a	sailor	7 - a			sailor	7 - a			
sailor	8 - b	sailor	8 - b					sailor	8 - b	
sailor	9 - c	sailor	9 - c						sailor	9 - c
sailor	10 - a	sailor	10 - a			sailor	10 - a			
sailor	11 - b	sailor	11 - b					sailor	11 - b	
sailor	12 - c	sailor	12 - c						sailor	12 - c
sailor	13 - a	sailor	13 - a			sailor	13 - a			
sailor	14 - b	sailor	14 - b					sailor	14 - b	
sailor	15 - c	sailor	15 - c						sailor	15 - c
sailor	16 - a	sailor	16 - a			sailor	16 - a			
sailor	17 - b	sailor	17 - b					sailor	17 - b	
sailor	18 - c	sailor	18 - c						sailor	18 - c
sailor	19 - a	sailor	19 - a			sailor	19 - a			
sailor	20 - b	sailor	20 - b					sailor	20 - b	



Federazione Italiana Vela



sailor	21 - c			sailor	21 - c					sailor	21 - c
sailor	22 - a			sailor	22 - a			sailor	22 - a		
sailor	23 - b			sailor	23 - b					sailor	23 - b
sailor	24 - c			sailor	24 - c						
sailor	25 - a			sailor	25 - a			sailor	25 - a		
sailor	26 - b			sailor	26 - b					sailor	26 - b
sailor	27 - c			sailor	27 - c						
sailor	28 - a			sailor	28 - a			sailor	28 - a		
sailor	29 - b			sailor	29 - b					sailor	29 - b
sailor	30 - c			sailor	30 - c						
sailor	31 - a			sailor	31 - a			sailor	31 - a		
sailor	32 - b			sailor	32 - b					sailor	32 - b
sailor	33 - c			sailor	33 - c						
sailor	34 - a			sailor	34 - a			sailor	34 - a		
sailor	35 - b			sailor	35 - b					sailor	35 - b
sailor	36 - c			sailor	36 - c						
sailor	37 - a			sailor	37 - a			sailor	37 - a		
sailor	38 - b			sailor	38 - b					sailor	38 - b
sailor	39 - c			sailor	39 - c						
sailor	40 - a			sailor	40 - a			sailor	40 - a		
sailor	41 - b					sailor	41 - b			sailor	41 - b
sailor	42 - c					sailor	42 - c				
sailor	43 - a					sailor	43 - a	sailor	43 - a		
sailor	44 - b					sailor	44 - b			sailor	44 - b
sailor	45 - c					sailor	45 - c				
sailor	46 - a					sailor	46 - a	sailor	46 - a		
sailor	47 - b					sailor	47 - b			sailor	47 - b
sailor	48 - c					sailor	48 - c				
sailor	49 - a					sailor	49 - a	sailor	49 - a		
sailor	50 - b					sailor	50 - b			sailor	50 - b
sailor	51 - c					sailor	51 - c				
sailor	52 - a					sailor	52 - a	sailor	52 - a		
sailor	53 - b					sailor	53 - b			sailor	53 - b
sailor	54 - c					sailor	54 - c				
sailor	55 - a					sailor	55 - a	sailor	55 - a		
sailor	56 - b					sailor	56 - b			sailor	56 - b
sailor	57 - c					sailor	57 - c				
sailor	58 - a					sailor	58 - a	sailor	58 - a		
sailor	59 - b					sailor	59 - b			sailor	59 - b
sailor	60 - c					sailor	60 - c				

ADDENDUM BPS



Rules for Boats of Supporting Persons (BPS).

B1 - GENERAL [DP]

- .1 These Rules for Supporting Persons (BPS) boats must be adhered to both ashore and on the water from 09:30 on 04/04/2024 to the end of the event on 07/04/2024
- .2 For these Rules, BPS means any boat that is under the control or direction of a "Support Person" as per RRS Definition 2021-2024
- .3 The AO may inspect boats at any time to ensure that these Rules are being followed, and the Boat Support Person shall cooperate with this inspection
- .4 An alleged violation of any of these Rules may be reported to the CDP, which may convene a hearing and take action under Rule 64.5(b) RRS.
- .5 The AO may amend these Rules at any time. Any changes will be posted on the Official Notice Board.
- .6 The AO may, at its discretion, refuse to register BPS if it is not deemed eligible. In general, boats between 4.0 and 7.5 meters in length with no or minimal superstructure are considered eligible.
- .7 Boats and designated Support Personnel must be registered with the regatta office before taking to the water for the first time or by 6 p.m. the day before the first race of the event:
 - 1.7.1 Each boat shall be insured for Third Party Damage for a minimum coverage of Euro 1,500,000.00 (or equivalent) per incident;
 - 1.7.2. Only a Support Person who has accredited themselves can be the designated Helmsman;
 - 1.7.3. The person registering the boat shall sign to confirm that:
 - Has a valid insurance policy showing coverage for liability for damages as required in Section 1.7.1;
 - That the designated Helmsman holds a regular license (if applicable) to drive the boat, suitable for driving the boat;
 - Anyone who uses VHF radio equipment on board must have appropriate certification for using said equipment, as required by law.
 - 1.7.4 If of Italian Nationality, each support person must be FIV registered.BPS boats must be identified with an appropriate mark provided by the AO, which must be prominently displayed on the craft

B2 - RULES TO BE OBSERVED IN THE LOCATION OF THE EVENT[DP].

- .1 BPSs shall use the areas designated to be put in the water. Once placed in the water, the carts shall be taken immediately to their designated place or as directed from time to time by the AO.
- .2 Only registered BPSs will be allowed to enter the event location.
- .3 When not in use, BPS shall be moored appropriately at the event location in their assigned places for the entire period these rules apply.
- .4 BPSs shall use only the slips and spaces designated for them, including mooring, launching, retrieving, embarking, or disembarking equipment.

B3 - SECURITY [DP]

- .1 Each accompanying person or accredited coach must compulsorily sign the appropriate FIV form at SR stating:



Federazione Italiana Vela



- The characteristics of one's means of assistance;
 - acceptance of the rules for Accredited Support Personnel described in these Rules;
 - The names and sail numbers of accompanied competitors.
- .2 BPSs must have the following equipment on board, in addition to the devices required by law for the type of navigation performed:
- VHF radio;
 - tow lines (at least one that is at least 15 m long. and 10 mm in diameter);
- .3 Personal flotation device (PFD) for all passengers and drivers worn at all times during navigation;
- .4 **[SP]** The Kill Cord device should always be on when running the engine.
- .5 Support personnel shall always fulfill the requests of race officials. Particularly those concerning rescue operations;
- .6 BPSs must also comply with all requirements of the Maritime Authority, which has jurisdiction over the venue.

B4 - GENERAL LIMITATIONS [DP]

- .1 The Registered Helmsmen of each BPS will be responsible for controlling the boat at all times. They will also be held accountable for any inappropriate behavior, dangerous actions, and general actions that may compromise the event's image or safety.
- .2 BPS shall not permanently leave devices, equipment, marks, signals, current meters, or similar devices in the water. Temporary use of floating objects is permitted only when making measurements. These objects should be removed as soon as the measurement has been made.
- .3 BPSs should take special care to minimize their wake wave when transiting the racing area.

B5 - BUFFER ZONE [DP] - *

- .1 BPS should never be found:
- i. Within 100 meters of any boat in the race;
 - ii. Within 100 meters of the starting line from the preparatory signal and until all boats have left the starting area or the CR has signaled a general recall or cancellation;
 - iii. Between any boat in the race and the next course mark;
 - iv. Between the inner and outer course sticks when boats are racing on both courses;
 - v. Within 100 meters of any course mark when racing boats are in the vicinity of that mark;
 - vi. Within 100 meters of the marks marking the finish line when racing boats approach the line to finish;
 - vii. The CO refers to other limitations of the event's location.
- .2 In addition, BPSs proceeding at a speed greater than 5 knots must keep at least 150 meters from any boat in the race.

STANDARD PENALTY

- [SP]** Rules for which the CdR or TC may apply a standard penalty without holding a hearing (this changes RRS 63.1 and A5).





Federazione Italiana Vela



B3.4

A warning will follow the first infraction of Section B3.4 of Addendum B. At the second infraction, the Support Person shall go to the waiting area and be stationed there during the day's races. For the third infraction, the obligation to station in the waiting area will be extended to all race days during practice.