



## **Tivano Cup**

### **VALMADRERA**

**5-6 SEPTEMBER 2009**

**ISAF Grade 4**

**Circolo Velico Tivano – Via Trieste, 1 – 23868 Valmadrera (Lc)**  
**Tel. 339-4167535 – 320-4774779**

### **SAILING INSTRUCTIONS**

#### **1 RULES**

- 1.1** The event will be governed by:  
(a) the "rules" as defined in the current Racing Rules of Sailing, including Appendix C.  
(b) rules for the use of vessels (Appendix C of the Sailing Instructions) which also apply to any practice sailing and sponsor race. Class Rules.  
In case of conflicting Sailing Instructions shall prevail over the Notice of Race subject to the application of RRS 63.7
- 1.2** The right of appeal will be denied in accordance with the RRS 70.5 (a) and the consequential provisions of the legislation.
- 1.3** The breach of RRS 49 (position of the crew) does not lead to the opening of a hearing, but will be subject to direct action of the umpires in accordance with RRS C8.2 (amendment the RRS C6.2 and C8.2 ).

#### **2 ENTRIES and ELIGIBILITY**

- 2.1** To be admitted to the event only the skippers invited by the Organizing Authority. The skippers are listed in Appendix A of the Sailing Instructions.
- 2.2** To remain eligible, the entire crew shall complete the registration and determination of weights, deposit the sum of € 500.00 for damage, all between 7.00a.m. and 7.30a.m. on 5 September 2009 unless extension of time by the Organizing Committee.
- 2.3** The damage deposit will be considered as an initial deposit for each skipper, for each incident. The escrow is a damage limit of liability of each skipper for each incident. Where 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 any damage or loss to occur unless the boat assigned that responsibility is not defined otherwise by the umpires or the Protest Committee.
- 2.5** After the warning signal for a match the registered skipper should not leave the helm, except in an emergency.
- 2.6** If a registered skipper is unable to continue the event, the Protest Committee and / or Organizing Committee, (when appropriate) may authorize its replacement by a member of the original.
- 2.7** If a crew member who has been registered is unable to continue the event, the Protest Committee may authorize its replacement by a substitute, a temporary substitute, or otherwise.

#### **3 COMMUNICATIS WHTH COMPETITORS**

- 3.1** Notices to competitors will be posted on the Official Notice of the Notification and place at the secretariat of the Circolo Velico Tivano home of the Nautical Club.
- 3.2** Signals ashore will be displayed from the signal post at the base of the nautical club.
- 3.3** Skippers shall attend the first briefing which will be to 7.30a.m. on the day 5 September 2009, the Secretariat of the Club, unless authorized of O.A.
- 3.4** The first meeting with the referees will be reported to the first briefing.
- 3.5** A daily morning meeting will start at 7.30a.m. at the Secretariat of the club.

#### **4 AMENDMENT TO SAILING INSTRUCTIONS**

- 4.1 Changes to the Sailing Instructions made ashore will be posted at least one hour before the start of any race to which they relate and will be signed by the Race Committee and the Protest Committee representatives.
- 4.2 The "L" flag over the Numeral Pennant of the most recent amendment will be displayed ashore each day until the boats have departed for the race course.
- 4.3 Amendments made afloat will be signalled by the display of flag 3rd substitute with three sound signals. An umpire may communicate these either verbally or in writing.

#### **5 BOATS AND SAILS**

- 5.1 (a) The event will be sailed in 4 boats J24 Class.  
(b) The sails to be used will be allocated by the Race Committee.  
(c) Competitors may be required to exchange sails during a series to satisfy sponsorship. This will not be grounds for redress requests. This changes RRS 62.
- 5.2 The sail combination to be used will be signalled from the R.C. boat with or before the Attention Signal. The signals shall have the following meanings:

Signal	Sail Combination to be used
No signal	Mainsail, Jib, spinnaker
"J"	Mainsail, Jib, NO SPI
"R"	reef Mainsail, Jib, NO SPI
- 5.3 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.
- 5.5 The Race Committee may permit the use of a boat in place when it considers that the original boat is damaged so that they can not be repaired in time.

#### **6 IDENTIFICATION AND ASSIGNMENT OF BOATS**

- 6.1 Boats will be identified by their SAIL NUMBER.
- 6.2 The mainsail will be exposed SAIL NUMBER supplied by the O.A.
- 6.3 Boats will be drawn each day during the meeting in the morning or the beginning of each stage as decided by the Race Committee.

#### **7 CREW MEMBERS, NUMBER AND WEIGHT**

- 7.1 The total number of members of each boat crew (including skipper) shall be four, (5 components if the crew will consist exclusively of female elements), excluding persons on board made by the Race Committee. All registered crew shall sail in all race.
- 7.2 The total weight of the crew, including the skipper, dressed in at least shorts and a t-shirt shall not exceed 350. Kg., Weight determined at the time of registration or such time as requested by the Race Committee.
- 7.2 (a) Crew weights may be checked during the regatta. At any re-weighing the total weight limit is increased by 10 kg. Any crew weighing in excess of this increased limit shall not be penalised, but they shall reduce their weight to the increased weight limit before racing again. The application of these rules is sole opinion of the Protest Committee.

#### **8 EVENT FORMAT AND STARTSING SCHEDULES**

- 8.1 The event format and the pairing lists are detailed in Appendix B of the S.I. The matches to be sailed in a flight will be displayed in order of starting on the RC boat.
- 8.2 (a) In a knock-out series between these two skippers to each match shall alternate in the parts assigned to the starting line, unless it is reported in the pairing list, the initial assigned ends shall be determined by a draw (This changes the RRS C4.1)  
(b) When a knock-out series between two skippers has been decided, further matches between these two shall not be sailed.  
(c) The crews will exchange boats after odd matches of each series.
- 8.3 The racing days are scheduled as 5 September 2009 to 6 September 2009.
- 8.4 The latest time an attention signal on the last day of racing is fixed at 7.30 p.m.
- 8.5 The number of matches to be sailed each day will be decided by the Race Committee.
- 8.6 (a) The Race Committee may terminate any stage or the event when, in its opinion, is impractical 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. May be interrupted for any part you can make the next one.  
(b) Add the RRS C10.3 (b)  
'When a single round robin is terminated before completion, or a multiple round robin is terminated during the first round robin, the highest score shall be determined as the average points scored per match sailed by each competitor, unless one or more competitor has completed less than one third of

the scheduled matches when the entire round robin shall be disregarded and if necessary the event declared void.'

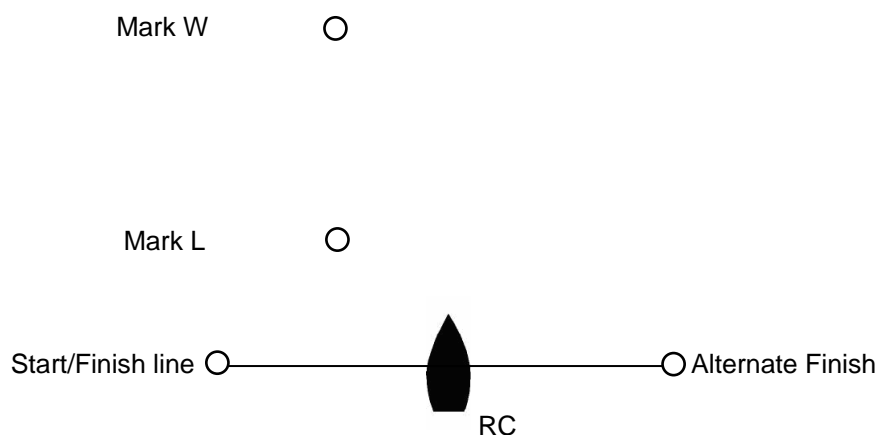
- 8.7 The intended time for the first attention signal every day will be posted on the Official Notices board before 8.00p.m. the previous day to which it relates.
- 8.8 Each subsequent flight will be started as soon as practicable after the previous flight.
- 8.9 When a match can not start at its intended time, the signals and starts of the following wing matches will remain, as originally scheduled, leaving a blank start for the pair not starting. No starting sequence flags will be displayed for a blank start The R.C. will notify otherwise directed by the boats of the matches following the "blank".
- 8.10 When, in a knock-out series, a winner of a particular series has been determined, subsequent starts shall be brought forward to eliminate blank starts. Competitors will be so advised verbally by an umpire.
- 8.11 During a flight, when exposed to a visual signal on a numeral pennant, the signal is meant only for that match.

## 9 RACING AREA

The racing area will be positioned in the lake basin overlooking the Bay of Paré - City of Valmadrera.

## 10 COURSE CONIFURATION

### 10.1 (a) Configuration of the course (not to scale)



### (b) Course signals and Course to be sailed

The course signal will be displayed from the R.C. boat bow or together with the Warning Signal. Marks W and L shall be rounded to starboard.

Signal	Course
No signal:	Start - W - L - W - finish
"S"	Start - W - alternate finish
"T"	Start - W - L - W - L - W - finish

### (c) Description of marks

The R.C. boat will be identified by and orange flag.  
 The starting / finishing line marks will be cylindrical and orange.  
 Marks L and W will be cylindrical and orange.  
 The replacement marks will be cylindrical and orange.

### 10.2 Starting/Finishing Line

- (a) The starting line will be a straight line between the course side of a starting/finishing mark and shaft with a orange flag displayed on the R.C. boat.
- (b) The starting line will be a straight line between the course side of a starting/finishing mark and shaft with a orange flag displayed on the R.C. 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 Abandonment and Shorting

The RRS 32 is deleted and replaced with: "After the starting signal the Race Committee may abandon or shorten any match for any reason, after consulting with the match umpires, when practical."

## 11 BREAKDOWN AND TIME FOR REDRESS

- 11.1 Before the Attention signal of a flight or within two minutes of finishing, or within five minutes after the roll of a boat, whatever the term more advanced over time, a boat may display the flag L signal breakdown or damage to the boat, her sails, or injury to the her crew and request a delay the next star. The boat will move as quickly as possible to the boat to leeward of the Race Committee boat and remain there, unless otherwise directed.
- 11.2 The time allowed for repairs shall be fixed at the discretion of the Race Committee.
- 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 of the Sailing Instructions and the RC will not has taken into account.
- 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 Attention signals matches will be the numeral pennants corresponding to the brushes as used on the pairing list.
- 12.2 The Attention signal is hoisted 7 minutes before start of the first match at the start of each flight and will be lowered, without sound, 1 minute later, this amendment of the Rule C3.1

## 13 CHANGE OF POSITION OF THE WINDWARD MARK

- 13.1 Changes to the course will be made by setting a replacement mark W which will be a cylindrical orange mark.
- 13.2 Subsequent changes will revert to the original mark.
- 13.3 **Change of Course Signals (amends RRS 33 and Race Signals)**
- (a) The flag C and a coloured flag means: "the windward mark has been replaced by a mark the same colour as the flag or board.
- (b) When a change of course after starting only affects some matches these shall be designated by the appropriate numeral pennant..
- (c) The signal "C" above "S" (if appropriate with the Numeral Pennant Indicative) is exposed to the windward mark, accompanied by repeated sound signals means **"the end of the side course that starts now, go directly to the finish line omitting the remaining laps"**.
- 13.4 **Signalling vessel**
- (a) When a change of course is made for the first leg, the signal shall be displayed from the R.C. boat together with the Preparatory Signal for each match affected. The Preparatory Signal shall be followed by a series of repetitive sound signals.
- (b) When a change of course is signalled after the first leg, the signal shall be displayed from a boat near the mark L .

## 14 TIME LIMIT

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

## 15 CODE OF CONDUCT

- (a) Competitors must adhere to any reasonable request of the official organs of the event, including the presence at official meetings, together with sponsors and will not have to behave so as to bring discredit to the event.
- (b) Competitors must use the boats and equipment with proper care and seamanship and have as Appendices C and D of the Sailing Instructions.
- (c) The penalty for the offence to this statement will be at the discretion of the Protest Committee and may include exclusion from further participation in the event, or forfeiture of the deposit.

## 16 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.

## APPENDIX "A" - LIST OF ELEGIBLE SKIPPERS AND PAIRING LISTS / KNOCK OUT TABLE

N.	Nome del Timoniere	ISAF ID	Nazionalità	Ranking List	Circolo
1	Fabio Amoretti	ITA FA16	Italiana	81	L.N.I. Imperia
2	Marco Milan	ITA MM102	Italiana	143	C.V.L.L.
3	Giorgio Bertone	ITA GB23	Italiana	200	G.V.L.N.I. Imperia
4	Bojan Rajar	SLO BR1	Slovena	231	JK Burja
5	Sandro Cavallari	ITA SC16	Italiana	269	AVLL
6	Dejan Presen	SLO DP4	Slovena	803	JK MIPC
7	Andrea Mottola	ITA AM69	Italiana	935	L.N.I. Genova
8	Tommaso Stoppielli	ITA TS3	Italiana	--	L.N.I. Genova

## APPENDIX "B" – EVEN FORMAT AND SCHEDULE OF RACE

### 1 First Stage - Round-robin

All skipper will sail a round robin, each skipper will meet each other once.

### 2 Semi-Finals

(a) The skipper finishing first in the qualifying round robin qualification shall select his opponent asked him if the Race Committee. The remaining two skipper shall race against each other .

(b) The first skipper to score at least two points shall proceed to the next stage.

### 3 Finals

(a) The skipper will be paired accordance with the attached table.

(b) The first skipper to score at least three points shall be the winner.

### 4 Third and Fourth Place Final

(a) The skipper will be paired in accordance with the attached table.

(b) The first skipper to score two points shall be awarded third place, while the other four.

## Appendix "C" of the Sailing Instructions

### 1 General Note

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 emergencies or to prevent damage or injury, or when otherwise ordered by an arbitrator, as detailed below is 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 Race Committee.

2.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.

2.5 Moving the 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 obtaining permission from the Race Committee, or, on days, while the signal "AP" in ashore.

2.8 Hauling out a boat or cleaning surfaces below the waterline.

2.9 Using a flattener as reef.

2.10 Attach lines to the fabric of spinnakers.

2.11 Perforating sails, even to attach tell tales.

2.12 Make radio transmission (including mobile phones), except to report damage or in response to a request from the Race Committee.

2.13 Adjusting or altering the tension of standing rigging, excluding the backstay.

2.14 Using a winch to adjust the mainsheet, the backstay or vang.

2.15 Adjusting life line tension.

2.16 Using a reef line as an outhaul.

2.17 Cross winching foresail sheets.

- 2.18 The use of electronic instruments except the 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 After the starting signal, and while sailing close hauled for more than a few seconds, the main boom shall be controlled only by using the mainsheet as it exits the block on the cockpit floor, and the vang.
- 2.22 The use of 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 C2.22, 2:23, 2:24, 2:25 are not open to protest by boats but are subject to action by Umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

### 3 PERMITTED ITEMS and ACTIONS

The following are permitted.

- 3.1 pick up a bag containing:
  - a) basic hand tools
  - b) adhesive tape
  - c) line (elastic or otherwise of 4 mm in diameter or less)
  - d) marking pens
  - e) tapes weathervane
  - f) watch, timers and hand held compass
  - g) shackles and clevice pins
  - h) velcro tape
  - i) bosun's chair
  - j) replacement flags
- 3.2 Using the items in 3.1:
  - a) prevent fouling of lines, sails and sheets
  - b) attach tell tales
  - c) prevent sails being damaged or falling overboard
  - d) mark sails control settings
  - e) make minor repairs and permitted adjustments
  - f) to make signs as provided in section C6
- 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.

### 4 MANDATORY ITEMS and ACTIONS

The following is required:

- 4.1 The completion of a written damage report before leaving a boat and submitting it to the Race Committee, even if there 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
- 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 Leaving the engine gear lever in the reverse position while racing.
- 4.7 Infringements to the provisions of paragraphs 4.2 and 4.3 will be considered as damage and the costs of repair will be deducted from the damage deposit.

## **APPENDIX "D" - EQUIPMENT LIST**

- 1 The following equipment is not fixed by the provision of the O.A. must be loaded on board for the entire period and will remain in the designated place during the race. Any loss shall be reported on the daily damage report.

### **SAILS AND EQUIPMENT OF RACE**

Mainsail and set of battens

Jib

Spinnaker

One winch handle

One spinnaker pole

Two spinnaker sheets

Two jib sheets

Tiller extension

### **SAFETY EQUIPMENT**

Life jackets for each crew member

First Aid kit

Bucket and lanyard

### **FUEL AND WATER**

As provided by the organisers.