

## LIFE HARBOUR REGATTA

24 JULY - 26 JULY 2015

MANGALIA - LIFE HARBOUR LIMANU

## SAILING INSTRUCTIONS

In all sections the following abbreviations apply:

RC Race Committee  
RRS ISAF Racing Rules of Sailing 2013-2016

[NP] – Rules that are not grounds for protest by a boat.

[DP] – Rules for which the penalties are at the discretion of the Jury.


### PART 1 - GENERAL




#### 1. ORGANIZING AUTHORITY

**LIFE HARBOUR Marina&Resort** is inviting you all to take part in the **LIFE HARBOUR REGATTA** to be held in Mangalia - Limanu /Constanta, Romania between 24<sup>th</sup> and 26<sup>th</sup> of July 2015.


The Regatta is part of **ROMANIA CUP 2015** (see [www.romaniacup.ro](http://www.romaniacup.ro)).

#### 2. RULES


- 2.1. Regatta will be governed by the rules as defined in the RSS.
- 2.2. The following rules will also apply:
- IMS Rule
  - ORC Rating System Rule.
  - ISAF offshore special regulation for category 5 races.
  - The International Regulations for Preventing Collisions at Sea (IRPCAS) will replace the rules of Part 2 of RRS from the actual sunset to the actual sunrise.
- 2.3 No national authority prescription will apply.
- 2.4 Automatic, mechanical and wind vane devices for steering shall be prohibited.
- 2.5 To alert boats that a race or sequence of races will begin soon, the orange starting line flag  will be displayed with one sound at least five minutes before a warning signal is made.
- 2.6 In case of a **triple-number** scoring method, before the warning signal of each race the RC will be display one of the following flags and/or may display on a board {L, M, H} to indicate the provisional scoring method:

Wind	Flag	Notice on board
<b>Light</b>	Numeral one 	<b>L</b>
<b>Medium</b>	Numeral two 	<b>M</b>
<b>High</b>	Numeral three 	<b>H</b>

If there is a substantial change in wind speed during the race, the RC may decide to use a different time correction. This will be indicated by displaying the appropriate board on the finishing vessel. Any decision by the race committee in connection with the application of the Triple Number System will be no ground for redress. This changes RRS 62.1(a).

- 2.7 If **Flag U**  has been displayed as the preparatory signal, no part of a boat's hull, crew or equipment shall be in the triangle formed by the ends of the Starting line and the first mark during the last minute before her starting signal. If a boat breaks this rule and is identified she shall be disqualified without a hearing but not if the race is restarted or re-sailed or postponed or abandoned before the starting signal. This changes RRS 26 and A5. When

flag U is used as the preparatory signal, RRS 29.1 does not apply. The scoring abbreviation for a flag U penalty is UFD. This changes RRS A11.

- 2.8 If **Flag F**  is displayed (no sounds) at any mark, that mark shall be left on the required side and boats shall then proceed directly to the FINISH, leaving out any further marks of the course.
- 2.9 If there is a conflict between languages the English text will take precedence.

### 3. CLASSES [NP]

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The division of the boats will be ORC Class A (RACER) and ORC Class B (CRUISER).

### 4. NOTICES TO COMPETITORS

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Notices to competitors will be posted on the official notice board located at Marina Limanu.



### 5. CHANGES TO SAILING INSTRUCTIONS

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Any change to the sailing instructions will be posted before 09.00 on the day it will take effect, except that any change to the schedule of races will be posted by 20.00 on the day before it will take effect.

### 6. SIGNALS MADE ASHORE

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- 6.1 Signals made ashore will be displayed at Marina Limanu at the official flag pole.
- 6.2 When flag AP  is displayed ashore, '1 minute' is replaced with 'not less than 60 min.' in the race signal AP.
- 6.3 When flag Y  is displayed ashore, rule 40 applies at all times while afloat. This changes the Part 4 preamble.

### 7. SCHEDULE

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- 7.1 Times of the first warning signals are defined as follows:

25.07.2015 10.55 Offshore race. Possible warning signal.



26.07.2015 10.55 Inshore races (possible 3 races). First possible warning signal.

The Organizing Authority and/or the RC reserve the right to modify the above program according to weather conditions and/or other unforeseen reasons.

- 7.2 **Four** (4) races are scheduled including **one** (1) offshore race and **three** (3) inshore races. Inshore race races will have scoring coefficient of 1.00 and offshore race will have scoring coefficient of 1.20
- 7.3 On the last day of regatta no warning signal will be given after 15.00 unless it follows a general recall signaled before that time.

### 8. CLASS FLAGS

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- 8.1 The class flag for ORC Class A (RACER) shall be the international cod flag "W" .
- 8.2 The class flag for ORC Class B (CRUISER) shall be the international cod flag "T" .

### 9. THE START

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- 9.1 Races will be started by using rule 26 from the RSS.
- 9.2 When a starting sequence is in progress, boats whose warning signal has not been made shall avoid the starting area. The starting area is defined as a rectangle 50 meters from the starting line and marks in all directions. [DP]
- 9.3 The intension of the RC will be to start in the following class order: RACER, CRUISER.
- 9.4 The start of 2 (two) classes can be combined. In case of combining classes, the class flags will be hoisted together.
- 9.5 A boat starting later than 15 minutes after her starting signal will be scored Did Not Start without a hearing. This changes rule A4.
- 9.6 Individual recall will signaled as soon as possible after the start signal. After signaling an individual recall, the RC will attempt to broadcast the sail number or bow number or name of boat that is identified as OCS on VHF but not earlier than 60 seconds after the starting signal. A failure or delay or the order of the broadcast will not be grounds for a request for redress. This changes RRS 62.1(a).

### 10. PENALTY SYSTEM

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- 10.1 The penalty for breaking a rule of RSS Part 2 will be One-Turn penalty. This changes RRS 44.1.
- 10.2 Boats scored OCS in offshore race shall be scored with the 20% scoring penalty as defined in RRS 44.3.
- 10.3 For minor breaches of the Offshore Special Regulations and Sailing Instructions, 14, 17, 18 or 19.2, the jury may impose any penalty different from Disqualification, or not impose a penalty, at its discretion.
- 10.4 In case of a protest for an infringement of Rule 55 in the RRS the jury may impose any penalty, at its discretion.

### 11. PROTESTS AND REQUESTS FOR REDRESS

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- 11.1 In addition to complying with RRS 61, a protesting boat shall inform immediately after finishing or retiring, by VHF, the RC of her intention to protest and the identity of the protested boat(s) and receive confirmation from the RC. This changes rule 61.1(a).
- 11.2 Protest forms are available at the race office. Protest shall be delivered there within the time limit which shall be:
- For inshore races: 1 (one) hours after the last boat has finished the last race of day. The protest committee may extend the time limit if there is good reason to do so. The same time limit applies to protests by the RC and JURY about incidents they observe in the racing area and to requests for redress (except as permitted in c) bellow). This changes RRS 61.3 and 62.2.
  - For offshore race(s): 2 (two) hours after protestor's finish. If a boat finishes by night, a protest can be logged from 08.00 until 09.00 the next day.
  - When unofficial results are posted after the protest time limit expires, requests for redress upon unofficial results may be lodged within 30 minutes after posting. This changes RRS 62.2.
- 11.3 Notices to inform competitors of hearings in which they are parties or named as witnesses will be posted:
- for inshore races within 30 minutes of the protest time limit
  - for the offshore race, within 30 minutes of the finish of all the boats involved in the protest, except that Protest notices will not be posted from 20.00 hours on 30.05.2015 until 09.00 hours on 31.05.2015.
- 11.4 **Arbitration:** For protests involving an alleged breach of the rules of RRS Part 2, an Arbitration hearing will be offered as an alternative to a complete protest hearing by the JURY. The parties will be given the choice of using this arbitration system. Either party may choose to accept the opinion of the Arbitrator and in the case of an infraction of RRS Part 2, may choose to accept a 30% scoring penalty prior to a jury hearing, or to withdraw the protest that has been filed. Should the Protestee decide to not accept the Arbitration process or opinion of the Arbitrator and still wish to have a hearing, but the Protestee does agree to the percentage penalty, then the Protestee cannot be penalized any further as a result of the hearing. This changes RRS 63 and 64.
- 11.5 RRS 44.1 is changed to permit a boat that has broken a rule of RRS Part 2 or 31 to take a penalty after racing but prior to any protest hearing. Her penalty shall be a scoring penalty as calculated in RRS 44.3(c) equal to 30 % of the number of boats in her class.
- 11.6 On the last day of the regatta a request for reopening a hearing or request for redress for a jury decision shall be delivered:
- within the protest time limit if the party requesting reopening was informed of the decision on the previous day
  - no later than 30 minutes after the party requesting reopening was informed of the decision on that day
- This changes RRS 66.

## 12. SCORING

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- 12.1 Inshore race results will be determined by corrected times calculated by **Triple-Number** method.
- 12.2 Offshore race results will be determined by corrected times calculated by **Time-On-Time** method.
- 12.3 Length of course, directions of leg and wind will be decided by RC and will not be grounds for seeking redress. This changes RRS 60.1(b).
- 12.4 The Low Point Scoring System of RRS Appendix A will apply.
- 12.5 The regatta is valid if one race are completed.
- 12.6 A boat's series score will be the total of her race scores.
- 12.7 There will be separate classifications for each class.

## 13. SAFETY REGULATIONS [DP] [NP]

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- 13.1 VHF radios are mandatory for all races. A marine VHF transceiver shall be carried, function properly and be readily accessible all times.
- 13.2 Boats retiring for any reason in a race shall promptly report to the RC. If a boat fails to do that, she will be subject of a penalty imposed after a hearing by the jury. The penalty shall be a disqualification not excludable (DNE). This changes RSS 64.1.
- 13.3 Any use of the engine for propulsion purposes for rescuing people, giving help or any other reason shall be reported after arrival in written form to the RC stating reasons for such procedure. If a boat does not gain a significant advantage in the race, the jury may impose a penalty different from disqualification, or not impose a penalty, at its discretion.

## 14. REPLACEMENT OF CREW OR EQUIPMENT [DP]

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- 14.1 The jury may approve crew changes (adding new crew members, replacing or disembarking crew members) by written skipper's request made no later than 2 hour before the scheduled time of the start of the first race of the day. The substituted crew member shall not be aboard on any other competing boat throughout the remainder of the series.

14.2 Substitution of damaged or lost equipment will be not allowed unless approved by the jury. Requests for substitution shall be made to the jury at the first reasonable opportunity.

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## 15. EQUIPMENT AND MEASUREMENT CHECKS

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At any time throughout the series even whilst yachts are racing, sails and yachts shall be subject to scrutiny and to checks for compliance with the rules at the discretion of the Race Committee.

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## 16. OFFICIAL BOATS

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16.1 RC boats will display a white flag with the text RC . Jury boat/-s will display a red flag with the text JURY . Failure of any official boat to display her flag will not be grounds for redress. This changes RRS 62.1(a).

16.2 Vessels used by press, photographers, film crews, VIPs etc. are not under the jurisdiction of the RC. Any action by these boats shall not be ground for seeking redress by boats. This changes RRS 60.1(b).

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## 17. SUPPORT BOATS [DP]

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All support boats shall keep well clear of the starting area and, after the preparatory signal, are not to approach within 100 meters of any competing boat. A breach of this SI may results with a scoring penalty, after a hearing against the boat connected and/or withdrawal of permission to be in the racing area for one or more days.

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## 18. HAUL-OUT RESTRICTIONS [DP]

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From 09:00 on 24.07.2015 boats shall not be hauled out except for the purposes of repairing damage; and only after written permission from the jury. While hauled for this purpose, cleaning and polishing of the hull below the waterline will not be permitted. Appendages shall not be removed from the boat during the series.

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## 19. COMMUNICATIONS [DP]

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19.1. Radio communication with RC during the regatta will be on VHF channel 10. The RC may give verbal confirmation of any race signal over VHF. Failure to make a broadcast or to time it accurately will not be grounds for redress. This changes RRS 62.1(a).

19.2. Except when communicating with the RC, a boat while racing, shall not transmit or receive communication of any information not publicly available to all boats participating. This changes RRS 41.

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## 20. TRASH DISPOSAL [DP]

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Boats shall not intentionally put trash in the water (RRS 55). Trash may be placed aboard support and race committee boats. The penalty for this is at the discretion of the jury.

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## 21. TROPHIES AND PRIZES

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LIFE HARBOUR REGATTA participants will be awarded trophies and medals for the first, second and third place in each class.

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## 22. DISCLAIMER OF LIABILITY

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Competitors participate in LIFE HARBOUR REGATTA entirely at their own risk. The Organizing Authority and any part involved in the organization disclaim any and all responsibility whatsoever for loss, damage injury or inconvenience that might occur to persons and materials, both ashore and at sea as a consequence of participation in the event. Each boat owner or his representative accepts these terms by signing entry form. The attention of competitors is drawn to ISAF Part 1 Fundamental Rule 4: A boat is solely responsible for deciding whether or not to start or to continue racing.

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## 23. INSURANCE [DP]

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Each participating boat shall be insured with valid third-party insurance with a minimum cover of 100.000 LEI per event. Regardless, it is the responsibility of the owners to hold adequate insurance cover for Tort Liability and Third Party Insurance (Property and Persons).

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# PART 2 – INSHORE COURSE

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## 24. THE COURSE

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24.1 Appendix 1 shows the course, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be passed.

24.2 No later than the warning signal, the RC signal boat may display, on a board the approximate compass bearing of the first leg. Failure by the RC to display the compass bearing shall not be grounds for a request for redress by a boat. This changes RRS 60.1b.

## 25. MARKS

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- 25.1 Marks will be inflatable yellow and red buoys.
- 25.2 New mark as provided in instruction 25.1 will be yellow inflatable buoys.
- 25.3 A RC boat signaling a change of a leg of the course is a mark as provided in in SI 26.2

## 26. CHANGE OF THE NEXT LEG OF THE COURSE

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- 26.1 To change the next leg of the course, the RC will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark. A new windward mark will be placed without the offset mark 1a.
- 26.2 Except at a gate, boats shall pass between the RC boat signaling the change of the next leg and the nearby mark, leaving the mark to port and the RC boat to starboard. This changes RRS 28.1

## 27. STARTING LINE

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The starting line will be between a staff displaying an orange flag on the starting vessel at the starboard end and the port end starting mark. The RC boat may hold position by using engine.

## 28. FINISHING LINE

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Finishing line will be between a pole displaying an orange flag on the RC finishing boat at the starboard end and a finishing mark at the port end. The RC boat may hold position by using engine.

## 29. TIME LIMITS AND TARGET TIMES

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The target time is 75 minutes and the time limit is 135 minutes after their starting signal.

# Part 3 - OFFSHORE COURSE

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## 30. THE COURSE

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Appendix 2 describes the offshore course to be sailed, including the order in which marks are to be passed, and the side on which each mark is to be passed.



## 31. MARKS

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Marks will be inflatable yellow buoys.

## 32. WINDWARD MARK

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- 32.1 RC may set a windward mark to obtain a start to windward, if necessary. If the windward mark is set, it will be approximately 0.75 NM from the starting area and the RC will, before the warning signal, display a red flag  which indicates the mark shall be left to port, or a Green flag  indicating the mark shall be left to starboard.
- 32.2 If no red or green flag is displayed, there is no “windward mark” and the start will go directly to the first mark as defined in the course diagram.

## 33. STARTING LINE

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The starting line will be between a staff displaying an orange flag on the starting vessel at the starboard end and the port end starting mark. The RC boat may hold position by using engine.

## 34. FINISHING LINE

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Finishing line will be between a pole displaying an orange flag on the RC finishing boat at the starboard end and a finishing mark at the port end. The RC boat may hold position by using engine.

## 35. TIME LIMIT

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For the offshore race the time limit for all boats will be 9 hours and 30 minutes after their starting signal.

## 36. FINISHING BY NIGHT

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Boats that finish by night shall illuminate their numbers when finishing, and in case of doubt shall try to identify themselves to the RC after finishing.

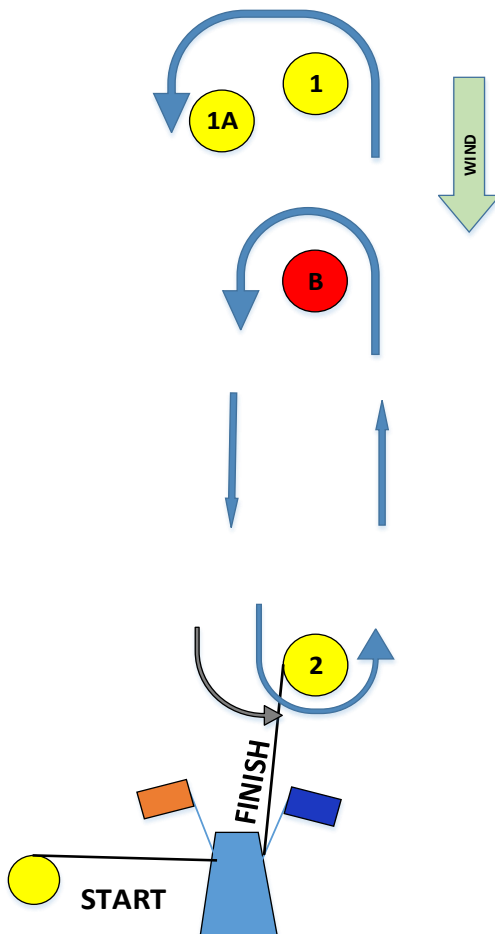
Fair wind,  
Principal Race Officer  
Cristian TABACU            NRO/ROUCT1

**APPENDIX 1 – THE INSHORE COURSE**

The races will be sailed in the Black Sea. The racing area will be in front of Mangalia harbor.

This drawing is a schematic. The distances and mark positions are not to scale.

**WINDWARD-LEEWARD COURSE**



**Mark 1, 1A, B and 2 to be left to port.**

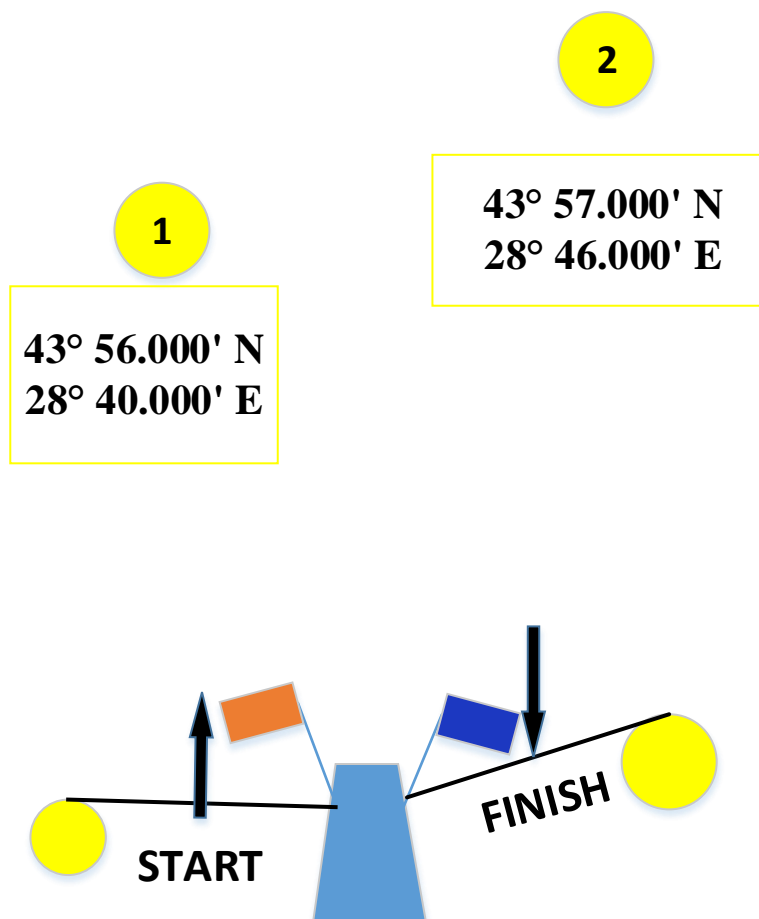
**Courses to be sailed**

<b>L3</b>	<b>START – 1 – 2 – 1 – 2 – 1 – FINISH</b>
<b>L2</b>	<b>START – 1 – 2 – 1 – FINISH</b>
<b>L1</b>	<b>START – 1 – FINISH</b>
<b>LA3</b>	<b>START – 1 – 1A – 2 – 1 – 1A – 2 – 1 – 1A – FINISH</b>
<b>LA2</b>	<b>START – 1 – 1A – 2 – 1 – 1A – FINISH</b>
<b>LA1</b>	<b>START – 1 – 1A – FINISH</b>
<b>LB3</b>	<b>START – B – 2 – B – 2 – B – FINISH</b>
<b>LB2</b>	<b>START – B – 2 – B – FINISH</b>
<b>LB1</b>	<b>START – B – FINISH</b>

## APPENDIX 2 - THE OFFSHORE COURSE

The starting/finishing area in Mangalia will be in front of Mangalia harbor.

This drawing is a schematic. The distances and mark positions are not to scale. GPS coordinates are in format degree and decimal minutes. Marks coordinates are approximate. Their physical location may vary depending on wind, tide and sea state conditions.



### COURSES TO BE SAILED:

<b>L1</b>	<b>START - [Windward Mark] - 1 (port) - FINISH</b>
<b>L2</b>	<b>START - [Windward Mark] - 2 (port) - FINISH</b>
<b>T1</b>	<b>START - [Windward Mark] - 1 (starboard) - 2 (starboard) - FINISH</b>
<b>T2</b>	<b>START - [Windward Mark] - 2 (port) - 1 (port) - FINISH</b>
<b>S1</b>	<b>START - [Windward Mark] - 1 (starboard) - 2 (starboard) - 1 (starboard) - FINISH</b>
<b>S2</b>	<b>START - [Windward Mark] - 2 (port) - 1 (port) - 2 (port) - FINISH</b>
<b>S3</b>	<b>START - [Windward Mark] - 1 (starboard) - 2 (starboard) - 1 (starboard) - 2 (starboard) - FINISH</b>
<b>S4</b>	<b>START - [Windward Mark] - 2 (port) - 1 (port) - 2 (port) - 1 (port) - FINISH</b>