



2010 Audi MedCup Circuit

NOTICE OF RACE

2010 AUDI MEDCUP CIRCUIT is a circuit for TP52 & GP42 Class Boats to be sailed in the Mediterranean and Atlantic waters.

The 2010 Audi MedCup Circuit is organised by World Sailing Management with the support of the TP52 Mediterranean Fleet Association, the TP52 Class Association and the GP42 Association.

1. EVENTS, VENUES AND DATES

- **Portugal Trophy, Cascais (Portugal)** from May the 11th to the 16th.
- **Marseille Trophy, Marseille (France)** from June the 15th to the 20th.
- **Conde de Godó City of Barcelona Trophy, Barcelona (Spain)** from July the 20th to the 25th.
- **Caja Mediterreneo, Region of Murcia, Cartagena (Spain)** from August the 24th to the 29th.
- **Region of Sardinia Trophy, Cagliari (Italia)** from September the 20th to the 25th.

Further information on the events, venues and dates can be found at www.medcup.org/onb/ and will be sent via e-mail to the boats registered on the circuit.

2. RULES

2.1 The 2010 Audi MedCup Circuit will be governed by:

- a) The *rules* as defined in the ISAF Racing Rules of Sailing (RRS 2009 – 2012).
- b) The ISAF Offshore Special Regulations (2010 – 2011) Cat. 3. According with OSR 3.28.3.b) a minimum of 25 litres of fuel is required while racing. For the GP42 Class, the time limit for declaring if the liferaft is on board for the next full racing day is 20:00h of the previous day.
- c) 2009-2010 TP52 Rule (pre 2010 boats) Or 2010-2011 TP52 Rule (2010 boats), Bylaws and interpretations.
- d) The ORC GP42 Classes Rules and following interpretations.
- e) No National Authorities prescriptions will apply except that every competitor shall be in compliance with their National Authority Rules.

2.2 Exoneration

RRS 44.1 and 44.2 are changed so that except for infringements of Part 2 that occur within three length zone of a rounding mark, gate or finishing mark only one turn, including one tack and one gybe, is required.

2.3 **RRS 86.2 & ISAF Regulation 31.1.3 – Audi MedCup Circuit**

ISAF Regulation 31.1.3 the ISAF Executive Committee has allowed the Organizing Authority of the 2010 Audi MedCup Circuit to change the racing Rules of Sailing as stated in Appendix A.

These changes will be effective for the whole 2010 Audi MedCup Circuit.

The TP52/GP42 Class recommends that race committees apply this rule when winds of 13 knots and above are measured at deck level.



2.4 **OFFICIAL LANGUAGE:** The official language of the Circuit shall be English.

2.5 Any modification to this NOR will be posted on the Official Notice Board at www.medcup.org/onb/ and will be sent by e-mail to the boats registered in the circuit. Such notification shall be deemed to be in compliance with RRS 89.2(a)

3. ADVERTISING

3.1 ISAF Regulation 20.3.1.2 from the Advertising Code will apply, in the 2010 Audi MedCup Circuit
3.2 All boats will be required to display:

- Bow numbers.
- Event stickers on both sides of the bow.
- Circuit stickers on both sides of the cockpit.
- Circuit stickers on both sides of the Mast.
- Circuit stickers on both sides of the boom.
- Circuit stickers on both sides of stern quarters
- Circuit stickers on bowsprit.
- Circuit sticker on aft pedestal grinder.
- Event flag permanently hoisted on the backstay.
- Circuit flags to be hoisted when the boats are in dock during the events.

3.3 Furthermore the boats may be requested to install satellite monitor equipment which will not interfere with the boat's instrumentation and communication equipment although should be powered by the boat electrical installation. The Organising Authority may also require the installation, at no cost to competitors, of on board video cameras for the official television production.

3.4 The presence of one or more crew members of designated boats may be required to participate in press conferences and to attend Mixed Zone areas designed for PR and communications purposes. The Organising Authority agrees to communicate such requirements with adequate notice to the boat's owners/representatives.

3.5 In order to improve the media impact of the circuit boats participating in the practise race shall provide a space at the after end of the cockpit for organisation guests as described in this NOR 9.6.3. Organisation Guest insurance will be provided by the Organisation.

3.6 **The jury may impose without a hearing a 5-point penalty in the circuit scoring every time a boat fails to comply with rules 3.2, 3.3, 3.4 and 3.5. This changes RRS 63.1.**

4. ELIGIBILITY

4.1 The 2010 Audi MedCup Circuit is open to all boats with a valid 2010 TP52 Certificate or a valid 2010 GP42 Certificate (and fully paid membership of the International GP42 Association).

4.2 All competitors shall comply with ISAF Regulation 19 – Eligibility Code.

4.3 The Registration Nationality of each team shall be decided by the owner of the boat.

5. ENTRY

5.1. Eligible boats may commence the entry process by requesting a user name and password at www.medcup.org/onb/ which will allow access to the MedCup registration page.



Registration for the 2010 Audi MedCup Circuit includes registration for the individual events; however the presence of each boat at those events must be confirmed via e-mail no later than 15 days before the start of the event.

A complete crew list for each individual event must be filled at the MedCup registration page no later than one week before the start of every event.

5.2. The following documents are requested from each boat for competing at the 2010 Audi MedCup Circuit:

- The Entry Procedure duly completed by the boat (at the MedCup Registration Page)
- Confirmation of entry fee payment.
- A copy of the 3rd party liability insurance which shall be valid until the end of the Circuit for a guaranteed minimum of 1.500.000 Euros for the TP52 boats and a guaranteed minimum of 1.200.000 for the GP42 boats.
- Confirmation of insurance payment.
- The current TP52 or GP42 certificate.
- Copy of passport or ID for all the crew members and, where applicable, the appropriate license from the National Authority.

If there are changes to these documents between events or new crew members are joining the team it is each boat's responsibility to provide an updated copy to the Organising Authority.

5.3. Valid entries shall be registered and mooring spaces at the first event and bow numbers for the whole series given (except for the top three boats from previous MedCup) according to their receipt date.

5.4. The entry period will be open between **March the 1st and April the 25th 2010.**

6. FEES

6.1. The 2010 Audi MedCup Circuit entry fee for each boat of the TP52 class and GP42 class will be 5.350 € and 3.210€ respectively and is to be paid by bank transfer through the MedCup registration page. This entry fee covers ALL the events of the 2010 Audi MedCup Circuit.

6.2. The Organizing Authority reserves the right to accept late entries with the payment of an additional 2.000€ fee.

7. PROGRAMME AND SCHEDULE

7.1. It is planned to sail a maximum of:

TP52: 50 races, out of which 45 will be Windward/Leeward courses and 5 will be Coastal courses.

GP42: 45 races, all of them Windward/Leeward courses.

The final schedule for every event will be announced on the Official Notice Board at www.medcup.org/onb/, will be sent via E-mail to each boat's registered representative and will be included in each event's Sailing Instructions.

7.2. All the events will have a combination of Windward/leeward and coastal races for the TP52 & Windward/Leeward races only for the GP42. The final programme for every event will be detailed in its Sailing Instructions.



7.3 Events (with the exception of the final one) will have the following schedule:

TP52:	
Friday Afternoon	All boats moored at MedCup Pontoon
Saturday	Public Access to MedCup Pontoon. No sailing is allowed
Sunday & Monday:	registration and free practice days
Tuesday:	Official practice race(s)
Wednesday:	races
Thursday:	races
Friday:	races
Saturday:	races
Sunday:	races and price giving ceremony
GP42:	
Friday Afternoon	All boats moored at MedCup Pontoon
Saturday	Public Access to MedCup Pontoon. No sailing is allowed
Sunday	No sailing is allowed
Monday & Tuesday:	registration and free practice days
Wednesday:	Official practice race(s)
Thursday:	races
Friday:	races
Saturday:	races
Sunday:	races and price giving ceremony

This schedule may vary and will be announced on the Official Notice Board at www.medcup.org/onb/, will be sent via E-mail to each boat and will be detailed in each event's Sailing Instructions.

- 7.4 From May the 3rd 2010 boats are not allowed to practice, tune or test on the waters within a 30 mile radius circle of the event locations as listed on this NOR point 1 other than on the practice days described in point 7.3.
- 7.5 **The jury may impose without a hearing a 5-point penalty in the circuit scoring every time a boat fails to comply with rules 7.3 and 7.4. This changes RRS 63.1.**
- 7.6 Notwithstanding the above, participants can make a request to the Race Committee for permission to sail on non sailing days for Corporate sailing, charity functions or any other genuine marketing or social activities. The Race Committee will require the applicants to put their reason in writing (this will be posted on the Official Notice Board) and will also require that no new sails will be used and less than 50% of the regular crew is on board.
- 7.7 The first warning signal for each event's practice race is scheduled at 13:00. This time may vary and will be announced on the Official Notice Board at www.medcup.org/onb/, will be sent via E-mail to each boat's registered representative and will be detailed in each event's Sailing Instructions.

8. COURSES

- 8.1. Windward/Leeward courses are races between buoys with mainly windward/leeward legs. These courses will have a distance between 4 and 18 miles.
- 8.2. Coastal courses for the TP52 are non-Windward/Leeward races identified as Coastal courses by the Sailing Instructions with a distance between 20 and 40 miles.



9. INSPECTIONS AND MEASUREMENT

- 9.1. ALL BOATS must be measured /checked in 2010 by one of the official measurers of their Class prior to the first event they enter. It's the owner's responsibility to schedule this measurement with the official measurers.
- 9.2. Daily safety and measurement controls will be carried out during the races by the official measurers of the event (at least one of them will be an official measurer of the TP52 Class and the GP42 Class).
- 9.3. Crew weight checking will follow the procedure specified in the "TP52 Rule" 12.1.6-A (C.2.2.A in the 2010-2011 TP52 Rule) and the "ORC Grand Prix 42 Class Rule 206" respectively for the TP52 and GP42 boats.
- 9.4. Sails and sails limits:
- 9.4.1 TP52 Class:
- 9.4.1.1 There is a maximum limit of 17 sails a boat can declare during the 2010 Audi MedCup Circuit not including on that one heavy weather jib, one trysail and one storm jib. Each sail shall be identified by a TP52 measurer and carry both the TP52 and MedCup circuit stickers. No sail without class measurer's identification may be on board while racing (except for the practice races).
- 9.4.1.2 **Within the sail inventory declared for the season no spinnaker built in materials other than woven polyester or nylon will be stamped. Notwithstanding the above, laminated materials could be used as windows in the bottom 25% of the spinnaker provided their surface is not bigger than 2 square meters.**
- 9.4.1.3 There is a maximum number of sails a boat can carry on board while racing, as below (Rule 5.41 2009-2010 TP52 Rule or C.7.1 2010-2011 TP52 Rule)

SAIL TYPE	W/L & Coastal
Small Jib	4
Staysail	1
Spinnaker	4
Mainsail	1
Storm Trysail	1
Storm Jib	1
Heavy Weather Jib	1

Notwithstanding the above, for safety purposes boats shall carry the number and type of sails according to the ISAF Offshore Special Regulations for the category of the event stated in this NOR (2.1b) and the SI for each event.



- 9.6.3 Guests on board: in addition to its maximum crew weight limit boats might have a guest on board every day of racing and in the Official practice race who shall:
- 1) Not contribute to the racing of the yacht other than by the positioning of their weight. Unless otherwise prescribed by the Sailing Instructions, a person with acknowledged tactical or technical skills (yacht designers, sail designers or sailing coaches would be specific though non exhaustive examples) shall be considered to be contributing to the racing of the yacht.
 - 2) Be positioned aft of the mainsail traveller and with their legs and torso inboard of a vertical line above the sheer line. Legs could be outside the sheer line if a TP52 or GP42 Class Member registered owner is on board as a Guest.
 - 3) Wear clothing of a colour which distinguishes the Guest from other crew members.
 - 4) Be provided by MedCup in the practice race and 20% of the season's official racing days. MedCup may also provide Guests for the rest of the season official racing days if boats cannot fill this position.
- 9.6.4 In the event there is no Guest on board the boat shall carry 100kgs of corrector weight; this corrector weight shall be carried in the cockpit in a specific box (or boxes) located at (or symmetrically along, in the case of multiple boxes) the centerline above the deck level and no more than 3m forward of the transom. GP42 yachts could use the liferaft compartment as location for carrying the corrector weights.
- 9.6.5 Boats shall provide one foot rest at each side of the cockpit in an adequate position in order to provide support for the Guest. The footrests shall at least provide support over a straight line of 0.32m situated a minimum of 0.1m above the cockpit floor.
- 9.6.6 **The jury may impose without a hearing a 5-point penalty in the circuit scoring every time a boat fails to comply with rules 9.6.3, 9.6.4, and 9.6.5. This changes RRS 63.1.**
- 9.7. Laser Guns.
- It's forbidden the use of laser guns or any other devices using laser technology or radar.
- 9.8. Lifeline tension.
- All yachts shall accept a TP52 or GP42 measurer seal their lifelines with the correct tension (for TP52 boats, see 2009-2010 TP52 Rule 3.12). A broken seal shall be reported in writing to the measurer within one hour after finishing of the race. The report shall include a reason for the broken seal. This rule also applies to TP52's racing under the 2010-2011 TP52 Rule.
- 9.9 For GP42 Class, each team can carry on board a maximum of 3 litres of drinkable fluid per person per day of racing

10. SCORING AND RESULTS

- 10.1. A boat's total score will be the sum of her race scores with NO discards.
- 10.2. **Coastal races scoring (TP52 boats only):** each coastal race will be awarded one score with a 1.5 factor. The final score for each boat will be equal to her position after crossing the finishing mark multiplied by 1.5.

10.3. A boat that did not confirm her participation or was not present at an event shall be scored points for the finishing place one more than the number of boats entered in the 2010 Audi MedCup Circuit at the time of that event. This changes RRS A9.

10.4. Score ties:

10.4.1 TP52: If there is a MedCup Circuit or event score tie between two or more boats the tie will be broken in favour of the boat with the best total score in all the **coastal races of the circuit or event**. If the tie remains, it will be broken in favour of the boat with the most first places in all the **W/L races** and if still remains, the most second places and so on. This changes RRS Appendix A8.

10.4.2 GP42: RRS Appendix A8 will apply.

11. RACING AREA – SAFETY ZONE

11.1. For each event a safety zone will be defined in the Sailing Instructions. No other boats except those authorised by MedCup Course Marshall will be allowed within this safety zone and this rule is also applicable during official practice races. They will be clearly identified by an official flag supplied by the Course Marshall.

11.2. **The jury may impose without a hearing a 5-point penalty in the circuit scoring every time a boat fails to comply with this rule. This changes RRS 63.1.**

12. SUPPORT BOATS

12.1 A maximum of ONE support boat per team is allowed; these boats will be clearly identified by two official flags supplied by MedCup Course Marshall: one will show the bow number identification of the supported boat and the other one the class logo of the supported boat. **Support boats shall be located behind the prolongations of the starting line between the Preparatory and the Starting signals of each day races.**

Spectator or Guest boats are not affected by this rule providing they are not supplying any information, neither keeping or transferring any spares, tools, sails, parts or crew directly or indirectly to the racing boat.

12.2 On race days from 1 hour before the scheduled 1st start until the finish of the final race of the day, all competitors related tenders shall not carry any functioning wind equipment, whether hand held or installed.

If such action is noticed by a class or regatta official it shall be reported to the race committee.

The jury may impose without a hearing a 5-point penalty in each of that day's races to boats whose support (or spectators or Guest) boats fail to comply with this rule. This changes RRS 63.1.

13. PROTESTS AND REQUESTS FOR REDRESS

13.1. For each event an International Jury will be constituted in accordance with Appendix N.

13.2. Redress Limitation: a boat may only request redress when racing at an event; redress may be granted for this event only and shall not be given for a greater number of races than that boat completes in that particular event. Other limitations may apply to the TP52 class following the TP52 Class Redress Guidelines that will be communicated to the International Jury.

- 13.3. Jury Observation: members of the jury may observe the racing in boats identified by a jury flag; if a member of the jury witnesses what he/she believes may be an infringement and one of the involved boats shows the protest flag, he/she may signal this with one long whistle from the jury boat. The boats decide whether to take a penalty or not. Boats, the jury or the race committee may also protest in the usual way.
- 13.4. Measurement protests may be addressed to the *Class Management* at any time during the year. The result of these protests shall not affect the results of any previous event.
- 13.5. Measurement protest between boats affecting weight, freeboards or inclining test on the last day of an event will be addressed only to the *Class Management* and they will be treated the same as 13.4.

14. TROPHIES AND PRIZES

- 14.1 Audi Trophy for the overall winners of the 2010 Audi MedCup Circuit in each class.
- 14.2 Additional trophies can be awarded by the MedCup Organising Authority.
- 14.3 Prize Giving Ceremonies will be announced before the end of the events. The presence of at least 6 members of each TP52 team and 5 members of each GP42 team will be required at these ceremonies.

The jury may impose without a hearing a 5-point penalty in the circuit scoring every time a boat fails to comply with this rule. This changes RRS 63.1.

- 14.4 Events trophies will be described in each event's Sailing Instructions.

15. IMAGE RIGHTS

- 15.1 The image rights of the 2010 Audi MedCup Circuit are the exclusive property of World Sailing Management. Teams and Participants grant World Sailing Management, the unrestricted right and permission to use the names and the image for any text, photograph or video footage of either themselves or the boat they are sailing during the Circuit to be published or broadcasted in any media whatsoever (including but not limited to press and TV advertisements or internet), for either editorial or advertising purposes or to be used in press information; in these respect Teams and Participants names and biographical material of themselves may also be used or reproduced in any way known.
- 15.2 Participants undertake not to do or allow any act of reproduction, public communication or distribution of images concerning the 2010 Audi MedCup Circuit without previous authorisation from the World Sailing Management.

16. DISCLAIMER OF LIABILITY

- 16.1 Competitors participate in the 2010 Audi MedCup Circuit at their own risk. Attention is drawn to the Fundamental Rule 4: DECISION TO RACE, of Part 1 of the RRS which states: "The responsibility for a boat's decision to participate in a race or continue racing is hers alone".
- 16.2 The Organisation Committee will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the 2010 Audi Medcup Circuit

APPENDIX A

Pumping Exception to Rule 42.3(c)

A If the wind speed exceeds the specified limit for the class the race committee may signal that the following exception applies.

‘Pumping is permitted when after the starting signal a boat is sailing a course where the spinnaker could be hoisted and filled’

B This can be signaled by

- 1 Before the warning signal by displaying flag “o”
- 2 After the starting signal by displaying flag “o” with repetitive sound signals at a mark to signal that the action is permitted as specified when a boat has passed a mark.

C If the wind speed becomes less than the specified limit after flag “O” was displayed, the race committee may display flag “R” with repetitive sounds at a mark to signal to a boat that the exception no longer applies after she has passed the mark.