

The 2010 Troféu de Portugal will be raced in the waters of Cascais from May 11th to 16th 2010; it will be organized by World Sailing Management Joao Lagos Sports and the Clube Navale de Cascais with the support of the International GP42 Association and the Federacao Portuguesa de Vela. This regatta is part of the 2010 AUDI MEDCUP CIRCUIT.

1. RULES.

- 1.1 The regatta will be governed by the rules listed in the NOR of the 2010 Audi MedCup.
- 1.2 **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 committee apply this rule when winds of 13 knots and above are measured at deck level.

2. NOTICES TO COMPETITORS & CHANGES TO SAILING INSTRUCTIONS.

- 2.1 Notices to competitors will be posted on the Official Notice Board (ONB) located at the MedCup Race office, may be published at www.medcup.org/onb/ and may also be sent by e-mail to the boats registered in the circuit. A notice posted on the Official Notice Board will be deemed to have been given to the competitor concerned.
- 2.2 Any change to these Sailing Instructions will be posted before 10:00 h on the day it will take effect, except that any change to the schedule of the races will be posted by 21:00 h on the day before it will take effect.

3. SIGNALS MADE ASHORE.

- 3.1 Signals made ashore will be displayed on the Main Flag Pole (MFP) located at the MedCup Village.
- 3.2 When code flag “AP” is displayed ashore ‘1 minute’ is replaced with ‘not less than 60 minutes’ (this changes RRS Race Signals)

4. SCHEDULE OF RACES.

- 4.1 Racing is scheduled as follows:

DATE	TIME	PROGRAMME
May 12 th	13:00	Warning signal Practice Race.
May 12 th	19:30	Skippers briefing.
May 13 th	13:07	Warning signal 1 st W/L Race of the day.
May 14 th	13:07	Warning signal 1 st W/L Race of the day.
May 15 th	13:07	Warning signal 1 st W/L Race of the day.
May 16 th	13:07	Warning signal 1 st W/L Race of the day.

- 4.2 This schedule may be modified, depending on weather conditions.
- 4.3 The **Skippers Briefing** will be held at the MedCup Village VIP Area.

- 4.4 The warning signal for a subsequent race on the same day will be made as soon as possible. It will be preceded by postponement signal (Code Flag “AP”) of not less than 5 minutes.
The race committee will try to inform via VHF 72 its intention to start another race. Omission or failure in the emission or reception of that communication shall not be grounds for a request for redress (this changes RRS 62.1(a))
- 4.5 A maximum of 9 races are scheduled. No more than 3 races per day will be sailed.
The event will be valid if one or more races are sailed.
- 4.6 On the last scheduled day of the event no warning signal will be made after 15:37hs except as a consequence of a general recall.

5. RACING AREAS.

- 5.1 Windward / leeward races will be sailed in Cascais waters. Approximate position of racing areas are two circles of 1.5NM radius which centres are located as follows:

Area 1: 38°40.300N and 009°23.700W

Area 2: 38°40.200N and 009°28.400W

- 5.2 If this location is modified, it will be announced as follows:
-On the ONB, only if this modification is posted at least two hours before the warning signal of first race of the day.
-At any time, by displaying flag “L” on the race committee boat.

6. COURSES & SHORTENED COURSES.

- 6.1 The diagrams in Appendix 1 & 1b shows the courses including the course signals, the order in which the marks are to be passed and the side each mark is to be left.
- 6.2 No later than the warning signal the race committee will signal the course number (by displaying the corresponding numerical pennant) and the magnetic bearing and length of the first leg (by displaying them on a board) and will also broadcast this information via VHF 72. Omission or failure in the emission or reception of that communication shall not be ground for a request for redress (this changes RRS 62.1(a))
- 6.3 The approximate length of the first leg will be according to the following table:

TWS	First Leg Length
6	1,3 Nm
8	1,6 Nm
10	1,8 Nm
12	1,9 Nm
14	2,1 Nm
16	2,2 Nm
20	2,3 Nm

These distances will be decided by the race committee and neither their appliance nor the actual length of the first leg shall be grounds for a request for redress.

- 6.4 SHORTENED COURSES:
Courses may be shortened at any mark provided a shortened course has a minimum of 3 legs.

7. MARKS.

- 7.1 Course marks will be as follows:
Gate marks: red inflatable tetrahedron buoys.
Windward and offset marks: black inflatable tetrahedron buoys.
- 7.2 Start and finishing marks will be race committee vessels and red inflatable tetrahedron buoys.
- 7.3 A race committee boat signalling a change of leg of the course is a mark, as provided in S.I. 9.2

8. THE START.

- 8.1 The warning flag will be the "GP42 Series" flag.
- 8.2 The starting line will be between a staff displaying an orange flag on the race committee boat at the starboard end and a red inflatable tetrahedron buoy at the port end. The port end mark may be substituted by a service vessel with a staff displaying an orange flag; in this case the starting line will be between the two staffs displaying orange flags.
- 8.3 A boat starting later than four (4) minutes after her starting signal will be scored DNS (this change RRS A4).
- 8.4 RECALLS: in addition to RRS 29.1 & 29.2 individual and general recalls may be communicated by radio VHF 72. In such case bow numbers, sail numbers or boat names may be called out for their identification.
- 8.5 Delay in the radio communication of these calls or the order in which they are made or any failure in the emission or reception of these shall not be grounds for a request for redress.
This rule does not reduce, modify or exonerate each boat's responsibility to start in accordance with the RRS.
- 8.6 In case of unfavourable conditions the race committee boat and service boat (if used) on the starting line may maintain their position by using the engine.

9. CHANGING OF POSITION OF THE NEXT MARK & CHANGING NEXT LEG LENGTH.

- 9.1 In case of change of course or length of one leg the race committee will move the original mark (or marks or finishing line) or will lay a new mark (or marks) identical to the original at the new position.
- 9.2 Except at a gate boats shall pass between the race committee boat signalling the change of course (code flag "C" plus board with the new bearing and repetitive sounds) or the change of the next leg length (code flag "C" plus board showing the new distance for the leg and repetitive sounds) and the nearby mark, leaving the mark to port and the race committee boat to starboard. This changes RRS 28.1 and RRS 33.

10. THE FINISH.

- 10.1 The finishing line will be the line between a staff displaying an orange flag on a race committee boat and a red inflatable tetrahedron buoy.
- 10.2 When crossing the finishing line after the sunset or in poor visibility conditions every boat shall highlight her sail number or bow number with a powerful torch and shall identify herself to the race committee by radio VHF 72.

Until a boat makes certain it has identified itself the race committee will not be responsible for recording its finishing time or position.

- 10.3 In case of unfavourable conditions the race committee boat at the finishing line can maintain her position by using the engine.

11. TIME LIMIT.

- 11.1 The time limit is calculated as follows:
The time limit for the first boat will be 15 minutes per mile of designed course. The rest of the fleet will have 25 minutes to finish the course after the first boat sails the course and finishes.
- 11.2 Boats finishing after her time limit will be scored Did Not Finish (DNF). This changes RRS 35 and RRS A4.

12. BOAT THAT RETIRES OR ABANDONS.

- 12.1 A boat that retires after finishing (RAF) shall lodge a retirement form at the race office as soon as possible and not later than the protest time limit of the final scheduled race of the event.
- 12.2 A boat that abandons the racing area (DNF) at any moment shall inform the race committee by any means and shall inform the race office within the protest time limit.

13. PROTESTS AND REQUESTS FOR REDRESS.

- 13.1 Protest forms are available at the race office. Protests and requests for redress shall be delivered there within the protest time limit.
- 13.2 Protest time limits are as follows:

Protest time limit and request for redress:	60 minutes after the finish of the last boat in the last race of the day.	
Request for redress for incidents that did not occur in the racing area.	Results posted	Before 20:30 h: Up to 30 minutes after the posting of the results on the Official Notice Board (ONB). After 20:30 h: Up to 09:30 h on the following day.
	(This modifies RRS 62.2)	Last racing day: Up to 30 minutes after the posting of the results on the Official Notice Board (ONB).
Reopening a hearing:	Previous days' hearings:	Up to 09:30 h on the following day.
(This modifies RRS 66)	Last day hearings:	No later than 30 minutes after the party was informed of the decision on that day.

The same protest time limit applies to protests by the race committee or the jury about incidents observed in the racing area.

- 13.3 Notices will be posted as soon as possible after the end of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the jury office located next to the Race Office.
- 13.4 Notices of protests by the race committee or the jury will be posted to inform boats under RRS 61.1 (b).
- 13.5 Breaches of instructions 10.3, 12, 14.2, 14.3, 14.4 and 18 will not be grounds for a protest by a boat. This changes rule 60.1(a). Penalties for these breaches may be less than disqualification if the jury so decides.
- 13.6 For the purpose of RRS 64.3 (b) the authority is the chief measurer of the event appointed by the organizing authority.
- 13.7 Measurement protest between boats affecting weight, freeboards or inclining test shall not be accepted on the last day of an event. They should be addressed only to the *Class Management* and the result of these protests shall not affect the results of this event. (Changes RRS 60.1a)
- 13.8 An international jury shall be appointed by the organizing authority. Decisions of this international jury will be final as provided in RRS 70.5.
- 13.9 Jury Observation will apply in accordance with NOR 13.3.
- 13.10 Rule 42.3c is modified by NOR 2.3 and SI appendix A; when pumping is not permitted Appendix P of the RRS will apply changed as follows:

P 1 SIGNALLING A PENALTY

A member of the protest committee or its designated observer who sees a boat breaking rule 42 may penalize her by, as soon as reasonably possible, making a sound signal, pointing a yellow flag at her and hailing her bow number or name.

P 2 PENALTIES

When a boat is penalized under rule P1 her penalty shall be a One-Turn Penalty under rule 44.2. If she fails to take it she shall be disqualified without a hearing.

P 3 REDDRESS LIMITATION

A boat shall not be given redress for an action by a member of the protest committee or its designated observer under rule P1.

14. SAFETY REGULATIONS.

- 14.1 Boats must be equipped with a VHF radio transceiver of at least 25 watts of power. Following channels as a minimum requirement are mandatory: 6, 9, **16**, 69 and 72.
- 14.2 Boats not leaving the harbour for the races of the day (DNC) shall inform the race office as soon as possible.
- 14.3 Boats not starting or retiring from a race (DNS - DNF) shall inform the race office or the race committee as soon as possible.
- 14.4 All boats shall return only to their allocated moorings. If they continue sailing after the last race of the day is finished they shall inform the race committee through VHF 72.
- 14.5 Boats arriving for any reason at a point ashore other than Cascais harbour or that cannot reach the harbour on their own are **requested to report immediately** to:
 - [Race Committee phone: 00 34 671556246](tel:0034671556246) VHF 72
- 14.6 To facilitate search and rescue (SAR) operations any boat requiring assistance is requested to inform of her position and external identification details.
- 14.7 To facilitate the evacuation of an injured crew member, boats are requested to signal their position to the rescue services by using an orange smoke canister or a red or white hand flare.
- 14.8 All competitors shall carefully comply with this sailing instruction **14. SAFETY REGULATIONS**. Otherwise they can be requested to pay the expenses of search and rescue operations.

15. SCORING

- 15.1 A boat's total score will be the sum of her scoring in every race. No discards will apply.
- 15.2 RRS Appendix A8 will apply

16. REPLACEMENT OF CREW.

- 16.1 Changes to crew list shall be made in writing to the Int. Jury indicating the name and I.D. or Passport number of the substitute crew member and shall be lodged at the race office before 10:30 hours of each day. Only substitutions approved by the Int. Jury **may** be accepted. Substitutes may be subject to weight control.

Boats failing to comply with this sailing instruction will get, without a hearing, a 5-point penalty in each race of that day. This changes RRS 63.1 & A5.

17. OFFICIAL BOATS IDENTIFICATION.

- 17.1 The official boats will be identified by displaying flags as follows:

Race Committee Boats	Orange flag
Jury Boats	White flag with a "J"
Measurers Boats	White flag with a "M"
Safety Area Marshall boats	Bright Yellow flag

- 17.2 Vessels used by press, photograph, VIP's, etc are not under the jurisdiction of the race committee. **Please, contact Course Marshall on VHF channel 71 for any issues regarding these vessels.**

18. SUPPORT BOATS.

- 18.1 Support boats are under the jurisdiction of the Course Marshall and must be identifiable hoisting permanently two flags supplied by him. They shall stay outside of racing area (as defined in appendix 3) from the time of the preparatory signal for the first start until all boats have finished or the Race Committee signals a postponement, general recall or abandonment.
- 18.2 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 up to a 5-point penalty for each infringement to the GP42 whose support boats fail to comply with this rule. This changes RRS 63.1 & A5.

19. HAUL-OUT RESTRICTIONS.

Boats shall not be hauled out after 12th of May/12.00h except with and according to the terms of prior written authorisation of the race committee.

20. PLASTIC POOLS.

Plastic pools or their equivalent shall not be used around boats between the preparatory signal of the first race and the end of the event.

21. RADIO COMMUNICATION.

- 21.1 While racing a boat shall neither make nor receive radio transmissions not available to all boats. This restriction includes cellular telephones and/or internet access.
- 21.2 Furthermore, on racing days from 1 hour before the scheduled 1st start until the finish of the final race of the day communication of any sort with weather spotters outside the competing yachts is forbidden.

22. PRIZES.

Prizes will be given as indicated in the Notice of Race. The prize list will be posted on the Official Notice Board (ONB).

23. DISCLAIMER OF LIABILITY.

All those taking part in the regatta do at their own risk and responsibility. See RRS 4: Decision to Race.

The organizing authority and all parties involved with the organization of the event will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

APPENDIX INDEX:

- o Appendix A. Pumping Exception to Rule 42.3(c)
- o Appendix 1 & Appendix 1 b. Windward / leeward courses.
- o Appendix 3. Safety zone.

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

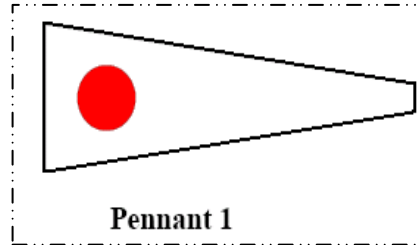
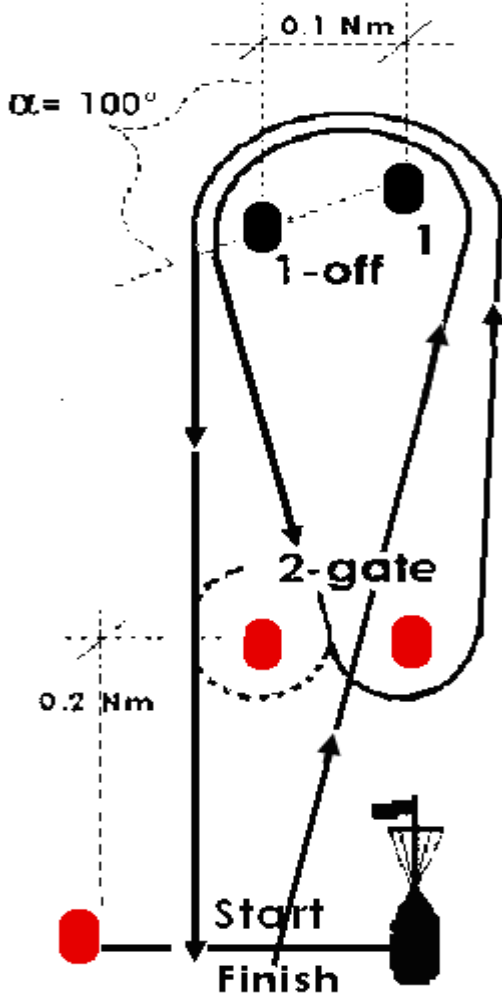
- 1 Before the warning signal by displaying flag “O”
- 2 After the starting signal by displaying flag “O” with repetitive sound signals at a mark to signal that the action is permitted as specified when a boat has passed a mark.

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.

D This Sailing Instruction amends Rule 42.3(c)

APPENDIX 1. WINDWARD / LEEWARD COURSE 1

START - 1 - 1 offset - 2 (gate) - 1 - 1 offset - FINISH (downwind)



COMMITTEE - MARK 1	
TWS	Length (approx.)
6	1,3 Nm
8	1,6 Nm
10	1,8 Nm
12	1,9 Nm
14	2,1 Nm
16	2,2 Nm
20	2,3 Nm

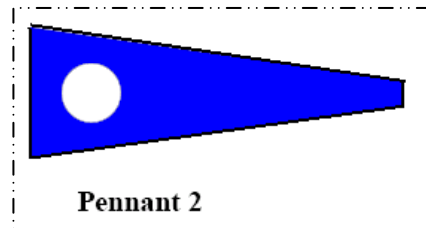
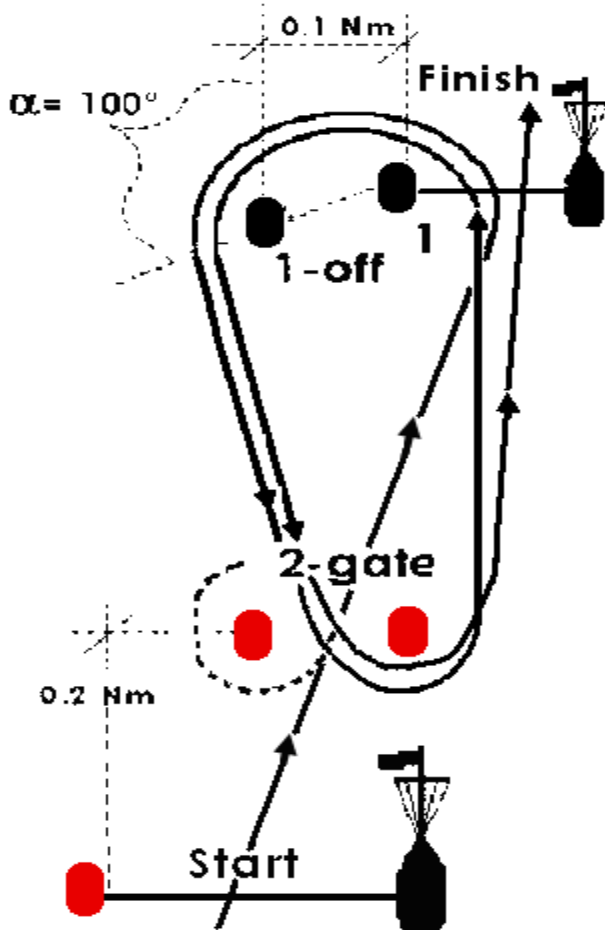
- All rounding marks shall be left to port except for the gate (See RRS 28.1C).
- Distance between race committee and mark 1: see-attached table.
- Distance between starting line and gate: 0.2 Nm approx.
- Distance between mark 1 and mark 1-off: 0.1 Nm approx.
- Angle between upwind leg and bearing from mark 1 to mark 1-offset: 100°
- Distance between gate marks: 10 boat lengths (125 m approx.)
- Distance between committee boat and finishing mark: 150m approx.
- The bearing to the windward mark and right side of the gate (when looking from leeward to windward) will be considered from race committee.

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

This information is approximate. A different distance of the leg or bearing shall not be grounds for a request for redress.

APPENDIX 1 b. WINDWARD / LEEWARD COURSE 2

START - 1 - 1 offset - 2 (gate) - 1 - 1 offset - 2 (gate) - FINISH (upwind)



COMMITTEE - MARK 1	
TWS	Length (approx.)
6	1,3 Nm
8	1,6 Nm
10	1,8 Nm
12	1,9 Nm
14	2,1 Nm
16	2,2 Nm
20	2,3 Nm

- All rounding marks shall be left to port except for the gate (See RRS 28.1C).
- Distance between committee and mark 1: see attached table.
- Distance between starting line and gate: 0.2 Nm approx.
- Distance between mark 1 and mark 1-off: 0.1 Nm approx.
- Angle between upwind leg and bearing from mark 1 to mark 1-offset: 100°
- Distance between gate marks: 10 boat lengths (125 m approx.)
- Distance between committee boat and finishing mark: 150m approx.
- The bearing to the windward mark and right side of the gate (when looking from leeward to windward) will be considered from race committee.

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

This information is approximate. A different distance of the leg or bearing shall not be grounds for a request for redress.

APPENDIX 3. SAFETY ZONE.

