

The 2010 Marseille Trophy will be raced in the waters of Marseille from June 15th to 20th 2010; it will be organized by World Sailing Management and the City Hall of Marseille, with the support of the TP52 Medfleet Association, the International TP52 class association, the Federation Francaise de Voile, the Société Nautique de Marseille and Marseille Provence Metropole . 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 Classes recommend the Race Committee to apply this rule when winds of 13 knots and above are measured at deck level.

- 1.3 Add to RRS 41 **OUTSIDE HELP**

(e) help to recover from the water and return on board any person on board, provided the return on board is at the approximate location of the recovery.

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
June 15 th	13:00	Warning signal Practice Race.
June 15 th	18:00	Skippers briefing.
June 16 th	13:30	Warning signal 1 st W/L Race of the day.
June 17 th	13:00	Warning signal 1 st W/L Race of the day.
June 18 th	13:00	Warning signal Coastal Race.
June 19 th	13:00	Warning signal 1 st W/L Race of the day.
June 20 th	13:00	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 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 10 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 15:30hs except as a consequence of a general recall

5. RACING AREAS.

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

43°14.700N and 005°19.200E for Rade Sud

43°19.000N and 005°18.500E for Rade Nord.

- 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.
- 5.3 The Coastal race will be sailed in Marseille waters. Appendix 2 shows the different racing areas.

6. COURSES & SHORTENED COURSES.

- 6.1 Windward/leeward races: 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 Coastal race: The diagrams in Appendix 2 show the different course options including the course signals, the marks, the order in which they are to be passed and the side each mark is to be left.
Approximately at the middle of the course the race committee will designate a Middle Waypoint Gate.
- 6.3 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 change RRS 62.1(a)).
- 6.4 Except for the coastal race, the approximate length of the first leg will be according to the following table:

TWS	First Leg Length
6	1,5 Nm
8	1,8 Nm
10	2,0 Nm
12	2,1 Nm
14	2,3 Nm
16	2,4 Nm
20 +	2,5 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.

6.5 SHORTENED COURSES:

- 6.5.1 Windward/leeward courses may be shortened at any mark provided a shortened course has a minimum of 3 legs.
- 6.5.2 The coastal race may not be shortened (changes RRS 32.2). The race committee will take each boat's time and position at the Middle Waypoint Gate. If no boat finishes the race within the time limit or the race is abandoned after at least one boat has crossed this Middle Waypoint Gate the positions taken at this mandatory waypoint shall be used for establishing the final result (changes RRS 32.1).

7. MARKS.

- 7.1 Course marks will be red inflatable tetrahedron buoys except that in the coastal race islands or official maritime marks may be used as well.
- 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 "TP52 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. 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.
- 8.5 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 THE 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 For windward/leeward races only and 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 For windward/leeward races 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 For the coastal race the finishing line will be as described in appendix 2.
- 10.3 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.

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

11. TIME LIMITS.

11.1 The time limit is calculated as follows:

11.1.1 For windward / leeward races 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.

11.1.2 For the coastal race the longest of the following options:

- 12 minutes per mile of designed course, or
- 2 hours after the first boat starts, sails the course and finishes within 12 minutes / mile.

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. For the coastal races, 60 minutes after the finish of the boat.	
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 REDRESS 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 Marseille 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 **In case of injured crew members that require evacuation from the boats, crews are strongly encouraged to contact immediately the race committee; this communication will trigger the whole emergency evacuation procedure and could save precious critical minutes.**
- 14.7 To facilitate search and rescue (SAR) operations any boat requiring assistance is requested to inform of her position and external identification details.
- 14.8 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.
- 14.9 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. **Coastal race scoring:** the 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. In case the race is shortened according to point 6.5.2 the final score for each boat will be equal to her position after crossing the middle waypoint gate.
- 15.3. If there is a score tie between two or more boats the tie will be broken in favour of the boat with the best total score in the **coastal race**. 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.

16. REPLACEMENT OF CREW.

- 16.1 Changes to crew list shall be made in writing to the International 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 International Jury will be accepted. Substitutes may be subject to weight control.

- 16.2 If after 10.30 a crew member becomes unable to race the International Jury may authorize a substitute. The substitution request can be a verbal request but must be made before the warning signal of the race in question. Substitutes may be subject to weight control.

Boats failing to comply with this sailing instruction may 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	Red flag with a "J"
Measurers Boats	White flag with a "M"
Safety Area Marshall boats	Bright Yellow flag

- 17.2 Vessels used by press, photographers, 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 the 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. During coastal races they shall stay at least 100 metres away from any competitor boat still racing.
- 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 TP52 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 15th of June/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:

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- Appendix 1 & Appendix 1b. Windward / Leeward Courses
- Appendix 2. Coastal Courses
- 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”

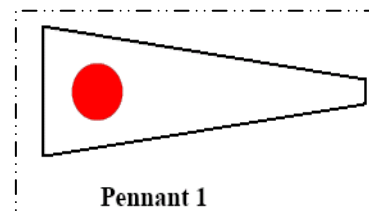
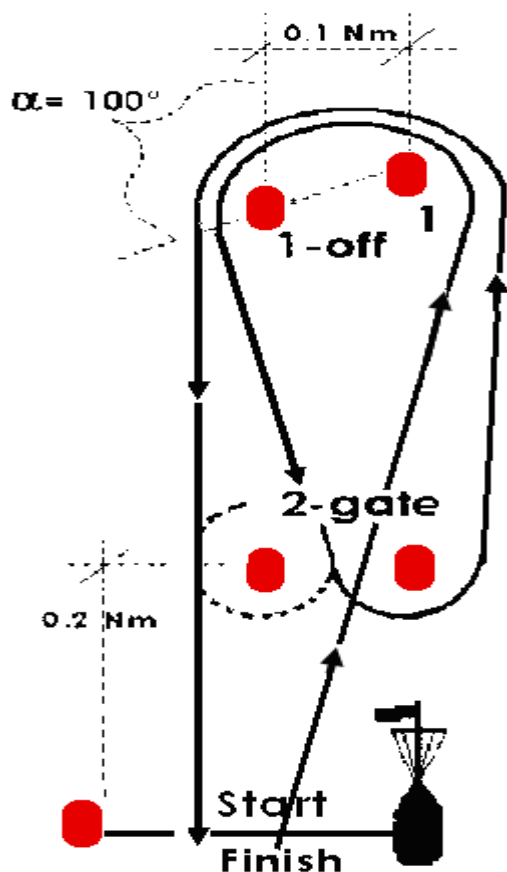
2 After the starting signal by displaying flag “O” with repetitive sound signals at a mark to signal that the action is permitted as specified when a boat has passed a mark.

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	1,5 Nm
8	1,8 Nm
10	2,0 Nm
12	2,1 Nm
14	2,3 Nm
16	2,4 Nm
20 +	2,5 Nm

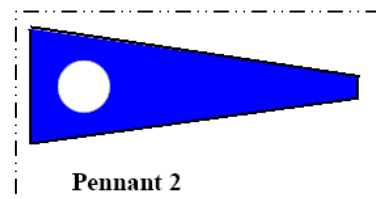
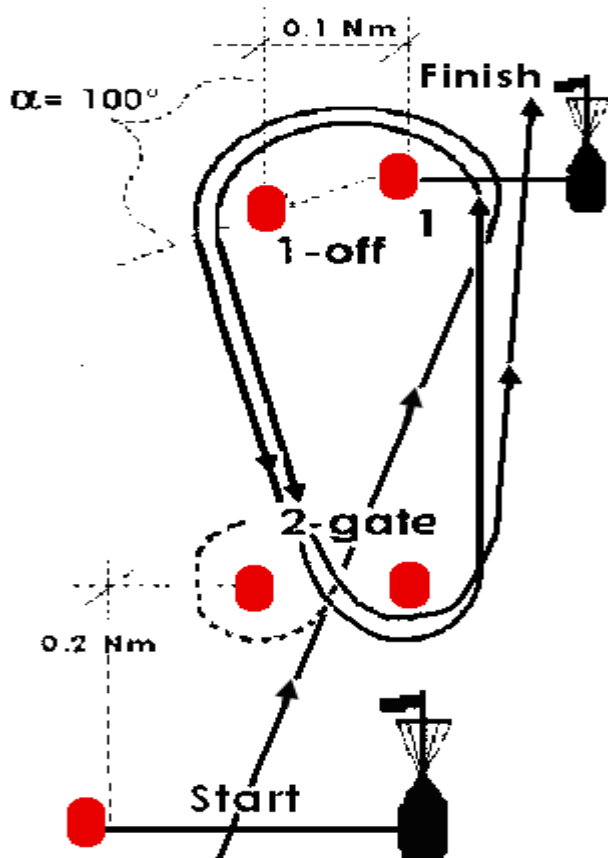
- All rounding marks shall be left to port except for the gate (see RRS 28.1C).
- Distance between race committee and mark 1: see-attached table.
- Distance between starting line and gate: 0.2 Nm approx.
- Distance between mark 1 and mark 1-off: 0.1 Nm approx.
- Angle between upwind leg and bearing from mark 1 to mark 1-offset: 100°
- Distance between gate marks: 7 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)



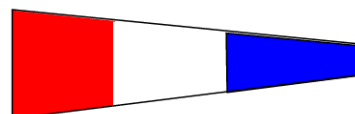
COMMITTEE - MARK 1	
TWS	Length (approx.)
6	1,5 Nm
8	1,8 Nm
10	2,0 Nm
12	2,1 Nm
14	2,3 Nm
16	2,4 Nm
20 +	2,5 Nm

- 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: 7 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 2. COASTAL COURSES.



Pennant 3

COURSE NUMBER 3:

COURSE DEFINITION:

Start- Windward mark and offset (Port)- Pin end gate (Starboard or Port) – Ile Ratoneau (Port) – Ile Pomegues (Port)- Illot Tiboulén (Port) - Illot Les Empereurs (Mandatory Waypoint Gate, Port) – La Cassidaigne Mark (Port)- Variable Mark (Port)- Illot Tiboulén (Starboard)- Finishing line .

SPECIAL MARKS INFORMATION:

Windward mark and offset: before or with the warning signal the race committee will show in a board the distance and bearing from the race committee to the windward mark. The offset mark will be laid at 0.1 NM approximately from the windward mark and the angle with the windward leg axis will be 100°. Both marks will be red inflatable tetrahedron buoys.

Pin end gate: the race committee will lay a gate using the pin end at the left side (when looking from leeward to windward) and laying a red inflatable tetrahedron buoy at the right side (when looking from leeward to windward). If during the starting procedure the starting mark has been replaced by an auxiliary committee vessel, it will be substituted by a red inflatable tetrahedron buoy before boats approach the gate. Distance between buoys will be approximately 7 boat lengths (125 meters).

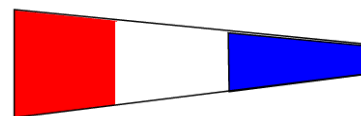
Illot les Empereurs (Mandatory Waypoint Gate, SI.6.2 and 6.6.2): the mandatory waypoint gate will be defined by a staff displaying an orange flag on a committee vessel (to be left to starboard) and the Lighthouse of the Illot Les Empereurs, approximately located at **43°10.160N** and **005°23.660E** (to be left to port).

La Cassidaigne Mark: red inflatable tetrahedron buoy approximately located at **43°08.100N** and **005°32.300E**.

Variable mark: when the first yacht is about to round the Illot Les Empereurs the race committee will show a board with the range and bearing between La Cassidaigne mark and the Variable mark. This information will be broadcasted later on VHF channel 72. The Variable mark will be a red inflatable tetrahedron buoy.

Finishing line: the line between the mast with an orange flag on a Race Committee boat and a red inflatable tetrahedron buoy. The approximate location of the committee boat will be: **43°15.500N** and **005°21.500E**.

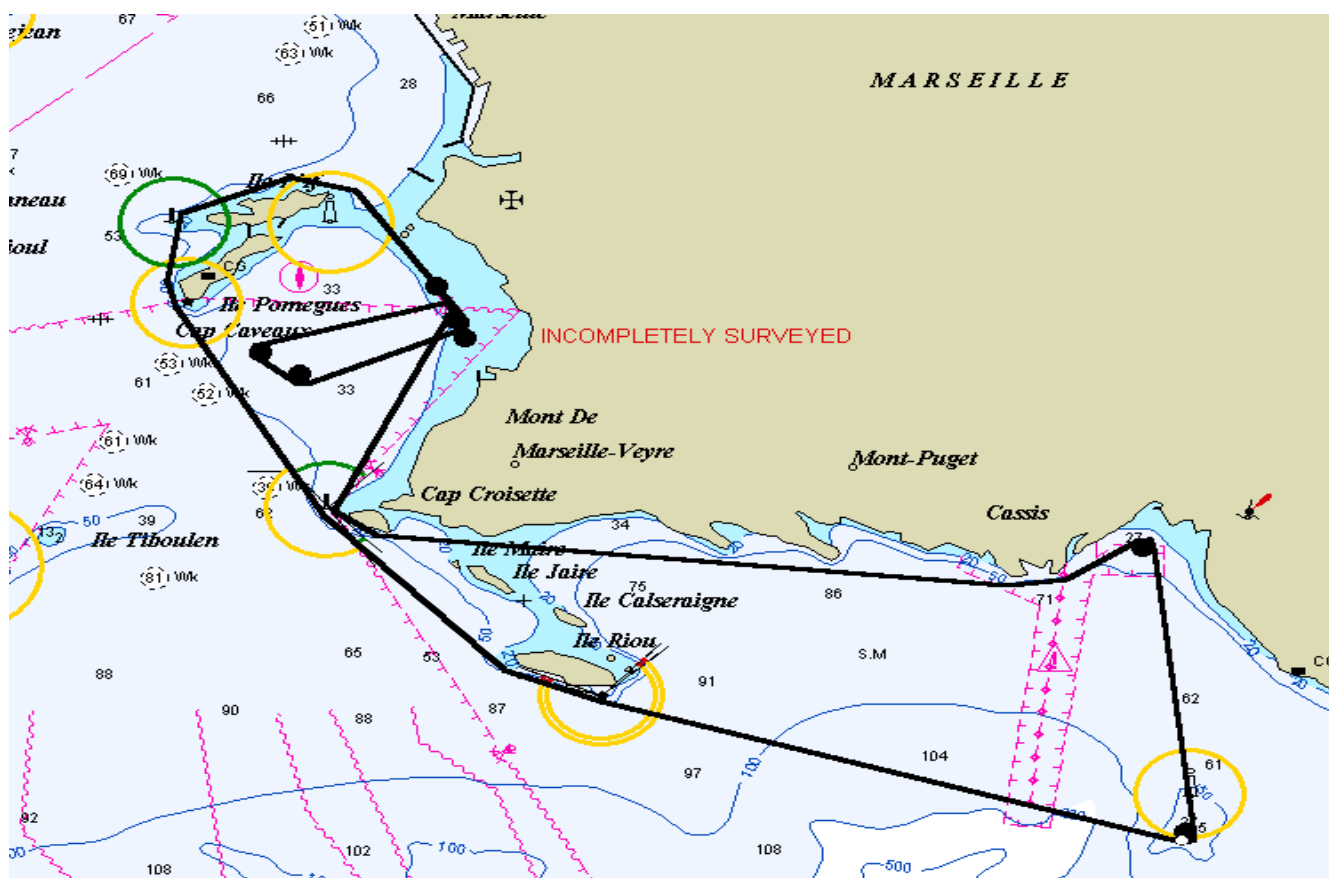
APPENDIX 2. COASTAL COURSES.



Pennant 3

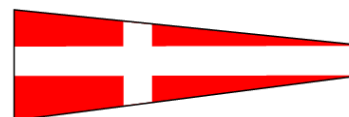
COURSE 3 marks information and course schematic

MARK	ROUNDED	DESCRIPTION	LOCATION
Windward mark & offset	Port	Red inflatable tetrahedron	Rng&Brng from RC
Pin End Gate	Stbd or Port (gate)	Red inflatable tetrahedron	Pin end
Illot Les Empereurs	Port (MWG)	Small rocky island	43°10.160N/005°23.660E
La Cassidaigne	Port	Red inflatable tetrahedron	43°08.100N and 005°32.300E.
Variable mark	Port	Red inflatable tetrahedron	Rng&Brng from La Cassidaigne



APPENDIX 2. COASTAL COURSES.

COURSE NUMBER: 4



Pennant 4

COURSE DEFINITION:

Start- Windward mark and offset (Port) – Starting line (RC to port, Pin to Starboard) – Leeward gate (Starboard or Port) – Windward mark (Starboard) – Reaching Mark (Starboard) – Leeward mark (Middle Waypoint gate: Starboard mark, Port committee) – Windward mark and offset (Port)- Leeward gate (Starboard or Port) - Finishing line.

SPECIAL MARKS INFORMATION:

Windward mark and offset: before or with the warning signal the race committee will show in a board the distance and bearing from the race committee to the windward mark. The offset mark will be laid at 0.1 NM approximately from the windward mark and the angle with the windward leg axis will be approximately 90°. Both marks will be red inflatable tetrahedron buoys.

Leeward gate: the race committee will lay a gate to leeward of the Race committee boat at the same distance as the windward mark and on the opposite bearing (upwind bearing +180°). After having rounded the windward and offset marks for the first time, boats will have to sail across the starting line where a change of range and/or bearing from the Race committee boat to the leeward gate could be announced. If during the starting procedure the starting mark was replaced by an auxiliary committee vessel, it will be substituted by a red inflatable tetrahedron buoy before boats approach the line. Distance between the two red inflatable tetrahedron buoys at the leeward gate will be approximately 7 boat lengths (125 meters).

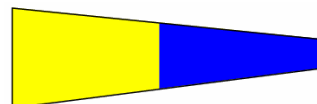
Reaching mark: the reaching mark will be a red tetrahedron inflatable mark located at 60° from the course axis at approximately the same distance as that of the second beat, configuring an equilateral triangle.

Middle Waypoint Gate (SI.6.2, 6.5 and 6.6.2): the middle waypoint gate will be defined by a staff displaying an orange flag on a committee vessel (to be left to port) and the right mark (when looking from leeward to windward) of the leeward gate (to be left to starboard).

Finishing line: the line between the mast with an orange flag on a Race Committee boat and a red inflatable tetrahedron buoy. The approximate location of the committee boat will be: **38°41.780N** and **009°24.**

APPENDIX 2. COASTAL COURSES.

COURSE NUMBER: 5



Pennant 5

COURSE DEFINITION:

Start- Windward mark and offset (Port) – Starting line (RC to port, Pin to Starboard) – Leeward gate (Starboard or Port) – Windward mark (Port) – Reaching Mark (Port) – Leeward mark (Middle Waypoint gate, Port mark, Starboard committee) – Windward mark and offset (Port) - Leeward gate (Starboard or Port) – Finishing line.

SPECIAL MARKS INFORMATION:

Windward mark and offset: before or with the warning signal the race committee will show in a board the distance and bearing from the race committee to the windward mark. The offset mark will be laid at 0.1 NM approximately from the windward mark and the angle with the windward leg axis will be approximately 90°. Both marks will be red inflatable tetrahedron buoys.

Leeward gate: the race committee will lay a gate to leeward of the Race committee boat at the same distance as the windward mark but on the opposite bearing (upwind bearing +180°). After having rounded the windward and offset marks for the first time, boats will have to sail across the starting line where a change of range and/or bearing from the Race committee boat to the leeward gate could be announced. If during the starting procedure the starting mark has been replaced by an auxiliary committee vessel, it will be substituted by a red inflatable tetrahedron buoy before boats approach the line. Distance between the two red inflatable tetrahedron buoys at the leeward gate will be approximately 7 boat lengths (125 meters).

Reaching mark: the reaching mark will be located at 60° from the course axis at approximately the same distance as that of the second beat, configuring an equilateral triangle.

Finishing line: the line between the mast with an orange flag on a Race Committee boat and a red inflatable tetrahedron buoy. The approximate location of the committee boat will be: **38°41.780N** and **009°24.640W**.

APPENDIX 3. SAFETY ZONE.

