



RACING TOUR



GC32 TPM MED CUP

10TH – 14TH OCTOBER 2018

TOULON. FRANCE

SAILING INSTRUCTIONS

The GC32 TPM MED CUP 2018 Organising Authority (OA) will be the company SIRIUS EVENTS, an establishment affiliated with FF Voile (the French Federations of Sailing), in partnership with the GC32 Class Association.

The notation '[DP]' in a rule in the Sailing Instructions (SIs) means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.

1. RULES

The event will be governed by:

- a. The Rules as defined in *The Racing Rules of Sailing 2017 – 2020* (RRS) amended as shown in the document titled "World Sailing Racing Rules of Sailing, High Speed Rules Edition v3.0 (December 2017)".
- b. The GC32 Class rules and Interpretations. [DP]
- c. Identification of Boats. A Boat will be identified by the Team or Boat name or the assigned Bow Number.
- d. Penalties for contact between boats.
 - i. When the umpires observe or can verify a report of "hard" contact (defined as hulls, rudders, spars or rigging against another boats hull, rudders, spars or rigging), between boats they will impose a two-point penalty on the boat that broke a rule in the incident and a one-point penalty on the other boat without a hearing. The penalty on the other boat may be waived.
 - ii. When there is contact that causes damage, the umpires may impose further penalties on either one or both boats.

2. NOTICES AND COMMUNICATIONS

- a. Notices to competitors will be posted on the official notice board (ONB) at <http://www.gc32racingtour.com/onb/>. Additionally a WhatsApp group for registered phone numbers will also be used to communicate notices to competitors.
- b. The VHF call sign for the Race Committee (RC) will be "GC32 Race Committee". VHF channel 72 will be used to communicate with Competitors and Support Boats.
- c. Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communications that is not available to all boats. [DP]

3. TRACKERS/GPS DATA LOGGERS

- a. Each Team will be issued with a GPS data logger that should be securely attached to the aft cross beam of the boat. The GPS data logger shall be collected and signed for at the daily skippers briefing and then returned to the Race Office within 60 minutes of the last boat's finishing time of the last race of the day or when the Race Committee signals no more racing today, whichever is later. [DP]

4. MAINSAIL REEFS, BREAKDOWNS, SAFETY AND ONBOARD GUESTS

- a. The RC may display flag R with one sound signal which means all boats are required to race with 1 reef set in the mainsail. When the RC displays or removes flag R with one sound signal, the Attention Signal for the next race will be no sooner than 15 minutes. [DP]
- b. Boats with equipment breakdowns may request a delay to the start of the next race, immediately following the last finisher of that race. When a delay is granted by the RC the new Attention Signal will be no sooner than 10 minutes after the last finisher of the previous race.
- c. A boat with "MAN OVERBOARD" shall notify the RC on VHF 72 immediately. [DP]
- d. A boat that retires from a race shall notify the RC on VHF 72 before leaving the race area. [DP]
- e. Onboard guests will be assigned to boats throughout the event by the International Class Association (ICA). Details of the onboard guest schedule for the event will be provided at the event briefing. All onboard guests shall have attended a mandatory daily safety briefing before sailing onboard a boat. The RC will instruct boats to have guests removed from boats if the prevailing weather conditions are not suitable. [DP]

5. CHANGES TO SAILING INSTRUCTIONS

- a. Any change to the SIs will be posted on the ONB at least 90 minutes before the first Attention signal of each day that they will take effect. The intended schedule of each days racing will be posted by 1900hrs on the ONB on the day before it will take effect. The ONB can be found at <http://www.gc32racingtour.com/onb/>

6. SIGNALS MADE ASHORE

- a. No signals will be displayed ashore. The RC will use the WhatsApp group and VHF radio to announce its intentions.

7. SCHEDULE

Wednesday 10th October

1000hrs Main event briefing.

1300hrs 1st Attention Signal for practice races.

Thursday 11th October

0945hrs Support Boat drivers briefing.

1000hrs Skippers briefing.

1300hrs 1st Attention Signal. Further details to be provided.

Friday 12th – Sunday 14th October

Intended daily schedule will be posted on the ONB by 19.00hrs the day before it will take effect.

Sunday 14th October – Championship prize giving at approximately 1700hrs.

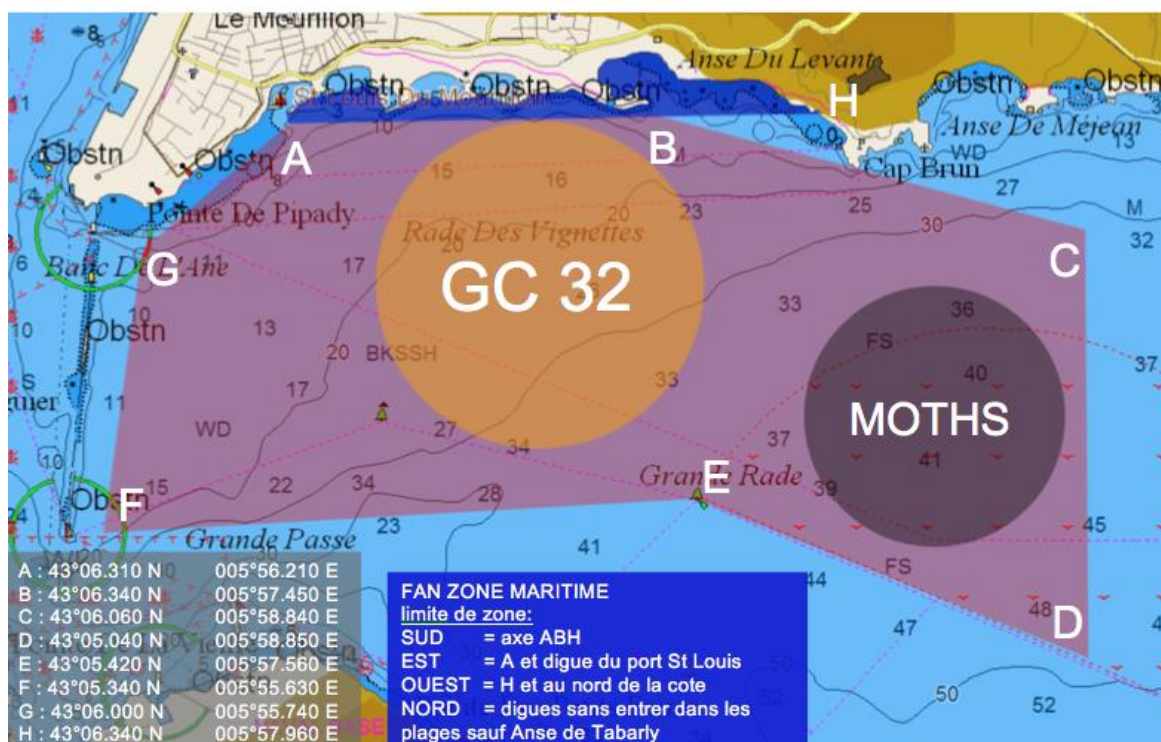
- a. Notice of the RC intentions to run either Windward Leeward races, Time Trial Period or Dedicated "onboard guest periods" will be posted on the ONB by 19.00hrs on the day before it will take effect.
- b. The presence of the Skipper and Support Boat driver of each boat is mandatory at all briefings unless approved by the RC. [DP]
- c. The presence of a boats skipper and crew is mandatory at the prize giving and all official functions as defined in the Notice of Race schedule unless approved by the OA. [DP]
- d. Up to 20 races are scheduled. It is intended that there will be no more than five races a day, however, additional races may be sailed on any day to complete the programme if weather or other reasons dictate.

- e. Subsequent races will start as soon as possible after the end of the previous race. The RC will advise competitors of the timings via VHF.
- f. No Attention Signal will be displayed after 15:30hrs on Sunday 14th October.

8. THE COURSE AREA AND COURSES

a.

GC32 TPM MED CUP ZONE DE COURSE



- b. For Windward Leeward races the course signal to be sailed shall be displayed on the RC vessel.
 - i. Course 1, Numeral Pennant One: Start (reaching) – 1S to port – Gate 2 — Gate 1 – Gate 2 –1S to starboard – Finish.
 - ii. Course 2, Numeral Pennant Two: Start (upwind) – Gate 1 – Gate 2 – Gate 1 – Finish.
 - iii. APPENDIX 2 of the SIs have details of the course diagrams.

c. APPENDIX 1 of the SIs have additional instructions for Time Trials.

9. MARKS

- a. For Windward Leeward courses
 - i. Gate 1 and 2 marks will be yellow inflatable cylinders.
 - ii. The Starting marks will be the main RC vessel and a red inflatable mark.
 - iii. The Finishing marks will be a RC vessel and a red inflatable mark.

b. Mark descriptions for the Time Trials are provided in APPENDIX 1.

10. THE START

- a. To alert boats that a start sequence will begin soon, the orange starting line flag will be displayed (with a series of short toots) at least two minutes before the Attention Signal.
- b. The starting line shall be between a staff displaying an orange flag and the course side of the red inflatable mark.
- c. A boat starting later than 2 minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This changes RRS A4 and A5.
- d. In addition to RRS 29.1(a), Individual recall details will be broadcast on VHF.

11. CHANGE OF THE NEXT LEG OF THE COURSE

- a. To change the next leg of the course, the RC will move the original mark (or the finishing line) to a new position.
- b. In addition to RRS 33, the RC may use VHF radio to assist in communicating the change of the next leg of the course.

12. THE FINISH

- a. The finishing line for Windward Leeward races will be between a staff displaying an orange flag and the course side of the red inflatable mark. The finishing line description for the Time Trials are provided in APPENDIX 1.

13. TIME LIMITS

- a. For Windward Leeward races if no boat has finished within 35 minutes of the starting signal, the race will be abandoned.
- b. Any time Limits for Time Trial Periods will be provided in APPENDIX 1.

14. SCORING

- a. The Low Point System of Appendix A will apply with the following changes:
- b. Four (4) Windward Leeward races shall be completed to constitute a series.
- c. There will be no discards.
- d. In addition to the Regatta Series ranking, there will be a separate ranking for boats with an owner-driver. The winner of the Owner-driver classification will be awarded a trophy. An Owner-driver is defined as:
 - i. Being Group 1 under the World Sailing Classification Code
 - ii. In the last six years having only been classified as Group 1 (or would have been classified as such had a classification been held)
 - iii. An Owner-driver cannot be a:
 1. former Group 3 sailor who has completed in the sailing events at the Olympic Games, Volvo Ocean Race or in an America's Cup or Challengers Selections Series of the America's Cup within the last five years.
 2. former Group 3 sailor who has been in the top 50 of the World Match Racing Ranking in the past five years.
- e. If a team's Owner-driver is absent for any race, then a team must appoint a stand-in owner driver fulfilling the above criteria and seek confirmation of the acceptability of this replacement by the Organising Authority. If for any races, the Owner-driver criteria is not fulfilled then the team in question will be scored DNF ('Did not Finish') in the Owner-driver ranking.
- f. The results of any Time Trials shall not count towards a boat score for the Regatta series.

15. OFFICIAL BOATS

- a. Official boats will be marked as follows:
 - i. Race Committee Vessel – white flag with RC in red letters
 - ii. Race Committee Boats – white flag with RC and red numbers
 - iii. Umpire Boats – yellow flag with Umpire and black numbers
 - iv. Safety Lead – red flag with Safety and white numbers
 - v. Support Boats – grey flag with Team and yellow numbers
 - vi. Media Boats – white flag with Press and black numbers.

16. SUPPORT BOATS

- a. The presence of all Support Boat drivers is mandatory at all briefings. Details of the daily schedule will be posted on the ONB by 1900hrs on the day before it will take effect. [DP]
- b. A boats' registered Support Boat shall carry on board two crew, and operate while on the water, a marine VHF radio capable of transmitting and receiving on International marine VHF channels and agree to assist the RC or other Teams if directed to do so. [DP]
- c. Except when participating in rescue operations all Support Boats shall stay at least 100m away from any boat racing and will stay outside the race area. Competitors shall have no communication with, and competing boats shall not be tied to, Support Boats after the Attention Signal for each race until boats have finished the race. Between races, Support Boats may approach, communicate with or transfer provisions or equipment to or from their Support Boats. [DP]
- d. For the purposes of identifying the race area, this shall be determined as any part of the course bound by racing marks, start and finish lines and relevant lay lines between race marks extending to 100m from all these points. See Diagram APPENDIX 3. [DP]

17. DISCLAIMER OF LIABILITY

- a. Competitors participate in the event entirely at their own risk. See rule 4, Decision to Race. The OA will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the event.
- b. The organisers may, as a result of force majeure or if it is necessary for the participants' safety, decide to cancel the running of the event. Cancellation for reasons of force majeure or for any other grounds outside the control of the organisers, will not incur any refunding of registration fees or compensation. The same scenario would also be true, though this list is in no way restrictive, in the event of exceptional weather

conditions, armed conflict, requisition, fire, flooding, strikes or the blocking of facilities, whose origin is unknown and totally outside the control of the organisers.

18. INSURANCE

- a. Each participating boat must hold adequate third-party liability insurance with a minimum cover of at least 3,000,000.00 Euros (or equivalent). See NOR 19.
- b. The skippers are personally responsible for any material or physical accident affecting their boat or crew. It shall be the skipper's sole responsibility to take out all the necessary insurance.

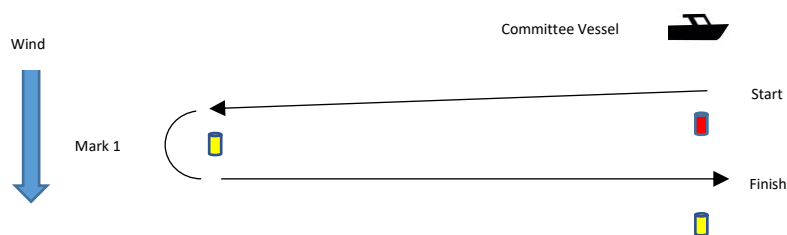
APPENDIX 1 - TIME TRIAL INSTRUCTIONS

1. FORMAT OF TIME TRIAL PERIODS

- a. The RC may designate a Time Trial Period within the event schedule and will advise competitors of its intentions within the daily schedule updates.
- b. During the Time Trial Period, each boat may have up to two scheduled starts to complete the Time Trial course. Each boat will be ranked accordingly using the best calculated boat speed of its Time Trials.
- c. The elapsed time for each boat will be calculated from when the boat crosses the start line and finish line. The elapsed time of a boat to complete the course will be used to calculate its boat speed.
- d. A trophy will be awarded to the boat with the highest calculated speed of any Time Trial Period during the Championship.
- e. Time Trial results will not be used for the Championship series score.
- f. Guests may be assigned to each boat for the Time Trial Period, subject to the prevailing weather conditions.

2. MARKS

- a. The Starting marks will be the RC Vessel and the course side of the red inflatable mark.
- b. The Finishing marks will be a red inflatable mark and a yellow inflatable mark.
- c. Mark 1 will be a yellow inflatable mark.
- d. Course diagram:



3. COURSE

- a. The course will be: Start – Mark 1 to Port – Finish.

4. STARTING

- a. Each boat will be given a scheduled start time at 1-minute intervals from the start signal. Each boat should start within 45 seconds of the boats scheduled start time. A boat starting later than 45 seconds after her scheduled start time will be scored Did Not Start (DNS) without a hearing. This changes rule A4 and A5. A boat not starting within their scheduled start time shall leave the course area for that round of Time Trial.
- b. To alert boats that a start sequence will begin soon, the orange starting line flag will be displayed (with a series of short toots) at least two minutes before the Attention Signal.
- c. The starting line shall be between a staff displaying an orange flag on the RC vessel and the course side of the red inflatable mark.
- d. A boat starting before their allocated time will be scored Did Not Start (DNS) without a hearing. This changes rule A4 and A5.

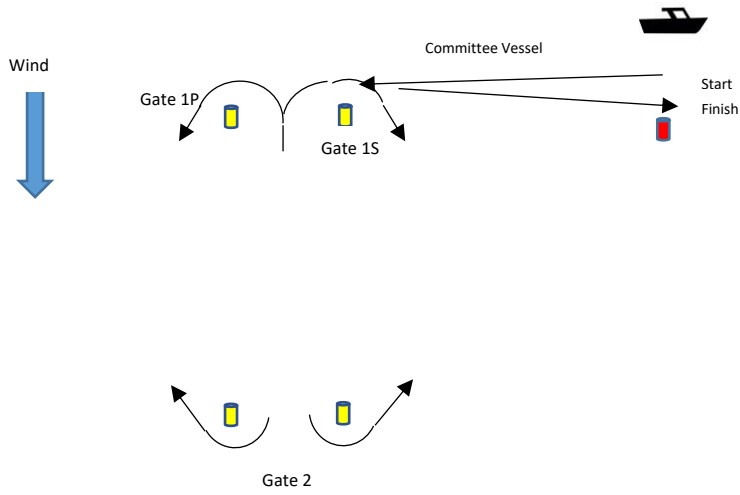
5. FINISHING

- a. The finishing line will be between a red inflatable mark and a yellow inflatable mark.

6. TIME LIMIT

- a. The time limit to sail the course and finish will be 4 minutes. Boats failing to finish within the time limit will be scored Did Not Finish (DNF). This changes RRS 35 A4 and A5.

APPENDIX 2 – WINDWARD LEEWARD COURSE DIAGRAM
COURSE 1 DIAGRAM



COURSE 2 DIAGRAM

