



LOUIS VUITTON TROPHY Nice Côte d'Azur

**31 October – 22 November, 2009
Nice, France**

SAILING INSTRUCTIONS

Abbreviations:

IJ – International Jury
NOR – Notice of Race
RC – Race Committee
SI – Sailing Instruction

LVT – Louis Vuitton Trophy
OA – Organizing Authority (CNN)
RRS – Racing Rules of Sailing
WSTA – World Sailing Teams Association

1 RULES

- 1.1 The event shall be governed by:
 - (a) The *rules* as defined in the Racing Rules of Sailing 2009-2012, including RRS Appendix C as modified by Appendix “A” of these Sailing Instructions. These changes have been approved by ISAF and the letter of approval will be posted on the Official Notice Board.
 - (b) The rules for Handling of Boats (SI Appendix “C”), which shall also apply to any practice sailing prior to scheduled racing.
 - (c) Any prescriptions of the national authority that will apply will be posted on the Official Notice Board.
- 1.2 An IJ shall be appointed (see NOR 7.3) in accordance with RRS Appendix N and the right of appeal will be denied in accordance with RRS 70.5.
- 1.3 On board umpiring observers shall be used.
- 1.4 Category C advertising shall be provided by the OA. It shall be displayed in accordance with ISAF Regulation 20.3.2, along with the advertising permitted in NOR Section 11 ADVERTISING.

- 1.5 Teams must remain onboard the yachts to enter the Port de Nice. When entering or leaving the harbor or any channel subject to harbor regulations, teams shall ensure the yacht (and any of their support vessels) obey all relevant regulations and traffic controls. Any infringement of these regulations will result in severe sanctions on an infringing team.

2 ENTRIES and ELIGIBILITY

- 2.1 Only teams invited by WSTA are eligible for the event.
- 2.2 To remain eligible, each team shall complete registration and pay the insurance bond for damage as stipulated in the NOR; and provide the documents required by WSTA pursuant to NOR 14 on or before the deadlines stipulated therein.
- 2.3 Each team is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or IJ.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 The Official Notice Board shall be located outside the Regatta Office.
- 3.2 Signals ashore shall be displayed from a signal mast near the Regatta Office. In the event that racing is Postponed ashore, no Warning Signal shall be made prior to 60 minutes after the Lowering of Flag "AP" ashore.
- 3.3 Unless excused by WSTA, skippers and tacticians shall attend the briefing as described in NOR Section 4.1 (d).
- 3.4 Unless excused by WSTA, skippers shall attend the briefings as described in NOR Section 4.2.

4 AMENDMENTS TO SAILING INSTRUCTIONS

- 4.1 Amendments to the SI made ashore will be posted at least 1 hour before the start of any race affected.
- 4.2 In the event that an amendment is posted, Code flag "L" shall be displayed ashore each day until all teams affected have departed for the race course.
- 4.3 Amendments made afloat shall be signalled by the display on the RC boat of Code flag 3rd substitute with three sound signals. An Umpire may communicate these either orally or in writing.

5 BOATS and SAILS

- 5.1 (a) The event shall be sailed in boats as provided by Mascalzone Latino (ML), Team Origin (TO) and K-Challenge (KC).
- (b) The sails to be used shall be allocated by the WSTA and include the asymmetrical spinnaker of each entry [see NOR Section 6.3(a)].
- (c) Prior to each flight, or before the Warning Signal of an individually scheduled match, and after consulting with the Boat Representative ("boat rep"), the RC will designate the Code of the primary head sail to be used on the Upwind Legs of each Match. The same Code shall be used for all Upwind legs. In the event the primary head sail is damaged, the designated back-up head sail shall be used.
- (d) The use of a "spare" spinnaker is strictly prohibited unless the "branded" spinnaker purchased with each competitor's entry is damaged beyond use.
- (e) While racing a boat shall inform the Umpires of the reason for using the back-up head sail, or spare spinnaker. This communication shall be made through the on board observer.
- 5.2 An Umpire or the Race Committee may give other restrictions or instructions to the boats orally. Code flag 3rd substitute is not required.
- 5.3 While all reasonable steps are taken to equalise the boats, variations shall not be grounds for redress (this amends RRS 62).

6 IDENTIFICATION and ASSIGNMENT OF BOATS

- 6.1 Boats shall be drawn as decided by the RC.
- 6.2 During the Round(s) Robin stage of the event, matches 1 and 3 in each flight will be sailed in boats #75 and #93. Matches 2 and 4 will be sailed in boats #90 and #99. A draw will be held to determine a team's side of entry and boat for each match. Boats assignments for later stages will be determined by the OA, WSTA, and the Race Management Team.
- 6.3 Boats shall be exchanged in accordance with the pairing list and Event Format. Due to the schedule and time constraints, the time permitted for crew exchanges, "re-branding" and boat testing between matches shall be kept to a minimum.

7 CREW MEMBERS

- 7.1 The total number of crew shall be as designated in the NOR and any amendments thereto.
- 7.2 There is no restriction on crew of one team assisting with the preparation of yachts, or the training and practice of another team.
- 7.3 A crew member who has raced in a scored race of the LVT Nice Regatta shall not thereafter race as a crew member with another team continuing to participate in the Nice Regatta without the consent of the IJ.

8 EVENT FORMAT and STARTING SCHEDULES

- 8.1 Delete RRS C3.2(b).
- 8.2 The initial Warning Signal is scheduled to be made at 0900 on each day of racing.
- 8.3 The event format is detailed in SI Appendix "FORMAT". Prior to the Warning Signal, the matches to be sailed in a flight will be announced over private channel ("Safety") radio (provided by WSTA).
- 8.4 The RC reserves the right to alter the published order of starts.
- 8.5 The number of matches to be sailed each day shall be determined by the RC.
- 8.6 Each subsequent flight or match shall be started as soon as practicable after the previous flight or match.
- 8.7
 - (a) In a knockout series between two teams, they shall alternate assigned ends for each match. Crews will draw for boats prior to a knockout series and switch boats following the odd numbered matches that are scored in that series. Unless designated in the pairing list, the initial assigned ends shall be determined by a boat's position at the end of the round(s) robin. This changes RRS C4.1.
 - (b) When a knockout series between two teams has been decided, further matches between these two teams shall not be sailed.
- 8.8
 - (a) The RC may vary the format, terminate or eliminate any stage, when conditions do not permit the completion of the intended format.
 - (b) The RC may terminate any round or stage of the event when, in its opinion, it is impractical to attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled. Early rounds or stages may be terminated in favour of later rounds or stages.
 - (c) Add RRS C10.3(b): When a round robin is terminated before completion, the highest score shall be determined as the average points scored per match sailed by each competitor, unless one or more competitors has completed less than one third of the scheduled matches when the entire round robin shall be disregarded and if necessary the event declared void.

9 RACING AREA

The racing area shall be on the waters of the Baie des Anges on a course area designated by the OA. See SI Appendix "B".

10 COURSE

10.1 The Course, Signals and Marks:

- (a) The course will be Windward/Leeward. The Windward mark shall be rounded to starboard. Boats shall pass through the gate from the direction of the Windward mark before proceeding onto the next leg of the course. In the event that a gate is not in place, boats shall round the existing Leeward mark to starboard.
- (b) The gate shall consist of the Start mark to port (looking down wind from the direction of the windward mark) and a mark boat (RIB) displaying Flag "M" to starboard.
- (c) The course number, the approximate distance, and the magnetic bearing to the Windward mark shall be announced in the Safety radio prior to the initial Warning signal of a flight or the Warning signal of an individually scheduled match:

Course Number	Course	Laps
1	Start - W – Finish	1
2	Start - W – Gate – W – Finish	2
3	Start - W – Gate – W – Gate – W – Finish	3

(d) Description of Marks:

All Marks described below will conspicuously display LVT branding.

The Start/Finish mark will be a Yellow inflatable buoy.

The Windward mark will be Yellow inflatable buoy.

The Gate marks will be [as described above (SI 10(b))].

A Replacement mark, used in accordance with SI 13, will be an Orange inflatable buoy.

10.2 Starting/Finishing Line:

The starting/finishing line shall be a straight line between the course side of the Starting/Finishing mark and the staff displaying an orange flag on the RC boat. The starting/finishing line will be approximately 275 meters long.

10.3 Abandonment and Shortening:

RRS 32 is deleted and replaced with: "After the starting signal the RC may abandon or shorten any match for any reason, after consulting with the match umpires when practical."

11 BREAKDOWN and TIME FOR REPAIRS

11.1 Before the initial Warning Signal of a flight, or before the Warning Signal of an individually scheduled match, or within ten minutes of taking over an assigned boat, an assigned boat may display a white flag to signal breakdown or damage to the boat, her sails or injury to her crew, and to request a delay to the next start. She shall sail as soon as possible close to leeward of the RC boat and remain there unless otherwise directed. An assigned boat that notifies the RC of damage will be boarded by the "boat rep" at the earliest opportunity, damage will be accessed, and repairs made as quickly as possible. Once repairs are made, the "boat rep" will then inform the RC that the assigned boat is ready to race.

11.2 The time allowed for repairs shall be at the discretion of the RC.

11.3 After the initial Warning Signal of a flight, or after the Warning Signal of an individually scheduled match, a match will not be postponed or abandoned due to breakdowns or the

display of a breakdown signal, unless the breakdown signal was displayed as required by SI 11.1.

- 11.4 Except when RRS 62.1(b) applies, failure to make the repairs in the time allowed, or breakdowns after the Warning Signal, shall not be grounds for redress (amends RRS 62).

12 STARTING PROCEDURE

- 12.1 Remove the diagram in RRS C3.1 and replace it with the following:

<u>Time in minutes</u>	<u>Visual Signal</u>	<u>Sound Signal</u>	<u>Means</u>
10	Numeral Pennant displayed	one	Warning Signal
5	Flag P displayed	one	Preparatory signal
3	blue or yellow flag or both displayed	one	end of pre-start entry time
1	Flag P removed	none	
0	Numeral Pennant Removed & Numeral Pennant displayed	one	Starting Signal Warning Signal for next match, if any

- 12.2 Match Warning signals will be Code numeral pennant "1" for Match 1 and Code numeral pennant "2" for Match 2, etc. In the event that a single match is being sailed, the Numeral Pennant(s) may be replaced by an LVT event flag.

- 12.3 RRS App C 3.2(c) isare amended by changing "attention signal" and replacing with "warning signal".

- 12.4 A boat shall not use a spinnaker after that boat's Warning Signal and prior to that boat starting.

- 12.5 RRS App C4.1 and C4.2 are modified for the boat assigned the port end.

- (a) At her Preparatory signal she shall be outside the line that is at a 90° angle to the starting line through the Entry Mark, and
- (b) after the Preparatory signal she shall enter the pre-start area by passing between the Start Line Mark and Entry Mark, and
- (c) within the two minute period following her Preparatory signal, she shall cross and clear the line between the Entry Mark and the orange flag on the RC Boat, the first time from the course side to the pre-start side. After that, or after the end of the two minute period following the Preparatory signal, the Entry Mark no longer ranks as a *mark* for the purpose of definition *mark*.

13 CHANGE OF POSITION OF THE WINDWARD MARK

- 13.1 Changes to the course will be made by setting a Replacement mark. Subsequent changes will revert to the original mark.
- 13.2 Change of course signals (Amends RRS 33 and Race Signals):
- (a) Code flag "C" means: Next mark has been replaced by a Replacement mark.
 - (b) The appropriate Code numeral pennant shall accompany Code flag "C" in order to designate when a change of course after starting only affects a specific match.
- 13.3 Signalling vessel:
- (a) When a change of course is made for the first leg, the signal shall be displayed from the RC boat with the Preparatory signal for each match affected. The Preparatory signal shall be followed by a series of repetitive sound signals.
 - (b) When a change of course is signalled after the start of a match, it shall be displayed from a boat in the vicinity of the mark (or gate) at the beginning of the leg to be changed.
- 13.4 Changes of course may also be communicated by the RC on the designated radio channel, however failure to send or receive such communications will not be grounds for redress. (amends RRS 62).

14 TIME LIMIT

- 14.1 The time limit for each leg shall be 20 minutes.
- 14.2 A boat that does not finish within 5 minutes after her opponent has completed the course and finished shall be scored DNF. This changes RRS 35 and A5.

15 SCORING

Shall be in accordance with RRS App C10.

16 PROTESTS

A boat intending to protest or request redress shall fly a protest flag at the first reasonable opportunity and inform the Jury Chairman or Chief Umpire the grounds for their protest/ request for redress within 10 minutes of finishing their match. Unless a protest/request for redress needs to be heard before the next Stage can continue, in which case it shall be heard on the water in accordance with RRS App C, protests/requests for redress shall be lodged in writing or by email with the Jury Chairman no later than 1 hour after the finish of the last race of the day. This changes RRS App C 6.6.

17 PRIZES

Refer to NOR Section 12.

18 BRANDING

Unless permitted otherwise by the RC, teams must have their branding displayed on their mainsails, and their country flag attached and flying on the provided flag pole. Teams are responsible for changing over their branding before and after each race.

End

SI APPENDIX A

Rule changes to the RRS.

(These changes have been approved for this event by ISAF as the OA has ISAF Special Event Status (RRS 86.2). The letter of approval will be posted on the Official Notice Board).

1.1 App C 2.1 is changed to;

A boat *finishes* when any part of her hull crosses the finishing line in the direction of the course from the last *mark* after completing any penalties.

However, when penalties are cancelled under C7.2(d) after one or both boats have *finished* each shall be recorded as *finished* when she crossed the line.

1.2 App C2.3 is changed to;

In the definition of *Zone* the distance is changed to two lengths at a windward *mark* and three hull lengths at all other *marks*.

1.3 App C7.2(d) is changed to;

A penalized boat shall not be recorded as having *finished* until she takes her penalty and sails until her hull is completely to the course side of the line and then *finishes*, unless the penalty is cancelled before or after she crosses the finishing line.

1.4 App C 8.6 is deleted and replaced with;

When the Umpires determine there was “hard contact” (defined as contact between any combination of hulls, spars, standing rigging) between boats they shall, inform the boats involved that the penalised boat will have one point deducted from its score, and the other may have half a half point if deemed contributory to the contact. They will also initiate a hearing if requested in accordance with SI 16..

If a right-of-way boat has infringed RRS14 then “hard contact” will be considered damage, and any point s deductions may be reversed. In the hearing the IJ may decide a greater penalty than that stipulated is to be applied.

For an infringement of RRS 14 with “soft contact” (defined as sails against hull, spar, standing rigging or other sails, or contact with any extensions, i.e. “wands”) in which there is damage the match Umpires, in consultation with at least one other Umpire, may impose a one-half point penalty without a hearing. The competitor shall be informed of the penalty as soon as practicable and may request a hearing.

1.5 App C9.3 is deleted and replaced with;

No proceedings of any kind may be taken in relation to any action or non-action by the umpires or on-board observers, except as permitted in rule C9.2.

2.1 RRS 21.3 is deleted.

2.2 RRS 41 is deleted and replaced with;

A boat shall not receive help from any outside source, except

- (a) help for an ill or injured person aboard the boat; however once a person has been removed from the boat, that person shall not be returned to the boat or replaced with another person; there shall be no penalty for the removal of an injured or ill person;
- (b) after a collision, help from the crew of the other boat to get clear;

- (c) unsolicited information from a disinterested source, which may be another boat in the same race.
- (d) For the avoidance of doubt, the Race Committee may use the Safety Radio to broadcast to all boats such information as it deems appropriate concerning the conduct of the races, whether solicited by a boat or not; and
- (e) other communications with the Race Committee and/or Umpires on the Safety Radio.

This also alters RRS 47.2.

2.3 RRS 42.1 Add new sentence;

Each yacht shall release its tow and cast off from its towing vessel not later than one minute before the Preparatory Signal.

2.4 RRS 42.3(c) is deleted and replaced with;

Pumping is permitted from the preparatory signal until the yacht has started, and on a leg to a leeward mark.

2.5 RRS 47.2 is deleted and replaced with;

- (a) If a crew member leaves the boat while racing, the boat may recover the crew member, or the boat may continue racing and leave the crew member to be recovered by another vessel.
- (b) If the crew member is not recovered by the boat, the umpires shall penalize the boat in accordance with RRS C5.2.
- (c) The boat shall decide whether a crew member recovered by another vessel is to be returned to the boat; if so, the crew member shall be returned to the boat only by the boat's Support Boat.
- (d) If more than one crew member leaves the boat in the same incident, a boat shall be penalized only once.
- (e) If a crew member intentionally leaves the boat to help another person or vessel in danger, and is not recovered by the boat, there shall be no penalty provided the Umpires are satisfied that the crew member did so solely for the purpose of rendering assistance.
- (f) If the 18th person, or any other person under the control of the RC, leaves the boat, that person shall be recovered by another vessel and shall not be returned to the boat. The boat shall not be penalized in accordance with RRS C5.2.
- (g) The 18th person, or any other person under the control of the RC, shall not leave the boat intentionally.

Any protest under this rule shall be in accordance with RRS 60 and RRS C6.

SI APPENDIX B

Louis Vuitton Trophy – Baie des Anges Course Area

The chart of the Course Area and limits of navigation for training and racing will be distributed at or before the briefing for competitors on Sunday, 1 November 2009 at 1400.

FORMAT

The event format will be available at or before the competitor's briefing on Friday, 6th November 2009 at 0930.

SI APPENDIX C

HANDLING THE BOATS

1 GENERAL

While all reasonable steps are taken to equalise the boats variations will not be grounds for redress. (Amends RRS 62)

2 PROHIBITED ITEMS AND ACTIONS

Except in an emergency or in order to prevent damage or injury, or when directed by an Umpire or the RC otherwise, the following actions are prohibited:

- 2.1 Any additions, omissions or alterations to the equipment supplied, including on board communications.
- 2.2 The use of any equipment for a purpose other than that intended or specifically permitted.(other than specified "breakdown procedures")
- 2.3 The replacement of any equipment without the sanction of the RC.
- 2.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 2.5 Moving equipment from its normal stowage position except when being used.
- 2.6 Boarding a boat without prior permission.

- 2.7 Taking a boat from its berth or mooring without having permission from the RC, or, on race days, while Code flag "AP" is displayed ashore.
- 2.8 Radio transmission (including mobile telephones) except to report damage or while in direct communications with the RC.
- 2.9 Adjusting or altering the tension of standing rigging, excluding the backstay or forestay.
- 2.10 Chase boats are not allowed to assist with a yacht's back down
- 2.11 Collection of weather information from any 3rd party once onboard the yacht.
- 2.12 The headstay tension is not to exceed 13.0 tons.
- 2.13 The use of electronic instruments other than the ones supplied or permitted in SI Appendix C3.1.
- 2.14 Using the spinnaker pole to wing out the foresail.
- 2.15 Marking directly on the hull or deck with permanent ink.
- 2.16 The spinnaker string line must be hand tailed and not put in the winch self tailor.
- 2.17 At no stage is the spinnaker to be set with the pole to leeward of the forestay.
- 2.18 No pole on gybing.
- 2.19 Unless given prior approval by the RC, teams are not allowed cameras onboard at any time.
- 2.20 A breach of SI Appendix C 2.10, 2.12, 2.14, 2.17, and 2.18 is not open to protest by boats but is subject to action by Umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

3 PERMITTED ITEMS AND ACTIONS

The following are permitted:

- 3.1. Taking a bag on board containing:
 - Basic hand tools
 - Adhesive tape
 - hand held compass, and timing device
 - a length of 6 mil line
 - 1 retrieving hook
- 3.2. Using the items in 3.1 to make minor repairs or for the purpose they are intended.

4 MANDATORY ITEMS AND ACTIONS

The following are mandatory:

- 4.1. Teams in the first Flight/ Matches of the day are responsible to take the Yachts from the dock
- 4.2. Teams that are in the last Flight/ Match of the day are responsible for returning the yachts to the dock.
- 4.3. Teams must remain onboard the yachts to enter the Port de Nice.
- 4.4. The completion of a written damage report before leaving a boat and submitting it to the boat Rep, even if no damage or loss is recorded. Reports shall include any evidence of matters, which could cause damage or disadvantage to the boat in future matches.
- 4.5. At the end of each sailing day:
 - 4.5.1. Folding, bagging and placement of the sails as directed.
 - 4.5.2. Leaving the boat in the same state of cleanliness as when first boarded that day.
 - 4.5.3. Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- 4.6. A breach of item 4.4 will be considered as damage and the cost of rectification will be deduced from the damage deposit.
- 4.7. At all times during a spinnaker set or sailing downwind jockey poles must be used.
- 4.8. The Tactician and Navigator will be required to wear a Radio/TV Microphone at all times. Microphones must be turned on 10 minutes prior to start and stay on for the duration of each match. This SI is only subject to protest by the RC.