

PALMA VELA
REAL CLUB NAUTICO DE PALMA

17 EDITION

- LA LARGA -
THE OFFSHORE RACE OF PALMAVELA

DEL 22 AL 26 DE OCTUBRE 2021

SAILING INSTRUCTIONS



In all the rules governing this event [NP] denotes a rule that shall not be grounds for protest by a boat. This changes RRS 60.1 (a).

1. RULES

- 1.1 The regatta will be governed by the rules indicated in point 3 “Rules” of the Notice of Race and its amendments, if applicable.
- 1.2 Due to safety reasons it is completely forbidden the use of aerial drones in the club and its surroundings ((Reglamento de Ejecución UE 2019/947 and RD 1036/2017).The use of drones will be allowed in the racing areas only if they are in possession of the required authorisations and have registered at the Race Office before 10 hours of the day they will operate. Any drone flying without authorisation and recognised by the Race Committee will be reported to the concerned authorities.
- 1.3 [NP][DP] All competitors and staff will follow any reasonable instruction given by a race committee official or the Organising Authority.



2. NOTICES TO COMPETITORS & CHANGES TO SAILING INSTRUCTIONS.

- 2.1 Notices to competitors will be posted on the Official Virtual Notice Board (ONB) on the website of the event: <https://www.palmavela.com/toa-virtual.php>
- 2.2 The Race office will be allocated by the Real Club Náutico de Palma outdoor swimming pool (Appendix 2).
- 2.3 Any change to the sailing instructions will be posted on the Official Notice Board two hours before the warning signal on the day it will take effect, except that any change in the schedule of races will be posted before 20.00 hours of 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 on the main terrace of the Club house by the swimming pool. (Appendix 2).
- 3.2 When code flag “AP” is displayed ashore, the words “1 minute” are replaced with ‘not less than 60 minutes’ in the race signal AP

4. SCHEDULE OF RACES, AREA ASSIGNMENT AND COMPETITION FORMAT

The intended programme and schedule of races is set out below, but the Race Committee reserves the right to change the schedule at its discretion, taking into account weather conditions or all other factors which may impact the fairness of the event and in accordance with point S.I. 2.3

DATE	HOUR	ACT
23/10/2021 Saturday	18.00 hours	Skipper meeting
24/10/2021 Sunday	12.00 hours	Warning signal
27/10/2021 Wednesday	20.00 hours	Prize-giving and crew dinner

5. RACING AREAS, VHF CHANNELS

The Race will be sailed in the Balearic Archipelago. The approximate position of the starting line will be the following:

POSITION	VHF
39° 32,749 N- 002° 40,172 E	69

6. COURSES

- 6.1 The Appendix 1 shows the courses, including the course signals, the order in which the marks are to be passed or rounded, and the side on which each mark is to be left.
- 6.2 The position of the marks in the Appendix 1 are approximate. A different distance of the leg or bearing shall not be grounds for a request for redress. Nevertheless, in the previous and to the effects of the corrected time, the marks' real position will be considered when calculating the distance of the legs. (This changes RRS 62.1(a)).



7. MARKS

Course Marks	*Offset mark	Starting Mark	Finishing Marck
See Appendix 1	Inflatable Orange Mark	RC vessel and inflatable orange mark	RC vessel and a buoy with a blue flag

* **Offset mark:** if the committee displays a green or red flag before or with the warning signal, this means that after passing the starting mark, yachts shall leave the windward mark either to starboard or port respectively, displaying bearing and distance to the mark.

8. THE START, CLASS FLAGS

- 8.1 Class flags:

CLASS	FLAG
ORC 0	Code Flag "W"
ORC 1	Code Flag "T"
ORC 2	Code Flag "R"
ORC 3	Code Flag "K"
ORC 4	Code Flag "V"
ORC 5	Code Flag "Q"
ORC A2	Code Flag "O"
IRC	Code Flag "E"

[NP][DP] Boats class flags shall be displayed on the backstay at least 1,5 meters above deck at all times, while racing, or on the stern pulpit if the boat does not have a backstay.

- 8.2 The starting line will be between the staff displaying an orange flag on the Race Committee boat at the starboard end of the line and an inflatable orange mark on the port end.
- 8.3 A boat starting later than four minutes after her starting signal will be scored DNS without hearing. This changes RRS A4 and A5
- 8.4 In addition to RRS 29.1 & 29.2 individual and general recalls may be communicated by radio VHF. 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 omission or failure in the emission or reception of these, shall not be grounds for a request for redress. (This changes RRS 62.1(a)). This rule does not reduce, modify or exonerate each boat's responsibility to start in accordance with the RRS.
- 8.5 **DP]** Boats, whose warning signal has not been made, shall avoid the starting area, which is defined as the rectangle covering an area of 200 metres to leeward and to windward of the starting line, and 100 metres outwards of each end of the line
- 8.6 In the case of unfavourable conditions the Race Committee boat on the starting line may maintain their position by using the engine.

9. THE FINISH

- 9.1 The finishing line will be between a staff on board the Race Committee boat and a buoy, both displaying a blue flag as indicated in the Appendix I.
- 9.2 [NP][DP] Three miles before the finishing line, each boat will contact the Race Committee either by telephone or VHF and indicate their waypoint. The incomppliance of this instruction may result as a penalty.

Canal VHF: 69
Tel: 00 34 630921251- 00 34 636076935

[NP][DP] 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 until it has been recognised.

- 9.3 All boats are required to record their own time when crossing the line described in these sailing instructions. And will send the finishing time and the name of the boat with a SMS to 00 34 630921251 before her protest time limit. A boat that has not sent this SMS will not be able to request for redress in case of an error in the finishing time limit given by the race committee, this modifies RRS 60.1 b)
- 9.5 In the case of unfavourable conditions the Race Committee boat at the finishing line can maintain her position with the engine.

10. PENALTIES.

- 10.1 RRS 44.1 is changed as only one turn is required instead of two turns.
- 10.2 **[NP][NP][DP]** A boat that accepts a penalty or has retired in accordance with rule 44.1, must complete an online acknowledgment of infringement form before the protest time limit. To fill in this form, please see link:

https://www.racingrulesofsailing.org/penalty_reports/new?event_id=2863

11. TIME LIMIT.

The time limit for the all the boats is Wednesday 27 October, 2021 at 10.00 hours. After this time limit, no arrivals will be given and boats not finishing within this time limit will be scored as DNF and no more arrivals will be registered. this modifies RRS 35, A4 and A5.

12. HEARING REQUESTS.

- 12.1 Hearing request forms are available on the virtual race office. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit
- 12.2 Protest time limits are as follows:

General protest time limit for each class

In each class, the protest time limit is of 90 minutes after the finish of the protesting boat or when the race committee signals no more racing today, whichever is later.

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- 12.3 Notices will be posted no later than 30 minutes 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 rooms and implicated parties will have to remain available.
- 12.4 For the purpose of RRS 64.3 (b) the authority is the Judges Technical Committee of RFEV, appointed by the Organizing Authority.
- 12.5 An International Jury shall be appointed by the organizing authority. Decisions of this International Jury will be final as provided in RRS 70.5
- 12.6 When RRS N1.4.b applies, the time limit mentioned in the rule will be 30 minutes after the requesting party was informed of the decision

13. SAFETY REGULATIONS [NP][DP]

- 13.1 Boats must be equipped with a VHF radio transceiver of at least 25 watts of power. The following channels, as a minimum requirement, are mandatory: 9, 16, and the course area assigned channel
- 13.2 Boats not leaving the harbour for the races of the day (DNC) shall inform the race office as soon as possible.
- 13.3 Boats not starting, finishing or retiring from a race (DNS – DNF- RET) shall inform the race office or the race committee as soon as possible
- 13.4 While racing, only crew members appearing on the crew list provided by the boat during registration or any authorized change thereof, shall be carried on board.
- 13.5 All boats shall return only to their allocated moorings.
- 13.6 Boats arriving for any reason at a point ashore other than the ones or that cannot reach the harbour on their own are **requested to report immediately** to:
 - Real Club Náutico de Palma Telephone: 00 34 971 726848 VHF 9
 - Safety coordinator Telephone 00 34 605825462 VHF 69
 - Support boat 1 – MORFEO Telephone 00 34 605825462 VHF 69
 - Support boat 2 – PEREGRIN FALCON Telephone 00 34 606292480 VHF 69
 - Support boat 3 – RCNP Rib Telephone 00 34 637097225 VHF 69
- 13.7 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.
- 13.8. All competitors shall carefully comply with this sailing instruction **13. SAFETY REGULATIONS**. Otherwise they can be requested to pay the expenses of search and rescue operations



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14. REPLACEMENT OF CREW. [DP]

Changes to crew list (adding new crew members, replacing or disembarking crew members) shall be made in writing to the Race Committee 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 the starting day of the event. Only substitutions approved by the Race Committee will be accepted and these may be subject to weight control.

15. OFFICIAL BOATS IDENTIFICATION.

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

Race Committee	Orange
International Jury	White flag with a "J"
Technical committee boats	White flag with a "M"
Press and Auxiliary boats	White flag with "press"

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16. HAUL-OUT RESTRICTIONS. [NP][DP]

Boats shall not be hauled out before 18.00h of the previous day of the first warning signal, except with and according to the terms of prior written authorisation of the race committee.

17. TRASH DISPOSAL.[DP]

Boats shall not put trash in the water. Trash may be placed aboard support boats and then disposed in the containers on land.

18. MEASUREMENT AND EQUIPMENT CONTROLS. SAIL NUMBERS AND TRACKING DEVICE. [NP][DP]

18.1 On the water, a boat can be instructed by a Technical Committee measurer to proceed immediately to the measurement control area

18.2 Once the provisional results of the day have been published for the first time, the Technical Committee will publish on the ONB the list of boats to be controlled.

The boat responsible will come to the Principal Measurer immediately, to be assigned a measurement control time and place.

The boat responsible is committed to verify whether his boat has been appointed for measurement control.

18.2.1 MEASUREMENT CONTROLS:

- Afloat: at the finishing line, during the races, without previous notice on the Official Notice Board (ONB).
- Ashore: at the end of the last race of the day, the boats required to remain at the disposal of the measurement committee, will be published on the ONB.
- The boats will be selected as follows:
 - a) Boats in each group or division selected by Technical Committee, and the first boat of the overall classification in each group or division.

18.2.2 Any of the following measurement checks may be performed:

- a) Before the start of the races,
 - Under consideration of the Technical Committee (IRC-ORC)
 - One design, sails stamping and crew weighing

- b) At the finishing line or during the races (without previous notice on the ONB)
 - Crew control
 - Sail inventory and sails stamp checking
 - Heavy items and safety declarations checking.
 - The measurer may seal under its criteria, any part or element of the boat, which may be controlled ashore after being published on the ONB.
 - Safety elements.

- c) Ashore: at the measuring area with previous notice on the Official Notice Board.
 - Sail measurements
 - Rig
 - Freeboards and overhangs (IRC-ORC)
 - One design: crew control (I.D.)
 - Boat weighing.(All Classes or groups)

- 18.3 At least two crew members and a responsible shall be present during the measurement checks. all measurers, while been carried out, will have two readings: measurers and owner or representative.
- 18.4 The boats will register and use the sail number indicated in its Valid Measurement Certificate, unless written authorisation has been given by the Principal Race Officer.
- Boats not complying with this instruction may be scored "did not compete" (DNC) in the race(s) without previous notice. This sailing instruction changes RRS 63.1 and G4.
- 18.5 Each boat will have a tracking/positioning system. The crew will help at all times for the correct fixing and function during the regatta, instructions will be handed out during the registration of each participating boat and at the skippers briefing.

19. RESULTS AND TROPHIES.

- 19.1 The IRC Category will be scored on corrected time using TCC time correction factor. and the ORC Category will be scored on corrected time, OSN Offshore.
- 19.2 The prize list will be published on the ONB as established in the Notice of race.

20. DISCLAIMER OF LIABILITY.

All those taking part in the regatta do at their own risk and responsibility. See RRS 3 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

21 LOCAL MARINE REGULATIONS [NP]

The Real Decreto 62/2008 states the conditions of maritime safety, navigation and life at sea applicable to nautical sports events.

Competitors are alerted that boats can only participate if they are dispatched in accordance with the administrative regulations for navigating the waters where the race will be sailed.

Competitors must declare, with adequate prior to the beginning of the event, the insurances subscribed to participating in nautical sports events, including the risks covered and the liability limits as required in the Notice of Race.

The Real Club Nautico de Palma informs all participants that it holds a third party liability insurance policy of 6.000.000 euros. It is each boat's responsibility to be in possession of the complementary insurances it deems convenient, besides the requirements of Rule 6.10 b) of the Notice of Race



APPENDIX 1. COURSES

Start - Offset mark (optional) – Dragonera Island (port)- Tagomago Island (port)- Cabrera Archipelago (port) – Finish (165 Mn approx).

THE FINISH

The finish line will be between a staff onboard a Race Committee Vessel and a staff on the pin end buoy, both displaying a blue flag. And the way point position will be:

39° 33,330N- 002° 39,604E

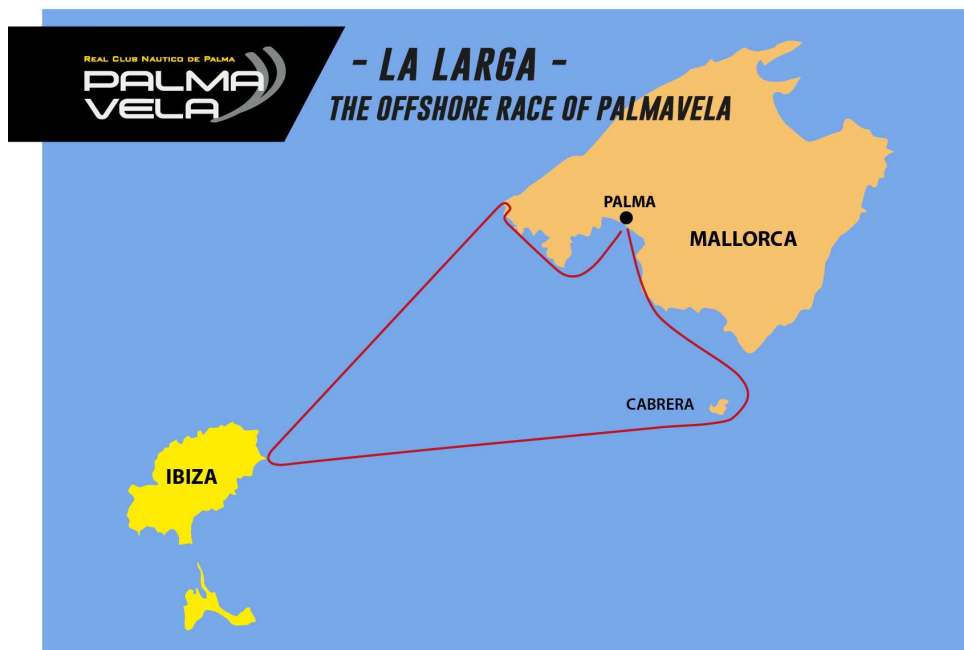
This buoy will be left to starboard and during the night will be showing a white flashing light..

[NP][DP] Three miles before the finishing line, each boat will contact the Race Committee either by telephone or VHF and indicate their waypoint. The incomppliance of this instruction may result as a penalty.

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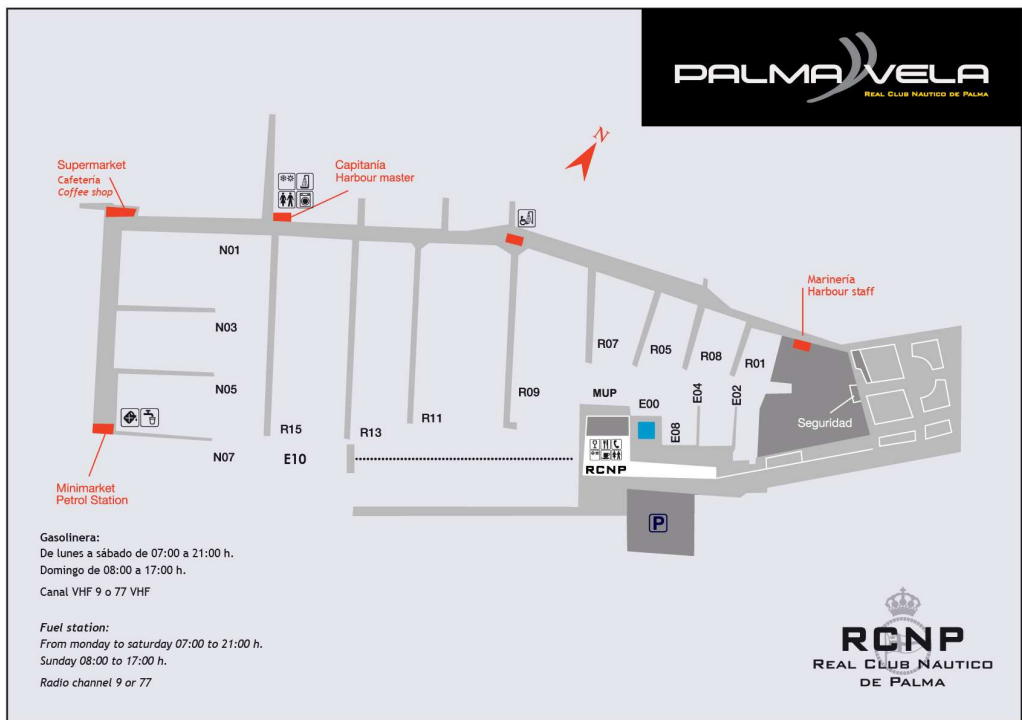
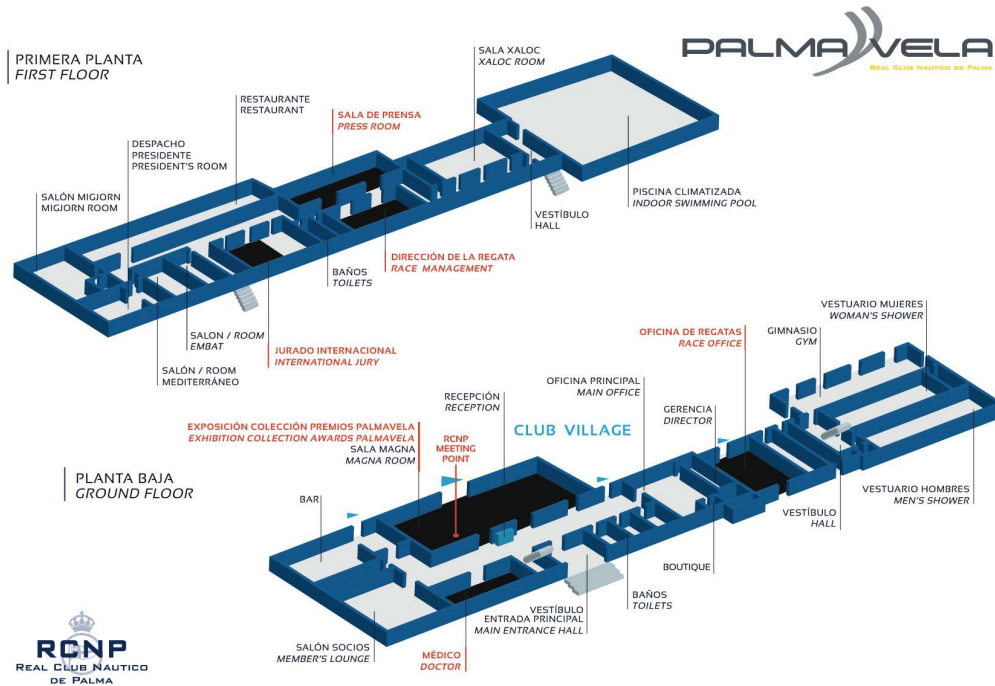
NP][DP] When crossing the finishing line after the sunset, or in poor visibility conditions, every boat shall highlight her sail number or bow number with a powerful torch and shall identify herself to the race committee by radio VHF until it has been recognised (channel 69).

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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. FACILITIES.



APPENDIX 3. ENTRANCE AND EXIT OF THE PORT OF PALMA

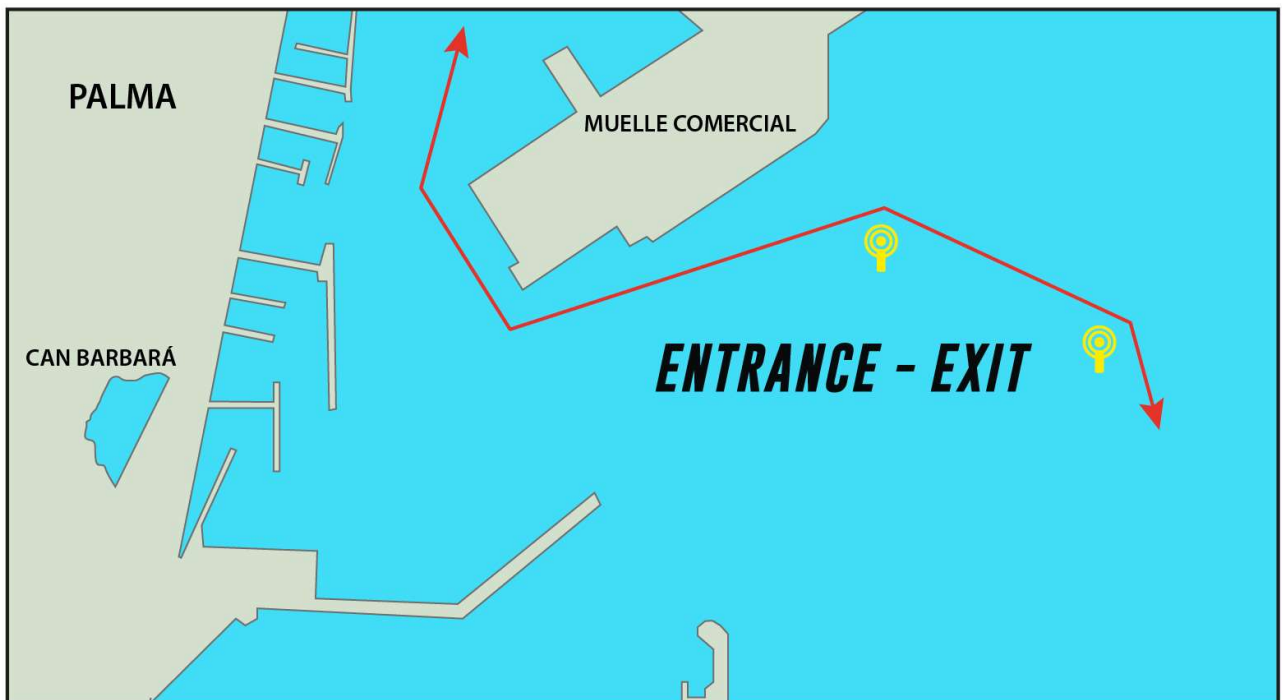
To enter and exit the port of Palma and with the intention to not interfere with the commercial traffic, the Palma Pilots, have requested the participants their maximum collaboration and attention.

For this purpose an entrance and exit channel has been established for all the participants, (see diagram). We kindly request you not to interfere with the commercial ferry traffic whilst hoisting and/or lowering the sails, remaining clear ahead from the entrance/exit of the port.

We also inform you that the entrance and exit channel will be surveyed by organization and pilot Boats. Please follow their instructions.



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