

PALMA VELA
REAL CLUB NAUTICO DE PALMA

17 EDITION

THE INSHORE RACE OF PALMAVELA

DEL 27 AL 31 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 4).
- 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 4).
- 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 ASSIGNEMENT AND COMPETITION FORMAT

- 4.1 The intended programme and schedule of races is set out bellow, 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

CLASS	29 DE OCTOBER	30 OCTOBER	31 OCTOBER	Nº RACES	DISCARDS
Box Rule: TP 52	13.00 Races	12.00 Races	12.00 Races	6	0
ORC	13.00 Races	12.00 Race/s	12.00 Race/s	5	1
Vintaje/Classic/ Spirit of Tradition and ORC A2	13.00 Race/Races	12.00 Race/s	12.00 Race/s	3	0
J80, Dragon and Flying Fifteen	13.00 Races	12.00 Races	12.00 Races	9	1

The racing format (coastal or windward/leeward courses), the days' area assignment and the starting sequence for each class will be published on the Official Notice Board (ONB) before 20:00 hours of the day before it will take effect.

A maximum of three races windward/leeward (2 for the TP 52 class) or one inshore race may be sailed per day. The warning signal for a subsequent race on the same day, will be given as soon as possible. To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least five minutes before a warning signal is made.

The Race Committee will try to broadcast by VHF its intention to sail another race. A failure in the emission or reception of the broadcasting will not be grounds for redress. (This changes RRS 62.1 a).

On the 31/10/2021, no warning signal will be made after 15.30 hours.

5. RACING AREAS, VHF CHANNELS.

Races will be sailed in Palma Bay waters. Approximate position of centre is as follows



AREA	POSITION	COLOUR	VHF
ALFA	39° 31,846 N- 002° 40,233 E	RED	11
BRAVO	39° 29,900 N- 002° 42,174 E	YELLOW	68
CHARLIE	39° 29,566 N- 002° 38,946 E	GREEN	71

6. COURSES & SHORTENED COURSES.

- 6.1 **Windward/leeward courses:** 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 leeward gate may be substituted by a single mark, this one to be left to port..
- 6.3 **Coastal courses:** Appendix 2 shows the intentions of the courses, including the definition of the marks.
- 6.4 The position of the marks in Appendix 1 and 2 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)).
- 6.5 No later than the warning signal the Race Committee will signal the course number (by displaying the corresponding numeral pennant) and the magnetic bearing and length of the first leg and will broadcast this information via VHF. 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))
- 6.6 **SHORTENED COURSES:** The races maybe shortened at any mark, except for the windward/leeward, only when a minimum of three legs have been sailed (two upwind and one downwind).

7. MARKS

7.1 Windward/leeward courses:

Marks 1A, Offset A Marks 1C, Offset C 2G	Marks 1B and Offset B	New Marks	W/i mark	Starting marks	Finishing marks
Inflatable orange	Inflatable yellow	Inflatable black (Courses A and C) Inflatable red (Course B)	Inflatable green	RC vessel and pin end boat or inflatable Red mark	RC vessel and a Buoy with a blue flag

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7.2 A Race Committee vessel announcing a change of course is considered as a course mark, as indicated on SI 9.4.

7.3 Coastal courses:

Course marks	*Windward mark	Starting mark	Finishing mark
See Appendix 2	Black (Vintage, Classic and Spirit of Tradition) Green (Rest of classes)	RC vessel and pin end boat or inflatable Red mark	RC vessel and a Buoy with a blue flag

* **Winward mark:** if the committee displays a green or red flag before or together 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 Sportboat	Code flag "E"
ORC A2	Code flag "O"
TP52	Class logo on red background
Dragon	Class logo on white background
J80	Code flag "J"
Flying Fifteen	Code flag "F"



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Vintage	Code flag "D"
Classic	Code flag "G"
Spirit of Tradition	Code flag "U"

[NP][DP] ORC and Spirit of tradition 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 on the Race Committee boat at the starboard end of the line and the staff on the pin boat or an inflatable red mark on the port end, both staff displaying an orange flag.
- 8.3 A boat starting later than four minutes after her starting signal will be scored did not start (DNS) without a 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. CHANGE OF POSITION OF THE NEW MARK AND CHANGE OF DISTANCE OF THE NEW LEG.

- 9.1 To change the next leg of the course, the race committee a) will lay a new mark, b) move the leeward gate or c) move the finish line. In case a new mark has been laid, the original one will be removed as soon as practicable. In case the finishing line is moved, the RC boat could be a RIB displaying a blue flag.
- 9.2 In case of change to the position of the windward mark, the Offset mark will be relocated, W/i mark will be removed for course C.
- 9.3 Any change at the leeward gate or at the finish line will be announced at the offset mark. For Course C this does not modify the obligation to pass the mark W/i to port if it is allocated in its place.
- 9.4 Except at a gate, boats shall sail between the Race Committee boat signalling the change of course and the nearby mark, leaving the mark to port and the Race Committee boat to starboard.

Coastal races:

- 9.5 When a Race Committee boat close to a mark that has to be rounded, displaying C code flag and making repeated sound signals, means: "all boats must sail straight to the finishing line without rounding any of the rest of the course marks established". (this changes RRS 28 and 33).

10. THE FINISHING.

- 10.1 The finishing line will be between a staff on board the Race Committee boat and a buoy, both displaying a blue flag.
- 10.2 [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

10.2 In the case of unfavourable conditions the Race Committee boat at the finishing line can maintain her position with the engine.

11. PENALTIES.

- 11.1 RRS 44.1 is changed as only one turn is required instead of two turns.
- 11.2 [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
- 11.3 The races of the TP 52 will be judged in accordance with the Appendix UF as established in these Sailing Instructions and will be handed separately.

12. TIME LIMITS.

Time limits will be as follows:

12.1 Spirit of Tradition:

The time limit for each boat is calculated as follows:

- TL = 2.50 x M x BSF (For races =< 6 miles)
- TL = 2.35 x M x BSF (For races between 6 and 13 miles)
- TL = 2.15 x M x BSF (For races > 13 miles)
- TL: Time limit in seconds.
- M: Distance in real miles with two decimals.
- BSF= 5300 / (TCCx10) - 1.75

12.2 ORC:

The time limit for each boat is calculated as follows

$$1,2 * [(UP6 + D6)/2] * M.$$

12.3 Vintage and Classic:

The time limit for each boat is calculated as follows

$$TL=(APM+1200)*M$$

12.4 One design and Box Rule:

Class	Time limit	Mark 1 Time limit	Time limit after the first boat.
TP52	90'	30'	15'
J80, Dragon and Flying Fifteen	60'	25'	10'

If no boat has passed Mark 1 within the Time limit established to round the mark, the race will be abandoned.

Boats failing to finish within the time limit established by the first boat who has sailed the course and finished, will be scored DNF without hearing. This changes RRS 35, A4 and A5..

12.5 For the classes competing in handicap system, those boats who finish after the time limit will be scored DNF, this changes RRS 35, A4 and A5.



13. BOAT THAT RETIRES (RET), ABANDONS (DNF) OR DOES NOT SAIL THE STARTING LINE (DNC). [NP][DP]

- 13.1 A boat that retires (RET) shall lodge a retirement form at the race office within the protest time limit.
- 13.2 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.
- 13.3 A boat that does not leave the harbour and does not sail to the starting line for the races of the day (DNC) shall inform the Race Office as soon as possible.

14. HEARING REQUESTS.

- 14.1 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.
https://www.racingrulesofsailing.org/protests/new?event_id=2863

- 14.2 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 last boat has finished or when the race committee signals no more racing today, whichever is later.
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- 14.3 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.
- 14.4 For the purpose of RRS 64.3 (b) the authority is the Judges Technical Committee of RFEV, appointed by the Organizing Authority.
- 14.5 An International Jury shall be appointed by the organizing authority. Decisions of this International Jury will be final as provided in RRS 70.5

15. SAFETY REGULATIONS. [NP][DP]

- 15.1 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
- 15.2 Boats not leaving the harbour for the races of the day (DNC) shall inform the race office as soon as possible.
- 15.3 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
- 15.4 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.
- 15.5 All boats shall return only to their allocated moorings.
- 15.6 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 72
- 15.7 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.
- 15.8. All competitors shall carefully comply with this sailing instruction **15. SAFETY REGULATIONS**. Otherwise they can be requested to pay the expenses of search and rescue operations

16. SCORING

The total score of each boat will be the overall sum of its results in each race, discarding the worst result when four or more races have been sailed. TP52, ORC A2, Vintage, Classic and Spirit of Tradition classes will have no discard.



17. 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 each day, but in case of emergency, it can be communicated at the first reasonable opportunity, and in any case, within the protest time limit.
 Only substitutions approved by the Race Committee will be accepted. Substitutes may be subject to weight control.
 The substituted crew member shall not be aboard on any other competing boat throughout the remainder of the regatta.

18. OFFICIAL BOATS IDENTIFICATION.

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

Race Committee Boats	Colour Area flag
International Jury Boats	White flag with a "J"
Technical Committee Boats	White flag with a "M"
Media and Auxiliary Boats	White flag with Press

19. SUPPORT BOATS. [NP][DP]

Support boats must be identifiable to the participating yacht they support. They shall stay outside of the safety zone (as defined in appendix 2) 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.
 All support boats must register at the race office during the registration confirmation period.

20. 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.

21. 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.

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

- 22.1 On the water, a boat can be instructed by a Technical Committee measurer to proceed immediately to the measurement control area
- 22.2 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.



22.2.1 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..

22.2.2 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)

22.3 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.

22.4 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.

22.5 Each participating boat may be requested to carry a tracking or positioning system device. The cost of the installation of these devices will be of the organisers, although the crew must help at all times in the correct installation and use during the regatta, by following the instructions handed out during the registration confirmation and the skippers briefing.

23. PRIZES.

The prize list will be posted on the Official Notice Board (ONB).

24. 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.



25 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.

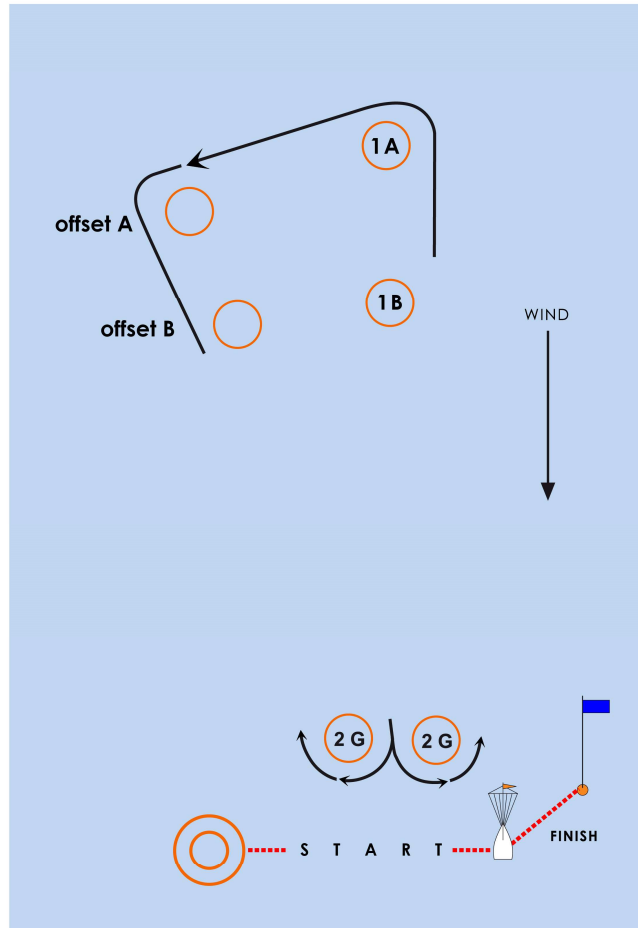
The Real Club Nautico de Palma informs all participants that it holds a third party liability insurance policy of 6.000.000 euros. It is each boat's responsibility to be in possession of the complementary insurances it deems convenient, besides the requirements of Rule 6.10 b) of the Notice of Race



APPENDIX 1. WINDWARD/LEEWARD COURSES

COURSE A (Pennant 1): Start –1A – Offset A – 2G – 1 A– Offset A – Finish.

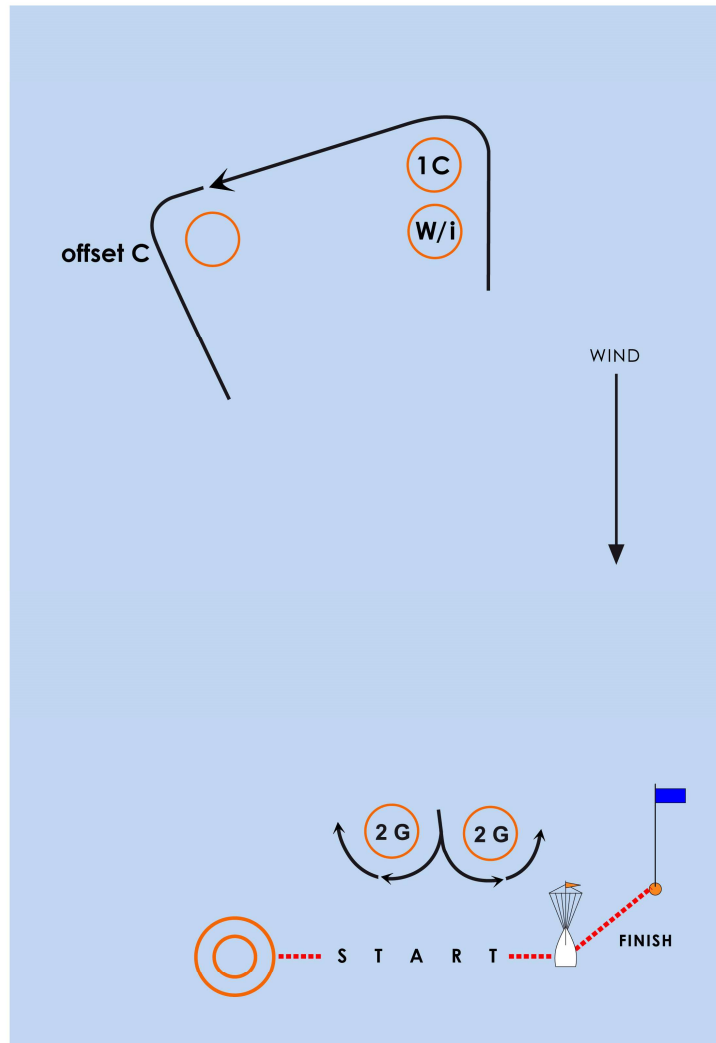
COURSE B (Pennant 2): Start –1B – Offset B – 2G – 1B – Offset B – Finish.



- Except at a Gate all course marks shall be left to port. When at the gate there is only one mark this one shall be rounded to port (SI 6.2).
- Distance between Race Committee and mark 1A and 1B: see S.I.6.5.
- Distance between starting line and gate: 0.2 Nm approx.
- Distance between mark 1A or 1B and mark offset A or offset B : 0.1 Nm approx.
- Angle between mark 1A or 1B and mark offset A or offset B : 100°
- Distance between gate marks: 10 boat lengths.
- Distance between committee boat and finishing mark: 150 m 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.

COURSE C (Pennant 3): Start –W/i - 1C – Offset C – W/i - 2G – W/i - 1C– Offset C –W/i - Finish.



- Except at a Gate all course marks shall be left to port. When at the gate there is only one mark this one shall be rounded to port (SI 6.2).
- Distance between Race Committee and mark 1C or 1D: see S.I.6.5
- Distance between starting line and gate: 0.2 Nm approx.
- Distance between mark W/i and mark 1C: 90 mts approx.
- Distance between mark 1C and mark offset C : 0.1 Nm approx.
- Angle between mark 1C and mark offset C : 100°
- Distance between gate marks: 10 boat lengths.
- Distance between committee boat and finishing mark: 150 m 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.

20 minutes before the warning signal the Race Committee will announce by radio VHF, the course to be sailed, the order to pass the marks and to be passed. The marks to be used will be the ones described in the following diagram.

MARK INFORMATION

MARK	DESCRIPTION	APPROXIMATE POSITION
Mark to windward	See S.I 7.3	Distance and Bearing from Race Committee
Enderrocat mark	Yellow inflatable mark	39° 28,426 N/002° 42,457 E
Cala Veya mark	Yellow inflatable mark	39° 26,879 N/002° 43,857 E
Regana mark	Yellow inflatable mark	39° 24,790 N/002° 43,677 E
Cala Pi mark	Yellow inflatable mark	39° 21,131 N/002° 50,563 E
Bahía 1 mark	Yellow inflatable mark	39° 27,699 N/002° 36,816 E
Bahía 2 mark	Yellow inflatable mark	39° 26,679 N/002° 38,997 E
Baliza de Illetas	Yellow inflatable mark	39° 31,689 N/002° 35,881 E
Baliza de Porrassa	Yellow inflatable mark	39° 30,281 N/002° 33,180 E
Island of Sech	Island	39° 28,602 N/002° 32,421 E aprox.
Cala Figuera mark	Yellow inflatable mark	39° 27,626 N/002° 32,070 E
Island Toro mark	Yellow inflatable mark	39° 27,506 N/002° 28,667 E
Santa Ponsa mark	Yellow inflatable mark	39° 30,529 N/002° 25,474 E
Finish line 1	Race committee vessel and buoy	39° 32,414 N/002° 39,323 E
Finish line 2	Race committee vessel and buoy	See description of course to be sailed.

FINISHING LINE 1: will be allocated in the position indicated in the diagram.

FINISHING LINE 2: will be allocated in the same position as any of the marks described in the attached diagram and will be defined in the description of the course to be sailed.



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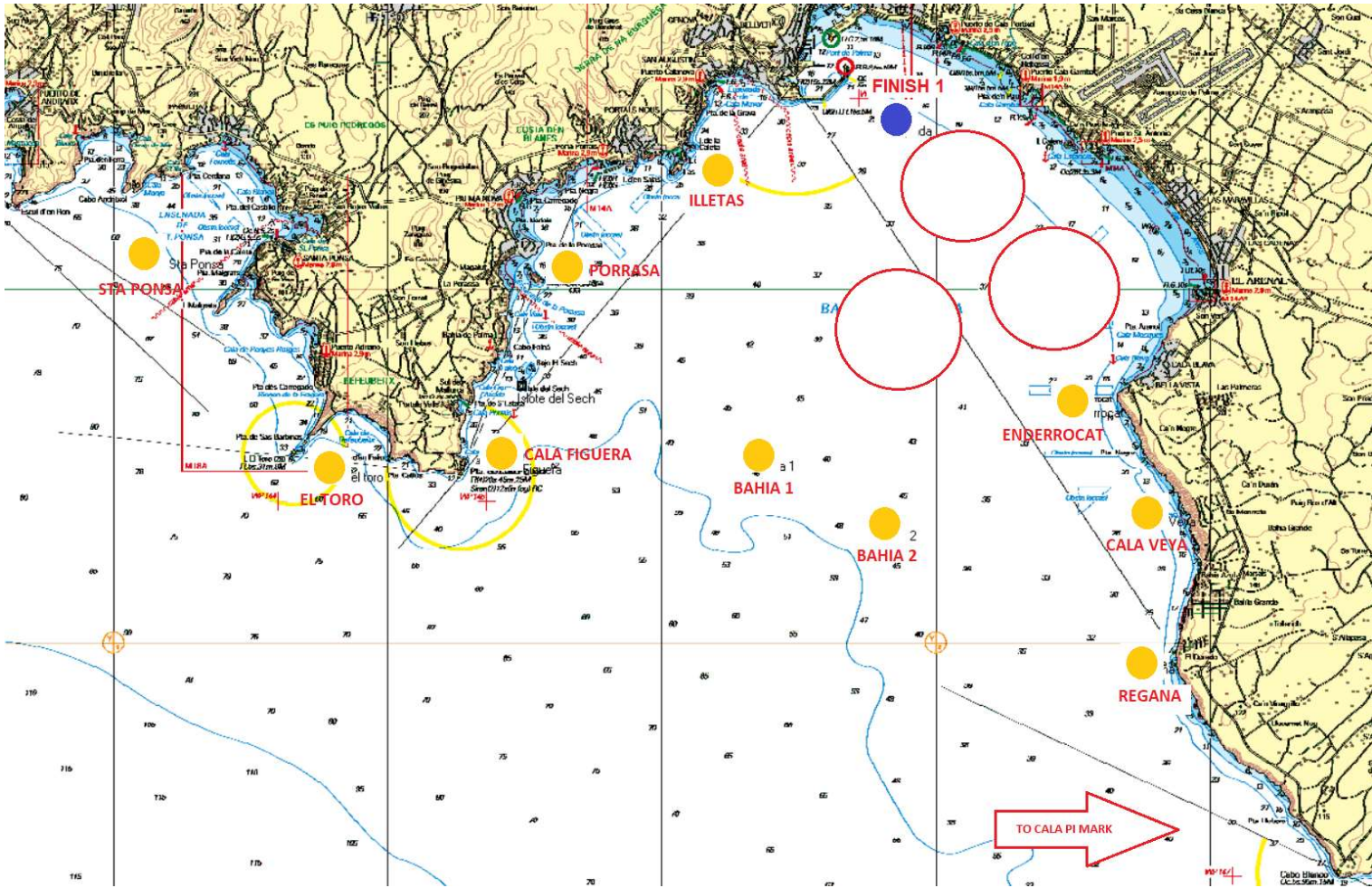


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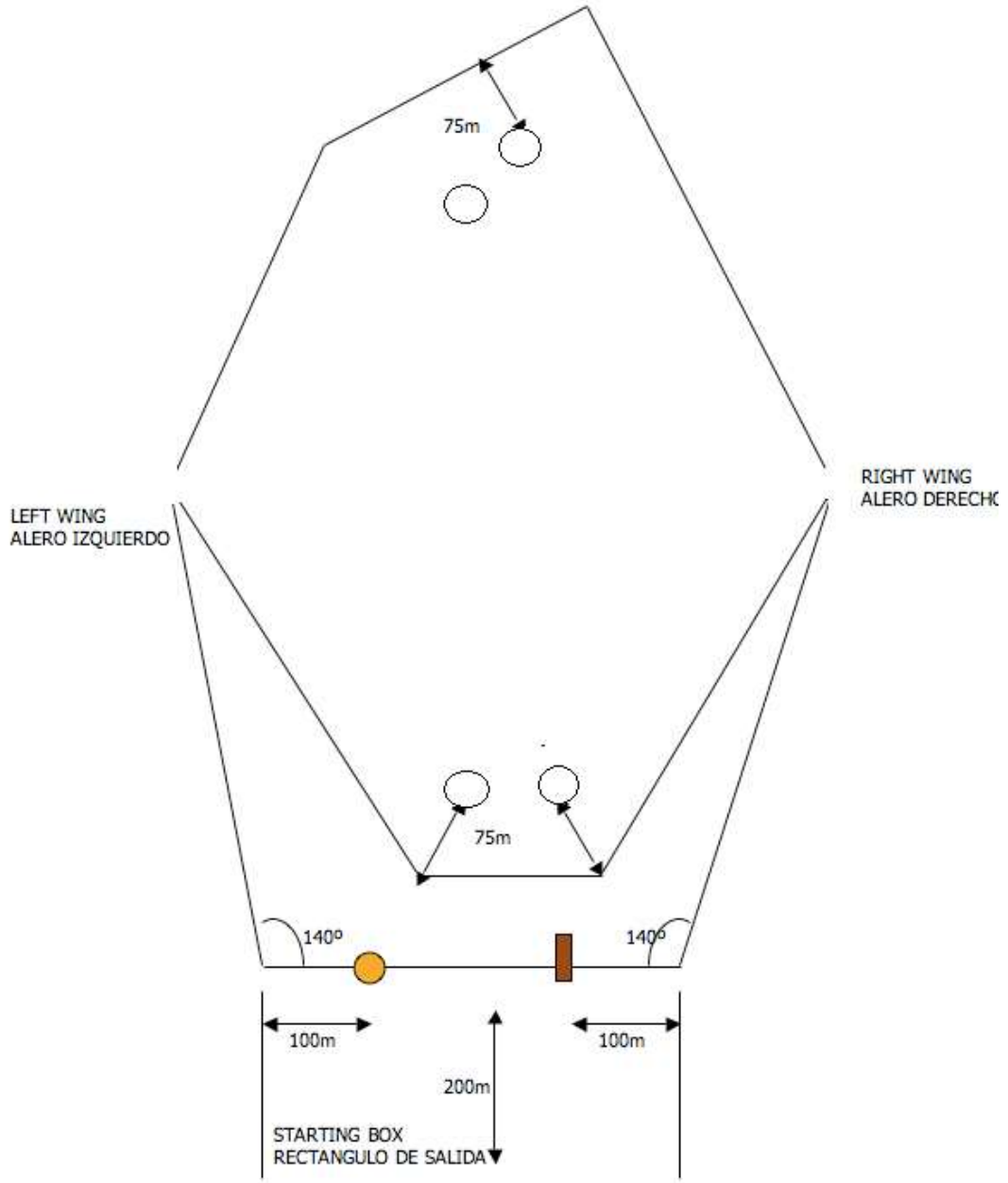
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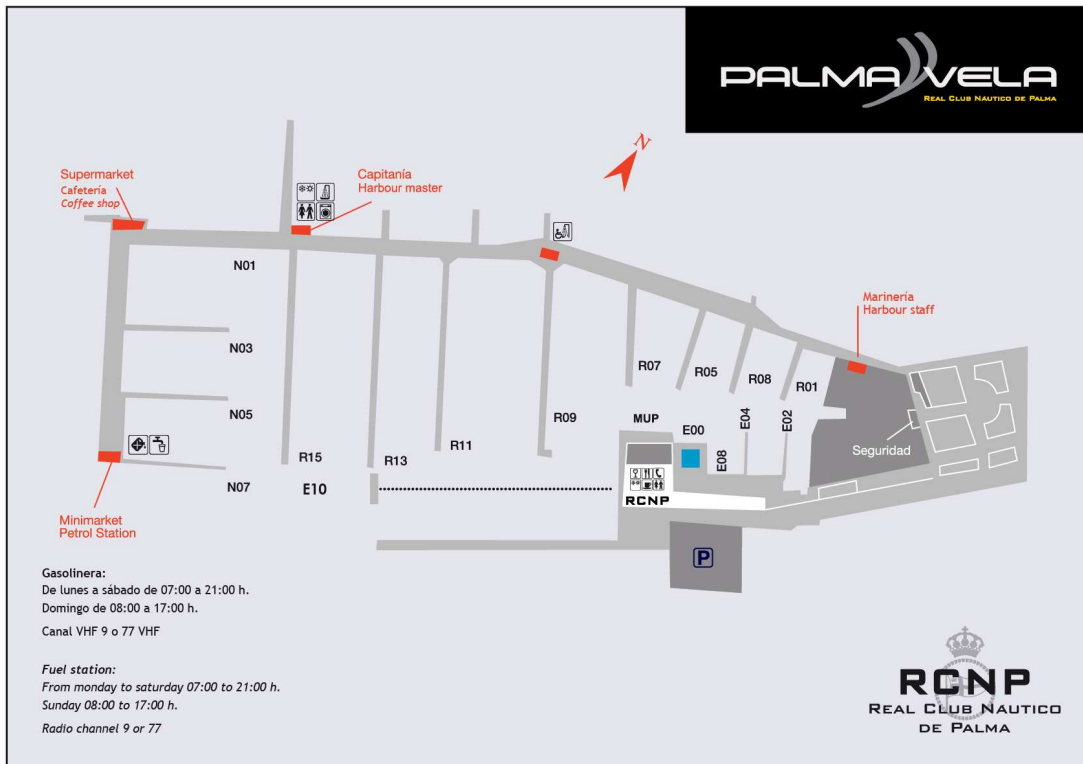
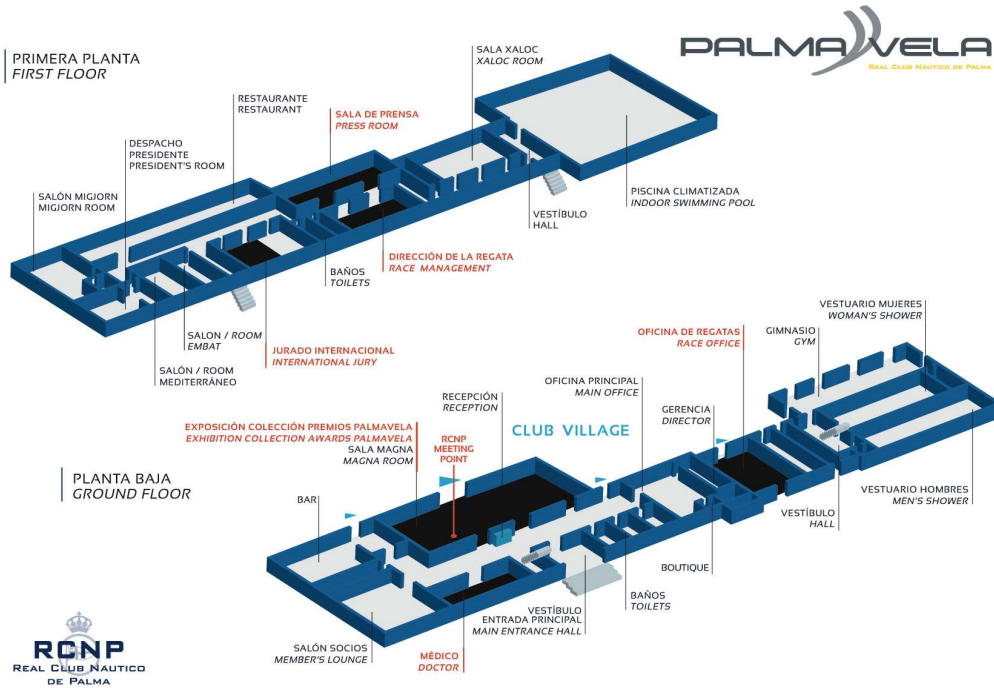
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APPENDIX 3. SAFETY ZONE



APPENDIX 4. FACILITIES.



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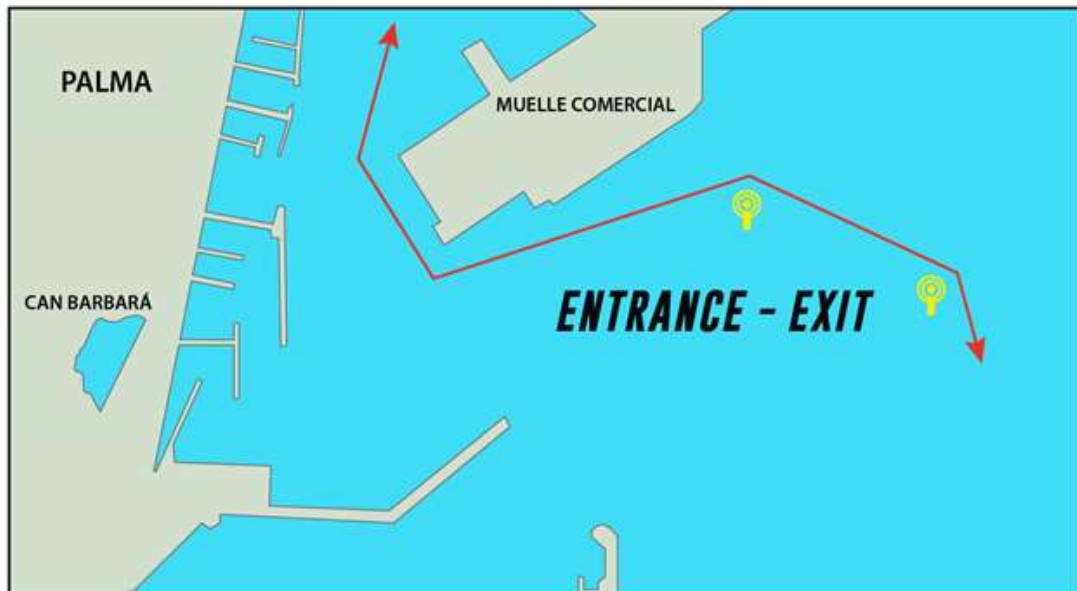
APENDIX 5. ENTRANCE AND EXIT OF THE PORT OF PALMA

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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