



SAILING INSTRUCTIONS

Governing the races of

VALENCIA LOUIS VUITTON ACT 13

5 March - 7 April 2007
Valencia, Spain

1 Rules

- 1.1 Races shall be sailed under the Rules as defined in the Notice of Race ("NOR") including any amendments to the NOR.
- 1.2 Further to NOR 2.1(b), the Fleet Races will be sailed under The Racing Rules of Sailing as changed by Addendum F of these Sailing Instructions.
- 1.3 Information and instructions concerning the Video, Audio and Telemetry equipment that may be required or installed on each ACC Yacht by AC Management are contained in Regatta Notices # 33 and # 56 which are considered a part of these Sailing Instructions.

2 Notices to Competitors

Notices to Competitors, Jury Notices (including the time and place of protest hearings), Measurement Notices, and changes to the Sailing Instructions, will be posted on the Official Notice Board located in the Reception Lobby of the Antiguo Edificio Varadero. Notices may also be sent electronically by e-mail, SMS and/or posted on an electronic notice board. A notice posted on the Official Notice Board will be deemed to have been given to the Competitor concerned.

3 Changes to Sailing Instructions

Any change to the Sailing Instructions made ashore will be posted on the Official Notice Board before 2100 on the day preceding the day it will take effect.

4 Schedule

- 4.1 The schedule of races is attached to the NOR
- 4.2 The initial Warning Signal for each day's racing is scheduled for 1405. In the event that the schedule is changed in accordance with Instruction 3, the initial Warning Signal also may be changed.
- 4.3 Competitor's Meetings are scheduled to be held in the Jury Hearing Room of the Edificio Varadero as follows:
 - (a) With the Measurement Committee and Regatta Director at 1900 on Saturday, 3 March 2007 to schedule measurement appointments and to schedule the weighing of all broadcast and telemetry equipment; and
 - (b) with the Race Committee and Umpires at 1900 on Saturday, 31 March 2007.
 - (c) At least one representative of each Competitor shall attend the Competitor's Meetings.

5 Course Rendezvous Locations

The Race Committee will provide the intended location of the Starting Area by email and/or the Safety Radio at least ninety (90) minutes prior to the scheduled Attention Signal.

6 Course Signals

- 6.1 The Race Committee will signal the course to be sailed from the Race Committee Signal Boat at the starboard end of the starting line. The approximate magnetic bearing from the Race Committee Signal Boat to the first mark (Mark 1) will be signaled on course boards as three numerals. The approximate distance in Nautical Miles from the Race Committee Signal Boat to Mark 1 will be signaled on course boards giving the distance in miles and decimal miles. The bearing and distance will be signaled on separate boards. These signals will be made at or before the Warning Signal.
- 6.2 Unless a change is made in accordance with RRS 33(a), the leeward mark (Mark 2) will be positioned approximately 0.30 nautical miles upwind of the Race Committee Signal Boat on the same approximate magnetic bearing as signaled in Instruction 6.1. In the event that a change of course for Mark 2 is made under RRS 33(a), the Gate Mark, if set, will be to the left of Mark 2 (looking up wind on the course axis).

7 Starting Procedures and Signals

- 7.1 Races will be started in accordance with NOR 2.3(d)(vi).
- 7.2 A yacht shall not start later than 10 minutes after her starting signal.

8 Other Signals

Signals made ashore will be displayed on a mast on top of the East Tower of the Antiguo Edificio Varadero.

- (a) Flag "AP" made ashore means: "All races are postponed".
- (b) Following a postponement signal made ashore, the rescheduled time for the Warning Signal will be posted on the Official Notice Board before the lowering of Flag "AP".

9 Marks

- 9.1 Original Marks of the course will be Orange inflatable tetrahedron buoys.
- 9.2 Change Marks, when used in accordance with RRS 33, and Instruction 12, will be Yellow inflatable tetrahedron buoys.
- 9.3 The Starting and Finishing Marks will be a Green inflatable tetrahedron buoy.
- 9.4 The Race Committee may use an Orange inflatable "Cylinder Mark" as an Original Mark 1. The Cylinder Mark is approximately 6 metres in diameter and 3 metres high. If the Cylinder Mark is to be used, it will replace the tetrahedron Original Mark 1, and Competitors will be advised as follows:
- (a) The Race Committee will display a red placard with a black "X" next to the posted magnetic bearing when the Course Signals are displayed; and
- (b) advise Competitors using the Safety Radio.

10 Starting Line

The Starting Line will be between a staff displaying an orange flag on the Race Committee Signal Boat at the starboard end of the line and the course-side edge of a Green inflatable tetrahedron buoy at the port end.

11 Individual Recalls

Recalls will be signaled in accordance with RRS 29.1. The sound signal will be a horn. The Race Committee will hail the sail number of a Competitor violating RRS 29.1 by using the Safety Radio.

12 Change of Course after the Start

- 12.1 Change Marks will be as described in Instruction 9. If the positions of Mark 1 and the Offset Mark are changed, the color of Mark 1 and the Offset Mark will alternate between Original Marks and Change Marks. If the position of Mark 2 (gate) is changed, the color of Mark 2 (gate) will alternate between an Original Mark and a Change Mark.
- 12.2 For subsequent course changes, the marks will alternate between Change Marks and Original Marks.
- 12.3 A change of course will be signaled by a Race Committee vessel in the vicinity of the mark commencing the leg to be changed. Along with the requirements of RRS 33 as amended by NOR 2.3(e)(iii), the Race Committee vessel will display a placard to indicate the color of the next mark to be rounded, and will broadcast the approximate new magnetic bearing via the Safety Radio. If the leg to be changed is to the Finishing Line, no colored placard will be displayed.

13 Finishing Line

The Finishing Line will be between a staff displaying an orange flag on a Race Committee boat at the starboard end of the line (looking upwind on the course axis) and the course-side edge of a Green inflatable tetrahedron buoy at the port end. The Race Committee boat marking the Finishing Line may be a different boat from the Race Committee Signal Boat that marked the Starting Line.

14 Protests

- 14.1 Flag "Y" used in accordance with Instruction Addendum F6.1(a) shall be not less than 60cm on the hoist and 60cm on the fly.
- 14.2 The red protest flag used in accordance with RRS 61.1 and Instruction Addendum F6.1(b) shall be not less than 40cm on the hoist and 40cm on the fly.
- 14.3 Written protests shall be lodged at the Jury Office in the Antiguo Edificio Varadero, by hand or email (email may include use of the ECAF system if so specified by the Jury). The protest time limit shall be ninety (90) minutes after the time the last yacht finishes its last race of the day.
- 14.4 Protest Notices will be posted on the Official Notice Board each day within thirty (30) minutes after the protest time limit to inform Competitors where and when there is a hearing in which they are parties to a protest or named as witnesses. Protest Notices may also be sent to the appropriate parties by email. A Protest Notice posted on the Official Notice Board will be deemed to meet the requirements of RRS 63.2.
- 14.5 A party bringing evidence that requires electronic or other special equipment not already available to the Jury in the Jury Hearing Room shall provide such equipment.

15 Identification

The Race Committee Signal vessel on station at the Starting Line prior to the Attention Signal, and the Race Committee vessel on station at the Finishing Line may display a race committee flag with a blue field. Other race committee vessels will display a race committee flag with a yellow field. The Race Committee will give notice of how official vessels, spectator Course Marshal and Security vessels, and any other official support craft will be identified.

16 Prescription for an 18th Person

Pursuant to ACC Rule 37.2(a), the following procedure is adopted for approval of an 18th person:

- (a) A Competitor may submit to the Jury the names and sailing resumes of prospective persons to race as the 18th person. If no Competitor objects to a prospective 18th person within 72 hours of such information being made available by the Jury to all Competitors, the person shall be permitted to race as the 18th person regardless of whether or not that person has "acknowledged technical or tactical skill".
- (b) A Competitor may submit to the Jury the names and sailing resumes of prospective 18th persons [whether or not submitted under (a) above], and ask the Jury to decide if the person has "acknowledged technical or tactical skill" and is therefore not qualified to race as the 18th person. In making its determination the Jury shall consider any guidelines approved by the Defender and Challenger Commission for determining whether a person has "acknowledged technical or tactical skill", and whether to impose restrictions on the number of days or races that a person may race as the 18th person. If a Competitor submits a name and resume to the Jury by 0830 on a race day, the Jury shall give its answer by 1030 that day. In addition to answering in the affirmative or negative, the Jury may answer that it could not make a determination in the time permitted.
- (c) In performing its responsibilities under this prescription, the Jury shall determine its own procedures, quorum requirements, and the means of notification of Competitors.

17 Disclaimers

17.1 Attention is drawn to NOR 17.

17.2 Neither AC Management nor the Race Committee shall have any responsibility:

- (a) for the seaworthiness of a yacht or the sufficiency or adequacy of its crew and equipment; or
- (b) to provide rescue or medical services, at sea or ashore, or to provide any other form of assistance to the participants. The Consorcio Valencia 2007 has arranged for these services to be available.

1 March 2007
The Race Committee
For Valencia Louis Vuitton Act 13

Wm. H. Dyer Jones, Chairman
Peter Reggio, Principal Race Officer
Harold L. Bennett, Senior Race Officer
Javier Escolano, Race Officer
Rafael González, Race Officer

Addendum F for ACC Fleet Racing

The fleet races of Act 13 shall be sailed under The Racing Rules of Sailing as changed by the NOR and this Addendum. This Addendum is based upon RRS Appendix C - Match Racing Rules. Whenever rules of Appendix C have been changed or deleted (except for change from C to F) this will be stated after the rule. Races shall be umpired unless the Notice of Race and Sailing Instructions state otherwise.

F1 RRS C1 is deleted.

F2 CHANGES TO THE DEFINITIONS AND THE RULES OF PARTS 2 and 4

F2.1 The definition *Finish* is changed to: 'A yacht *finishes* when any part of her hull, crew or equipment in normal position, crosses the finishing line in the direction of the course from the last *mark* after completing any penalties'. This also changes RRS C2.1.

F2.2 Add to the definition *Proper Course*: 'A yacht taking a penalty or maneuvering to take a penalty is not sailing a *proper course*.'

F2.3 RRS C2.3 is deleted.

F2.4 RRS 13 is changed to:

13 While Tacking or Gybing

13.1 After a yacht passes head to wind, she shall *keep clear* of other yachts until she is on a close-hauled course.

13.2 After the foot of the mainsail of a yacht sailing downwind crosses the centerline she shall *keep clear* of other yachts until the bottom one-third (1/3) her mainsail has filled.

13.3 While 13.1 or 13.2 applies, RRS 10, 11 and 12 do not. However, if two yachts are subject to RRS 13.1 or 13.2 at the same time, the one on the other's port side or the one astern shall *keep clear*.

This changes RRS C2.4.

F2.5 RRS 16.2 and 17.2 are deleted.

F2.6 RRS 18.3 is changed to: 'If two yachts were on opposite *tacks* and one of them completes a tack within the *two or three-length zone* to pass a rounding *mark*, and if thereafter the other yacht cannot by luffing avoid becoming *overlapped* inside her, the yacht that tacked shall *keep clear* and RRS 15, 18.2(a), 18.2(b), 18.2(c), and 18.2(e) do not apply. If the other yacht can by luffing avoid becoming *overlapped* inside her then RRS 18.2(c) shall apply as if the yacht were *clear ahead* and *clear astern* at the *two or three-length zone*.' This changes RRS C2.6.

F2.7 When RRS 19.1 applies, the following arm signals by the helmsman are required in addition to the hails:

(a) for 'Room to tack', repeatedly and clearly pointing to windward; and

(b) for 'You tack', repeatedly and clearly pointing at the other yacht and waving the arm to windward.

F2.8 RRS 20.2 is changed to: 'A yacht taking a penalty shall *keep clear* of one that is not.'

F2.9 RRS 22.1 is changed to: 'If reasonably possible, a yacht not *racing* shall not interfere with a yacht that is *racing* or an umpire boat.'

F2.10 Rule 22.2 is changed to: 'Except when sailing a *proper course*, a yacht shall not interfere with a yacht taking a penalty or sailing on another leg.'

F2.11 RRS C2.11 is deleted.

F2.12 RRS C2.12 is deleted and replaced with:

"F2.12 Add to the preamble of Part 4: 'Rule 42 shall also apply from 1 minute before the Preparatory Signal.'"

F2.13 RRS 42.2(d) is changed to 'sculling: repeated movement of the helm to propel the yacht forward;'

F3 RRS C3 is deleted.

F4 RRS C4 is deleted.

F5 **SIGNALS BY UMPIRES** (in addition to the signals below the Umpires may point at a yacht and/or use the Safety Radio).

F5.1 A green and white flag with one long sound signal means: 'No penalty.'

F5.2 RRS C5.2 is deleted.

F5.3 A red flag with one long sound signal means: 'The identified yacht shall take a penalty by complying with Addendum F7.3(d).' This changes RRS C5.3.

F5.4 A black flag with one long sound signal means: 'The identified yacht is disqualified.' This changes RRS C5.4.

F5.5 One short sound signal means: 'A penalty is now completed.'

F5.6 RRS C5.6 is deleted.

F5.7 RRS C5.7 is deleted.

F6 **PROTESTS AND REQUESTS FOR REDRESS**

F6.1 A yacht may protest another yacht:

(a) under a rule of Part 2, except RRS 14, by clearly displaying flag "Y" immediately after an incident in which she was involved;

(b) under any rule not listed in Addendum F6.1(a) or F6.2 by clearly displaying a red flag as soon as possible after the incident.

F6.2 A yacht may not protest another yacht under:

(a) RRS 14, except in accordance with NOR 2.3(d)(i) and (ii); This changes RRS C6.2(a)

(b) a rule of Part 2, unless she was involved in the incident;

(c) RRS 31 or 42; or

(d) Addendum F7; or

(e) RRS 50.5 as added by the Notice of Race.

F6.3 A yacht intending to request redress because of circumstances that arise before she *finishes* or retires shall clearly display a red flag as soon as possible after she becomes aware of those circumstances, but not later than two minutes after *finishing* or retiring.

F6.4 (a) A yacht protesting under Addendum F6.1(a) shall remove flag “Y” before or as soon as possible after the umpires’ signal.

(b) A yacht protesting under Addendum F6.1(b) or requesting redress under Addendum F6.3 shall, for her *protest* or request to be valid, keep her red flag displayed until she has so informed the umpires after *finishing* or retiring. Written protests and requests for redress shall be lodged in accordance with the Sailing Instructions. This changes RRS C6.4(b).

F6.5 Umpire Decisions

After flag “Y” is displayed, the umpires shall decide whether to penalize any yacht. They shall signal their decision in compliance with Addendum F5.1, F5.3, or F 5.4. This changes RRS C6.5.

F6.6 RRS C6.6 is deleted

F7 **PENALTY SYSTEM**

F7.1 Rule Changes

RRS 31.2 and 44 are deleted.

F7.2 All Penalties

(a) A penalized yacht shall take a penalty within the limitations of Addendum F7.3 and shall take it as follows:

(1) When on a leg of the course to a windward *mark* (or before *starting*), she shall gybe and, as soon as reasonably possible, luff to a close-hauled course. This changes RRS C7.2(a)(1).

(2) When on a leg of the course to a leeward *mark* or the finishing line, she shall tack and, as soon as reasonably possible, bear away to a downwind course.

(b) Add to RRS 2: ‘When *racing*, a yacht may wait for an umpire’s decision before taking a penalty.’

(c) A yacht completes a leg of the course when her bow crosses the extension of the line from the previous *mark* through the *mark* she is rounding, or on the last leg when she *finishes*.

(d) A penalized yacht shall not be recorded as having *finished* until she takes her penalty and sails completely to the course side of the line and then *finishes*. This changes RRS C7.2(d).

(e) RRS C7.2(e) is deleted.

(f) RRS C7.2(f) is deleted.

F7.3 Penalty Limitations

(a) A yacht taking a penalty that includes a tack shall have the spinnaker head below the main-boom gooseneck from the time she passes head to wind until she is on a close-hauled course.

- (b) No part of a penalty may be taken within two or three (as appropriate) of a yacht's hull lengths of a rounding *mark*. This changes RRS C7.3(b).
- (c) RRS C7.3(c) is deleted.
- (d) When the umpires display a red flag, the penalized yacht shall take a penalty as soon as reasonably possible. This changes RRS C7.3(d).

F7.4 Taking and Completing Penalties

- (a) When a yacht with an outstanding penalty is either on a leg to a windward *mark* or has not *started* and gybes, or is on a leg to a leeward *mark* or the finishing line and passes head to wind, she is taking a penalty. This changes RRS C7.4(a).
- (b) When a yacht taking a penalty either does not take the penalty correctly or does not complete the penalty as soon as reasonably possible, she is no longer taking a penalty. The umpires shall signal this as required by Addendum F8.2.2. This changes RRS C7.4(b).
- (c) RRS C7.4(c) is deleted.

F8 PENALTIES INITIATED BY UMPIRES

F8.1 Rule Changes

- (a) RRS 60.2(a) and 60.3(a) do not apply to *rules* for which penalties may be imposed by umpires.
- (b) RRS 64.1(b) is changed so that the provision for exonerating a yacht may be applied by the umpires without a hearing, and it takes precedence over any conflicting rule of this Addendum.

F8.2.1 When the umpires decide that a yacht has broken RRS 31, 42, 50.5 (as added by the Notice of Race) or Addendum F7.3(d) she shall be penalized by signaling her under Addendum F5.3. This changes RRS C8.2.

F8.2.2 Add new rule: When the umpires decide that a yacht taking a penalty does not complete the penalty as soon as reasonably possible, or does not comply with Addendum F7.3(a) or F7.3(b), that penalty shall be cancelled and the umpires shall penalize her again under Addendum F5.3 or F5.4.

F8.3 When the umpires decide that a yacht has

- (a) gained an advantage by breaking a *rule* after taking a penalty,
- (b) deliberately broken a *rule*, or
- (c) committed a breach of sportsmanship, she shall be penalized under Addendum F5.3 or F5.4. This changes RRS C8.3.

F8.4 If the umpires or jury members decide that a yacht may have broken a *rule* other than those listed in Addendum F6.1(a) or F6.2, they shall so inform the jury for its action under RRS 60.3 when appropriate. This changes RRS C8.4.

F8.5 RRS C8.5 is deleted.

F9 REQUESTS FOR REDRESS OR REOPENINGS, APPEALS, OTHER PROCEEDINGS

- F9.1** There shall be no request for redress or an appeal from a decision made under Addendum F5, F6, F7 or F8. This changes RRS C9.1.
- F9.2** A Competitor may not base a request for redress on a claim that an action by an official boat was improper. The jury may decide to consider giving redress in such circumstances but only if it believes that an official boat, including an umpire boat, may have seriously interfered with a competing yacht.
- F9.3** No proceedings of any kind may be taken in relation to any action or non-action by the umpires, except as permitted in Addendum F9.2.
- F10** RRS C10 is deleted.
- F11** RRS C11 is deleted.