



## BIRZEBBUGA SAILING CLUB

# Malta Laser and Optimist Dinghy Class Associations' Regatta 2023

September 16th – 17th

## SAILING INSTRUCTIONS

The Malta Laser and Optimist Dinghy Class Associations' Regatta 2023 is being organised by the Birzebbuga Sailing Club Freeport (BSC) under the auspices of the Malta Sailing Federation (MSF). The event dates shall be Saturday 16<sup>th</sup> and Sunday 17<sup>th</sup> September 2023. This regatta also classifies as a ranking event within the official Malta Sailing Federation ranking event calendar 2023.

SP	Rules for which a standard penalty may be applied by the race committee without a hearing this changes Racing Rule of Sailing 63.1 and A5.1
DP	Rules for which the penalties are at the discretion of the International Jury.
NP	Rules that are not ground for protest by a boat. This changes Racing Rule of Sailing 60.1(a) and 63.1

### 1. RULES

- 1.1 The regatta shall be governed by the rules as defined in the **2021 - 2024 Racing Rules of Sailing (RRS)**.
- 1.2 The following Class Rules and instructions shall also apply:
  - 1.2.1 **The International Optimist Dinghy Association (IODA) class rules.**
  - 1.2.2 **The International Laser Class Association (ILCA) class rules.**
  - 1.2.3 **The International RS FEVA Class Association (IRSFCA) class rules.**
  - 1.2.4 The **Sailing Instructions (SI)**, and any amendments there to. In the event of conflict, the SI shall take precedence over the Notice of Race. This changes RRS 63.7.
- 1.3 No national authority prescriptions shall apply.
- 1.4 The first three sentences of RRS 61.1(a) shall be changed to "The protesting boat shall inform the other boat at the first reasonable opportunity. When her protest will concern an incident in the racing area, she shall hail 'Protest'. She shall inform the Race Committee at the finishing line immediately after finishing of the boat/s being protested. If the boat retires before finishing, she shall inform the Race Committee via the official boat closest to her at the same time as advising that she has retired".
- 1.5 [DP] [NP] RRS 40.1 will apply.
- 1.6 [SP] [NP] Attention is being drawn to the 2023 Optimist Class Rule 4.2 (a), (b) & (c) - Bailers, Painters and Paddles. A standard penalty of one point in the first race of the day shall be imposed without a hearing on Optimist Class competitors found not to comply with this class rule. This changes RRS 63.1.
- 1.7 RRS Appendix T Arbitration will apply and is changed as follows:

A post-race penalty is a Scoring Penalty equal to 30% of the score for DNF, or 50 % of the difference between the boat's finishing position in the race and the score for DNF, whichever is less. The Scoring Penalty is



calculated as stated in RRS 44.3(c). However, RRS 44.1(a) applies.

- 1.8 English is the Official Language of this regatta. If there is a conflict between languages, the English text will take precedence.'

## 2. CODE OF CONDUCT

- 2.1 Competitors and support persons shall comply with any reasonable requests from a regatta official.  
2.2 Competitors shall handle any boats or equipment provided by the organizing authority with proper care and seamanship, and in compliance with any written instructions.  
2.3 [DP] Boats not racing shall avoid the area where boats are racing and any official boats.  
2.4 The Organizing Authority may reduce or remove a prize in case of misconduct.

## 3. CHANGES TO SAILING INSTRUCTIONS

- 3.1 Changes to the Sailing Instructions shall be posted before 0900hrs on the day of the races affected by that change.  
3.2 Any changes to the schedule of races shall be posted by 2000hrs on the day before it will take effect.

## 4. SIGNALS MADE ASHORE

- 4.1 Signals made ashore shall be displayed on the BSC main flagpole.  
4.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in Race Signals **AP**, except when sailing on race area A, where '1 minute' is replaced with 'Not less than 20 minutes' in RACE Signals **AP**.  
4.3 Boats shall not leave their allocated berths until launching. Launching shall only be permitted after International Code Flag "**D**" together with the individual Class Flag is hoisted ashore.

## 5. ADDITIONAL IDENTIFICATION - OPTIMIST IODA NOVICE CATEGORY

- 5.1 [DP] [NP] For the whole duration of the regatta, each competitor in the Novice Category is required to display a green ribbon permanently fixed and free to fly from the top of the sprit. The ribbons shall be provided by the Race Office.

## 6. RACING FORMAT

- 6.1 All constituted classes shall race in Single Series of races.  
6.2 Whilst sailing in race area A, the OPTIMIST IODA OPEN category may be divided into fleets.  
6.3 Separate Fleet Format of Racing:  
6.3.1 [DP] [NP] Boats will be assigned to Yellow and Blue fleets on a daily basis and shall display a coloured ribbon corresponding to the colour of her fleet fixed and free to fly from the top of the sprit. The ribbons shall be provided by the Race Office.  
6.3.2 For the first day of racing assignments only, boats will be sorted by the order of sail number, in an alternating sequence between yellow and blue fleets. Initial boat assignments will be made by the Race Committee and will be posted after the On-Site Registration Window is closed or earlier.  
6.3.3 Boats will be assigned to fleets of as nearly as possible equal size.  
6.3.4 Boats will be re-assigned to fleets after first day of racing, except if on the first day, no race is completed by all fleets. If all fleets have completed the same number of races, boats will be re-assigned according to their ranks in the series. If both fleets have not completed the same number of races, the series scores for re-assignment will be calculated for those races, numbered in order of completion, completed by all fleets.



6.3.5 Only to re-assign boats, if after application of RRS A8, two or more boats are tied in rank, their relative positions in the rank will follow the order stated in SI 6.3.2.

Fleet re-assignment according to ranking:

RANKING IN SERIES	FLEET ASSIGNMENT
First	YELLOW
Second	BLUE
Third	BLUE
Fourth	YELLOW
Fifth	YELLOW
.....and so on	

6.3.6 Boat re-assignments for Race Day 2 will be based on the results available on the previous day at 2100hrs regardless of protest or requests for redress not yet decided.

## 7. SCHEDULE

7.1 The regatta race schedule shall be as follows:



DATE	SCHEDULE	TIME
Saturday 16 <sup>th</sup> September 2023	Onsite Registration Window	0830 – 1000hrs
Saturday 16 <sup>th</sup> September 2023	Day 1 - 1 <sup>st</sup> Warning Signal	1100hrs
Sunday 17 <sup>th</sup> September	Day 2 - 1 <sup>st</sup> Warning Signal	- TBA -

\*TBA – To be announced

- 7.2 A briefing for coaches and team leaders shall be held on Saturday 16<sup>th</sup> September 2023 at 0900hrs at the club house.
- 7.3 A maximum of Four **(4)** races per day shall be sailed on any one day.
- 7.4 A maximum of Six **(6)** races in each class are being scheduled for the whole event.
- 7.5 No warning signal shall be made later than 1700hrs on the last day of the regatta.

## 8. CLASS FLAGS

8.1 Class flags shall be as follows:

CLASS	FLAG
Optimist IODA - Open Category	White flag bearing a blue IODA class logo
Optimist IODA - Open Category Yellow Fleet	Yellow Flag
Optimist IODA - Open Category Blue Fleet	Blue Flag
Optimist IODA - Novice Category	International Code Flag “R” 
ILCA 7 Class	White flag bearing a red ILCA class logo
ILCA 6 Class	Green flag bearing a red ILCA class logo
ILCA 4 Class	Yellow flag bearing a red ILCA class logo
RS FEVA XL Class	International Code Flag “G” 



## 9. RACING AREAS

- 9.1 The designated racing area shall be any of areas A, B or C as illustrated in Appendix I. Area selection shall solely depend on the prevailing wind and sea conditions of each racing day of the regatta.
- 9.2 To indicate the selected racing area, International Code Flags “A”, “B” or “C” together with individual Class Flags shall be displayed ashore together with Flag D.
- 9.3 For Racing Area A, the course configuration selection shall be restricted to the race configurations listed in Appendix IIc for all classes.
- 9.4 The Race Committee may decide to change racing areas whilst afloat. In this case, competitors shall follow the Race Committee Boat when the International Code Flag “L” is displayed until it takes up its position at the starting area.

## 10. THE COURSES

- 10.1 The diagrams in Appendix IIa, b & c show the courses that may be used, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.
- 10.2 For the Optimist IODA course configurations, Mark 3 may be replaced by a leeward gate. For ILCA course configurations, Mark 4 may be replaced by a leeward gate.
- 10.3 For Area A the leeward Mark may be replaced by a gate.
- 10.4 By not later than the preparatory signal, the Race Committee signal boat shall display the course number. This changes RRS 27.1.

## 11. MARKS

- 11.1 Optimist IODA Course:
  - 11.1.1 Marks 1, 2, 3, 3a, shall be inflatable orange or red buoys.
  - 11.1.2 The starting marks will be two race committee vessels.
  - 11.1.3 The inflatable buoy designated, as Mark 2, shall be used as a finishing pin end mark for finish line F2.
  - 11.1.4 A small inflatable cylindrical orange marker buoy shall be used as a finishing pin end mark for Finish line F3.
- 11.2 ILCA & RS FEVA XL Course:
  - 11.2.1 Marks 1, 2, 3 and 4 shall be inflatable orange or red buoys.
  - 11.2.2 A small inflatable cylindrical orange marker buoy shall be used as a finishing pin end mark for Finish line F1.
- 11.3 In case of a missing mark at a gate, the remaining mark should be rounded, leaving the mark to port. This changes RRS 28.1.

## 12. AREAS OF OBSTRUCTION

- 12.1 As illustrated in Appendix IV, four **(4)** areas of obstruction lie within racing area A:
  - 12.1.1 Fish Farm – Situated near the approaches of Fort St. Lucian foreshores.
  - 12.1.2 Enemed Refuelling Dolphin – Situated just midway between Fort St. Lucian and Delimara power station.
  - 12.1.3 Il Hagra Reef – Situated close to the approaches of Fort St. Lucian foreshores.
  - 12.1.4 The area enclosed within the two cardinal marks and the Malta Freeport Terminals.

## 13. THE START



- 13.1 Optimist IODA course:  
The starting line shall be between signal masts displaying orange flags on race committee vessels.
- 13.2 ILCA & RS FEVA XL course:  
The starting line shall be between signal masts displaying orange flags on race committee vessels.
- 13.3 To alert boats that a race or sequence of races will begin soon, an Orange flag shall be displayed with one sound signal five (5) minutes before a warning signal is displayed.
- 13.4 [DP] [NP] Boats whose warning signal has not been made shall avoid the starting area. The starting area is defined as a rectangle 50 meters from the starting line and marks in all directions.
- 13.5 [DP] [NP] Boats that have finished shall return directly to the starting area or ashore, keeping well clear of all boats still racing and of all boats whose warning signal has been made.
- 13.6 A boat starting later than 4 minutes after her starting signal shall be scored Did Not Start (DNS) without a hearing. This changes RRS A4 and A5.

## 14. CHANGE OF NEXT LEG OF THE COURSE

- 14.1 [DP] Except at a Gate, boats shall pass between the committee boat, signalling the change of next leg and the nearby mark, leaving the mark to port and the committee boat to starboard. This changes RRS 28.1.

## 15. THE FINISH

- 15.1 Optimist IODA Course:
- 15.1.1 For the Novice category course 1 and Open category course 1 and 2, the finish line (F2) shall be between a race committee finishing boat's signal mast displaying a Blue flag and the course side of Mark 2.
- 15.1.2 For the Novice category course 2 and Open category course 3 and 4, the finish line (F3) shall be between a race committee finishing boat's signal mast displaying a Blue flag to leeward of and to Starboard of Mark 3 and a finishing mark to leeward of the race committee finishing boat.
- 15.2 ILCA & RS FEVA XL Course:  
The finish line (F1) shall be between the race committee boat's signal mast, bearing a Blue flag and the course side of the finishing mark at the starboard end of the line.
- 15.3 For race area A course configuration, the Finish line (F1) shall be between a race committee finishing boat's signal mast bearing a Blue flag and the course side of the finishing mark.
- 15.4 [DP] [NP] Boats that have finished racing shall sail to the waiting area to port of the pin end start mark well clear of the race course, without interfering with the boats racing or about to start in the starting area.

## 16. TIME LIMITS AND TARGET TIMES

- 16.1 Time Limits, Target Times and Finishing Window are as follows:

RACE TIME LIMIT	MARK 1 TIME LIMIT	RACE TARGET TIME	FINISHING WINDOW
75 minutes	50 minutes	40 - 45 minutes	15 minutes

- 16.2 If no boat has passed Mark 1 within the Mark 1 time limit, then the race will be abandoned.
- 16.3 Boat failing to finish within the time stated in the Finishing Window after the first boat sails the course and finishes shall be scored Did Not Finish (DNF). This changes RRS 35, A4 and A5.
- 16.4 Failure to meet the Target Time will not be grounds for redress. This changes RRS 62.1(a).

## 17. PROTESTS AND REQUESTS FOR REDRESS



- 17.1 Requests for hearings should preferably be submitted online through [Racing Rules of Sailing](#). However, any requests for hearings may also be submitted in writing at the race office. Requests for hearings must be delivered at the race office or online within the appropriate protest time limit.
- 17.2 For each class the protest time limit is 60 minutes after the last boat in that class has finished the last race of the day or the Race Committee signal no more racing today, whichever is later. When the signal "no more racing today" is hoisted ashore, the protest time limit is 30 minutes after the signal is hoisted. This changes RRS 61.3 and 62.2.
- 17.3 Notices will be posted within 30 minutes of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings shall be held at the Race Office located at the BSC clubhouse. Hearings can be scheduled starting from 20 minutes before the protest time limit if parties are available. No protest hearing will start after 2100hrs.
- 17.4 A list of breaches and the associated standard penalties is listed in Appendix III. This shall be posted on the Official Notice Board. This changes RRS 60.1, 63.1 and A5.1.
- 17.5 On the last day of the regatta, a request for reopening a hearing shall be delivered if:
  - 17.5.1 It is within the protest time limit if the party requesting reopening was informed of the decision on the previous day.
  - 17.5.2 No later than 30 minutes after the party requesting reopening was informed of the decision on that day. This changes RRS 62 and 66.

## 18. SCORING

- 18.1 Sailing Instructions SI 18.1.1 and SI 18.1.2 shall only apply when a class is divided into multiple fleets:
  - 18.1.1 RRS A5.2 is changed so that the scores are based on the number of boats assigned to the largest fleet.
  - 18.1.2 At the end of the of the regatta, if a fleet in a class has sailed more races than others, scores for the most recent races will be excluded so that all fleets have the same number of race scores.
- 18.2 The Low Point Scoring system of Appendix A shall apply.
- 18.3 Three **(3)** races are required to be completed in order to constitute a regatta in each class.
- 18.4 When:
  - 18.4.1 **One to Three** races have been completed; a boat's series score will be the total of her race scores.
  - 18.4.2 **Four or more** races have been completed; a boat's series score will be the total of her race scores excluding her worst score.
- 18.5 To request correction of an alleged error in posted race or regatta results, a boat shall submit a scoring inquiry online through [Racing Rules of Sailing](#) or at the race office.
- 18.6 For the Malta Sailing Federation ranking lists, scores accumulate to the sailors and not the boat they sail in.

## 19. SAFETY REGULATIONS

- 19.1 [DP] [NP] Any competitor who retires from a race shall notify the race committee at the first reasonable opportunity before leaving the racing area and shall complete the relevant form available at the Race Office within the protest time limit.
- 19.2 For each day of competition, the coaches or team leaders and individually registered sailors 18 years or over shall notify the Race Office of the boats not intending to race on the day, before International Code Flag "D" is displayed ashore.
- 19.3 [DP] [NP] Unless prior consent from Marsaxlokk Port Control (VTS) is duly given to the Race Committee before each race being held, no competitor shall roam or sail before, during and even after any races inside the Out of Bounds shaded area, as illustrated in Appendix IV. This may cause an obstruction to the free movement of heavy shipping, in which case, safety and support boats will direct the fleets accordingly as directed by the race committee.





- 19.4 [DP] [NP] In the event of imminent shipping movements, any instructions to clear the area should strictly be adhered to. Any boat which is deemed likely to cause difficulty to shipping will be towed out of the area by the appointed race officials.
- 19.5 Competitors who require assistance shall blow a whistle or wave the paddle or one arm. The Race Committee reserves the right to assist competitors who in their opinion require assistance, regardless of the wishes of the competitor. This will not be grounds for redress. This changes RRS 62.1(a).
- 19.6 When International Code Flag “V” is displayed, RRS 37 shall apply. All official, support and coach boats shall monitor the VHF Event Safety Channel 72 and to assist in safety cover as required.
- 19.7 [DP] [NP] At the end of racing and before returning to shore base, each coach or supporting person shall ensure that every sailor in their team is accounted for and inside the harbour. They shall communicate this information to the safety officer before escorting their team to shore.
- 19.8 [DP] [NP] Sailors will make use exclusively of their own numbered trolley once ashore.

## 20. [NP] CHECK-OUT AND CHECK-IN PROCEDURE

- 20.1 The Team Leaders shall individually Check-Out each competitor in their team each day before racing, beginning two hours before the scheduled warning for the day, by signing beside their own name in the space provided on the required form and marking an X beside the name of each of the competitors on their team that will be leaving the venue to race.
- 20.2 The Team Leaders shall individually Check-In each competitor in their own team each day after racing immediately upon returning to shore but no later than the protest time limit, by personally signing beside their own name in the space provided on the required form and marking an X beside the name of each of the competitors on their team that have returned to the venue after racing.
- 20.3 [SP] Each competitor is individually responsible for his Team Leader to comply with SI 20.1. A standard penalty of one point in the first race of the day shall be imposed without a hearing on competitors for failure to comply with SI 20.1. This changes RRS 63.1.
- 20.4 [SP] Each competitor is individually responsible for his Team Leader to comply with SI 20.2. A standard penalty of one point in the last race of the day shall be imposed without a hearing on competitors for failure to comply with SI 20.2. This changes RRS 63.1.

## 21. REPLACEMENT CREW OF EQUIPMENT

- 21.1 [DP] [NP] Substitution of crew is only allowed in doublehanded classes after obtaining approval of the race committee.
- 21.2 [DP] [NP] Substitution of damaged or lost equipment will not be allowed unless approved by the Race Committee. Requests for substitution shall be made to the Race Committee at the first reasonable opportunity.
- 21.3 Substitution of damaged equipment may be permitted provided the relevant form has been submitted online through [Racing Rules of Sailing](#) or at the Race Office and both the damaged and the substituting equipment has been inspected by the Technical Committee.
- 21.4 If the substitution was made on the water between races, both the damaged and the substituted equipment shall be presented to the Technical Committee after the end of the day's racing. The substitution is subject to the approval of the Technical Committee given retrospectively.



## 22. TRACKERS

- 22.1 Team leaders or coaches are to pick up trackers for their squad from the race office from 8:30 am on the days of racing.
- 22.2 Trackers are to be returned to the race office promptly after coming ashore for recharging. A bucket of fresh water will be available at the race office for rinsing of the trackers prior to handing over.
- 22.3 Races may be followed on the trackers through <https://optitrack.co/>

## 23. OFFICIAL BOATS

- 23.1 Only Official boats appointed by the race committee are allowed on the course areas, these shall display numbered flags provided by the Race Committee or 'S' for dedicated safety and 'P' for Press boats.

## 24. SUPPORT BOATS

- 24.1 [DP] [NP] Team leaders, coaches and other support persons shall stay a minimum of 100m from areas where boats are racing from the time of the preparatory signal for the first start until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment.
- 24.2 When a race committee indicates that a support vessel should move further away from the course area, that support vessels shall do so immediately.
- 24.3 [DP] [NP] Competitors shall not approach any boat other than an official boat or registered support boat from their first warning signal of the day until they finish their last race of the day or the Race Committee signal no more racing today, whichever is later.
- 24.4 Support persons (team leaders, coaches, parents, guardians and other support personnel) intending to use support boats, shall register for accreditation at Race Office and carry a functioning VHF marine transceiver set on VHF Channel No. 72 at all times whilst afloat.

## 25. RADIO COMMUNICATION

- 25.1 [DP] [NP] A boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones, radios, hand or other visual or verbal signals from spectator boats or outsiders.
- 25.2 The only exception to SI 25.1 is in case of distress or safety situations that might arise whilst racing.

## 26. TRASH DISPOSAL

- 26.1 [DP] [NP] In addition to RRS 47, trash may be placed aboard support and official boats. Water bottles should be tied into boats using shock cord to prevent loss during manoeuvres.

## 27. BERTHING

- 27.1 [DP] [NP] Boats shall be kept in their assigned places in the dinghy boat park within the premises of the Birzebbuga Sailing Club. Boats shall not be moved from their parking spaces towards the launching ramps until the respective individual Class Flag is displayed under International Code Flag "D" and as instructed by the Beach Master.
- 27.2 Sailors shall have their launching trolleys clearly numbered in their club colour. Which number will correspond to their sail number.
- 27.3 The bottom of the mast should also be marked with a similarly coloured clearly visible band.





27.4 The colours chosen for trolley numbering is:

SAILING CLUB	COLOUR CODE
Birzebbuga Sailing Club (BSC)	Red
Malta Young Sailors Club (MYSC)	Blue
Royal Malta Yacht Club (RMYC)	Yellow
Vikings Sailing Club (VSC)	Black

## 28. PRIZES

28.1 Prizes shall be awarded in accordance with Section 14 in the Notice of Race.

## 29. DISCLAIMER OF LIABILITY

- 29.1 Competitors and support team members participate in the regatta entirely at their own risk. See RRS Rule 4, "Decision to Race". The organizing authority will not accept any liability for damage or personal injury, or death sustained in conjunction with or prior to, during, or after the regatta.
- 29.2 The Organizing Authority and any other party involved in the organization of the regatta accept no liability whatsoever for any injury, damage, loss, or claim whether personal or material, incurred by or inflicted to participants before, during or after the regatta.
- 29.3 The fact that the race committee will provide rescue boats will not remove from competitors the responsibility they have accepted by participating in this regatta.
- 29.4 By launching, competitors are aware of the inherent element of risk involved in the sport and accept responsibility for exposing themselves and their boat to such inherent risk whilst taking part in the event. Additionally, by launching, they are also confirming that their boats are sound and seaworthy for the weather conditions whilst racing, properly fitted out according to the class rules design and regulations.
- 29.5 It is the competitors' responsibility to familiarize themselves with any risks specific to the venue or this regatta drawn to their attention in any rules and information produced for this venue or event, and to attend any safety briefings held for the event.

## 30. INSURANCE

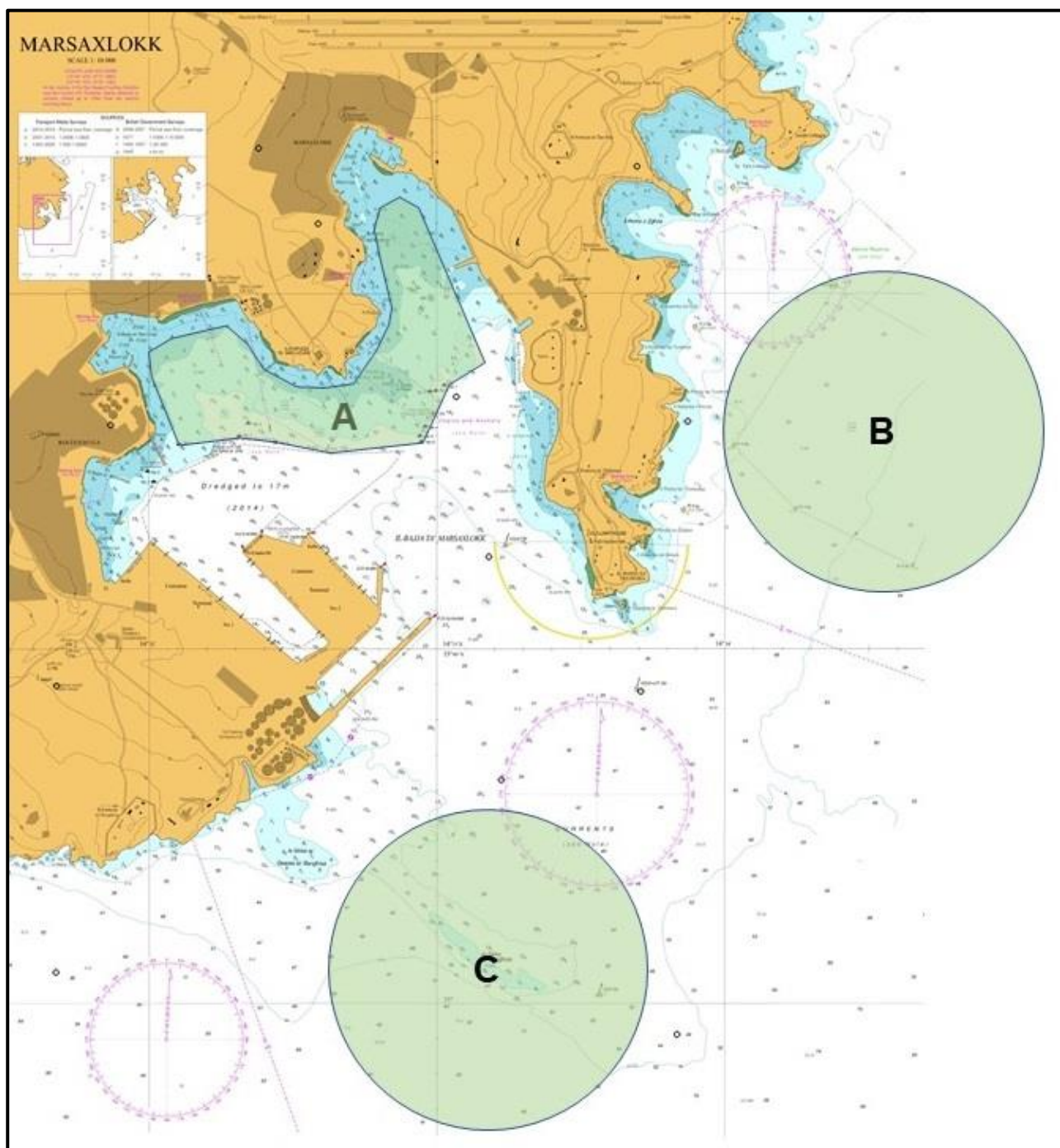
- 30.1 [NP] Insurance is mandatory. The owner or charterer of a boat intending to take part in the regatta shall hold a valid marine legal liability insurance policy with respect to the boat whilst racing.

## 31. RIGHT TO USE NAMES AND LIKENESS

- 31.1 By participating in this regatta, a competitor automatically grants to the Organising Authority and the Event Sponsors the right in perpetuity to make, use and show at their discretion any motion pictures, still pictures and live, taped, or filmed television and other reproductions of him or her during the regatta, and of all his or her material related to the regatta, without compensation.

# APPENDIX I

## Racing Areas



The areas A, B and C are the designated Racing Areas for this regatta.

## APPENDIX IIa

### Course Configurations Optimist IODA Class

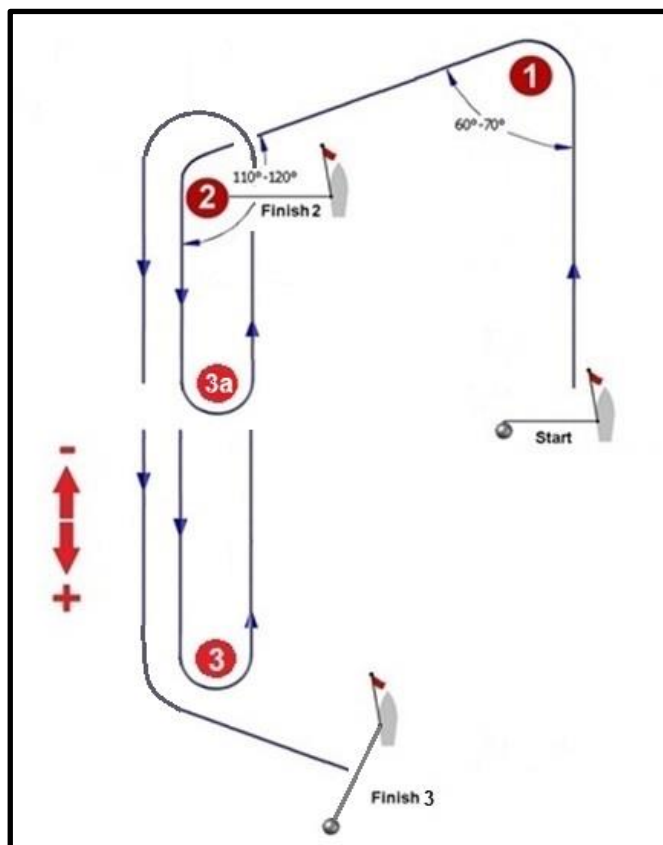


Illustration of the course configurations for the Optimist IODA class only

The **Optimist** course configurations must be sailed leaving all marks to **PORT** as follows:

#### **Novice Category:**

Course 1: **Start - 1 - 2 - 3a - Finish F2**

Course 2: **Start - 1 - 2 - 3 - Finish F2**

Course 3: **Start - 1 - 2 - 3 - Finish F3**

#### **Open Category:**

Course 1: **Start - 1 - 2 - 3 - Finish F2**

Course 2: **Start - 1 - 2 - 3 - 2 - 3 - Finish F2**

Course 3: **Start - 1 - 2 - 3 - 2 - 3 - Finish F3**

Marks 3, 3a and Finish F3 may be moved to extend or shorten the length of the selected course to achieve the race target time. And may be replaced with a gate.

## APPENDIX IIb

### Course Configurations

#### ILCA Classes

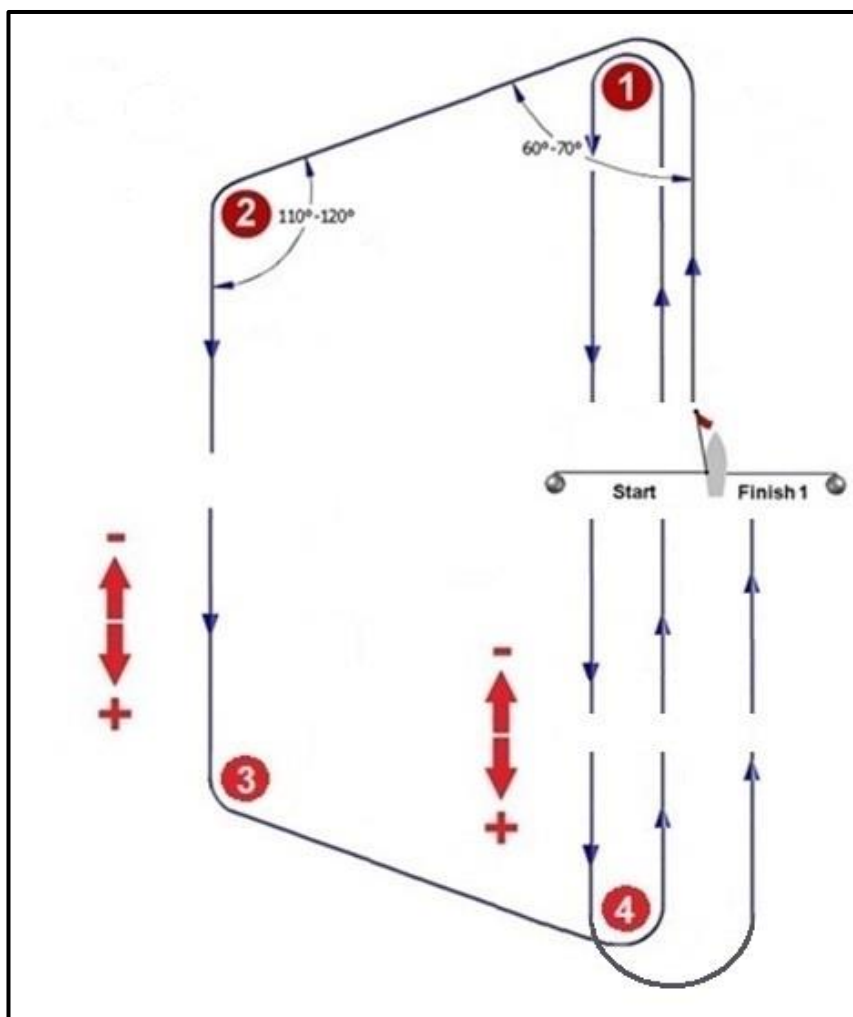


Illustration of the course configurations for the ILCA classes only

Course configurations for the **ILCA classes** must be sailed leaving all marks to **PORT** as follows:

Course 1: **Start - 1 - 2 - 3 - 4 - Finish F1**

Course 2: **Start - 1 - 2 - 3 - 4 - 1 - 4 - Finish F1**

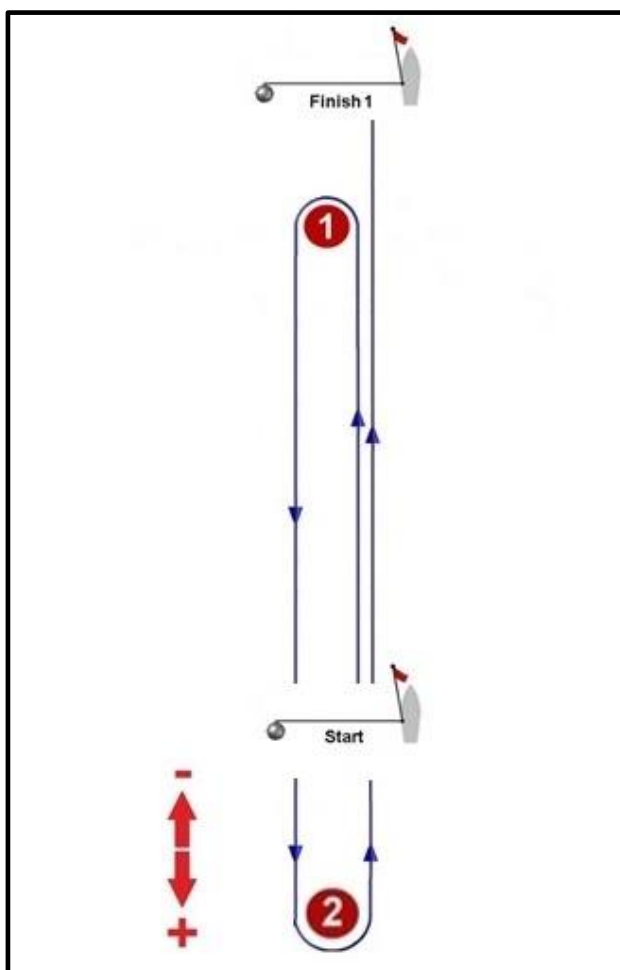
Course 3: **Start - 1 - 2 - 3 - 2 - 3 - 4 - Finish F1**

Marks 3 and 4 may be moved to extend or shorten the length of the selected course to achieve the race target time.

## APPENDIX IIc

### Windward Leeward Course Configurations

#### All Classes



Windward /Leeward Course configurations for **all classes** must be sailed leaving all marks to **PORT** as follows:

Course W1: **Start - 1 - 2 - Finish F1**

Course W2: **Start - 1 - 2 - 1 - 2 - Finish F1**

Course W3: **Start - 1 - 2 - 1 - 2 - 1 - 2 - Finish F1**

Course W4: **Start - 1 - 2 - 1 - 2 - 1 - 2 - 1 - 2 - Finish F1**

Course W5: **Start - 1 - 2 - 1 - 2 - 1 - 2 - 1 - 2 - 1 - 2 - Finish F1**

Mark 2 may be moved to extend or shorten the length of the selected course to achieve the race target time. And may be replaced with a gate.



## APPENDIX III

### Race Committee Standard Penalties [SP]

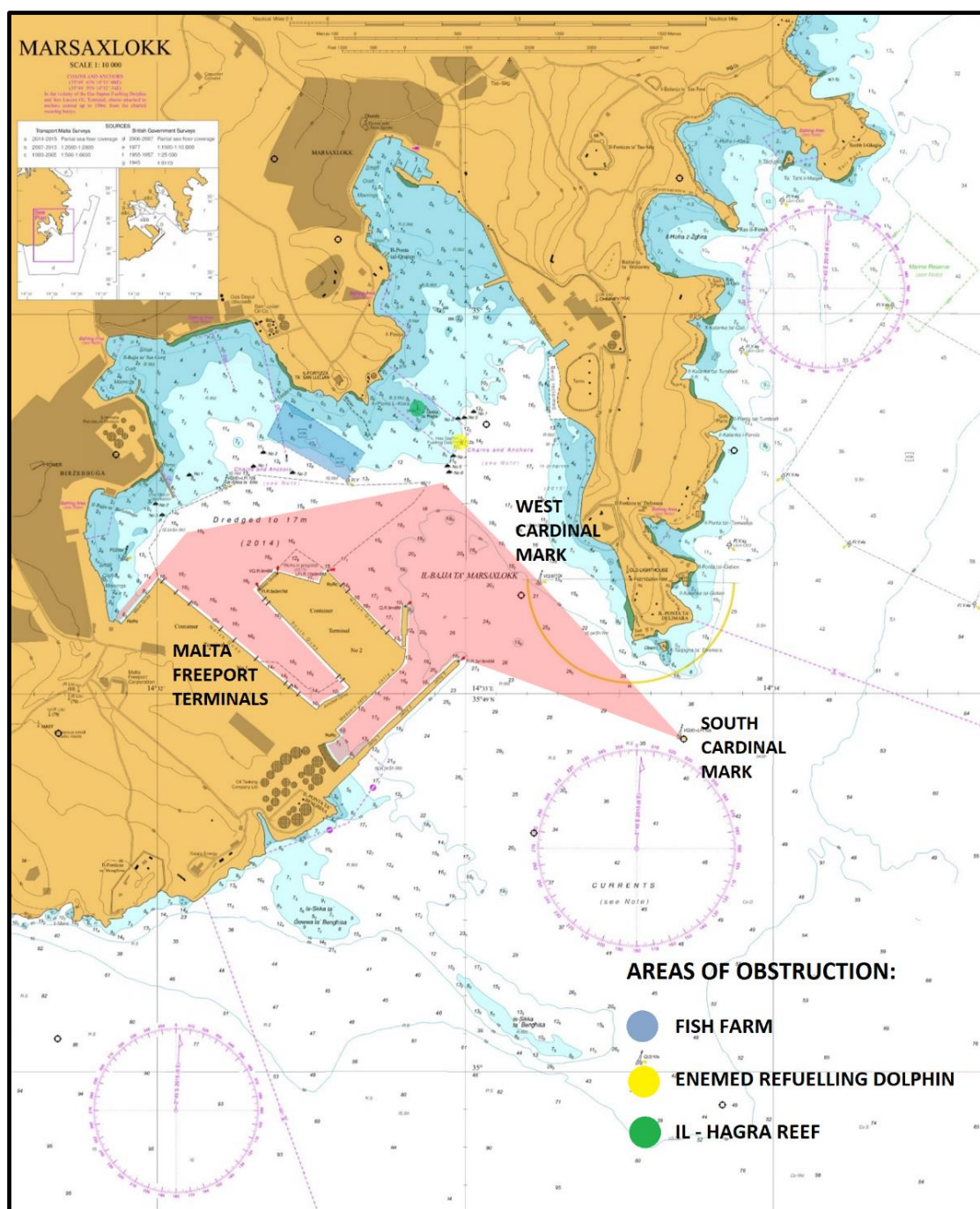
In accordance with SI 17.4, the Race Committee will initially apply the following Standard Penalties:

SI 1	RULES	
1.6	IODA 4.3 (a), (b) & (c) Absence of Bailer, Paddle or Painter whilst afloat.	1 point scoring penalty per day
SI 20	CHECK-OUT AND CHECK-IN PROCEDURE	
20.3	Failure to Check-Out at Race Office	1 point scoring penalty from the 1st race of the day
SI20	CHECK-OUT AND CHECK-IN PROCEDURE	
20.4	Failure to Check-In at Race Office	1 point scoring penalty from the last race of the day



## APPENDIX IV

### Restricted Areas and areas of obstruction



The light red shaded area between the two Cardinal Marks and the Malta Freeport Terminals is strictly out of bounds as per SI 19.3