



Yachting Malta BSC Regatta 2021

Sailing Instructions



Birzebbuga, Malta 2021

February

13 14 15

Organized by:

BIRZEBBUGA SAILING CLUB FREEPORT



SAILING INSTRUCTIONS

The Yachting Malta BSC Regatta 2021 is being organised by the Birzebbuga Sailing Club Freeport, Malta and endorsed by the Malta Sailing Federation. This regatta also classifies as a ranking event within the Malta Sailing Federation Ranking Events Calendar.

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 No national authority prescriptions shall apply.
- 1.3 The following Class Rules and instructions shall also apply:
 - 1.3.1 **The International Optimist Dinghy Association (IODA).**
 - 1.3.2 **The International Laser Class Association (ILCA).**
 - 1.3.3 **The RS Feva International Class Association.**
 - 1.3.4 The Class rules of any other constituted class during the regatta.
 - 1.3.5 **The Portsmouth Yardstick 2021 (PY)** handicap rating system.
 - 1.3.6 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.
- 1.4 The first three sentences of RRS 61.1(a) shall be changed to 'A boat intending to protest shall inform the other boat at the first reasonable opportunity. When her protest will concern an incident in the racing area that she was involved in or saw 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 retired before finishing, she shall inform the Race Committee via the Course boat closest to her at the same time as advising that she has Retired.'
- 1.5 RRS 40 and the preamble to Part 4 are changed as follows:
 - 1.5.1 The first sentence of RRS 40 is deleted and replaced by: "Each competitor shall wear a personal flotation device (PFD), for Optimist class, refer to 2021 Class Rule 4.2 (a), properly secured at all times while on the water except when temporarily adding or removing clothing."
 - 1.5.2 Add to the preamble of Part 4, after 'racing': "...except rule 40 as amended by Sailing Instruction 1.5.1"
- 1.6 In all rules governing this regatta, "Sailor" and "Competitor" means a person competing in this regatta. The term "Support person" means a person as defined in the RRS.
 - [DP] Denotes a rule for which the penalty is at the discretion of the Protest Committee and may be less than disqualification.
 - [SP] Denotes a rule for which a standard penalty which may be applied by the Race Committee without a hearing or a penalty applied by the Protest Committee with a hearing. This changes RRS A5 and 63.1.
 - [NP] Denotes a rule that shall not be grounds for protest by a boat. This changes RRS 60.1 (a).
- 1.7 [DP] Attention is being drawn to the Optimist class 2021 Class Rule 4.3 (a), (b) & (c) Bailers, painters and Paddle.
- 1.8 [DP] Notice of Race Appendix III - COVID-19 Mitigation Protocol, laid out as per guidelines issued by the Maltese Ministry of Public Health and the Malta Sailing Federation.
 - 1.8.1 All competitors, support persons or any other person associated with this event must comply with the COVID-19 Mitigation Protocol as the protocol contents might change as the event approaches and will influence the running / organization / cancellation of the event.
 - 1.8.2 A breach of protocol may lead, after a hearing, to an imposition of a discretionary penalty by the Protest Committee.
- 1.9 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 [SP] 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 the case of misconduct or refusal to comply with any reasonable request, including attendance at official functions.

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1 Changes to the Sailing Instructions shall be posted at least one hour before the start of races effected by that change.
- 3.2 Any changes to the schedule of races shall be posted by 21:00hrs on the day before it will take effect.
- 3.3 Any re-assignment of the Racing Areas can be done 30 minutes before International Code Flag “D” is displayed ashore or 30 minutes before flag AP is removed ashore.

4. COMMUNICATIONS WITH COMPETITORS

- 4.1 Notices to competitors shall be posted on the official notice board(s) located at the BSC Race Office.
- 4.2 Team leaders and coaches shall also be notified of all notices to competitors via an official online Event Chat Group. Failure to not promptly post notices on the official notice board(s) shall not be grounds for redress. This changes RRS 62.1(a).

5. SIGNALS MADE ASHORE

- 5.1 Signals made ashore shall be displayed on the BSC main flagpole.
- 5.2 When a visual signal is displayed over a class flag, the signal applies only to that class. This changes the Race Signals preamble.
- 5.3 When flag AP is displayed ashore ‘1 minute’ is replaced with ‘not less than 60 minutes’ in Race Signals AP.
- 5.4 [SP][DP][NP] Launching shall only be permitted immediately after International Code Flag “D” is displayed ashore.
- 5.5 To indicate that only individual classes may launch, International Code Flag “D” shall be displayed under any of the Class Flags specified in SI 7.1. Boats shall not leave their allocated berths until their signal is made.
- 5.6 When displayed ashore, a white flag bearing a blue starburst symbol shall replace all Laser Class Flags specified in SI 7.1.
- 5.7 When International Code Flag “B” is displayed ashore means ‘SI 19.6 is applied’

6. SCHEDULE

- 6.1 The regatta race schedule shall be as follows:

DATE	SCHEDULE	TIME
Saturday 13 th February 21	Registration Window	8:30 – 10:00hrs
Saturday 13 th February 21	1 st Race warning signal	12:00hrs
Sunday 14 th February 21	1 st Race warning signal	10:00hrs
Monday 15 th February 21	1 st Race warning signal	10:00hrs

- 6.2 A daily briefing for coaches and team leaders shall be held not later than 60 minutes before the first scheduled warning signal of the day.
- 6.3 A maximum of Four **(4)** races per day shall be sailed on any one day. Races not sailed on the scheduled day may be sailed the following day at the discretion of the Race Committee.
- 6.4 Nine **(9)** races in each class are being scheduled for the whole event.
- 6.5 When there has been a long postponement and when more than one race (or sequence of races, for two or more classes) will be held on the same day, the warning signal for the first race and each succeeding race shall be made as soon as practicable.
- 6.6 To advise sailors that an additional race shall be sailed, the committee boat at the finish shall display International Code Flag **“F”** under the Blue flag.
- 6.7 No warning signal shall be made later than 1600 hrs on the first and second day of the regatta, unless as a continuation of the starting signals of a race for which a warning signal was given before 1600 hrs and the start had been postponed due to a general recall.
- 6.8 No warning signal shall be made later than 15:30 hrs on the last day of the regatta.

7. CLASS FLAGS

- 7.1 Class flags shall be as follows:

CLASS	FLAG
Optimist IODA one mass start	White flag bearing a blue IODA class logo
Handicap Class Start	International Code Flag “O”
In the event of Individual Class starts, the following Class flags shall be used:	
Optimist IODA - Senior & Cadet Divisions	White flag bearing a blue IODA class logo
Optimist IODA - Novice Category	International Code Flag “R”
Laser Standard Class	Blue flag bearing a white Starburst symbol.
Laser Radial Class	Yellow flag bearing a black Starburst symbol.
Laser 4.7 Class	Red flag bearing a white Starburst symbol.
RS Feva Class	International Code Flag “G”
Handicap Class	International Code Flag “O”
Miracle Class	International Code Flag “J”

- 7.2 Any other type of boat that shall constitute a class shall be allocated an International Code Flag other than those used for the race signals. The Code Flag allocation shall be communicated before the start of the first race of the regatta, during the scheduled daily briefing for coaches and team leaders.

8. RACING AREAS

- 8.1 The designated racing area shall be any of areas A, B or C as illustrated in Appendix I. Area selection shall solely depends on the prevailing wind conditions of each racing day of the regatta. The selected area, shall be published on the Official Notice Board.
- 8.2 For Racing Area A, the course configuration selection shall be restricted to the race configurations listed in Appendix IIc for all classes.
- 8.3 The Race Committee may decide to change racing areas while being afloat. In this case, competitors shall follow the Committee Boat when Flag **“L”** is displayed until it takes up its position at the starting area.

9. THE COURSES

- 9.1 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.
- 9.2 For all Optimist and Laser course configurations, a leeward gate could replace Marks number 3 and 4. For Race Area A course configurations, a leeward gate could replace Mark 2.
- 9.3 By not later than the warning signal, the Race Committee signal boat shall display the course configuration and the approximate compass bearing of the first leg of the course.

10. MARKS

- 10.1 Marks 1, 2, 3, 3a, 4 and 5 shall be inflatable cylindrical Orange buoys.
- 10.2 A small inflatable cylindrical Orange Marker buoy shall be used as the start pin end mark.
- 10.3 A small inflatable cylindrical Orange marker buoy shall be used as a finishing pin end mark for Finish line F1.
- 10.4 The inflatable cylindrical Orange buoy designated as Mark 2, shall be used as a finishing pin end mark for finish line F2.
- 10.5 A race committee boat signalling a change of a leg of the course is a mark as provided in SI 13.
- 10.6 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.

11. AREAS OF OBSTRUCTION

- 11.1 As illustrated in Appendix III, six **(6)** areas of obstruction lie within race course area A:
 - 11.1.1 LNG FSU Tanker – Permanently berthed at the Delimara Power Station quayside.
 - 11.1.2 Fish Farm – Situated near the approaches of Fort St. Lucian foreshores.
 - 11.1.3 Enemed Refuelling Dolphin – Situated just midway between Fort St. Lucian and Delimara power station.
 - 11.1.4 The narrow passage between Delimara reef and peninsula.
 - 11.1.5 Il Hagra Reef – Situated close to the approaches of Fort St. Lucian foreshores.
 - 11.1.6 The area enclosed within the three cardinal marks and the Malta Freeport Terminals (also refer to SI 19.4)

12. THE START

- 12.1 The starting line shall be between the race committee signal boat's mast, bearing an Orange flag and the course side of the port end starting mark.
- 12.2 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.
- 12.3 [DP] [SP] [NP] Boats whose warning signal has not been made shall avoid the starting area. The starting area is defined as a rectangle 30 meters from the starting line and marks in all directions.
- 12.4 [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.
- 12.5 A boat starting later than 2 minutes after her starting signal shall be scored Did Not Start (DNS) without a hearing. This changes RRS A4 and A5.

13. CHANGE OF NEXT LEG OF THE COURSE

- 13.1 To change the next leg of the course, the race committee will (a) lay a new mark, (b) move the finish line, or (c) move the leeward gate. When a new mark is laid, the original mark will be removed as soon as practicable. When in a subsequent change a new mark is replaced, it shall be replaced by an original mark.

- 13.2 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.

14. THE FINISH

- 14.1 For the Optimist class, the finish line (F2) shall be between a race committee finishing boat's signal mast bearing a Blue flag at the Starboard end and the course side of Mark 2.
- 14.2 For all other constituted classes, the finish line (F1) shall be between the race committee boat's signal mast, bearing a Blue flag on the port end and the course side of the starboard end finishing mark.
- 14.3 For all Race Area A course configurations, the Finish line (F1) shall be between a race committee finishing boat's signal mast bearing a Blue flag on starboard end and the course side of the port end finishing mark.
- 14.4 [NP] [SP] [DP] Boats that have finished racing shall sail to the waiting area well clear of the race course, without interfering with the boat still racing.

15. PENALTY SYSTEM

- 15.1 RRS 44.1 and 44.2 are unchanged for all classes.
- 15.2 Observers appointed by the Protest Committee may be on the water to look out for Rule 42 infringements.
- 15.3 Appendix P will apply, RRS P2.3 will not apply and RRS P2.2 shall be changed so that it will apply to any penalty after the first one.
- 15.4 For the Optimist class, the penalty breaches of Class rules will be Standard Penalties [SP]. This changes RRS 63.1 and may also be less than disqualification.
- 15.5 The penalty for breaches of Sailing Instructions marked [DP] or [SP] may be less than disqualification if the protest committee so decides.
- 15.6 A discretionary penalty [DP] applies on first offense for breaches of SI 19.4 and SI 19.5. On second offence, a disqualification without a hearing [NP] shall be imposed.

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 To inform the Race Committee of the boat/s being protested, the boat intending to protest shall approach the starboard side of the race committee boat at the end of the finishing line immediately after finishing and shall hail her sail number and the protested boat's sail number/s.
- 17.2 Protest Forms shall be available at the race office. Any protest and request for redress or reopening shall be delivered to the race office in writing on paper within the appropriate protest time limit.
- 17.3 The protest time limit is 90 minutes after the last boat has finished the last race of the day or the Race Committee signal no more racing today, whichever is later. The same time limit applies to protests by the race committee about incidents they observe in the racing area and to requests for redress. This changes RRS 61.3 and 62.2.



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- 17.4 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.
- 17.5 Notices of protests by the Race Committee or Protest Committee shall be posted to inform boats under RRS 61.1(b).
- 17.6 A list of boats that have been penalized under Appendix P for breaking RRS 42 will be posted on the Official Notice Board.
- 17.7 Penalties for breaches of the RRS, Class Rules, RRS 55 or rules in the NoR and SIs marked [DP] or [SP] should the case go to a hearing, are at the discretion of the Protest Committee. A boat may accept a discretionary penalty for the breaches stated above before a hearing concerning the same incident by completing a form available at the jury office.
- 17.8 For breaches of the SIs marked [SP] the race committee may apply a standard penalty without a hearing. A list of these breaches and the associated standard penalties shall be posted on the Official Notice Board. However, the race committee may protest a boat when they consider the standard penalty to be inappropriate. A boat that has been penalised with a standard penalty can neither be protested for the same incident by another boat nor can another boat request redress for this race committee action. This changes RRS 60.1, 63.1 and Appendix A5.
- 17.9 On the last scheduled day of racing, a request for reopening a hearing shall be delivered if:
- 17.9.1 Within the protest time limit if the requesting party was informed of the decision on the previous day.
- 17.9.2 No later than 30 minutes after the party requesting reopening was informed of the decision on that day. This changes RRS 66.
- 17.10 On the last scheduled day of the racing, a request for redress based on a protest decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.

18. SCORING

- 18.1 The Low Point Scoring system of Appendix A shall apply.
- 18.2 Three **(3)** races are required to be completed in order to constitute a regatta in each class.
- 18.3 When:
- 18.3.1 **Fewer than Four** races have been completed; a boat's series score will be the total of her race scores.
- 18.3.2 **Four or more** races have been completed; a boat's series score will be the total of her race scores excluding her worst score.
- 18.4 To request correction of an alleged error in posted race or regatta results, a boat shall complete a scoring enquiry form available at the race office.
- 18.5 Scores accumulate to the sailors and not the boat they sail in.

19. SAFETY REGULATIONS [NP] [DP]

- 19.1 [NP] [DP] No launching of boats is allowed before the appropriate signal described in SI 5.4 is displayed.
- 19.2 [NP] [DP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity before leaving the race course area and shall complete the relevant form available at the Race Office within the protest time limit.
- 19.3 For each day of competition, the coaches or team leaders shall notify the Race Office of the boats not intending to race on the day, before International Code Flag "D" is displayed ashore.
- 19.4 [NP] [DP] 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 III, as this may cause an obstruction to the free movement of heavy shipping.

- 19.5 [NP] [DP] 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.
- 19.6 [NP] [DP] When International Code Flag “B” is displayed ashore, each coach or team leader shall immediately return his team’s wristbands and sign a checklist available at the Race Office, to indicate that all team members have returned to ashore. Flag “B” shall be displayed when the last boat has finished the last race of the day or the race is abandoned. All team members may be penalized as per SI 20.1.5 if the Coach or Team Leader fail to comply with this instruction. This changes RRS 63.1.
- 19.7 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).
- 19.8 Whilst afloat, all competitors are being urged to carry a handheld VHF marine transceiver set on the designated VHF Event Safety Channel No. 72.
- 19.9 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.
- 19.10 If a boat is abandoned, it will be marked with striped white and bright fluorescent orange tape tied through the bow eye to signal that the sailor is safe.

20. CHECK-OUT AND CHECK-IN PROCEDURE [SP] [DP] [NP]

- 20.1 The requirements of this Sailing Instruction are only being specified for the safety of the competitors.
- 20.1.1 Each sailor shall be issued with a tally number at registration. A numbered Tally Board shall be located at the Race Office.
- 20.1.2 Each team Leader or coach shall individually Check-Out each competitor of their team each day before racing. Two hours before the scheduled first warning signal for the day, the coach or team leader has to collect the wristbands from the Tally board sign his own name in the form provided and marking an X beside the name of each of the competitors on their team that will be leaving the venue to race. Each coach must make sure that the sailors under his responsibility conspicuously wear the wristband at all times when afloat.
- 20.1.3 Each team leader or coach shall individually Check-In competitors of their own team each day after racing immediately after International Code Flag “B” is displayed ashore. Team leader or coach have to return all the wristbands back at the Race Office, hang them on the Tally Board, 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 back ashore after racing.
- 20.1.4 [SP] A Standard Penalty of two points in the first race of the day shall be imposed without a hearing on competitors for failure to comply with SI 20.1.2
- 20.1.5 [SP] A Standard Penalty of two points in the last race of the day shall be imposed without a hearing on competitors for failure to comply with SI 20.1.3

21. SUBSTITUTION OF CREW AND EQUIPMENT [DP] [NP]

- 21.1 Substitution of competitors shall not be allowed without prior written approval of the race committee.
- 21.2 Substitution of damaged equipment may be permitted provided the relevant form has been completed at the Race Office and both the damaged and the substituting equipment has been inspected by the Technical Committee
- 21.3 If the substitution was made on the water between races, both the damaged and the substituted equipment shall be presented to the Race Committee after the end of the day’s racing. The substitution is subject to the approval of the Race Committee given retrospectively.

22. EQUIPMENT AND MEASUREMENT CHECKS [NP] [DP] [SP]

- 22.1 A boat or equipment may be inspected at any time for compliance with the Class Rules, the Notice of Race and Sailing Instructions.
- 22.2 [DP] On the water, a boat may be instructed by the Race Committee or the Technical Committee to proceed immediately to a designated area for inspection.

23. CHARTERED BOATS [DP]

- 23.1 Charter boats are not mandatory. Competitors sailing on charter boats shall use the boats according to Section 16 of the Notice of Race. Except for the foils, spars, fittings and running rigging, all equipment provided with the charter boats for sailing purposes shall be on the boat while afloat.
- 23.2 Competitors sailing on charter boats shall report any damage or loss of equipment, however slight, to the Organising Authority's representative immediately after landing the back ashore.
- 23.3 Failure or loss of chartered equipment will not be grounds for a request for redress. This changes rule 62.1 (a).
- 23.4 Hulls, foils, and dagger boards of chartered and non-chartered equipment shall not be cleaned using any substance other than water.

24. OFFICIAL BOATS

- 24.1 Only Official boats appointed by the race committee are allowed on the course areas.

25. SUPPORT BOATS [NP] [DP]

- 25.1 [NP] Team Leaders, Coaches and other support persons shall stay outside areas where boats are or will be racing from the time the Orange flag is displayed until all boats of all fleets in that race have finished or the Race Committee signal a postponement or abandonment.
- 25.2 When a waiting area zone has been established, after the first warning signal of a race, support boats shall retire to the waiting area zone until the last fleet of that race has started, been postponed, or abandoned, or unless instructed to do otherwise by the Race Committee. However, to observe a race, support boats may move from leeward to windward outside the port side of the course keeping at least 100 metres from the course area.
- 25.3 [NP] When a Race Committee or Protest Committee appointed member indicates a support boat to move further away from the course area, the mentioned boat shall do so immediately.
- 25.4 All boat or team members associated with the infringing support boat may be penalized at the discretion of the Protest Committee, for the race on which the support personnel failed to comply with SI 25.2 and 25.3.
- 25.5 [NP] [DP] 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.
- 25.6 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 the designated VHF Event Safety Channel No. 72 at all times whilst afloat.
- 25.7 As per SI 19.9, all support boats are required to assist in safety cover if International Code Flag "V" is displayed on the Race Committee Boat.

26. RADIO COMMUNICATION [NP] [DP]

- 26.1 [NP] [DP] 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.



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- 26.2 The only exception to SI 26.1 is in case of distress or safety situations that might arise whilst racing. Competitors may communicate with the Event Safety team on the Event VHF Safety Channel as specified in SI 19.8 & SI 19.9.

27. TRASH DISPOSAL

- 27.1 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.

28. BERTHING [NP] [DP]

- 28.1 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 toward the launching ramps until International Code Flag "D" is displayed and instructed to do so by the Beach Master.

29. PRIZES

- 29.1 Prizes will be awarded in accordance with Section 13 in the Notice of Race.

30. DISCLAIMER OF LIABILITY

- 30.1 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.
- 30.2 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.
- 30.3 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.
- 30.4 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.
- 30.5 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.

31. INSURANCE [NP]

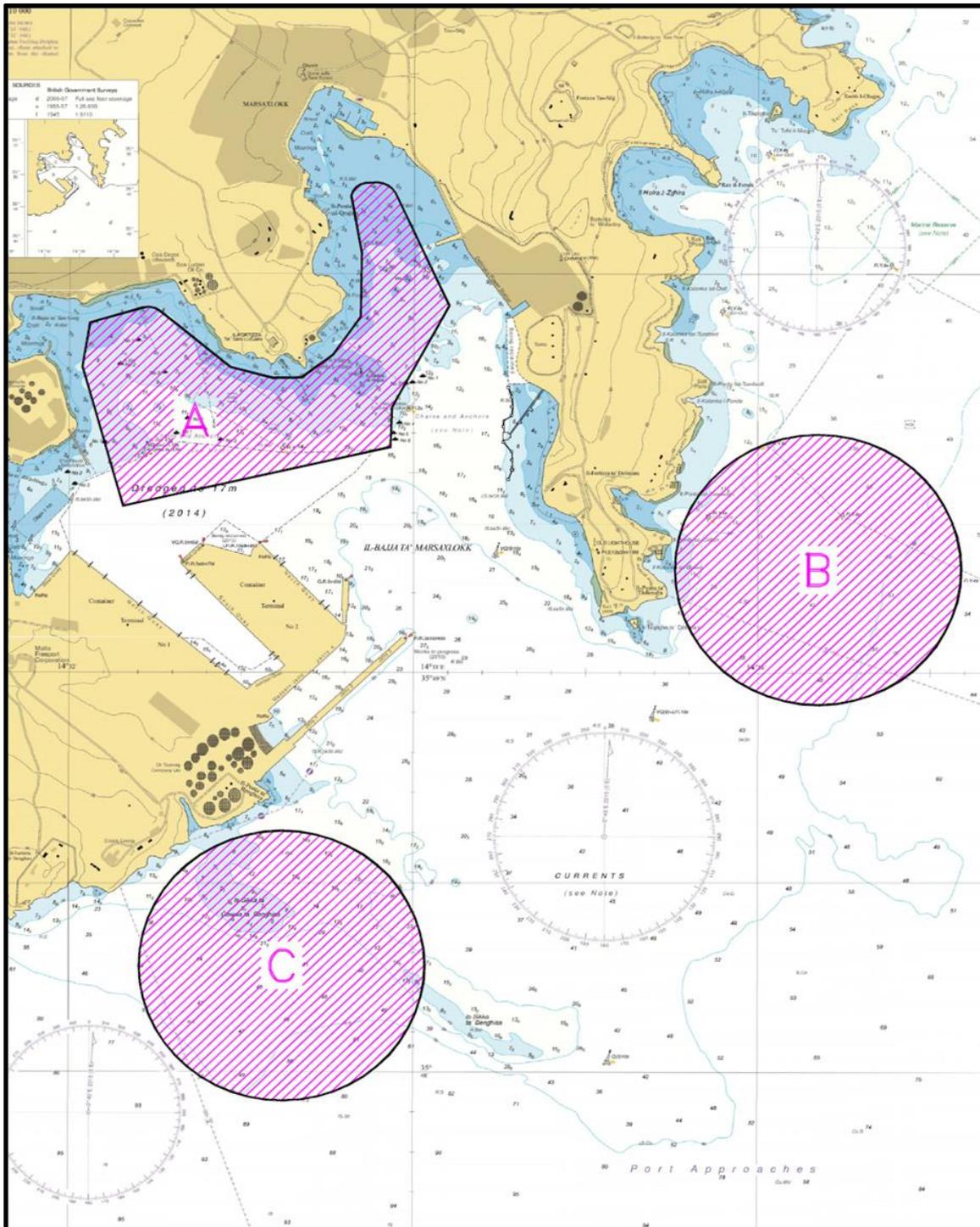
- 31.1 Insurance is mandatory. The owner or charterer of a boat intending to take part in the regatta shall hold a valid marine legal liability insurance policy with respect to the boat whilst racing.

32. RIGHT TO USE NAMES AND LIKENESS

- 32.1 In 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 of his or her material related to the r, without compensation.

APPENDIX I

Racing Areas



The racing area chosen for this regatta will be one of the areas designated under Areas A,B or C

APPENDIX IIa

Course Configurations

Optimist Class

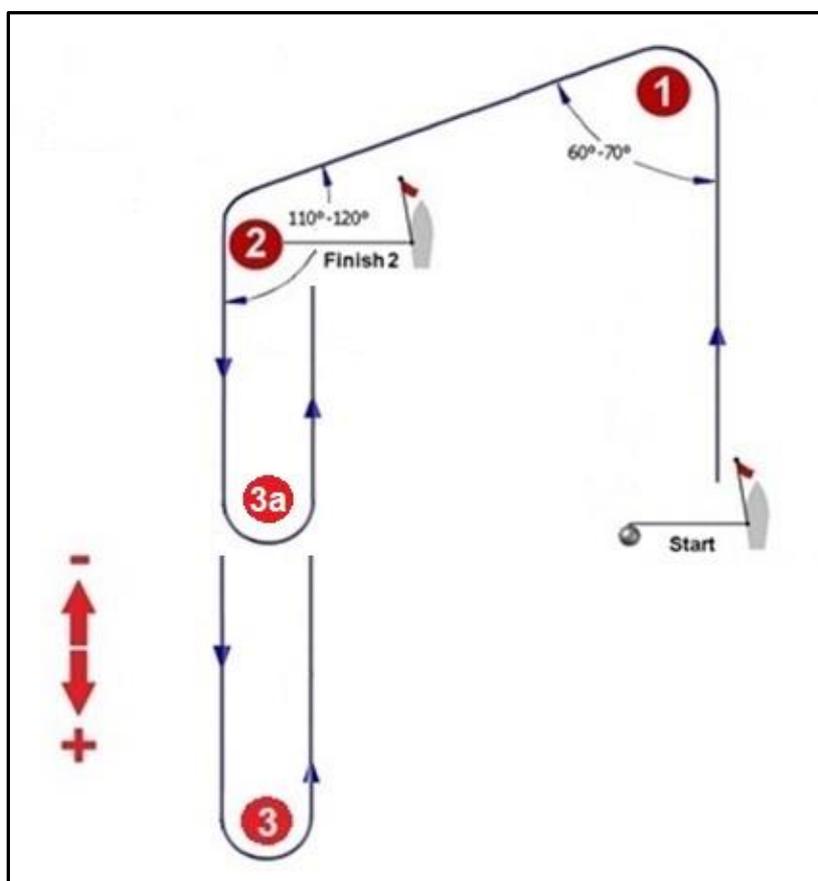


Illustration of the course configurations for the Optimist class only

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

Novice Category:

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

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 - 2 - 3 - Finish F2**

Marks 3 and 3a, may be moved to extend or shorten the length of the selected course so that the target time specified in Sect. 16.1 is always achieved.

APPENDIX IIb

Course Configurations

Laser and other Classes

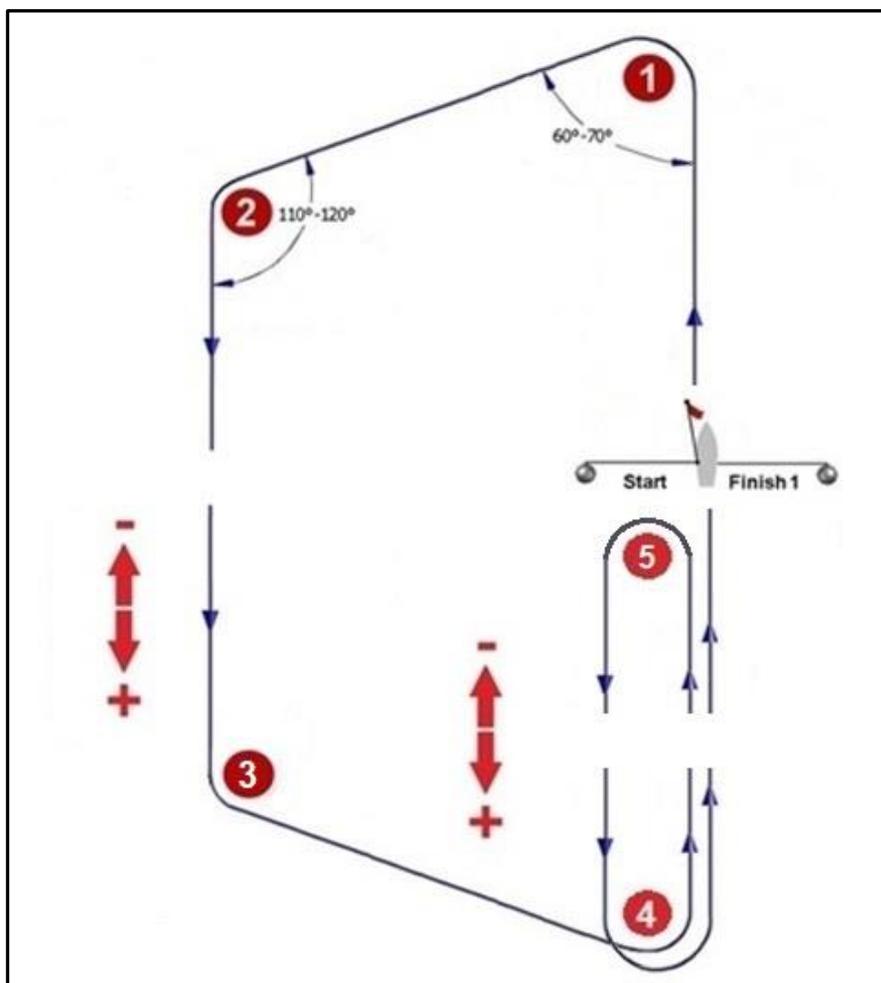


Illustration of the course configurations for all other classes except the Optimist Class

Course configurations for the **Laser and all other constituted classes** must be sailed leaving all marks to **PORT** as follows:

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

Course 2: **Start - 1 - 2 - 3 - 4 - 5 - 4 - Finish F1**

Course 3: **Start - 1 - 2 - 3 - 4 - 5 - 4 - 5 - 4 - Finish F1**

Course 4: **Start - 1 - 2 - 3 - 4 - 5 - 4 - 5 - 4 - 5 - 4 - Finish F1**

Marks 3, 4 and 5 may be moved to extend or shorten the length of the selected course so that the target time specified in Sect. 16.1 is always achieved.

APPENDIX IIc

Race Area A Course Configurations

All Classes

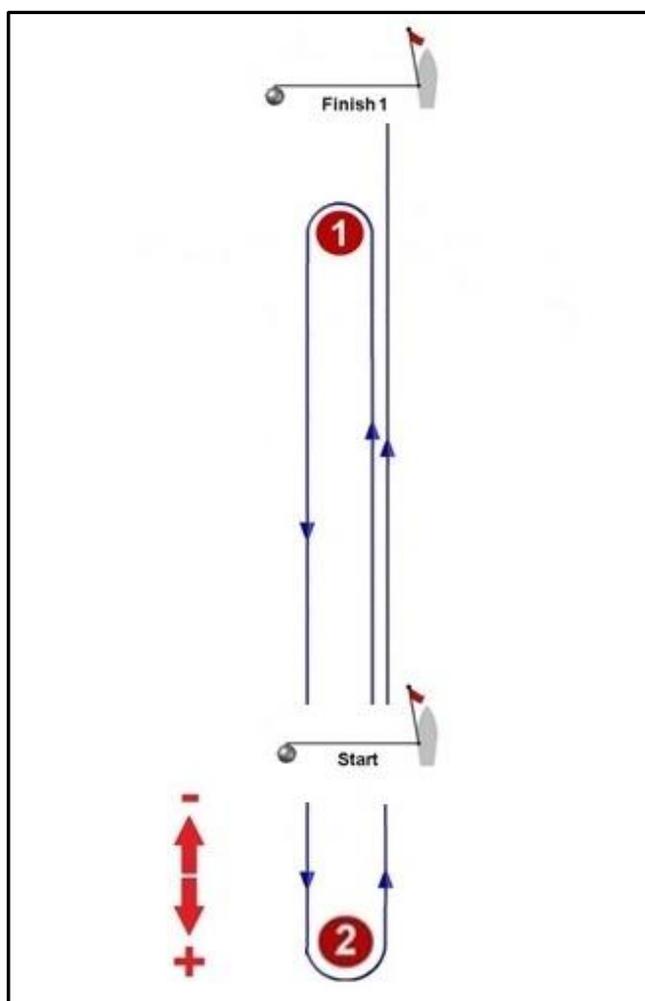


Illustration of the Race Area A course configurations for all Classes

Race Area A Course configurations for **all classes** must be sailed leaving all marks to **PORT** as follows:

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

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

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

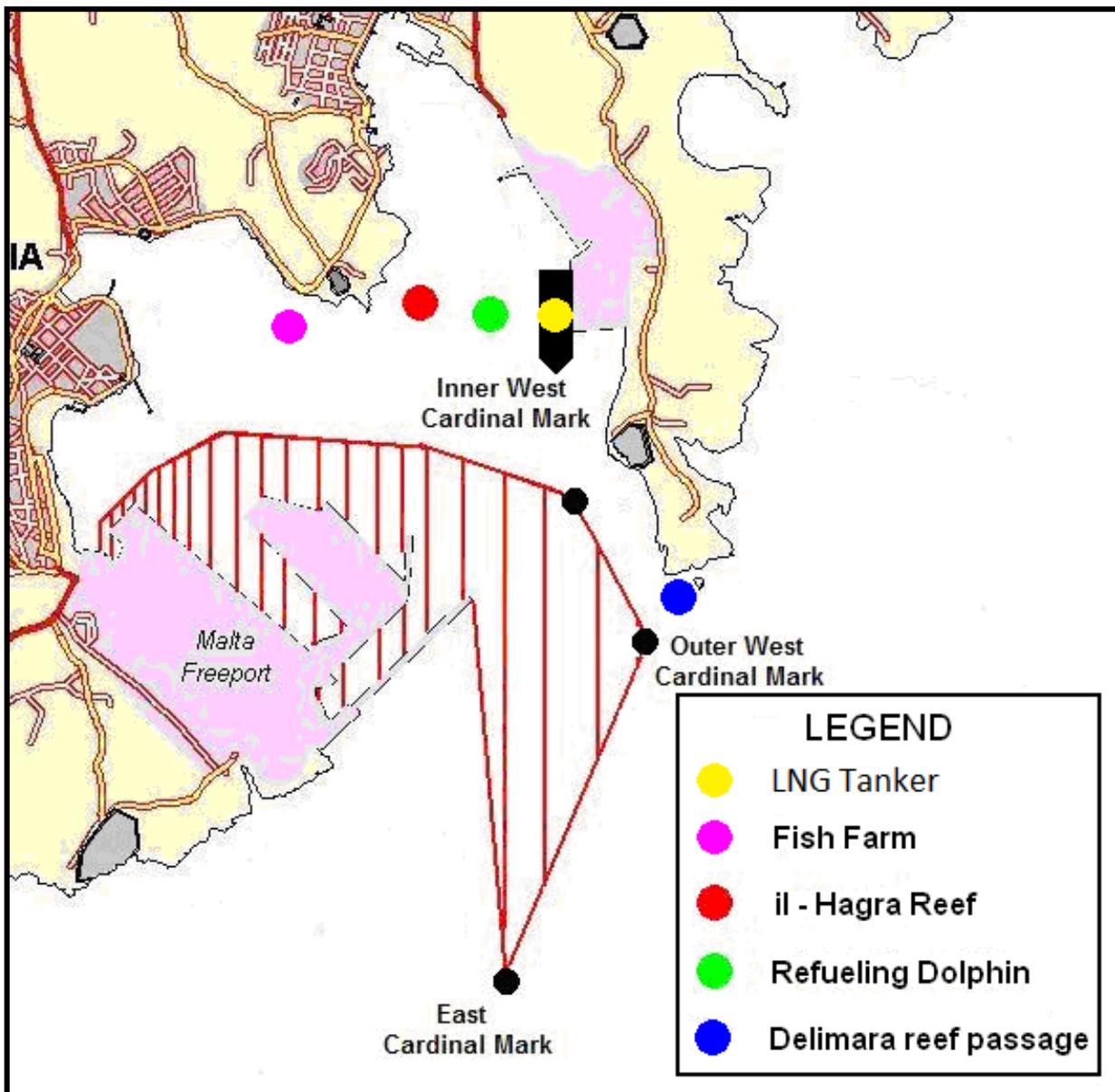
Course 4: **Start - 1 - 2 - 1 - 2 - 1 - 2 - 1 - 2 - Finish F1**

Course 5: **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 so that the target time specified in Sect. 16.1 is always achieved.

APPENDIX III

Restricted Areas And Areas of Obstruction



The shaded area between the three Cardinal Marks and the Malta Freeport Terminal is strictly out of bounds at all times during the Series.