

TF35 Trophy

The TF35 Trophy 2023 will be organized by the TF35 Class Association in co-operation with a local yacht club in each venue.

SAILING INSTRUCTIONS – V1

25th April, 2023

- 1 RULES
 - 1.1 The regatta will be governed by the rules as defined in the last applicable version of the RRS 2021-2024 including the TF35 edition of High Speed Rule (HSR, version January 2023)
 - 1.2 For long distance races of Lake Geneva, standard RRS will apply.
 - 1.3 If there is a conflict between languages the English text will take precedence.
- 2 NOTICES AND COMMUNICATIONS

See event SI
- 3 CHANGES TO THE SAILING INSTRUCTIONS
 - 3.1 Any change to the sailing instructions will be posted before 09h00 on the day it will take effect, except that any change to the schedule of races will be posted by 20h00 on the day before it will take effect.
- 4 to 8 See event SI
- 9 THE COURSES
 - 9.1 The diagrams in Appendix 2 show the courses, 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 No later than the warning signal, the race committee signal vessel will announce the approximate compass bearing and length of the first leg.
- 10 SPARE
- 11 START
 - 11.1 The starting line will be between an orange flag on the starting vessel at the starboard end and the course side of the port-end starting mark.
 - 11.2 The race committee will identify each OCS boat by VHF on the channel indicated in the Event SI. Any failure or delay (including the order) in recalling will not be grounds for redress.
 - 11.3 A boat that does not start within 5 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A4 and A5.
 - 11.4 Boats to be scored UFD under RRS 30.3 will be hailed as described in SI 11.4. If hailed, such boats shall promptly leave the course area. Failure to do so will result in a black flag penalty.
 - 11.5 Race committee boats may use their engine to stay in position.
- 12 CHANGE OF THE NEXT LEG OF THE COURSE
 - 12.1 To change the next leg of the course, the race committee may either lay a new mark (and remove the original mark as soon as practicable), change the position of the finishing line or of a windward gate mark. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.
 - 12.2 Changes to the next leg will be announced by VHF on the channel indicated in the Event SI. Any failure or delay in the announcement will not be grounds for redress.
 - 12.3 Except at a gate, boats shall pass between the race committee vessel signaling the change of the next leg and the nearby mark, leaving the mark to starboard and the race committee vessel to port. This changes RRS 28.
 - 12.4 In the event that a single mark is set, it shall be rounded to starboard (see RRS 34.2).
 - 12.5 The Race Committee may change the position of one of the windward gate marks to reset the course. Changes will be signaled at the previous leeward gate as follows:
 - gate mark change to the left: C and Red flag
 - gate mark change to the right: C and Green flag
- 13 THE FINISH
 - 13.1 The finishing line will be between an orange flag on the starting vessel at the starboard end and the course side of the port-end finishing mark.
- 14 PENALTY SYSTEM
 - 14.1 RRS 44 will apply.
- 15 TIME LIMITS

- 15.1 For windward/leeward races, the Time Limit will be 45 minutes. Boats failing to finish within 20 minutes after the first boat sails the course and finishes will be scored DNF (this changes RRS 35).
- 16 PROTESTS AND REQUESTS FOR REDRESS
- 16.1 The minimum size of the Y Flag shall be 30x30cm
- 16.2 If the Umpires do not signal a decision following a Y flag protest, the protesting boat may ask for a hearing by displaying a Y flag when crossing the finishing line and inform the Race Committee or an Umpire as soon as possible after finishing (this changes RRS 63.1(a)).
- 16.3 Breaches of SIs 11.4, 11.7, 18, and TF35 Trophy Rules 6 and 8 will not be grounds for a protest by a boat. This changes RRS 60.1.
- 16.4 Redress:
- (a) A boat may not request redress under RRS 62.1(b) (this changes RRS 60.1(d)).
If there is injury or serious damage to a boat, caused by a boat that broke a rule of Part 2 (that means it had to retire, the performance of the boat was seriously affected or is unable to compete in subsequent races) the Class Manager, may request the protest committee to act under RRS 60.3(b).
- (b) If a hearing determines that an incident between boats in a race resulted in serious damage to a boat through no fault of her own, and if that damaged boat could not continue racing, or the class confirms that the performance of the boat was seriously affected, the redress granted shall be points equal to 50% (rounded up to a whole number) of the boats entered in that event of the series.
The protest committee will give the same redress for any subsequent races the class determines the boat will not be able to sail (this changes RRS 64.3).
- (c) A boat may not base an appeal on an alleged improper action, omission or decision of the umpires or the Race Committee. A party to a hearing may not base an appeal on the decision of the protest committee.
- 17 SCORING
- 17.1 2 races are required to be completed to constitute a series.
- 17.2 When 4 or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
- 18 SAFETY REGULATIONS
- 18.1 The RC may display flag R with one sound signal which means all boats are required to race with 1 reef set in the mainsail. When the RC displays or removes flag R with one sound signal, the Attention Signal for the next race will be no sooner than 15 minutes.
- 18.2 A boat with a "MAN OVERBOARD" shall notify the RC on VHF channel immediately.
- 18.3 A boat that retires from a race shall notify the RC on VHF channel before leaving the race area.
- 18.4 A boat with an equipment breakdown may request a delay to the start of the next race, immediately following the last finisher of that race. When a delay is granted by the RC the new Attention Signal will be no sooner than 15 minutes after the last finisher of the previous race.
- 18.5 Boats are required to have their own support boat capable of providing assistance and righting in the event of a capsize. Support boats shall carry a crew of minimum two, be clearly identified, and registered at each event.
- 18.6 For all on-water activity outside Official Practice and Racing, boats shall operate under their own rigorous safety plan and shall in no way rely on the OA to arrange safety cover. It is a boats responsibility to have their own equipment salvage plan.
- 18.7 On water safety, see appendix 3
- 19 REPLACEMENT OF CREW OR EQUIPMENT
- 19.1 Substitution of competitors will not be allowed without prior written approval of the race committee. [DP]
Teams are permitted to change crew from one day to another but not during the same day. A boat owner may be substituted at anytime during an event.
- 19.2 Substitution of damaged or lost equipment is not permitted unless authorized by the race committee. Requests for substitution shall be made to the race committee at the first reasonable opportunity. [DP]
- 19.3 Replacing sails during a race day is not permitted.
- 20 EQUIPMENT AND MEASUREMENT CHECKS
- 20.1 On the water, a boat may be instructed by a member of the race committee or the technical committee to proceed immediately to a designated area for inspection. Ashore, equipment may be inspected or measured at times specified in the class rules and the notice of race.
- 21 EVENT ADVERTISING
- 21.1 Boats shall display event advertising supplied by the organizing authority as per TF35 Tour Rules 9. If this rule is broken, World Sailing Regulation 20.9.2 applies. [DP]
- 22 DEFINITION CLEAR ASTERN AND CLEAR AHEAD; OVERLAP
As per HS3, definition Clear Astern and Clear Ahead; Overlap is replaced with: Clear Astern and Clear Ahead; Overlap One boat is clear astern of another when:

- (a) her hulls and bowsprit in normal position are behind a line abeam from the aftermost point of the other boat's hull;
- (b) deleted.

The other boat is clear ahead. However, when a boat's bow or bowsprit is between the other boat's hull(s) it is clear astern. They overlap when neither is clear astern or a boat between them overlaps both.

23 SUPPORT BOATS

- 23.1 Team leaders, coaches and other support persons shall stay outside areas where boats are racing from the time of the preparatory signal for the first class to start until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment. [DP]
- 23.2 Support boats may be required to follow the instructions of the race committee as part of the safety plan.

24 TRASH DISPOSAL

- 24.1 Trash shall be placed aboard support boats.

25 HAUL-OUT RESTRICTIONS

Boats shall not be hauled out during the regatta except with and according to the terms of prior written permission of the race committee. [DP]

26 RADIO COMMUNICATION

- 26.1 Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats. This restriction also applies to mobile telephones [DP].

27 MEDIA

- 27.1 The OA may require media equipment (or dummies) to be carried on board at any time and may require competitors to be available for interviews
- 27.2 The OA and the class shall have the right to use any images and sound recorded during the event free of charge.

28 CODE of CONDUCT

- 28.1 Competitors shall comply with any reasonable request from any official, including attendance at official functions, co-operation with event sponsors and shall not behave so as to bring the event into disrepute.
- 28.2 Competitors shall handle the boats and equipment with proper care and seamanship.

29 DISCLAIMER OF LIABILITY

- 29.1 Competitors participate in the regatta entirely at their own risk. See RRS 3 Decision to Race.
- 29.2 The owner/competitor is entirely responsible for his own safety, whether afloat or ashore, and nothing, whether in the notice of race or sailing instructions or anywhere else, reduces this responsibility.
- 29.3 It is for the owner/competitor to decide whether the boat is fit to sail in the conditions in which they will find themselves. By launching or going to sea, the owner/competitor confirms that boat is fit for those conditions and the crew is competent to sail and compete in them.
- 29.4 Nothing done by the organizers can reduce the responsibility of the owner/competitor nor will it make the organizers responsible for any loss, damage, death or personal injury, however, it may have occurred, as a result of the owner/competitor taking part in the racing. The organizers encompass everyone helping to run the race and the event, and include the organizing authority, the race committee, the race officer, patrol boats and beach masters.
- 29.5 The provision of patrol boats does not relieve the owner/competitor of her responsibilities.
- 29.6 The OA will produce a risk assessment and emergency plan for each event and it is strongly recommended that each boat does likewise. Any potential health and safety issue should be brought to the immediate attention of the Race Committee.

30 INSURANCE

The boat is required to hold adequate third-party insurance, and it is the owner or owner's representative's sole and inescapable responsibility to ensure that the insurance is in place and is adequate.

Appendix 1: Guidance on “hard contact” and on damages

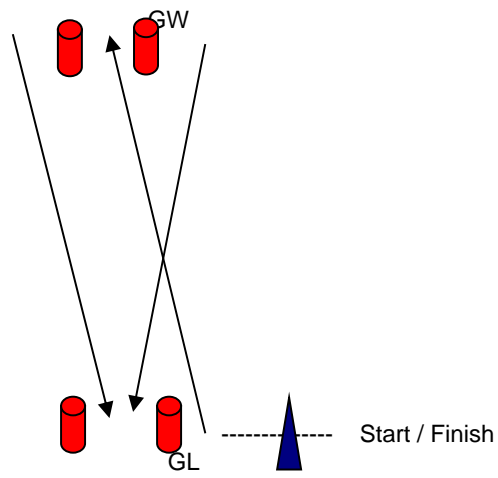
RRS 60.3 and 60.6 allow the umpires or the jury to decide penalties when a boat has broken RRS 14. This document gives general principles for penalties appropriate to hard contact or when contact has caused damage. When the jury has a good reason, it may apply other penalties.

Penalties for contact between boats in the fleet race:

- a. When the umpires observe a “hard contact” or can verify a “hard” contact report between boats (defined as a contact between hull, racks, mast, rig, foil, rudders of one boat with hull, racks, mast, rig, foil, rudders of another boat), the umpires shall, without a hearing, impose a penalty of 1 point on the boat which has broken a rule of Part 2 and a penalty of 0.5 point on the other boat. The other boat’s penalty may be waived.
- b. When contact has caused damage the umpires may impose additional penalties (1 or 2 points) on the boats involved or inform the jury who may impose greater penalties including possible exclusion from races which have not yet been started.
- c. If the umpires receive and can verify a report of hard contact which caused damage or have incomplete facts to give a decision in an incident they observe and which caused damage, they will inform the jury for action under RRS 60.3.

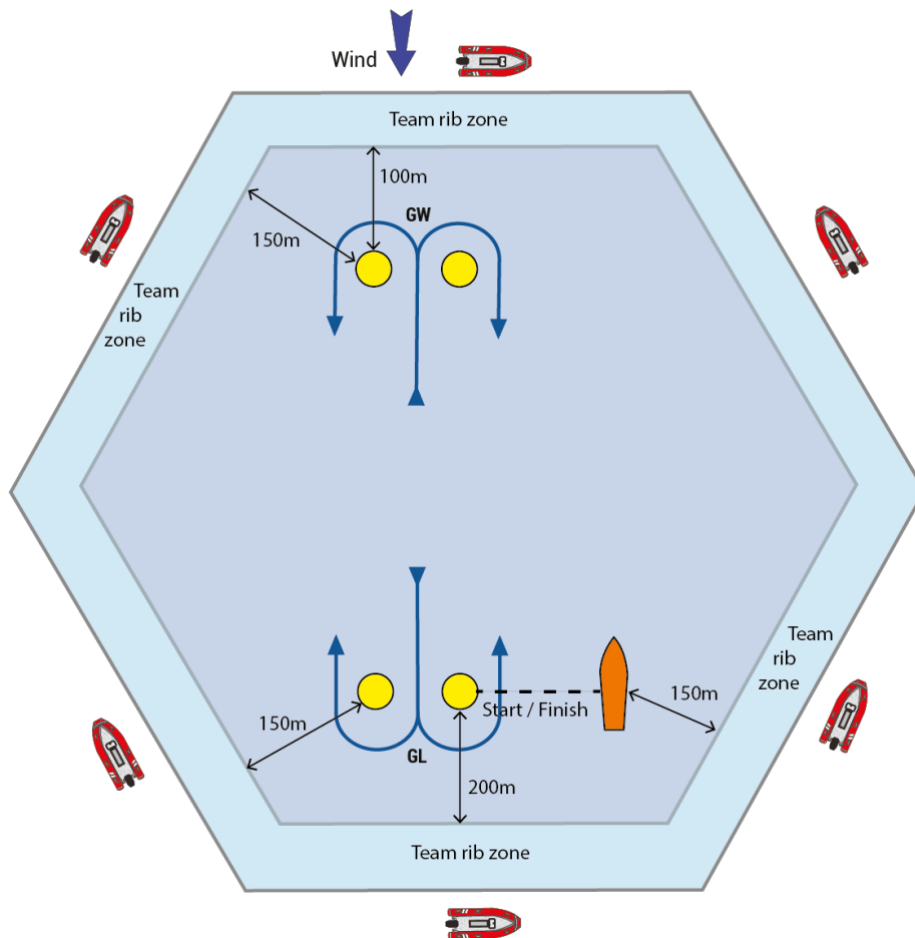
Appendix 2: Courses

Course 2 (Windward Gate)



Course: Start, Windward Gate (GW), Leeward Gate (GL), GW, Finish.

Appendix 3: Safety regulations



- A3.1 Team leaders, coaches and other support person shall stay outside areas where boats are racing from the time of the preparatory signal until all boats have finished or the race committee signals a postponement, general recall or abandonment.
Support boats may only enter the racing in case of emergency.
A breach of this SI is not open to protest by boats but is subject to action by the Race Committee and the Jury.
- A3.2 The racing area is defined in the drawing above. Distances are approximate and will be adjusted to weather conditions. Distances will be announced during the morning briefing.
- A3.3 Support boats shall fly a flag provided by the Class Office, are part of the marshal team and are required to help keep the racing area clear of unauthorized boats.
- A3.4 The following boats are permitted in the racing area:
- Starting vessel and mark layers
 - Umpires
 - TF35 Class manager
 - TF35 official photo/video