

Organizing Authority
BORINQUEN ISLANDS SAILING ASSOCIATION (BRISA)

SAILING INSTRUCTIONS

1. RULES

- 1.1 This Regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS). To the extent permitted by Part 7 of the RRS, specific provisions of the RRS may be modified, altered or made inoperative by the Notice of Race (NOR) or the Sailing Instructions (SI).
- 1.2 If there is a conflict between languages the English text will take precedence.

2. ADVERTISING

- 2.1 ISAF regulation 20.4 applies. Boats may be required to display advertising chosen and supplied by the Organizing Authority (OA) in all or any of the races, if applicable.

3. NOTICE TO COMPETITORS

- 3.1 Notices to Competitors will be posted on the official notice board located at the Boat Show's Sports Pavilion at the Puerto del Rey Marina

4. CHANGES to THE SAILING INSTRUCTIONS

- 4.1 Any changes to the Sailing Instructions will be posted before 0800 hours on the day it will take effect, except that any change to the schedule will be posted by 2000 hours on the day before it will take effect.
- 4.2 If necessary, changes to the Sailing Instructions may be given orally on the water [RRS 90.2 (c)]. In the event of oral instructions the Signal Boat will, following display of code flag Lima with one (1) sound, provide revised instructions on the designated VHF channel.

5. SCHEDULE OF RACES

Friday, March 21, 2014

- 7:00 pm Late Registration and Welcome Cocktail at Lollis Bar, Puerto del Rey
- 9:00 pm Skippers Meeting at Lollis Bar, Puerto del Rey.

Saturday, March 22, 2012

- 11:00 am The first possible warning signal, multiple races to follow back to back

Sunday, March 23, 2012

- 10:00 am The first possible warning signal, multiple races to follow back to back
- 2:00 pm Last Possible start
- 5:00 pm Cocktails and Award Ceremony at a place to be determined

6. IDENTIFICATION OF SAILS AND BOATS

- 6.1 Each boat should provide a clearly visible, unique, unrepeatable form of identification on its sail or hull. In the case of a duplicate number the last boat to be registered should modify his before the first warning signal in order to participate in the races.
- 6.2 Each boat shall carry its sail number on their mainsail and on all headsails whose LP exceeds 130% of "J". Yachts failing to comply may be penalized 20 % of its elapsed time for the race. This instruction will constitute prior warning, pursuant to appendix G4 of RRS.

CLASS FLAGS

Class	Division	Flag
A	Spinnaker Racing A	Green
B	Spinnaker Racing B	Pink
C	Jib & Main A	Light Green
D	Jib & Main B	Blue
E	Chalanas	Gray
F	Nativos	Yellow
G	J-24	Class Flag
H	IC-24	Class Flag
J	KISS (RAYA)	Purple

- 6.3 Class Colored Flags will be distributed at the Skippers Meeting.
- 6.4 The decision as to which class a boat races in rests entirely with the Regatta Race Committee, whose decision will be final.
- 6.5 Jib & Main shall not fly more than one (1) headsail at a time, pole use is authorized.
- 6.6 Except for IC-24, J-24, Class flags shall be conspicuously displayed, at all times while racing, from the backstay no less than two (2) meters above deck.

7. RACING AREA

- 7.1 The racing area will be the waters around Bahia Demajagua on Saturday and "Rada de Fajardo" on Sunday

8. MARKS

- 8.1 Marks for courses other than windward/leeward races shall be a combination of inflatable marks, government buoys, cays, and/or Islands
- 8.2 Marks on windward/leeward courses shall be inflatable marks.

9. THE COURSES

- 9.1 Appendix 1 describes the order in which all marks or locations are to be passed. The written descriptions shall prevail over the diagrams.
- 9.2 Course graphics are not a substitute for navigational aids; all distances and mark locations are approximate. Competitors assume responsibility for identifying and avoiding navigational hazards.
- 9.3 All marks are to be left to Port except those of the gate.
- 9.4 The course number designation for the course to be sailed by each class will be posted no later than four (4) minutes before each start for that class by the Race Committee Signal Vessel displaying the designated numeral and or pennant.

10. THE START

- 10.1 The starting line will be between a staff displaying an orange flag on the starboard end starting mark and the port end starting mark.

- 10.2 Orange Flag (1 min.). To alert boats that a race or sequence of races will start soon, the orange flag(s) on the staff(s) designating the starting line will be displayed (with one sound signal) for at least one (1) minute before a warning signal is displayed.
- 10.3 The orange flag(s) on the staff(s) designating the starting line will be removed (with no sound signal) when the race management team determines that it will not promptly (usually within five (5) minutes of the prior start) make the warning signal for the next race in a sequence of races.
- 10.4 Boats whose warning signal has not been made shall avoid the starting area.
- 10.5 A boat starting later than 4 minutes after her starting signal will be scored Did Not Start (DNS). This changes RRS A4 and A5.

11. THE FINISH

- 11.1 The finishing line will be between a staff displaying a blue flag on the starboard end of the finish line and the port end of the finish mark.
- 11.2 The finishing line is an obstruction, while racing. Do not cross except when finishing. The penalty for a breach of this SI will be 2 points but not worse than DSQ. This penalty may be applied without a hearing. This changes RRS A4 and A5.
- 11.3 Boats that have finished shall avoid the finishing area.

12. PENALTIES

- 12.1 For All Classes, RRS 44.1 and RRS 44.2 are changed so that only one turn, including one tack and one gybe, is required.
- 12.2 Any boat retiring shall advise the Race Committee at the earliest opportunity. Failure to do so may, following a hearing, result in disqualification from the regatta or such other penalty, as the Jury deems equitable.
- 12.3 Except for breaches of Parts 1 and 2 of the RRS, the Jury may apply any penalty that they deem equitable. This changes RRS 64.1.
- 12.4 A boat that does not take a penalty in accordance with RRS 44 may accept a of 30% of her elapsed time penalty before the protest hearing provided there was no damage and the boat did not gain a significant advantage.

13. Time Limit

- 13.1 For all Windward/Leeward courses the time limit will be (1.5 hours) one hour and thirty minutes, but:
- 13.2 JIB AND MAIN and RAYA: Boats failing to finish within 30 minutes after the first boat finishes, will be scored Did Not Finish. This changes RRS 35 and RRS A4 and A5.
- 13.3 For J-24 and IC 24 Class: Boats failing to finish within 10 minutes after the first boat in its class finishes will be scored Did Not Finish. This changes RRS 35 and RRS A4 and A5.
- 13.4 For Spinnaker Racing Classes: Boats failing to finish within 10 minutes after the first boat in its class finishes will be scored Did Not Finish. This changes RRS 35 and RRS A4 and A5.

14. PROTESTS AND REQUEST FOR REDRESS

- 14.1 Protest forms will be available from an RC Representative at the BRISA Table in the Sports Tent.
- 14.2 In addition to the requirements of RRS 61, protesting yachts shall inform the Race Committee Signals Vessel of their intention to file a protest, as soon as it finishes the race. This changes Rule 60.1.
- 14.3 The protest time limit is 60 minutes after the Race Committee Signal vessel has docked.
- 14.4 Protests will be heard in the order posted, beginning as soon as practical.
- 14.5 On the last day of the regatta a request for reopening a hearing shall be delivered in writing within the protest time limit if the party requesting reopening was informed of the decision on the previous day or no later than (30) minutes after the party requesting reopening was informed of the decision on that day. This changes RRS 66.
- 14.6 On the last day of the regatta all Protest Committee decisions shall be are final.

14.7 No measurement or rating protest may be lodged after the commencement of racing. This changes RRS 60.1(a).

15. SCORING

15.1 One race is required to constitute a series.

15.2 When 4 races have been completed, a boat's series score will be the total of her race scores.

15.3 In the event that 5 or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

16. RADIO COMMUNICATION

16.1 All competing boats shall carry a VHF radio capable of receiving and transmitting communication on Channel 9.

16.2 While racing and between races, except in an emergency, a boat shall neither make transmissions nor receive communications not available to all boats. This restriction applies, but is not limited to radios and mobile telephones.

17. SAFETY

17.1 Each boat shall check in with their Race Committee Signal Boat before the first warning signal of each day and being acknowledged by a member of the Race Committee. Failure to properly check in with the Race Committee is subject to protest only by the Race Committee. This changes RRS 60.1 and 60.3

17.2 In addition to the USCG regulations, all boats, shall comply with Appendix "2" safety requirements.

17.3 All boats in CSA racing classes are required to comply with CSA safety requirements and the Category 2 safety requirements.

18. CREW SUBSTITUTION

18.1 Crew substitution shall be submitted in writing, with updated Disclaimer and Media Release form to the O.A. prior to racing.

19. PRIZES

19.1 One Ulysses Nardin watch will be awarded to the Overall Winner of the CSA Racing Classes. A Techno Marine watch will be awarded to the overall winner of the Jib and Main Classes. A Techno Marine watch will be raffled among the winners of the other classes except KISS (RAYA).

19.2 The BRISA Cup trophy for the Overall Winner in the KISS (RAYA) Category, and trophies and surprises to the first three competitors of each class/category and to the best dressed team and best looking boat at the dock. An Award Ceremony is scheduled 5:00 pm, March 23, 2014 at the designated area.

20. DISCLAIMER OF LIABILITY

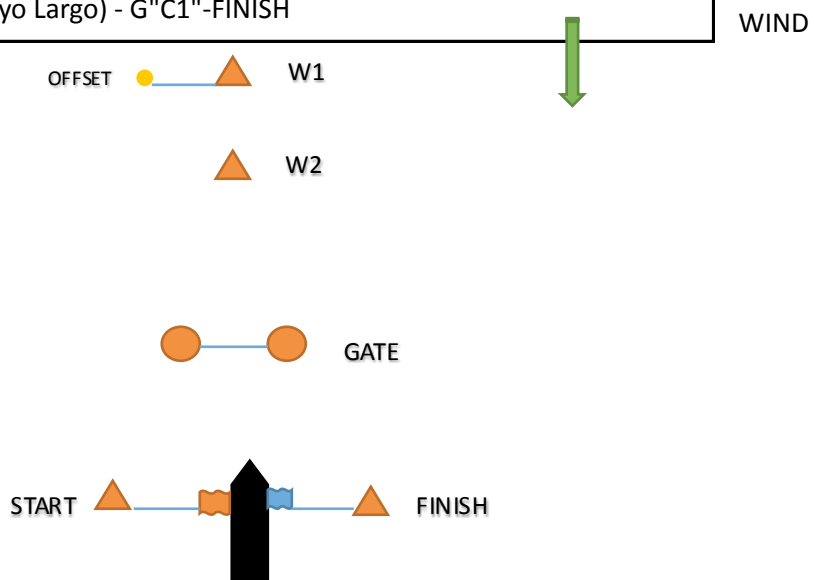
Competitors agree to be bound by the International Sailing Federation Racing Rules of Sailing (RRS) 2013-2016, by the Sailing Instructions and the Notice of Race. Competitors agree to take any and all responsibility for the nautical qualities of their vessels, the rigging, the crew's ability and the safety equipment. Competitors also agree to take any and all responsibility for damages caused to third persons (bodily injury included but not limited thereto) or their belongings, to themselves (bodily injury included but not limited thereto) or to their belongings, ashore and at sea as a consequence of their participation in the regatta, relieving of any responsibility The BORINQUEN ISLANDS SAILING ASSOCIATION INC, its sponsors, and all persons involved in the organization under whatever qualification. Competitors are to be acquainted with ISAF RRS Part 1 Fundamental Rule 4: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone". In any case, competitors agree that BORINQUEN ISLANDS SAILING ASSOCIATION INC., its sponsors, and all persons involved in the organization under whatever qualification, the sponsors and their agents, have no responsibility for loss of life or injury to members or others or for the loss of, or damage to any vessel or property. As part of the registration process, all individuals and participating crewmembers will be required to sign the disclaimer of liability.

Appendix 1

Ulysse Nardin International Regatta 2013

COURSES

COURSE NUMBER	ROUTE
1	START – W1 – OFFSET – FINISH
2	START – W2 – FINISH
3	START – W1 – OFFSET – GATE – W1 – OFFSET – FINISH
4	START – W2 – GATE – W2 – FINISH
5	START – R2 – FINISH
6	START – G "3" DE BAJO BLAKE – FINISH
7	START - G"3" (Cayo Largo) - G"1A"-FINISH
8	START - G"3" (Cayo Largo) - G"C1"-FINISH



Appendix 2

SAFETY REQUIERMENTS FOR MONOHULLS

(CSA Category 2)

The following minimum safety requirements have been drawn up the CSA.

These requirements are minimum standards and shall not supersede nor modify any of ISAF racing rules of 2009-2012 PART 1: fundamental rules or any other requirement set forth in the Notice of Race or Sailing Instruction.

1. Softwood plugs, or other suitable materials, tapered to fit into all thru hull fittings.
2. Lifelines and bow and stern pulpits, or lifelines secured in such a way as to form a stern pulpit, of not less than 18" in height, except lifelines may be split at the bow to facilitate sheeting. Lifelines shall be taut with not more than seven feet between supports, taut being defined as no apparent sag between the supports. Lifelines shall be attached securely and in such a way that no part of the system is elastic in nature.
3. Fire extinguishers, charged and in date, accessible from the deck.
4. Two buckets, of not less than two gallons capacity, fitted with lanyards of suitable strength and length.
5. One anchor and rode 150 feet in length. No part of the anchor shall overhang the ends of the boat while racing.
6. A first aid kit suitable for rendering first aid treatment in minor emergencies.
7. Charts covering the area to be raced.
8. Lifejackets constructed to an accepted standard, for each person on board, with a whistle attached. Lifejackets shall be of a suitable size for the intended wearer and readily accessible.
9. One life ring capable of supporting the largest member of the crew in the water positioned above deck such that it is immediately available for use in an emergency.
10. Heaving line at least 50 feet in length, capable of floating, positioned above deck such that it is immediately available for use in an emergency.
11. Four red hand flares and two orange smoke flares.
12. VHF radio capable of transmitting and receiving on emergencies and race committee channels.
13. A compass suitable for navigation.
14. A shutoff valve, in working order, shall be fitted to each fuel tank.
15. Hatches, companionways and ports shall be capable of being made watertight while racing.
16. Cockpits to be self bailing and fitted with adequate drains.
17. Sufficient water shall be carried on board so that at the finish of a race there remains at least one pint per person.