

ARTICLE 1 – RACING RULES

- 1.1. The regatta will be governed by:
 - The Rules as defined in the “ISAF Racing Rules of Sailing 2013/2016”.
 - The Class Rules

- 1.2 - The competitors’ attention is drawn to the fundamental Rule 4 of ISAF 2013/2016, which establishes that: "The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone".
 - Consequently, competitors are personally responsible for any material damage or personal injuries which may occur to their boat or themselves and should not start or stay in the race without taking into account the wind, the sea state and the weather forecasts, if they think they may be in danger.

ARTICLE 2 – SAIL NUMBERS AND IDENTIFICATION

- 2.1. - The sail number on the mainsail of a boat must correspond to the number declared on the entry form. Penalty for non-observation will be at the discretion of the International Jury.
 2.2. - Competitors shall display the numbered stickers given by the organiser at registration on each side of the hull as far forward on the bow as possible. Penalty for non-observation will be at the International Jury’s discretion.

ARTICLE 3 – CHANGES TO THE SAILING INSTRUCTIONS AND NOTIFICATION TO COMPETITORS

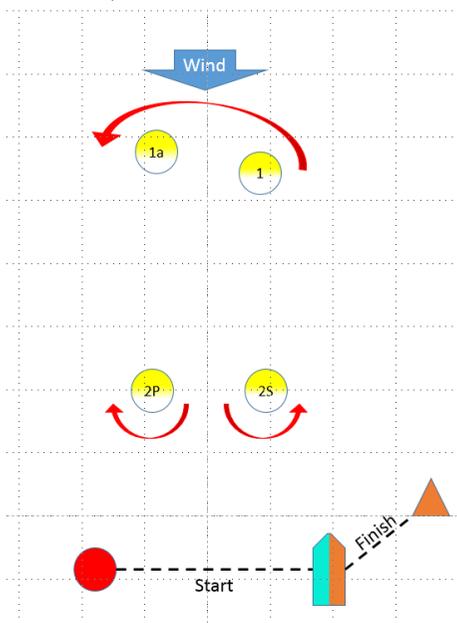
- 3.1. - Changes to the Sailing Instructions, the schedule and any other notices, including notifications of the International Jury’s hearings and decisions will be posted on the Official Notice Board reserved for this purpose located near the Race Secretary’s office.
 Any notice on this official board is considered to be an official notification to each competitor, who will be required to check the board before and after each day’s sailing.
 3.2. - When a change occurs on the same day as its notification to competitors, it will be posted at least one hour before the first start of the day.
 3.3. - All changes to the following day’s schedule will be notified to competitors before 7:00pm or, should it be later, by the protest time limit.
 3.4. - Signals ashore will be displayed from the flag mast which will be situated near the Race Secretary’s office and will be considered as the mast for signals ashore.
 3.5. - The AP (Answering Pennant) displayed ashore means "THE START IS POSTPONED, COMPETITORS ARE ASKED TO STAY ASHORE".
 . The Warning Signal will not be given less than 30 minutes after the AP is lowered. (Changes RRS Race Signals).

ARTICLE 4 – SCHEDULE OF RACES

- 4.1. - The Warning Signal for the first race each day will sound at the following times:
 Tuesday 13th October: 1:00pm
 Wednesday 14th October: 10:00am
 Thursday 15th October: 10:00am
 Friday 16th October: 10:00am
 4.2. - The Race Committee will aim to have the boats race a maximum 4 races per day.
 Competitors shall remain at the disposal of the Race Committee at the end of each race.
 4.3. - The Race Committee will broadcast safety and racing information on the VHF channel of each race course. (see Paragraph 5.2).

ARTICLE 5 – COURSES AND MARKS

- 5.1. - The course, in the Bay of Monaco, will be a port hand course.
 5.1.1. - Course marks will be cylindrical inflatable buoys.
 5.1.2. - The approximate wind direction to the first mark may be displayed on the committee boat before the Preparatory Signal.
 5.1.3. - Course Description. Start, 1, 1a, gate 2P/2S, 1, 1a, gate 2P/2S, Finish.



WARNING: The boats must not enter the Heliport zone marked by the cardinal buoys, situated to the south of the Fontvieille Port sea wall, and

must keep within the Port channel markers when entering or leaving the Port. Failure to abide by this instruction could result in a penalty at the Jury’s discretion.

5.2. - VHF Channel 72

The Race Officer will attempt to advise boats that are OCS or BFD by VHF. This will be done as soon as possible after the starting signal.

ARTICLE 6 – THE STARTING LINE AND PROCEDURE

- 6.1. - The starting line will be defined by a second committee boat an orange flag to port and a mast on the Race Committee boat displaying an orange flag to be left to starboard.
 6.1.2. - In order not to be in the line of sight, the boats must not enter the triangle formed by the ends of the starting line and the leeward gate (2P/2S) between the time of the Warning and the Preparatory Signal. Only the Race Committee may lodge a protest against these boats. The penalty will be at the Jury’s discretion.
 6.2. - A Line Observation boat, identified by a white flag, may be situated in the extension of the starting line. This boat will be an obstruction. Boats must not pass between this boat and the starting mark. The penalty will be at the Jury’s discretion.
 6.3. - The starting procedure will be as follows:
 H - 5 Warning Signal J/70 displayed + one Sound Signal
 H - 4 Preparatory Signal displayed + one Sound Signal
 H - 1 Preparatory Signal removed + one Sound Signal
 H - 0 Warning Signal J/70 removed + one Sound Signal

ARTICLE 7 – CHANGING COURSE MARKS AFTER THE START

- 7.1. - In the case of a course change, the new mark will be:
- 1st change: orange inflatable buoy
- Next change: original mark
- 7.2. - In the case of a course change, there will be no spreader mark (Mark 1a).
- 7.3. If the gate (Mark 2P and Mark 2S) is not present, a unique Mark 2 will be set up and shall be rounded to Port. Gate 2P/2S in the rounding sequence is replaced by Mark 2.

ARTICLE 8 – THE FINISH AND/OR SHORTENING OF THE COURSE

- 8.1. - The finish line will be defined by the course side of a triangular orange inflatable buoy to port, and the mast of the committee boat displaying a blue flag to starboard.

ARTICLE 9 – TIME LIMIT

- 9.1. - Any boat finishing more than 30 minutes after the first boat has sailed the course and finished, will receive the same number of points as a boat that Did Not Finish (DNF). (Changes RRS35 and A4).
- 9.2. - The time limit for the first boat to finish is 2 hours.

ARTICLE 10 - PROTESTS

- 10.1. - The protest time limit is 30 minutes after the last boat has finished the last race of the day.
- 10.2. - Each day, at the end of the last race, the following will be posted on the Official Notice Board:
a) Protest time limit.
b) As soon as possible after the protest time limit:
- the sail numbers of the protesting boats as well as those of other boats concerned with those protests.
- the sail numbers of boats being protested by the Race Committee or International Jury.
- the starting time of the hearings by the International Jury.
- 10.3. - On the last day of the regatta, the time limit for a reopening of a hearing or for a request of redress is fixed at 10 minutes after the posting of the decision, or one hour after abandoning the race(s) or the end of protest time, whichever is the later. (Changes RRS 66).

ARTICLE 11 – SCORING

The calculation of points will be made as per the scoring system of Appendix A Rule 4.1 - low points system.
The scoring will be made by adding all the points obtained during all the races and removing the worst score if at least 4 races have been sailed.

ARTICLE 12 - PENALTY

- 12.1. The penalty of 2 turns is replaced by a penalty of one turn consisting of one tack and one gybe. (Changes of RRS 44.1 and 44.2).

- 12.2. All racing boats will have on board a geotracking system. After each racing day, all boats must return the systems to the YCM organisation to charge the batteries for the next day. Infringements of this rule will result in a 20% penalty on the boat's results.

ARTICLE 13 - RETIREMENTS

In the best interests of safety, all competitors who retire shall inform, by any means possible, either the Race Committee boat or the Race Office as soon as they return to shore. The International Jury may take disciplinary action if this is not respected.

ARTICLE 14 - JURY OBSERVATIONS OFFSHORE

- Members of the Jury may observe the racing. If a member of the Jury witnesses what is believed may be an infringement (except Rule 42), it may be signalled by one long whistle from the Jury boat. This does not stop boats, or the Jury, from protesting in the usual way.

ARTICLE 15 - REPLACEMENT OF CREW DURING THE REGATTA

Any crew change must be requested in writing before the race and must be authorised by the Race Committee.

ARTICLE 16 - REPLACEMENT OF DAMAGED EQUIPMENT

These replacements must be limited to damage judged irreparable. This decision will be the responsibility of the Race Committee.

ARTICLE 17 - HAUL-OUT

No boats are to be lifted out of the water during the regatta except with the written authorisation of the Race Committee.

ARTICLE 18 - MOORING

Harbour dues will be free between Saturday 10th October and Saturday 17th October 2015.
The YCM will not be responsible for the cost of mooring in the harbour outside these dates.
All competitors must leave their mooring free before Saturday 17th October by 12 noon.

ARTICLE 19 - EXITING AND ENTERING THE HARBOUR

Competitors shall exit and enter the YCM Marina and Monaco harbour using their engine, and not under sail. Under no circumstances may competitors hoist any of their sails anywhere in the port area. This is for security reasons.

ARTICLE 20 – ORGANISATION BOATS

All official YCM boats (Recorders, Mark Layers, Safety, Press) will be considered as vessels restricted in their ability to

manoeuvre and competitors shall comply with the International Regulations for Preventing Collisions at Sea (**IRPCS**).

ARTICLE 21 – SAFETY

All competitors will be asked to wear a life jacket: a penalty for non-observation will be at the Jury's discretion.

ARTICLE 22 – PRIZE-GIVING

Prize-giving will take place one hour after the finish line closes on Friday 11th October 2015 at the Yacht Club de Monaco. Prizes will be awarded to competitors only if present: if they are absent during the ceremony, the prize will be awarded to the following competitor.

Thierry Leret
Race Director
Racing Committee President