



IBIZA JOYSAIL REGATTA

Mallorca – Ibiza, Spain
September the 27th to the 30th, 2023

SAILING INSTRUCTIONS - JClass

The Ibiza JoySail Regatta will be held in Mallorca, Ibiza, and Formentera waters between September the 27th to the 30th, 2023. The Organizing Authority is Club Náutico de Ibiza in conjunction with STP Shipyard Palma and Marina Ibiza, under the authority of Real Federación Española de Vela.

In all the rules governing this event [NP] denotes a rule that shall not be grounds for protest by a boat. This changes RRS 60.1 (a). The notation [DP] in a rule means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.

1 RULES

- 1.1 The regatta will be governed by the rules indicated in point 1 “Rules” of the Notice of Race and its amendments, if applicable.
- 1.2 Exceptions to RRS 77 (Identification on Sails) may be granted by the organizer upon written request prior to the close of registration.
- 1.3 As stated in NOR 1.2 a) J Class division will be dispensed from Appendix SY of the RRS for their class racing; however, it would be in effect when they meet with the other classes racing at the event.
- 1.4 As stated in NOR 1.2 e) J Class Association Class Rule for J Class Yachts. The J Class will use *Appendix UF Umpired Fleet Racing, J CLASS 2023, Umpired Edition*, except when a J Class yacht meets a boat from another class.
- 1.5 Under section 3.14 J Class rule, J Class yachts may race without pulpit, lifelines, and stanchions, providing they have a support boat in the immediate vicinity to assist with a person overboard. The support boat shall display a J Class flag and adhere to SI 22.4 as reasonably practicable.
- 1.6 [NP][DP] All competitors and support persons will follow any reasonable instruction given by a race committee official or the organizing authority (OA).
- 1.7 **As part of its environmental initiative, the organizing authority will not issue paper copies.**

2 CHANGES TO SAILING INSTRUCTIONS AND NOTICES TO COMPETITORS

- 2.1 Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.
- 2.2 All changes and Notices will be posted on the online Official Notice Board (ONB), at <https://ibizajoy sail.com/onb-2023/> and notified via the Captain’s WhatsApp group.
- 2.3 [NP] In accordance with RRS 90.2 (c) changes to the sailing instructions may be made on the water by hail on the race committee channel (VHF radio channel 72). The race committee will display code flag “L” with one sound before making the announcement and will try to notify it via the Captain’s WhatsApp group.



3 SIGNALS MADE ASHORE – RACE OFFICE

- 3.1 Signals made ashore will be displayed at the flagpole located at the JoySail Sailing Lounge at Marina Ibiza.
- 3.2 The Race Office will be located at the JoySail Sailing Lounge at Marina Ibiza.

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- 3.3 When code flag “AP” is displayed ashore, ‘1 minute’ is replaced with ‘not less than 60 minutes’ in race signal “AP”. This changes RRS Race Signals “AP”.
- 3.4 Any signals made ashore will be broadcasted on VHF radio channel 72 and via the Captain’s WhatsApp group. ONLY on Thursday September 28th, the VHF radio channel will be 71. A failure in the emission or reception of this publication will not be grounds for a request for redress. (This changes RRS 60.1.(b)).

4 SCHEDULE OF EVENTS AND COURSES

- 4.1 The tentative event’s Schedule and Courses will be the following:

TUESDAY September 26th REGISTRATIONS

- J Class: registrations at Marina Ibiza from 1500 to 1800

WEDNESDAY September 27th RACES IN IBIZA & FORMENTERA WATERS

- Skippers briefing 0945 – at the regatta sailing lounge
- First warning signal for races in Ibiza & Formentera waters, 1200
- All classes: sundowner and barbecue at Marina Ibiza after racing

THURSDAY September 28th RACES IN IBIZA & FORMENTERA WATERS

- Skippers’ briefing 0945 – at the regatta sailing lounge
- First warning signal for races in Ibiza & Formentera waters, 1200
- Sundowner at Marina Ibiza

FRIDAY September 29th RACES IN IBIZA & FORMENTERA WATERS

- Skippers’ briefing 0945 – at the regatta sailing lounge
- First warning signal for races in Ibiza & Formentera waters, 1200
- Sundowner at Marina Ibiza

SATURDAY September 30th RACES IN IBIZA & FORMENTERA WATERS

- Skippers’ briefing 0945 – at the regatta sailing lounge
- First warning signal for races in Ibiza & Formentera waters, 1200
- Sundowner at Marina Ibiza
- Official Prize Giving 1700

- 4.2 The courses: on Wednesday 27th and Thursday 28th there will be Windward/Leeward courses; on Friday 29th and Saturday 30th there will be coastal courses using islands, rocks, robotic marks, inflatable and government buoys or waypoints as marks.
- 4.3 There are a maximum of 6 races scheduled. The regatta will be valid if 1 race has been completed. It is intended to sail two W/L races on Wednesday 27th and Thursday 28th and one coastal race each one of the remaining days.
- 4.4 On Saturday September 30th no warning signal will be made after 1500.
- 4.5 The OA and the race committee reserve the right to modify the schedule according to weather conditions or other unforeseen reasons.
- 4.6 [NP] [DP] Attendance to the skippers’ briefings is mandatory for captains, skippers, and afterguard members. [

5 [NP] [DP] AFTERGUARD MEMBER – DAILY DECLARATION FORM - LASER RANGEFINDER

- 5.1 Each boat shall ensure at least one afterguard member is active with The Racing Rules of Sailing (RRS) and has a thorough understanding of the RRS and the Appendix SY. The captain shall maintain a current compliance form with information on the designated RRS Afterguard Member and the Communications Officer.



- 5.2 The RRS Afterguard Member may be the boat's helmsman, navigator, racing tactician or communications crew member (who monitors the VHF safety channel) if they meet the stated criteria. This individual's role is to interact closely with the other members of the afterguard. Captains should not be the designated RRS Afterguard Member due to the specific RRS related criteria that this position requires and the fact that the overall safety of the boat is their responsibility.
- 5.3 The captain will designate a Communications Officer who will monitor and communicate on the VHF safety channel, who has experience with radio protocol and preferably experience with and an understanding of the RRS and Appendix SY.
- 5.4 Each boat's RRS Afterguard Member shall complete a Daily Declaration Form. The completed form shall be hand delivered to the race office within two hours of the boat's finish. Forms to be downloaded from <https://ibizajoysail.com/onb-2023/>
- 5.5 Ibiza JoySail Regatta is sailed under the RRS Appendix SY. The changes to the RRS through this appendix are all based on the fundamental need to keep appropriate distance between superyachts and 40 meters is the designated "minimum separation."

Although RRS Appendix SY doesn't apply to the JClass racing, it is of application when they meet a boat from another class. (SY2.1 defines **Keep Clear** as *One boat keeps clear of another if the other can sail her course with no need to take avoiding action and with no less than **40 meters between boats**.*).

- 5.6 All boats will be issued two Laser Rangefinders to be used by crews to determine distance between boats. See Appendix 6 for more details. Rangefinders shall be returned to the race office straight after racing on Sunday.

6 BRIEFINGS

- 6.1 [NP] [DP] The pre-regatta Skippers' Briefing will be held on Wednesday 27th September at 0930, at JoySail Sailing Lounge at Marina Ibiza. Attendance is mandatory for the captain, the skipper, and the designated Afterguard Member.
- 6.2 [NP] The starting area, race courses, and any safety related issues will be communicated to the fleet each race day at the Daily Skippers' Briefing that will be held at 0945 at the JoySail Sailing Lounge at Marina Ibiza. The race committee will try to communicate all this information via the Captain's WhatsApp group.

7 [NP] [DP] USE OF ENGINES AND THRUSTERS

- 7.1 For safety reasons, boats are encouraged to run their engines in neutral at any time during the race. Engines may be put into gear at any time during the race for a boat to avoid collision.
- 7.2 A boat that puts her engine in gear while racing shall notify the race committee as soon as practicable and shall submit a written declaration of "engine use" to the race office as soon as practicable after racing, stating the time the engine was in gear, the reason for use, the duration of use and any potential competitive advantage gained.

8 RACING AND STARTING AREAS

- 8.1 The Racing Area will be the waters surrounding Ibiza and Formentera Islands.
- 8.2 Starting Areas: the position of the starting area for the day will be communicated at the Daily Skippers' Briefing that will be held at 0945 at the JoySail Sailing Lounge at Marina Ibiza. The race committee will also try to communicate this information via the Captain's WhatsApp group. Starting areas will be between 2 and 9 miles from Marina Ibiza.
- 8.3 The race committee may change the position of the starting areas while on the water at any time, by displaying code flag "L" on the RC Signal Boat. The race committee will broadcast this information on VHF radio channel 72 and via the Captain's WhatsApp group. ONLY on Thursday September 28th, the VHF radio channel for the J Class will be 71.
- 8.4 **SAFETY WARNING:** The organizing authority warns all captains and skippers about the continuous transit of ferries and boats between Ibiza and Formentera Islands, especially on the channel between the two islands. These waters may be very busy during the racing days.

9 TURNING MARKS, BUOYS AND COURSES

9.1 It's the intention of the race committee to sail Winward /Leeward races on Wednesday 27th and Thursday 28th. It's the intention to sail a Constructed Custom Course each one of the remaining days.

9.2 For W/L courses:

9.2.1 APPENDIX 1 shows, including the course signals, the order in which the marks are to be passed or rounded, and the side on which each mark is to be left.

9.2.2 The leeward gate may be substituted by a single mark. In this case, the mark is to be left to port. This mark is not considered as a gate and RRS 18.4 applies.
Not later than the warning signal the race committee will display the magnetic bearing and the length of the first leg and will be broadcasted on VHF radio channel 72 and via the Captain's WhatsApp group. ONLY on Thursday 28th the VHF radio channel will be 71. Omission or failure in the emission or reception of that communication shall not be ground for a request for redress. (This changes RRS 62.1(a)).

9.3 For Coastal Courses

9.3.1 It's the intention of the race committee to create Constructed Custom Courses for the races on Friday 29th and Saturday 30th September, according to the weather forecast. The race committee will inform about the details of the course and the designated starting areas at the DAILY BRIEFING. [See 6.2 of these SI's]

9.3.2 Appendix 2 shows a list of marks and their approximate positions that might be used to construct the courses. Marks include islands, rocks, inflatable buoys, robotic marks, and when required, waypoints.

9.3.3 No later than the warning signal the Race Committee will announce on VHF radio channel 72 and via the Captain's WhatsApp group, the course to be sailed, indicating the order in which the marks are to be passed or rounded and the side on which each mark is to be left. A failure in the emission or reception of this publication will not be grounds for a request for redress. (This changes RRS 60.1.(b)).

9.3.4 The positions of the marks in Appendix 2 are approximate. A different distance of the leg or bearing shall not be grounds for a request for redress. Nevertheless, in the previous and to the effects of the corrected time, the marks' real position will be considered when calculating the distance of the legs. (This changes RRS 60.1.(b)).

9.3.5 Offset Mark (optional). The race committee may set an offset mark. If so, code flag "D" will be hoisted at the race committee boat before the warning signal, either alone, stating the mark will have to be left to starboard or together with a red flag, stating the mark will have to be left to port. Bearing and distance from the race committee boat will be displayed on a board at the RC boat and broadcasted through VHF radio channel 72 and via WhatsApp Captain's group. A failure in the emission or reception of this publication will not be grounds for a request for redress. (This changes RRS 60.1.(b)).

9.3.6 If a Variable Mark is to be settled, the bearing and range from the previous mark will be broadcasted on VHF radio channel 72 and via the Captain's WhatsApp group. If possible, coordinates of the position of this mark will also be provided. A failure in the emission or reception of this publication will not be grounds for a request for redress. (This changes RRS 60.1.(b)).

9.3.7 **FORBIDDEN AREA.** *Only while racing*, the pass called "Los Freus" is designated as forbidden area, and therefore, it is forbidden to cross it. This pass is located between the Islands of Ibiza (Punta Portas) and Formentera (Isla de los Puercos). [See Appendix 2]

10 THE START, CLASS FLAG

10.1 Class Flag: Class logo on white background.

10.2 Races will be started using RRS 26 with the warning signal made 5 minutes before the starting signal.

10.3 The **starting line** will be between a staff displaying an orange flag on the race committee boat at the starboard end and the course side of a yellow robotic mark at the port-end.

10.4 The race committee boat at the starboard end of the line might be replaced by a robotic yellow mark; in such case, a race committee signal boat will be holding her position in the vicinity of this starboard end robotic mark to call any boats OCS. Boats shall not pass between the starboard end robotic mark and the race committee signal boat; if yachts sail between the starboard end of the line and the race committee signal boat, they will be penalized according to Appendix UF 3.1.

- 10.5 In addition to RRS 29.1 & 29.2 individual and general recalls may be communicated by radio VHF. In such case, bow numbers, sail numbers or boat names may be called out for their identification. Delay in the radio communication of these calls, or the order in which they are made, or any omission or failure in the emission or reception of these, shall not be grounds for a request for redress. (This changes RRS 62.1(a)). This rule does not reduce, modify, or exonerate each boat's responsibility to start in accordance with the RRS.
- 10.6 A boat starting later than four minutes after her starting signal will be scored DNS without hearing. This changes RRS A5.1 and A5.2
- 10.7 [NP][DP] Boats, whose warning signal has not been made, shall avoid the starting area, which is defined as the rectangle covering an area of 200 metres to leeward and to windward of the starting line, and 100 metres outwards of each end of the line.
- 10.8 In case of unfavourable conditions, the race committee boat on the starting line may maintain its position by using the engine. This will not be grounds for a request for redress. This changes RRS 60.1(b).

11 CHANGE OF THE NEXT LEG OF THE COURSE

- 11.1 **On W/L courses**, to change the next leg of the course, the race committee a) will move the original marks, b) will move the leeward gate, or c) will move the finishing line, to a new position.
- 11.1.1 Except at a gate, boats shall sail between the race committee boat signalling the change of course and the nearby mark, leaving the mark to port and the race committee boat to starboard. This changes RRS 28.1 and 33.
- 11.2 **On Constructed Custom Courses**, RRS 33 is replaced by the following:
- 11.2.1 If the race committee signals a change of course to the boats, approaching a mark, shall sail directly to the finish after rounding that mark.
- 11.2.2 [NP] It is the intention of the race committee to place a mark boat displaying code flag "C". Nevertheless, this change will be broadcasted on VHF radio channel 72 and via the Captain's WhatsApp group.

12 THE FINISH

- 12.1 **For W/L courses**, the finishing line will be located approximately at the position of the start, unless a change of course has been announced.
- 12.2 **For the rest of the courses**, will be different finishing areas, depending on the course sailed:
- *Finishing Area 1*: the approximate location of the finishing line will be 38° 54.400 N - 001° 28.000 E, at the entrance of "Cala de Talamanca".
 - *Finishing Area 2*: in the vicinity of "Punta Gavina" (38° 43.199 N - 001° 22.720 E).
 - *Finishing Area 3*: any other area the race committee might choose; it will be communicated at the DAILY BRIEFING [See 6.2 of these SI's] and will also be broadcasted via the Captain's WhatsApp group.
- 12.3 The finishing line will be between a staff displaying a blue flag on the race committee boat in one end and the course side of a yellow robotic mark at the other end.
- 12.4 The race committee boat at the finishing line might be replaced by a robotic yellow mark; in such case, a race committee signal boat will be holding her position in the vicinity of this robotic mark. Boats shall not pass between the robotic mark and the race committee signal boat; if yachts sail between the robotic mark and the race committee signal boat, they will be penalized according to Appendix UF 3.1.
- 12.5 In case of unfavourable conditions, the race committee boat on the finishing line may maintain its position by using the engine. This will not be grounds for a request for redress. This changes RRS 60.1(b).
- 12.6 The areas of the finishing lines will be detailed on Appendix 3 of these SI's.

13 TIME LIMIT

There is no Time Limit.



14 CONTROL, MEASUREMENT, AND INSPECTION [NP][DP]

- 14.1 Any boat or equipment may be inspected at any time for compliance with safety requirements, rating certificates or Sailing Instructions.
- 14.2 All boats must comply with all safety requirements and carry all safety equipment obligated by their Flag State or Classification Category.

15 SCORING

- 15.1 J Class will be scored using their class handicaps, as described in their Class Rules.
- 15.2 The Low Point System RRS Appendix A shall apply without discards.
- 15.3 One race is to be completed to constitute a series.
- 15.4 The scoring abbreviation for a discretionary penalty [DP] will be SCP.

16 CREW OR GUEST REPLACEMENT [DP]

- 16.1 Crew shall remain the same for the day other than in case of emergency if communicated with the race committee as soon as reasonably possible and in writing with the race office within the protest time limit.
- 16.2 For any change in crew or guests during the regatta, the crew list form shall be updated to reflect new crew members or guests. This shall be done and presented at the race office by 1000 each day of racing.

17 SAFETY REGULATIONS [NP][DP]

- 17.1 Captains and crews of all boats shall read and follow Appendix 6 **On-Water Emergency procedures**.
- 17.2 Person-Overboard (MOB)
 - 17.2.1 Each boat's MOB procedure shall be practiced at least once by the crew racing in the regatta prior to the first race of the series.
 - 17.2.2 A boat that has a MOB incident shall notify the race committee as soon as practicable.
- 17.3 A boat that retires from a race shall notify the race committee via VHF radio channel 72 and the Captain's WhatsApp group as soon as possible. ONLY on Thursday 28th the VHF radio channel will be 71.
- 17.4 A boat not intending to race shall inform the race office before the scheduled warning signal.
- 17.5 No later than the last protest time limit, the race committee will report any breaches of the safety standards to the protest committee requesting action on the report. If a breach of safety standards is upheld then "The race score for a boat that takes a Scoring Penalty shall be the score she would have received without that penalty, made worse by the number of places stated in the Sailing Instructions"., The penalty shall be 20% of the score for the Did Not Finish, rounded to the nearest whole number (0.5 rounded upward). The scores of other boats shall not be changed; therefore, two boats may receive the same score. However, the penalty shall not cause the boat's score to be worse than the score for Did Not Finish.

18 COMMUNICATIONS

- 18.1 Race information will be broadcasted by the committee on VHF radio channel 72 and via the Captain's WhatsApp group. All boats shall monitor this VHF channel from the time they approach the starting area until departing the finishing area following the race. ONLY on Thursday 28th the VHF radio channel will be 71.
- 18.2 Failure by the race committee to broadcast the information referred to in these sailing instructions, errors, omissions, or delay in doing so, or failure by a boat to receive or hear such radio transmissions will not be grounds for request of redress by a boat. Failure to send or receive a notice via WhatsApp will not be grounds for a request for redress. These change RRS 60.1(b).
- 18.3 The Safety VHF radio channel for communications between boats is VHF radio channel 69. All boats shall maintain an active radio watch on VHF radio channel 69.
- 18.4 Boats hailed by another boat shall respond in timely fashion. The safety channel shall be used in close quarters to assist with collision avoidance, determining the other boat's intentions, and resolving any confusion. If VHF radio channel 69 is congested, boats may use the race committee VHF radio channel



72 for safety related communication.

- 18.5 Boat shall always operate Automatic Identification System (AIS) transponders while afloat and off moorings. AIS equipment shall not be removed from the boat prior to racing. AIS assists to maintaining safe separation between boats and collision avoidance.
- 18.6 Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive telephone communication with the exceptions of via the Captain's WhatsApp group communication with the race committee. [DP]

19 [NP][DP]SUPPORT BOATS

- 19.1 Each vessel may be accompanied by its own motorized escort boat whose functions may include warning spectator boats and the like. All support boats must register at the race office prior to the start of the Race #1. No photographers are allowed at the support boats, except for internal use of the team.
- 19.2 Media, support, and spectator boats shall monitor the race committee VHF radio channel 72 (VHF radio channel 71 ONLY on Thursday 28th), stay clear of the starting area, and shall not interfere in any way with boats racing or the race committee. Only Ibiza JoySail Regatta official vessels are to be present at the start line.
- 19.3 Please note SI 1.4; consequently, J Class support boats may enter the areas where boats are starting during J Class starts.
- 19.4 Support boats should be available to assist in the management of the race if requested by the race committee.

20 [NP] COMPETITOR DRONES

- 20.1 Teams or their representatives shall not fly drones over the Ibiza JoySail Regatta shore base or over the race area during racing days without complying with local legislation and in any case unless prior written approval by the OA has been obtained.
- 20.2 At any time, the risk and responsibility for flying a drone is with the person flying the drone and images made in the race area shall be shared with the organizer, race committee or jury at their reasonable request.

21 [NP] EVENT ADVERTISING

- 21.1 Sponsor's flags, decals, and tracking devices may be provided by the organizing authority. If these are provided, they must be displayed or activated as required by the organizing authority, including during all races participated during the regatta.

22 PRIZES

- 22.1 The list of prizes will be published on the Official Notice Board at <https://ibizajoy sail.com/onb-2023/>.

23 INSURANCE

- 23.1 As per NOR 4.7 each participating boat shall be insured with a valid third-party insurance with adequate cover considering the value of the boats racing and the measure of damages likely to arise in the event of an accident. The captain shall ensure that a certificate of insurance reflecting the above required insurance requirements is always carried onboard the boat during the regatta.
- 23.2 As all owners are aware competitive racing inevitably carries with it an increased risk of collision between boats and resultant damage and expense. The organizing authority shall not be responsible for losses arising during the regatta (insured or otherwise). All owners and skippers are advised that it is the responsibility of owners and/or skippers to ensure that they carry the relevant insurance. Boats race at their own risk.

24 RISK STATEMENT

RRS 3 DECISION TO RACE states: *'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.'*

By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of



balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia, or other causes.

25 DISCLAIMER OF LIABILITY

25.1 Competitors participate in the regatta entirely at their own risk. Competitors agree to take any and all responsibility for the nautical qualities of their boat, the rigging, the crew's ability and the safety equipment. The Club Náutico Ibiza, STP Shipyard Palma and Marina Ibiza and each of their respective sponsors, contractors, volunteers and all other affiliated organisations and individuals, will not accept any liability for damage to property or personal injury or death sustained in conjunction with, prior to, during, or after the regatta.

26 BOTTOM LINE

The rules outlined in these instructions constitute a comprehensive set of racing and safety rules. The purpose of the rules is to encourage fair competition, good sportsmanship, and absolute collision avoidance. All competitors agree to be bound by the rules as defined in *The Racing Rules of Sailing*.



APPENDIX LIST

Appendix 1. W/L COURSES

Appendix 2. CONSTRUCTED CUSTOM COURSES

Appendix 3. FINISHING AREAS

Appendix 4. ON-WATER EMERGENCY PROCEDURE

Appendix 5. LASER RANGEFINDERS

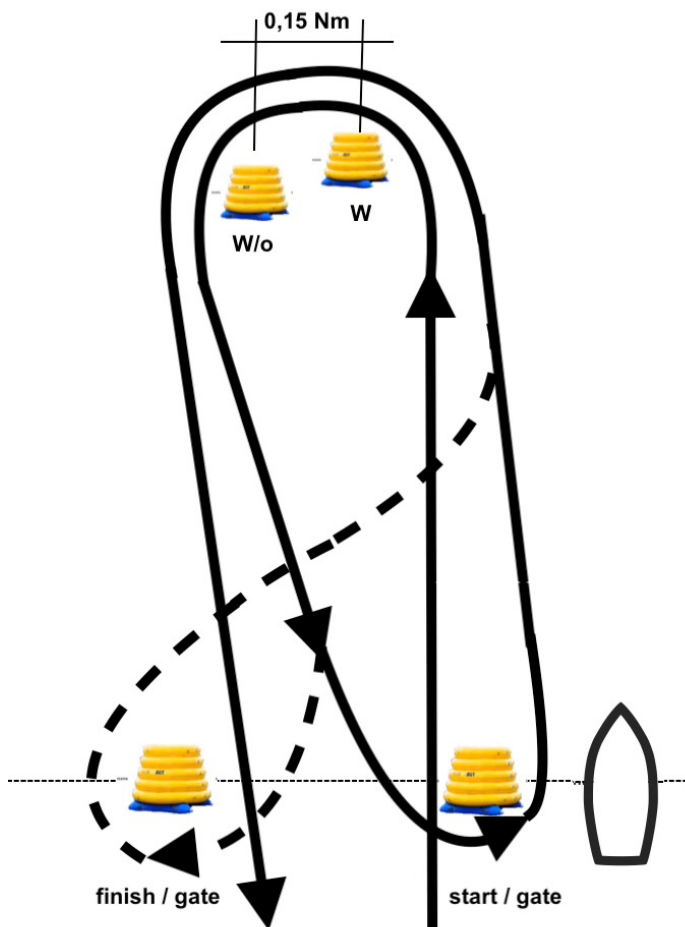
Appendix 6. *APPENDIX UF UMPIRED FLEET RACING, J CLASS 2023*

NOTE: All drawings on these appendixes are a schematic. The distances, bearings, mark, and islands positions are NOT to scale

APPENDIX 1. W/L COURSES

The course will be:

Start - W-W/o - Gate - W-W/o - Downwind Finish



Except at a Gate, all course marks shall be left to port. When there is only one mark at the gate, this shall be rounded to port.

- Distance between race committee and mark W: Posted on a board and optionally broadcasted by the RC.
- Distance between W and W/o approx. 0.15 Nm.
- Distance between gate marks is 180 m approx.
- The bearing to the windward mark will be considered from the right side of the starting line.

This information is approximate. A different distance of the leg or bearing shall not be grounds for a request for redress. Changes RRS 62.1.

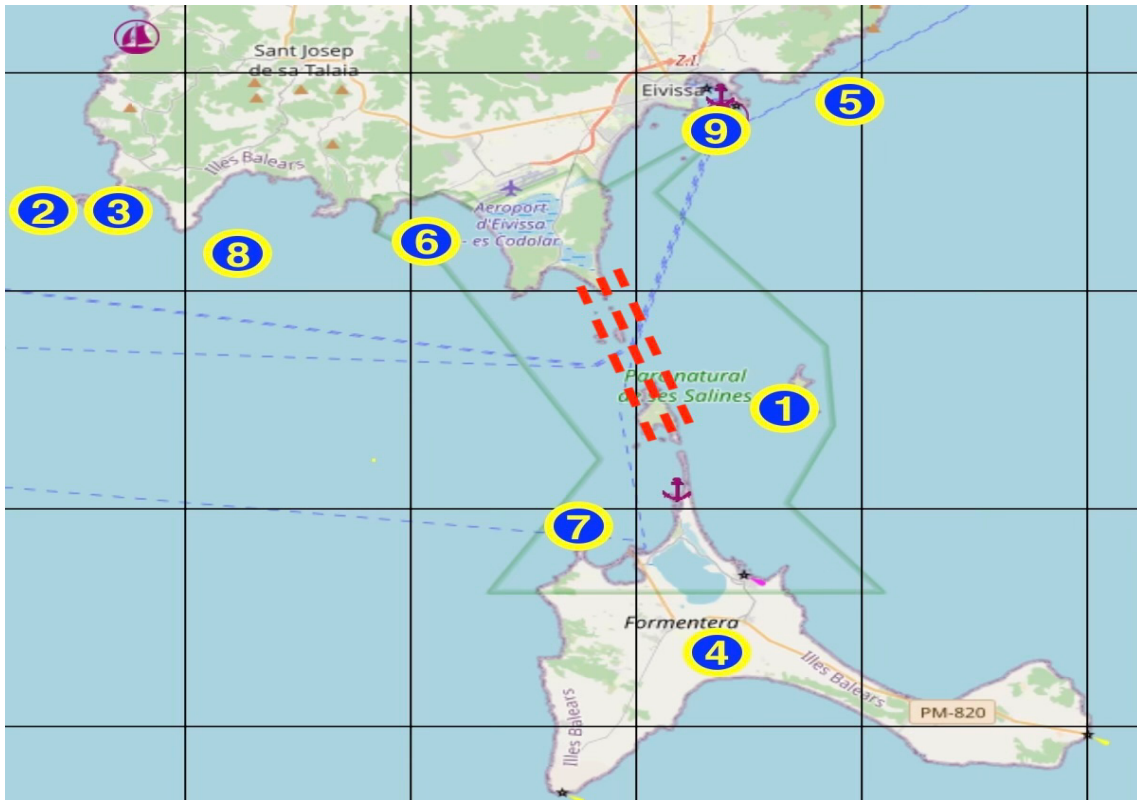
Note: This drawing is a schematic.
The distances and mark positions are not to scale.

APPENDIX 2. CONSTRUCTED CUSTOM COURSES

- With the intention to create Constructed Custom Courses for the races in Ibiza and Formentera, the RC proposes the following marks (Marks include islands, rocks, robotic marks, inflatable buoys, and when required, waypoints), to choose amongst them:

LIST OF MARKS

- ⇒ 1. Espardell island 38° 47.779 N - 001° 28.632 E
- ⇒ 2. Es Vedra island 38° 52.094 N - 001° 11.906 E
- ⇒ 3. Es Vedranell island 38° 52.128 N - 001° 12.707 E
- ⇒ 4. Formentera island 38° 42.049 N - 001° 27.377 E
- ⇒ 5. Llado Sur island 38° 54.989 N - 001° 29.572 E
- ⇒ 6. Codolar Mark 38° 51.144 N - 001° 20.938 E
- ⇒ 7. Punta Pedrera Mark 38° 44.206 N - 001° 23.411 E
- ⇒ 8. Llentrisca Mark 38° 51.000 N - 001° 15.000 E
- ⇒ 9. Isote Dado Pequeño 38° 53.309 N - 001° 27.232 E
- ⇒ 10. Isote Dado Grande 38° 53.422 N - 001° 27.094 E
- ⇒ 11. Variable Mark. Range and Bearing from previous mark to be broadcasted by VHF radio channel 72 and via WhatsApp Captain's group



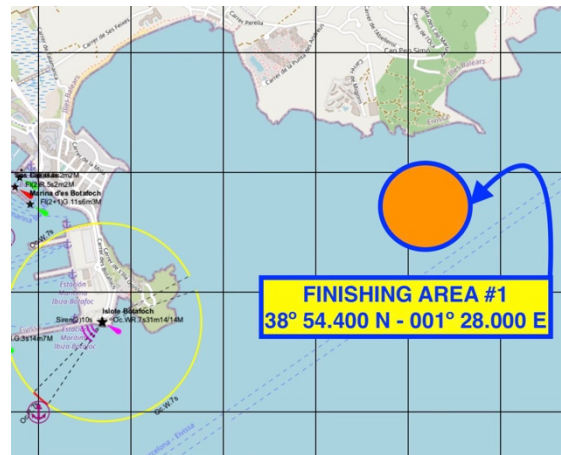
APPENDIX 3. FINISHING AREAS

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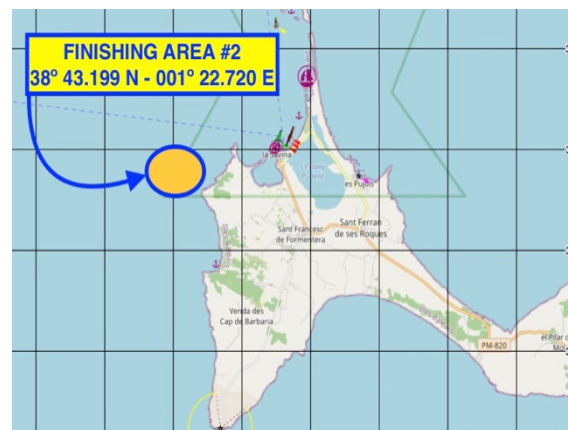
- The finishing line will be between a race committee vessel displaying a blue flag and a yellow robotic mark.

- **Possible *Finishing Areas*:**

- *Finishing Area 1*: the approximate location of the finishing line will be **38° 54.400 N - 001° 28.000 E**, at the entrance of “*Cala de Tamanca*”.



- *Finishing Area 2*: in the vicinity of “*Punta Gavina*” (**38° 43.199 N - 001° 22.720 E**).





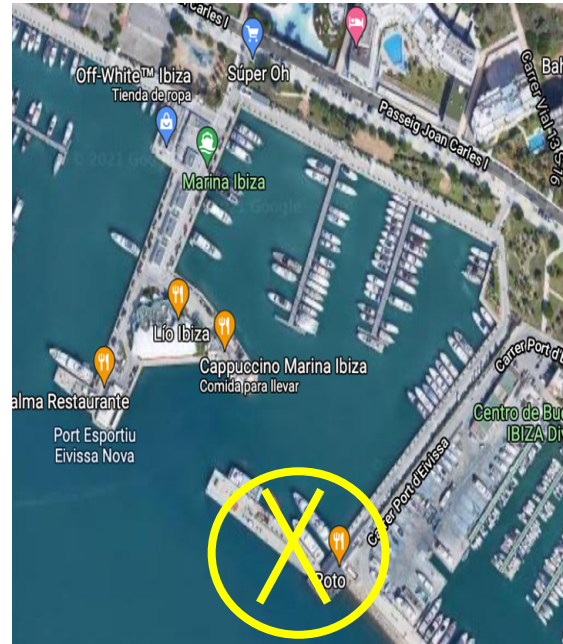
APPENDIX 4. EMERGENCY PROCEDURE

EMERGENCY IN THE WATER

In case of an emergency off-shore:

1. CALL THE RC BOAT AT **VHF CH.72, MOBILE (Pablo +34 607 26 04 98) and/or MARITIME RESCUE VHF CH.16**
2. IDENTIFY YOUR BOAT AND YOUR POSITION
3. DESCRIBE THE STATUS OF THE ACCIDENT
 - a. DAMAGE TO PERSONS (AMBULANCE or HELICOPTER NEEDED)
 - b. DAMAGE TO THE BOATS (CRANE NEEDED)
4. THE PRO WILL INFORM KETY SIERRA and JAVIER CID, Captain of Marina Ibiza

AMBULANCE PICK UP POINT, will be at the RACE OFFICE in MARINA IBIZA located at ALFA 32



EMERGENCY ON-SHORE

In case of emergency at Marina Ibiza please:

- CALL JAVIER CID (**+34) 636 410 721** OR **VHF 9** (SECURITY & "MARINERIA"/DOCK ASSISTANCE)
- INFORM KETY SIERRA
- THE AMBULANCE WILL ARRIVE DIRECTLY TO THE EVENT SAILING LOUNGE

CONTACT NUMBERS

RACE COMMITTEE: (+34) 607 26 04 98

JAVIER CID: (+34) 636 41 07 21

KETY SIERRA: (+34) 608 887 379

MARINA IBIZA: (+34) 971318040 OR VHF 9

EMERGENCY NUMBER: 112 // AMBULANCE: 061

PORT AUTHORITY: (+34) 647 295 929 // 971 310 613

MARITIME RESCUE (CCS BALAERES – Search And Rescue): 900 202 202 - 112 - CH 16 VHF

MEDICAL ASSISTANCE

(Private Hospital)

POLICLINICA NUESTRA SEÑORA DEL ROSARIO. Via Romana, s/n, 07800 Eivissa, Illes Balears (+34) 971 302 354 // (+34) 663 160 076

(Public Assistance)

HOSPITAL CAN MISSES. Carrer de Corona, s/n, 07800 Eivissa, Illes Balears. (+34) 971 397 000

CENTRO DE SALUD DE VILA. Av. 8 d'Agost, 30 · (+34) 971 19 51 40. Open 24 hours. (5 minutes walking distance from Marina Ibiza)

APPENDIX 5. LASER RANGEFINDERS

The Superboat Racing Association would like to express their appreciation to Pantaenius GmbH & Co., for their generous contribution of 80 Nikon Rangefinders to help ensure safe racing at SYRA sanctioned superboat events.

Please be sure that you turn the rangefinder back in to the Event Organizer following the last race.

All SYRA sanctioned superboat regattas are sailed under the Racing Rules of Sailing 2021-2024 and Appendix SY. The changes to the RRS through this appendix are all based on the fundamental need to keep appropriate distance between superboats and 40 meters is the designated “minimum separation.” (SY2.1 defines **Keep Clear** as *A boat keeps clear of a right-of-way boat if the right-of-way boat can sail her course with no need to take avoiding action and with no less than 40 metres between the boats*).

Each boat entered in this regatta will be issued two Nikon Laser Rangefinders for use by the crew to assure that a minimum of 40 metres separation is maintained at all times. It will be particularly useful in overtaking situations (SY2.9, rules 17.2 and 17.3). Please use the rangefinder to help maintain the minimum separation and in overtaking situations. Boats encroaching within the prescribed 40 meter minimum distance will have broken a critical, fundamental racing rule and marginalized safety on the race course.

Easy to Use: Press the POWER button **A** to turn the rangefinder on. Confirm that the rangefinder is set to metres (default is yards). If it is necessary to change the display to metres Press and Hold the MODE button **B** for two seconds until the display changes to metres. The rangefinder shuts off automatically 8 seconds after the last operation.



To take a measurement press the Power button **A** and the LCD illuminates, align the reticle on the target and press and hold the Power button again until the display appears as it does in the picture, right side above. To obtain the best results try to select bright colored targets with large, shiny, highly reflective surfaces.

Warning: The rangefinders are waterproof, but not submersible, please take care to keep them dry and in good condition. Never look directly at the laser or directly into the sun when using the rangefinder. Do not depress the POWER button while looking in the optics from the objective side. Do not aim at anyone’s eye.

Complete instructions are available in English, French, Spanish and Portuguese.



PLEASE RETURN THE RANGEFINDER TO THE EVENT ORGANIZER IMMEDIATELY FOLLOWING THE LAST RACE

APPENDIX UF

UMPIRED FLEET RACING

J CLASS 2023 UMPIRED EDITION

Version: September 2023

Umpired fleet races shall be sailed under The Racing Rules of Sailing as changed by this appendix. Races shall be umpired. The rule changes in UF1 have been approved by World Sailing under Regulation 28.1.5(b) on the condition that only the provided options are used. This appendix applies only when it is referred to in the Notice of Race and made available for all competitors. When this Appendix is conflict with the SI's of the event the Appendix takes precedence.

UF1 CHANGES TO THE DEFINITIONS, THE RULES OF PART 1 AND 2, AND RULE 70

UF1.1 Add to the definition *Proper Course*: ‘A boat taking a penalty or manoeuvring to take a penalty is not sailing a *proper course*.’

UF1.2 Add new rule 7 to Part 1:

7 LAST POINT OF CERTAINTY

The umpires will assume that the state of a boat, or her relationship to another boat, has not changed, until they are certain that it has changed.’

UF1.3

Rule 14 is changed to:

14 AVOIDING CONTACT

14.1 A boat shall avoid contact with another boat if reasonably possible. However, a right-of-way boat or one sailing within the *room* or *mark-room* to which she is entitled need not act to avoid contact until it is clear that the other boat is not *keeping clear* or giving *room* or *mark-room*.

14.2 When there is contact between hulls, the umpires may, without a hearing, impose a scoring penalty of DSQ points on a boat that was penalized in the incident. Furthermore, the umpires may also impose a scoring penalty of DSQ points on other boats if they consider that these boats contributed to the contact. This rule applies to any contact between Boats.

UF1.4 When rule 20 applies, the following arm signals are required in addition to the hails:

- (a) for *room* to tack, repeatedly and clearly pointing to windward; and
- (b) for ‘You tack’, repeatedly and clearly pointing at the other boat and waving the arm to windward.

When rule 20 applies, the hails shall be communicated on the umpire channel.

UF1.5 Rule 70 is deleted.

UF1.6 Test rules

- (a) The definition *Mark-Room* is changed to:
Mark-Room Room for a boat to sail her proper course to round or pass the mark on the required side.

However, *mark-room* for a boat does not include *room* to tack unless she is *overlapped* inside and to *windward* of the boat required to give *mark-room* and she would be *fetching* the *mark* after her tack.

UF2 CHANGES TO OTHER RULES

UF2.1 BLANK

UF2.2 BLANK

UF2.3 BLANK

UF3 ON WATER PROTESTS AND PENALTIES

UF3.1 In this appendix, ‘a penalty’ will mean the following:

A One-Turn Penalty taken in accordance with rule 44.2.

UF3.2 The first sentence of rule 44.1 is changed to: ‘A boat may take a penalty when, in an incident while *racing*, she may have broken one or more of the *rules* of Part 2 (except rule 14 when she has caused damage or injury), rule 31 or rule 42. However, when she may have broken a rule of Part 2 and rule 31 in the same incident, she need not take the penalty for breaking rule 31’

UF3.3 On the Water Protests by Boats and Penalties

- (a) While racing, a boat may protest another boat under a rule of Part 2 (except rule 14) or under rule 31 or rule 42; however, a boat may only protest under a rule of Part 2 for an incident in which she was involved. To do so she shall hail ‘Protest’ and conspicuously display a Y flag at the first reasonable opportunity for each. She shall remove the flag before, or at the first reasonable opportunity after a boat involved in the incident has taken a penalty voluntarily or after an umpire’s decision.
- (b) A boat that protests as provided in rule UF3.3(a) is not entitled to a hearing. Instead, a boat involved in the incident may acknowledge breaking a rule by voluntarily taking a penalty. An umpire may penalize any boat that broke a rule and was not exonerated, unless the boat took a penalty voluntarily.

UF3.4 Penalties and Protests Initiated by an Umpire

- (a) When a boat
 - (1) breaks rule 31 and does not take a penalty,
 - (2) breaks rule 42,
 - (3) gains an advantage despite taking a penalty,
 - (4) commits a breach of sportsmanship, or
 - (5) fails to comply with rule UF3.6 or to take a penalty when required to do so by an umpire,

an umpire may penalize her without a protest by another boat. The umpire may impose a penalty or more, each signalled in accordance with rule UF3.5(b), or disqualify her under rule UF3.5(c), or report the incident to the protest committee for further action. If a boat is penalized under rule UF3.4(a)(5) for not taking a penalty or taking a penalty incorrectly, the original penalty is cancelled,

- (b) An umpire who decides, based on his own observation or a report received from any source, that a boat may have broken a rule, other than rule UF3.6 or rule 28 or a rule listed in rule UF3.3(a), may inform the protest committee for its action under rule 60.3. However, he will not inform the protest committee of an alleged breach of rule 14 unless there is damage or injury.

UF3.5 Umpire Signals

An umpire will signal a decision as follows:

- (a) A green and white flag with one long sound means ‘No penalty.’
- (b) A red flag with one long sound means ‘a penalty is imposed or remains outstanding.’ The umpire will hail or signal to identify each such boat.
- (c) A black flag with one long sound means ‘A boat is disqualified.’ The umpire will hail or signal to identify the boat disqualified.

UF3.6 Imposed Penalties

- (a) A boat penalized under rule UF3.5(b) shall take a penalty.
- (b) A boat disqualified under rule UF3.5(c) shall promptly leave the course area.

UF4 RACE COMMITTEE ACTIONS

UF4.1 BLANK

UF5 PROTESTS; REQUESTS FOR REDRESS OR REOPENING; APPEALS; OTHER PROCEEDINGS

UF5.1 No proceedings of any kind may be taken in relation to any action or non-action by an umpire.

UF5.2 BLANK

UF5.3 A boat intending to

- (a) protest another boat under a rule other than rule UF3.6 or rule 28, or a rule listed in rule UF3.3(a),
- (b) protest another boat under rule 14 if there was contact that caused damage or injury, or
- (c) request redress shall inform the race committee in the following way:
hail the race committee within 2 minutes of the *finish* of the last boat in the race.

UF5.4 The time limit defined in rule UF5.3 also applies to protests under rule UF5.10 and UF5.11 when such protests are permitted. The protest committee shall extend the time limit if there is good reason to do so.

UF5.5 The race committee will promptly inform the protest committee about any protests or requests for redress made under rule UF5.3.

UF5.6 The third sentence of rule 61.1(a) and all of rule 61.1(a)(2) are deleted.

- UF5.7** The first three sentences of rule 64.2 are changed to: ‘When the protest committee decides that a boat that is a *party* to a protest hearing has broken a rule, it may impose penalties other than disqualification, and may make any other scoring arrangement it decides is equitable. If a boat has broken a *rule* when not *racing*, the protest committee shall decide whether to apply any penalty to the race sailed nearest in time to that of the incident or make some other arrangement.’
- UF5.8** Hearings
Except for a hearing under rule 69.2,
- (a) Protests and requests for redress need not be in writing.
 - (b) The protest committee may inform the protestee and schedule the hearing in any way it considers appropriate and may communicate this orally.
 - (c) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.
 - (d) If the protest committee decides that a breach of a rule has had no effect on the outcome of the race, it may impose a scoring penalty of points or fraction of points or make any other arrangement it decides is fair, which may be to impose no penalty.
 - (e) If the protest committee penalizes a boat in accordance with rule UF5.7 or if a standard penalty is applied, all other boats will be informed about the change of the penalized boat’s score.
- UF5.9** BLANK
- UF5.10** The protest committee may protest a boat under rule 60.3. However, it will not protest a boat for breaking rule UF3.6 or rule 28, a rule listed in rule UF3.3(a), or rule 14 unless there is damage or injury.
- UF5.11** The technical committee will only protest a boat under rule 60.4 when it decides that a boat or personal equipment does not comply with the class rules, rule 50, or the rules in the equipment regulations of the event, if such exist. In such a case, the technical committee shall protest.
- UF5.12** Rule 66.2 is changed to ‘A *party* to the hearing under this appendix may not request a reopening.’