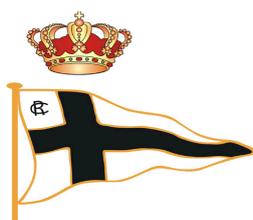




SAILING INSTRUCTIONS

ORGANISING AUTHORITY:
VOLVO OCEAN RACE, S.L.U.
In conjunction with:
**Real Club de Regatas de Alicante &
The International Sailing Federation (ISAF)**



R.C.R. ALICANTE

**Volvo Ocean Race 2017-18 for
Volvo Ocean 65 Class Boats**

Amendment 12

5th June 2018

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Amendment 1: 1.8, 1.27, 4.2, 10.3, 10.4, 14, 17.3, 19.1, and 21END.

Amendment 2: 1.8, 4.2, 6.1, 10.3, 10.4, 14, 17.3, 19.1, 19.2, 19.3, 22.1, 22.2, 28.2, 31.1, 31.4.

Amendment 3: 1.3, 1.12, 1.21, 10.1, 10.2, 10.3, 11.1, 14.2, 18.3, 27.7

Amendment 4: 1.12 (a), 5.1

Amendment 5: 1.7, 14.2, 31.3, 31.4

Amendment 6: 6.1(c)

Amendment 7: 6.4, 21.2, 29.1

Amendment 8: 1.8(a), 27.9(b)

Amendment 10: 11.1, 17.1

Amendment 11: 28.2

Amendment 11: 1.12, 1.24, 18.2

1. THE RULES

1.1.1 Applicable Rules and documents are contained in NOR 2.

1.2 Unless expressly stated in a rule: when there is a conflict between Rules, uncertainty over precedence or which Rule applies the IJ will decide the applicable Rule. Titles in the NOR or SIs shall not form part of the Rule.

1.3 RRS 32.1 add: The RC may shorten or change the course for a Leg while Boats are racing by communicating to the Boats by whatever means available. Boats shall acknowledge receipt of each change.

1.4 RRS 32.2 add: RRS 32.2 final sentence is deleted and replaced with: After one or more boats have finished, the course may be shortened for boats still racing.

1.5 RRS 41 add: (e) the RC, race control, another Boat or the Boatyard (BY) when given permission by race control.

1.6 RRS 47.2 is changed by NOR 11.16 & 11.17

1.7 RRS 50.3 is deleted and replaced with:

An outrigger shall only be used to assist in the sheeting of a sail on the leeward side of the Boat using a designated outrigger attachment point. Outriggers shall not be deployed in In-Port Practice races, Pro-Am races or In-Port races. On a Leg they port section or when there is no in-port section after the starting signal.

- 1.8** RRS 51 is changed in that:
- (a) Non-sealed equipment, internal stackable equipment, when not being used for its intended purpose shall be stored below decks, sails when not in use may be stored below decks, these items may be moved to any position inside the hull between bulkheads B and H. These items shall not be retained by anything other than supplied stacking nets fitted in the correct places and fixed structural parts of the Boat including longitudinals, bulkheads and daggerboard cases.
 - (b) Sails and non-sealed deck equipment when above deck; may be stowed anywhere within an area formed by the Lifelines, Stanchions and Pulpits, except on the aerial frame, life rafts or in the area between the life rafts and the aft pedestal.
 - (c) No items of equipment other than those contained in SI Attachment 3 marked with* may be stored aft of bulkhead H, Crew Members and the OBR shall not enter these areas except: briefly to perform a necessary task. Garbage may be stored in the forward watertight compartment.
 - (d) No action shall be taken to alter stability by retaining or moving water or other fluids either above or below decks other than in the forward and aft ballast tanks or as permitted in the VO65 Class Rules.
 - (e) For heavy items or when a member of the OA, an equipment inspector or other official decides that items are onboard for the purpose of ballast the items will be sealed in a position between bulkheads B and H as close to the longitudinal centre of gravity and the centreline of the boat as possible.
- 1.9** RRS 52 does not apply to the operation of the canting keel.
- 1.10** RRS 55 add a new second sentence: However discarding small amounts of what are generally accepted as biodegradable items such as food scraps and elastic or wool bands when setting a sail is permitted.
- 1.11** RRS 61.1(a) delete the last sentence and replace with: When on a Leg and Addendum Q does not apply or has ceased to apply she shall immediately inform the other Boat and race control giving a brief explanation of the incident and her intention to protest. However,
- 1.12**
- (a) The text of RRS 64.1 first paragraph is deleted and replaced with:
“When the IJ decides that a boat that is a party to a protest hearing has broken a rule the IJ may impose penalties other than disqualification **and may make any other scoring arrangements it decides is equitable**. A penalty shall be imposed whether or not the applicable rule was mentioned in the protest. If a boat has broken a rule when not racing the IJ shall determine whether to apply any penalty to the race sailed nearest in time to that of the incident or make some other arrangement. However,”
 - (b) If the IJ sit as a panel of the full jury in compliance with N1.4 (b), a party to the hearing dissatisfied with the decision can request a full jury hearing if they request it within 60 minutes of receiving the decision. The IJ shall extend the time if there is a good reason to do so.
- 1.13** RRS 78.1 is deleted and replaced with: The Participant and any other person in charge shall ensure that the boat is maintained to comply with her class rules and that her class certificate, remains valid.

- 1.14** RRS 86.2: World Sailing have granted permission to the OA to delete; RRS 88.1 and 88.2 and replaced with; the prescriptions of national authorities will not apply. Also amendments to the World Sailing Regulations, in accordance with RRS 86.2 the letter will be posted on the [Noticeboard](#)
- 1.15** RRS Appendix A 2 is deleted.
- 1.16** RRS Appendix A 4 is deleted
- 1.17** RRS Appendix A 7 is deleted and replaced with:
- (a) If boats are tied at the finishing line, the points for the place for which the boats have tied and for the place(s) immediately below shall be added together and divided equally.
 - (b) When Boats are tied on points at the end of an In-Port Race or Leg as the result of a hearing they shall share any race prizes.
- 1.18** 1.19 RRS Appendix A 8 is deleted and replace with, 'If there is a tie on total Leg points the tie shall be broken in favour of the Boat that at that time is ranked highest in the In-Port race series'. If there is a tie on total In Port Race points the *Boats* shall be ranked in order of their scores in the last race.
- 1.19** RRS Appendix A 9 is deleted.
- 1.20** RRS Addendum Q of the RRS as may be amended by the Pro-Am and In-Port SI's shall apply for all practice, Pro-Am and In-Port races. If stated in the Leg addendum RRS Addendum Q shall apply at the beginning of a Leg.
- 1.21** Anti-Doping Procedures; When agreed with World Sailing the applicable rules and procedures will be posted on the [Noticeboard](#). Crew Members and OBRs are reminded of their obligation to know the Anti-Doping Rules. The Person in Charge or the Reserve Person in Charge is also responsible for informing their Crew Members and OBRs of the Anti-Doping Rules and ensuring that all Crew Members and OBRs sign and submit Appendix 3 of the Anti Doping Rules (when agreed with ISAF)
- 1.22** Boats shall comply with MARPOL 73/78 Annex V, which prohibits the dumping plastic or synthetic materials at sea. Boats shall not dump fuel or oil overboard at any time.
- 1.23** For sealing arrangements please refer to SI Attachment 1 Amendment 1.
- 1.24** **For Cardiff only: Boats shall carry at least four of their large inflatable fenders onboard for the Practice, Pro-Am and In-Port races.**

2. RESPONSIBILITY OF PERSON IN CHARGE OR RESERVE PERSON IN CHARGE

- (a) The safety of the Boat and all the persons on board is the sole and inescapable responsibility of the Person in Charge (PIC) or the Reserve Person in Charge (RPIC) who must take suitable measures to ensure that the Boat is fully found, thoroughly seaworthy and manned by an experienced crew who are physically fit to face the extremely bad weather and severe conditions likely to be encountered in the Race. The PIC must be satisfied as to the soundness of hull, spars, rigging, sails and all gear. The PIC must ensure that all safety equipment is properly maintained and stowed and that the persons on board know where it is kept and how it is to be used.

- (b) The PIC sea is to ensure that current written emergency instructions are clearly displayed onboard and comprehensively understood by all persons onboard to cover the following: man overboard, fire, recovery from capsized, collision/flooding response, chain of command, response to piracy attack, helicopter transfer, boat transfer, abandonment of the vessel.

3. GENERAL SAFETY REQUIREMENTS

- (a) All equipment shall function properly, be regularly checked, cleaned and serviced and when not in use, be stowed on board in conditions in which deterioration is minimised. It shall also be readily accessible and ready for immediate use and be of a type size and capacity suitable and adequate for the intended use and size of the Boat.
- (b) All heavy items including but not limited to internal ballast and fittings (such as batteries, stoves, gas bottles, tanks, engines, outboard motors, sewing machines, etc.) and anchors, chain and rode shall be securely fastened so as to remain in position should the Boat be fully inverted 180 degrees.

3.1 Guests Safety: Pro-Am and In-Port Races

When the Race Committee (RC) is concerned that weather, sea or other conditions may impact the safety of the guests onboard for a Pro-Am or In-Port Race the RC shall meet with all PICs the morning of the day concerned to discuss the situation, following that meeting the RC shall decide which 'stage' is applicable for that day's racing, when the stage is agreed the decision will be posted on the [Noticeboard](#).

- (a)

Guidance on guest restrictions for In-Port Race day due to weather and sea conditions	
Stage 1	No change.
Stage 2	Guests may be behind the helm or in the companionway area.
Stage 3	The Boat shall have a chaperone to look after the guests, the chaperone shall comply with NOR 7.1.9, as if they were a guest.
Stage 4	There shall be no guests onboard.

- (b)

Guidance on race format and boat configuration for Pro-Am races due to weather and sea conditions	
Stage 1	No Change.
Stage 2	Restrict sail codes.
Stage 3	Sailing but no Pro-Am race.
Stage 4	Guests boat tour.
On a Pro-Am race day the RC may change the stage should the conditions change by alerting all Boats by VHF or verbally by a RC representative or an umpire.	

NOTE: THE OA RECOMMENDS THAT AS A MINIMUM LIFEJACKETS ARE WORN WHILE ON DECK BETWEEN SUNSET AND SUNRISE, WHILE SAILING WITH A REEF IN THE MAINSAIL AND WHEN THE TRUE WIND STRENGTH IS ABOVE 15 KNOTS. COMBINED LIFEJACKET AND HARNESSES THAT COMPLY WITH ALL OF THE ABOVE STANDARDS ARE PERMITTED. THE DILIGENT USE OF A PROPERLY ADJUSTED HARNESS IS REGARDED AS BY FAR THE MOST EFFECTIVE WAY OF PREVENTING MAN OVERBOARD INCIDENTS.

4. NOTICES TO PARTICIPANTS, LANGUAGE, TIMES.

- 4.1** There will be no physical noticeboard. The official "Noticeboard" shall be at [Noticeboard](#). The [public noticeboard](#) shall mirror the Noticeboard.
- 4.2**
- (a) Noticeboard:
https://app.smartsheet.com/b/home?lx=eNDAr_LUZse0xAMBgvdmRQ
 - (b) Public noticeboard: <http://www.volvooceanrace.com/en/noticeboard.html>
 - (c) Calendar: <https://app.smartsheet.com/b/home?lx=FSvr-dp1OvnsImYvDOttUw>
 - (d) Q&A 2017-18: <https://app.smartsheet.com/b/home?lx=ZZe98-xPkLkO2RWwtduMPA>
- 4.3** Notices to Participants shall be posted on the [Noticeboard](#) under the heading of: notices to Participants to confirm local starting areas, VHF channels and other general information.
- 4.4** Questions and their answers shall only be official when they are on the [Q&A 2017-18](#) site.
- 4.5** The official language for all Race matters shall be English. In the event of conflict with any translation, the English version shall prevail. The meaning of any word not defined in any of the Rules shall be by referenced to the Oxford English Dictionary (2009) – CD Rom Version 4.0 (Oxford University Press 2009).
- 4.6** Unless otherwise stated, all times in the NOR and SIs are local.

5. CHANGES TO THE SAILING INSTRUCTIONS.

- 5.1** Any change to the SI's prior to an In-Port Race, Pro-Am Race or Leg Start will be posted on the [Noticeboard](#) before 0800 local time on the day it will take effect, or while on a Leg transmitted to the Boats by Race Control.

6. DOCUMENTATION AND REPORTING

- 6.1** No later than 48 hours before the intended start time of a Pro-Am Race, In-Port Race or Leg each Participant shall supply the Organising Authority (OA) with:
- (a) The list of names and positions of the Crew Members, the Onboard Reporter (OBR) and the Guests who are to sail in that Pro-Am, In-Port, Race or Leg shall be entered or changed on the crew and guest lists for the applicable race [Crew & Guest Lists 2017-18](#).
 - (b) Any amendments or additions to the forms, declarations or certificates already held by the OA.
 - (c) The RC can accept late submissions under 6.1(a) or 6.1(b) if there is a good reason to do so.
- 6.2** No later than 1800hrs on the day before a Leg start the PIC shall supply the OA with:
- (a) An original signed declaration that the Boat has had a thorough inspection, necessary repairs have been carried out and that the Boat is adequately prepared to compete or to continue in the Race without any additional modifications. Documents with electronic copies of signatures are not acceptable.

(b) Any amendments or additions to the forms, declarations or certificates already held by the OA

6.3 When while Racing a Boat that acknowledges having infringed a Rule shall promptly inform race control of the nature of the infringement and the details.

Non-compliance with SI 6 may result in a report to the IJ.

7. SIGNALS MADE ASHORE

7.1 There will be no signals made ashore.

8. SCHEDULE OF RACES AND EVENTS

8.1 The dates and times of all Races and events will be in the [Calendar](https://app.smartsheet.com/b/home?lx=FSvr-dp1OvnslmYvDOttUw).
<https://app.smartsheet.com/b/home?lx=FSvr-dp1OvnslmYvDOttUw>

9. STARTING AREAS

9.1 The starting area shall when practicable be in the vicinity of the Race Village, with the priority on maximising the spectator experience both ashore and afloat. Boats will be notified of the approximate location.

10. THE START

10.1 The starting line will be between a staff displaying a green flag (with the word "START") on the race committee vessel at the starboard end and the course side of the port end starting mark.

10.2 Races will be started by using RRS 26.

10.3 In addition to RRS 29.1, individual recall notification may be broadcast by VHF. Failure to receive this additional information will not be grounds for redress, this changes RRS 62.1 (a).

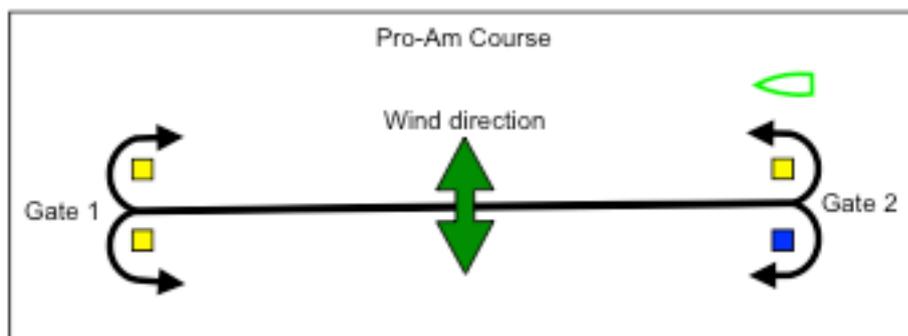
10.4 With the prior written approval of the OA: A Boat may start after the RC vessel, limit marks, and any turning marks have been removed. The Boat shall start in the immediate vicinity of the starting line as detailed in the Leg SIs addendum, round or pass all the marks (or their virtual position) in the order and direction contained in the Leg SIs. In the event the RC has used variable marks the Boat shall round or pass the positions as supplied by the RC.

10.5 When a Boat has completed the port section of the Leg and has rounded or passed the leaving mark as described in the Leg SIs addendum the boat shall send a screen shot of their course since starting and the time they estimate starting

11. COURSES

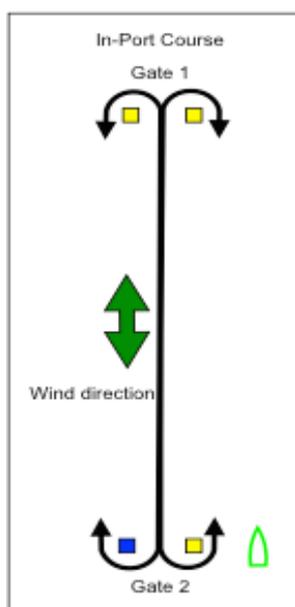
11.1 For a Pro-Am Race:

(a) Generally a reaching course through gate marks lasting approximately 20 minutes. This format maybe changed on the water by VHF for the M32 Pro-Am races.



11.2 For an In-Port Race either:

- (a) Windward leeward courses lasting approximately 60 minutes, or
- (b) A course to suit the confines of the Race Area and or to maximise viewing from shore.
- (c) Courses can be oriented for upwind or downwind starts.



11.3 The number of laps will be signalled by pennants:

- (a) Pennant 1 is one lap
- (b) Pennant 2 is two laps
- (c) Pennant 3 is three laps
- (d) Pennant 4 is four laps

11.4 The range and bearing of variable mark positions will be displayed on the Start boat and announced on VHF before the warning signal.

11.5 For a Leg:

- (a) For each Leg an addendum will be issued to describe the course.
- (b) Each Leg will commence with an In-Port Section of approximately 45 minutes.

- 11.6** On a Leg when areas of significant ice may impact the route a Boat may sail, the RC will identify the area as an exclusion area which, in the southern hemisphere, shall be left to starboard and in the northern hemisphere left to port.

12. MARKS

- 12.1** For In Port and Pro-Am races the start/finish pin will be a Blue/White raft mark with cube branding.
- 12.2** Gate 1 Marks will be yellow square raft marks with cube branding.
- 12.3** Gate 2 marks will be one yellow square raft mark with cube branding and the start/finish pin.
- 12.4** In the event that only one mark of a gate is in position the mark shall be left to port.
- 12.5** For a Leg: Marks will be a combination of inflatable buoys, GPS positions, Virtual Marks, navigational marks or buoys and landmarks. These will be identified in the Leg addendums.
- 12.6** In addition to RRS 34 when the race committee has failed to lay a mark, remove a mark, or failed to replace or substitute a mark. Boats shall use the approximate position of the mark as given in the Leg addendum as the position of the missing mark.

13. CHANGE OF COURSE

- 13.1** RRS 33 (a)(2) and (b) are deleted
- 13.2** To change the next leg of the course, the RC will move the original mark (or the finish line) to a new position.

14. EXCLUSION ZONES

- 14.1** For Pro-Am and In-Port races and for Leg starts: Marshalling buoys and or stake boats may be situated around the perimeter racecourse to exclude spectator boats from the racing area. These marks or stake boats do not have any relevance to Boats under the RRS.
- 14.2** In the Leg Addendums areas maybe described as Exclusion Zones, these zones will be formed by [virtual marks](#). Loxodromic lines between adjacent virtual marks shall form the zone.. A Boat shall not enter these zones.

15. THE FINISH

- 15.1** The finishing line will be between a staff displaying a flag (with the words "FINISH") on the race committee vessel and the finishing mark.
- 15.2** A Leg finish line may vary from SI 15.1 and will be described in the Leg addendum.

16. TIME LIMITS

- 16.1** For an In-Port Race 90 minutes
- 16.2** For a Pro-Am or In-Port Race a Boat finishing more than 15 minutes after the first finisher shall be scored DNF.
- 16.3** A Leg has no time limit.

17. PENALTY SYSTEM

- 17.1** Refer: SI 1.12 and RRS Addendum Q.
- 17.2** RRS 44.1 (b) is amended in that the penalty for causing injury, serious damage or gaining significant advantage by a breach shall be determined by the IJ.
- 17.3** RRS 44.2 is amended by adding: When on a Leg and Addendum Q no longer applies; a Boat may take a penalty in accordance with RRS 44.1 by taking a One-Turns Penalty or a Two Turns Penalty. A screen shot of the incident and the penalty turn(s) shall be sent to race control. The screen shot will be sent to the IJ.
- 17.4** During a Leg when a Boat acknowledges that it has broken a Rule on the water penalties may be applied. *These could be in the form of a forced decrease of boat speed, a points penalty or any other type of penalty that the IJ feels is appropriate.*

18. PROTESTS AND REQUESTS FOR REDRESS

- 18.1** Breaches of General SI's 2, 3, 6, 20, 25, 26, 27, 28, 29 and SI Attachment 1 Amendment 1, shall not be grounds for a protest by a Boat or a Participant. This changes RRS 60.1 (a).
- 18.2** Further to RRS 60.1 (a) a Boat that wishes to lodge a protest shall promptly inform the RC giving details of the incident and identify the protestee.
- 18.3** Addendum Q applies for the practice race, Pro-Am and In-Port Races and the in-port section of a Leg when so stated in the Leg Addendum.
- 18.4** For a Leg: a protest or a request for redress by a Boat for an incident in the racing area shall be emailed to protests@volvoceanrace.com or delivered to the local race office within 24 hours of:
- (a) The protesting Boat finishing; or
 - (b) The protesting Boat retiring from the Leg; or
 - (c) The protesting Boat suspending Racing and does not intend to continue Racing in that Leg.
- 18.5** For a Leg: a protest by the RC or the IJ for an incident in the racing area shall be emailed to protests@volvoceanrace.com or delivered to the local race office within 24 hours of:
- (a) The last Boat finishing; or
 - (b) The last Boat retiring from the Leg; or
 - (c) The last Boat that has suspended Racing and does not intend to continue Racing in that Leg.
- 18.6** Other RC or IJ protests shall be emailed to protests@volvoceanrace.com or delivered to the local race office within 30 hours after receiving the relevant information. This changes RRS 61.3.

- 18.7** Decisions of the IJ will be final as provided in RRS 70.5

19. SCORING

- 19.1** Refer NOR 23. RRS Appendix A shall be used as amended by SI 1.16,1.17,1.18,1.19,1.20.

20. OFFICIAL BOATS

20.1 Boats and team support boats shall keep clear of all boats displaying an Official Flag. The Official Flags are contained in SI Attachment 6.

21. EQUIPMENT AND MEASUREMENT RESTRICTIONS

21.1 Refer: Sailing Instruction Attachment 1, Amendment 1.

21.2 The hydrogenerator shall be used on each Leg as directed by the RC and notified per SI 4.3

22. SAILS

22.1 While Racing on a Leg a Boat shall carry on-board the following Race Sails, which shall only be used in accordance with the relevant part of VO65 Class Rule C10.

- (a) 1 x Mainsail
- (b) 1 x J0
- (c) 1 x J1
- (d) 1 x J2
- (e) 1 x J3
- (f) 1 x A3 (Gennaker)
- (g) 1 x Fractional Code 0 (FRO)
- (h) 1 x Masthead Code 0 (MH0)

22.2 While racing in a Practice Race or In Port Race a Boat may only carry up to one of each of the sails listed in SI 22.1. A Boat may not add or remove sails on board after leaving the dock immediately before the Practice or In Port Race.

22.3 While Racing in a Pro-Am Race a Boat may only carry on-board the following Race Sails, which shall only be used in accordance with the relevant VO65 Class Rule C10.

- (a) 1 x Mainsail
- (b) 1 x J1
- (c) 1 x J2
- (d) 1 x J3

22.4 When a Race Sail is removed from the Boat at a stopover it shall be taken to the Boatyard sail loft where it shall remain until it has been serviced. Depending on the available space in the sail loft the sails may be stored in the loft, the team's base or onboard the boat. Pre-Race Sails and Race Sails that are not being used may be stored in a place of the team's choosing.

22.5 While in a port, all sail repairs shall take place in the Boatyard sail loft or at another facility approved by the Boatyard manager.

23. CREW MEMBERS ONBOARD WHILE RACING

23.1 See NOR 9.

24. ONBOARD REPORTER

24.1 Refer: Sailing Instruction Attachment 5. [Noticeboard](#)

25. GUESTS ONBOARD

25.1 See NOR 11.

26. SUSPENDING RACING

26.1 On a Leg a Boat may suspend Racing under the following conditions:

- (a) When a Boat suspends Racing after the preparatory signal she:
 - (i) Shall report to race control as soon as possible the circumstances and her position where she suspended Racing
 - (ii) May use a propulsion engine, haul out or make fast until she resumes Racing. This alters RRS 45
 - (iii) May, before resuming Racing, remove garbage, use any equipment or receive help to effect repairs, but shall not take on food or other provisions without the prior permission of the RC. This alters RRS 41 and 47.1
 - (iv) Shall, before resuming Racing, return to the position where she suspended Racing and inform race control that she has resumed Racing.
- (b) A Boat that suspends Racing during the first 12 hours of the Leg shall not resume Racing for a minimum of two hours.
- (c) A Boat that suspends Racing after the first 12 hours of the Leg shall not resume Racing for a minimum of 12 hours.
- (d) On any other Leg a Boat may not suspend Racing within a 100 nautical mile radius of a Leg finish line.
- (e) A Boat may not suspend Racing on the last Leg.

27. COMMUNICATIONS WHILE RACING ON A LEG

27.1 Each Participant will be allocated three "white list" email addresses for the Participant to send emails directly to the Boat. All white list emails shall be cc'd to race.control@volvoceanrace.com

27.2 Any communication whether Boat to Boat or Boat to another station is only permitted via the satellite communications terminals or other devices provided by the OA. Data Communication through the Large and Small Voice and Data Antennae or mini-C is only permitted via race control. SI 19 amends RRS 41.

27.3 Internet access is not permitted.

27.4 Encryption is not permitted. This does not include normal signal encryption used by communication equipment provided or required by the OA.

27.5 Meteorological information may only be obtained from the OA and publicly broadcast

AM or FM radio transmissions. Meteorological information from the OA will be provided mainly in GRIB txt and image format and updated according to the nature of the product. These are available through race control. Additional information may be supplied, such as surface analysis charts, satellite images. Failure of the OA to have available, or of Boats to receive, meteorological information shall not be grounds for redress. This amends RRS 62.1(a).

27.6 Any lidar, sodar or other devices capable of measuring wind speed or direction outside a vertical cone in body axes with a semi angle of 30° or any device capable of measuring wind speed and/or direction outside a cylinder formed by the yacht's shear-line extending to a point three meters above the masthead of a yacht is not permitted.

27.7 Unless specifically permitted in SI 27, the receiving of e-mails from FTP-to email, Internet-to-email, WWW-to-email or email subscription services (paid or unpaid) is not allowed.

27.8 Power and testing.

(a) In a Haul-out Stopover from the time the Boat goes back in the water the FB 250, 2 Inmarsat mini-C units, WTP3, GPS sensors, media desk and back up wired in tracking units shall be activated and remain switched on until the Boat has docked after finishing the next Leg, unless instructed to turn them off by the RC.

(b) In a non-Haul-out Stopover the FB250, two Inmarsat mini-C units, WTP3, GPS sensors, media desk and the wired in back up tracking units shall be activated and remain switched on unless instructed to turn them off by the RC.

(c) Testing of the FB 500 may also be requested prior to the start of the Leg.

(d) The FB250 shall remain active and powered on at all times while Racing and at other times when requested to be powered on by a representative of the OA.

(e) If the activation is not possible or any of the units cease functioning, the Boat shall immediately inform race control and if possible the RC and the BY of the reason and the Boat shall use its best endeavours to re-activate the affected units. The RC and the BY will use its best endeavours to assist in the re-activation failure of the RC to rectify the problem will not be grounds for redress this changes RRS 62.1(a).

27.9 All Inmarsat Services

(a) Any liability incurred by a Boat for use of the Inmarsat system not using Stratos/Xantic beyond that required by the rules and in excess of the allowance made by the OA will be charged to the boat.

(b) The maximum total weather download quota is 5.5GB. Excess usage over this allowance may be charged to the Team.

27.10 While Racing on a Leg:

(a) All Sat-phone communications on and off the boat are monitored by Race Control. Participants shall supply the name of the caller or person called and the purpose of a call if requested by Race Control.

(b) Only one team mobile phone with a SIM card inserted may be onboard after the Boat departs the dock on Leg start day, the mobile phone number shall be provided to race control.

- (c) Prior to Racing the mobile phone shall be sealed in the plastic container provided by the OA and shall remain sealed while Racing. The seal shall be photographed applied over at least two of the cases latches and transmitted to race control within four hours of the Leg start.
- (d) iPad's, tablet PCs, mobile phones or similar devices capable of using SIM cards or similar shall have the SIM cards removed and the aperture will be sealed prior to the Boat leaving the dock by a member of the RC or an equipment inspector.
- (e) When the communication is through an internal modem or similar the modem shall be permanently disabled.

27.11 The AIS shall remain powered on and transmitting at all times while Racing.

28. POSITION REPORTS ON A LEG

- 28.1** Race control will attempt to send a fleet position report in .TXT format to all Boats at approximately six hour intervals. Failure to receive such information is not grounds for redress. This changes RRS 62.1 (a).
- 28.2** Should Boat's automated position reporting fail, the Boat shall report its position to race control, giving, course, boatspeed, windspeed and direction at 0045 or 1245 UTC until the equipment is repaired or until the Boat finishes.

29. MEDIA REQUIREMENTS WHILE RACING

- 29.1** While Racing the PIC or Navigator shall send a written report suitable for publication by e-mail to Race Control of no less than 100 words every 48 hours
- 29.2** While Racing a Crew Member shall not refuse any reasonable request for media content from an OBR.
- 29.3** Any effect of fulfilling these requirements shall not be grounds for redress. This changes RRS 62.1(a).
- 29.4** The OA may require media representatives to go onboard after the finish of a Pro-Am In-Port Race or a Leg.

30. EVENT ADVERTISING

- 30.1** See the Branding Manual and the VO65 Class Rule Appendix G. [Noticeboard](#)

31. TEAM SUPPORT BOATS

- 31.1** Each Boat may only have one support boat in the racing area.
- 31.2** Support boats must not interfere with official boats or a Boat from other teams.
- 31.3** When there is a spectator exclusion zone in place for an In-Port Race or Leg start, team support boats will remain close to the exclusion zone line (within 20 meters) from the preparatory signal until the start signal. During this period team support boats shall not interfere with Boats or any RC or media boats performing their duties. After the start, team support boats are permitted to move along the exclusion zone line (within 20 meters), but must not interfere with Boats, RC boats or media boats. Support Boats are not permitted to drive into, or cross the course while any Boat is racing unless they have specific permission from the RC.
- 31.4** At all times team support boat drivers will follow the instructions of the RC Chief Marshal. Team support boats in breach of SI 31 may have their privileges removed by the RC, or a report sent to the IJ who may call a hearing and award penalty points to the associated Boat.

END