



OPTIMIST ITALIA KINDER JOY OF MOVING TROPHY 2021  
STAGE 1 – CAMPIONE DEL GARDA  
30 APRIL - 2 MAY 2021

## SAILING INSTRUCTIONS

*In the event of a conflict between the Text in Italian and the Text in English, the Text in Italian will prevail*

### PREMISE FOR COMPETITORS' ESCORTS

#### BASIC PRINCIPLE:

#### **Sportsmanship and the Rules**

In the Sport of vela, competitors are governed by a set of rules that they are expected to observe and enforce. A fundamental principle of sportsmanship is that when aboard in a race and is not exempted it must promptly perform an appropriate penalty or appropriate action, which may also be withdrawn.

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The above principle is the first teaching to be transmitted by sailing educators, whatever their specific task, to their learners. Teaching young people is essential!

In this event, even before the regatta officers have intervened to sanction possible violations of the rules by the participants, the escorts (team-leaders, coaches, instructors, etc.) must promptly intervene, inducing those of their participants who have violated a rule to perform the expected penalty, or, as the case may be, to withdraw from the test or event having, also and in any case, the precaution of not generalizing the withdrawal to all your accompanied.

A1 Organizing club: Univela Sailing in collaboration with Società Canottieri Garda Salò, on behalf of the FIV. By decision of the Organizing Committee, some competitors will be located at the Acquafresca Yacht Club; the choice will be communicated directly to the interested parties.

[DP] [NP] THE "PROTOCOL REGULATING MEASURES TO COMBAT AND CONTAIN THE SPREAD OF COVID-19 IN AFFILIATED SPORTS CLUBS AND ASSOCIATIONS" WILL APPLY, an existing version - from here on referred to as "PROTOCOL". The penalty for an infringement of the "Protocol" may be at least 20% until disqualification, depending on the seriousness of the infringement committed. The percentage will be calculated against the boat's arrival position in all tests of the day the infringement was committed, or with respect to the position acquired on the day closest to when the infringement was committed.

#### **ABBREVIATIONS**

The following abbreviations are used in these Regatta Instructions:

- C.I.- International Code of Signals
- CdR - Regatta Committee
- CdP- Protest Committee
- CT - Technical Committee
- IdR- Regatta Instructions
- RRS Regatta Reg. W.S. 2021/2024
- SR- Regatta Secretariat
- RCO- Optimist Class Rules
- AO- Organizing Authority

Dp	Rules for which penalties are at the discretion of the protest committee
Np	Rules that cannot be the subject of boat versus boatprotest: supplementing and modifying RRS 60.1 a)
SP	Rules for which the CoR can award a standard penalty without hearing (Edit RRS 63.1 and A5)

## 1 RULES AND ORGANIZATION

- 1.1 The event will be governed by the "Rules" as defined in the Regatta Rules (RRS) 2021-2024.
- 1.2 The FIV Regulations for National Sports Activity Organized in Italy 2021 are to be considered a Rule.
- 1.3 RRS 61. 1. 'Inform the Protested' shall be amended as follows:
  - 1.3.a Add to RRS 61.1 (a) 'The Protestant boat shall inform the CoR of the boat/boat it intends to protest on the finish line immediately after arriving.'
- 1.4 RRS 40 and the preamble to Part 4 shall be amended as follows:
  - 1.4.(a) The first sentence of RRS 40 shall be deleted and replaced by: "Each competitor shall always wear a personal flotation device (PFD) in the water in accordance with RCO 4.2 (a), except for a short time while changing or aging personal clothing or equipment. Diver wetsuits or watert pond wetsuits are not personal flotation devices"
  1. 4. (b) Add to the preamble to Part 4 after "in regatta": "except RRS 40 as amended by Instruction 1.4.a."
- 1.5 Appendix "P" of the RRS (Special Procedures for Rule 42) will be in force.
- 1.6 No individual advertising is allowed at the event. Competitors are required to display advertising by the organizing authority within the limits of Regulation 20 W.S.

## 2 CAMERAS AND ELECTRONIC EQUIPMENT [NP][DP]

2. 1 The AO may require boats to bring cameras, equipment or equipment on board to record the location. Information arising from the presence of such equipment should not be used by a boat as evidence during a hearing. This changes RRS 63.6.
- 2.2 [NP][DP] The equipment supplied, once installed on board in accordance with the AO's instructions, shall not be handled in any way by the competitor or a supporting person, unless requested by the AO.

## 3 NOTICES TO COMPETITORS AND CHANGES TO IDR

- 3.1 Any changes to the IdR, made by the CoR, the CT and/or CdP and other Press Releases for competitors will be published in the Official Register of Press Releases placed on the event website [at the following link https://trofeokinder.optimist-it.com/?page\\_id=360](https://trofeokinder.optimist-it.com/?page_id=360) up to 2 hours before the warning signal of the first test scheduled for the day. These changes will be an official communiqué for all competitors, who have the burden of
- 3.2The time of the warning signal of the first test of the day for the following days, will be announced by a press release published in the Official Register of Press releases placed on the event website [at the following link https://trofeokinder.optimist-it.com/?page\\_id=360](https://trofeokinder.optimist-it.com/?page_id=360) by 7.00 pm on the day before the one in which it will take effect; in case of non-communication, the time of 12.00 will be confirmed.
- 3.3 When a visual signal is exposed above the identifier of a battery,that signal applies only to that battery. This changes the preamble Regatta Signals.
- 3.4 The signals made on the ground will be exposed to the signal tree placed on the terrace of the host circles.
- 3.5 [DP][NP] On the days of the event where rehearsals are scheduled, the boats will not have to leave the Area assigned to them until flag D is displayed. If flag D is displayed with a battery identifier, only the boats in that battery will be able to leave the seats assigned to them and go into the water. The warning signal or other signal will be displayed no less than 45 minutes from the display of flag D and in any case not before the scheduled or deferred time, which of the three is the later
- 3.6 [NP][DP] Competitors will have to comply with any request made by a UdR
- 3.7 [NP][SP] Competitors must wear Bibs with the Kinder Joy of Moving logo. In the event of non-exposure,



discretionary IVF penalties will be penalised as shown in the table.  
3.8Rs 90.3(e) will be in force.

#### 4 FORMATO AND CARRYOUT REGATTAS

- 4.1 In compliance with the FIV Regulations for Organized Sports Activity in Italy 2021 "Optimist Class", if the regatta is carried out with the battery system, following a special press release from the CoR, the additional IDRs described in addendum – A of these Instructions apply.
- 4.2 The Fleet "Division A", is reserved for those born in 2006-2007-2008-2009-2010 and 9 tests are planned. No more than 3 tests will be raced perday.
- 4.3 The Fleet "Division B", reserved for those born in 2011-2012, is scheduled for 9 tests. No more than 3 tests will be raced per day.
- 4.4 The Warning Signal of the first test of the first day will be displayed at 12.00 pm on April 30, 2021.
- 4.5 The Warning Signal of each subsequent test of the day will be given as soon as possible.
- 4.6 On the last day of regattas no departures will be given after 4 pm. If a sequence of departures of a battery of a racing class started before that time, the time limit for the next battery to start will be extended by 20 minutes.

#### 5 TOW AND CONTROL CERTIFICATE [NP] [DP]

- 5.1 All vessels must have a valid Certificate of Toness or Conformity.  
Hull, sails, equipment and equipment used during the race must already be tossed.  
All boats must regatta with the sailing number on the torch certificate. Any changes may be authorized by the CT or in his absence from the CoR, only for breakage or damage after verification of the damage by the same CT or in his absence from the CoR.

#### 6 LOCALITY AND REGATTA PROGRAM

The regatta will take place in the waters in front of Campione del Garda on April 30, 1 and 2 May, with the following calendar:

April 30 ,– REGATTAS

May 1 – REGATTAS

May 2nd - REGATTAS

All visual reports will, if possible, be supported by sound reports

First test of the day:

Raised flag of class OPTIMIST WHITE or Battery Color (FLEET warning Division A)- 5'

Letter "U" or "BLACK" (preparatory)- 4'

Letter "U" or "BLACK" (last minute)- 1'

Lowered flag of class or color Battery(departure) - 0'

Yellow OPTIMIST class flag raised or Battery Color (Fleet Warning Division B)- 5'

Letter "U" or "BLACK" (preparatory)- 4'

Letter "U" or "BLACK" (last minute)- 1'

Lowered class flag or Battery Color (departure)- 0'

Award ceremony at the end of the tests.

#### 7 CLASS FLAGS

7.1 The warning sign, in the case of a fleet regatta, will be the Optimist class flag; but in case of battery racing it will be a flag of the color of the group called starting as defined in Addendum A, or as better defined by the Organizing Committee, before the start of the tests in time to deliver the colored tapes to the competitors.

7.2 For both fleets, if there are fewer than 80 competitors in each category present at the event, the race will not



be raced by dividing competitors into batteries. Starting from 91 competitors, for the Division A category, the race will be raced, with batteries as described in the "Addendum A" to these IdRs. For category B, division above 110 participants will be mandatory. If the system with three starting boats is used, the number of fleets will be increased at the CoR's discretion.

7.3[NP] [DP] In the case of battery regattas boats will have to display a colored ribbon corresponding to the color of the fleet, permanently fixed during the regattas of the day and free to wave from the back end of the peak. The tapes will be provided by the organizing committee.

## 8 REGATTA AREA

The regatta will take place in the area indicated in the map of Appendix 1 of these IDs.

## 9 COURSE

The drawing in Appendix 1 of these IdRs shows the path with the order in which the Buoys will be turned and the mandatory side of each Buoy.

While doing the aft side 2-(3s/3d) competitors will have to pass outside the finish line.

The gate (3s-3d) can be replaced by a single buoy that must be left on the left.

When the gate is laid and a buoy of the gate is missing and is not replaced as described in RR 34 then the remaining buoy must be left to the left. This changes the RR 34.

The CoR will try to achieve a journey duration of about 50 minutes. A different duration may not be the cause of a repair request (as a change to Regs. 60.1 (b) and 62.1 (a) RRS).

A partial modification of rule 32 RRS: the path can be reduced but only at the completion of the third side.

## 10 MARKS

12.1 Buoys 1, 2, 3s and 3d will be: cylindrically shaped inflatable floats of orange/red color

12.2 The arrival and departure buoy will be official CDR vessels.

12.3 Waiting Area Buoys will be Yellow

## 11PARTENCE

11.1The starting line will consist of the connection between the ORANGE flag rods placed respectively on the CoR vessel at the right end of the line and on the boat against starter at the left end of the line. In the case of the use of three CoR boats, the signals will be hoisted on the boat positioned in the center, and the line will be bordered by the orange flags placed on the three boats.

11.2A boat that departs more than 4 minutes after its departure signal will be classified as DNS without hearing (this changes regs 63.1, A4 and A5 RRS).

11.3The warning signal will be given in accordance with the provisions of point 7 above.

11.4To warn the boats that a test or test sequence will begin soon, the orange flag will be displayed, with a sound signal, for at least five minutes before the warning signal is displayed.

11.5A modification of Rule 26, the Preparatory Signal can only be the "U" Flag or the "Black" Flag.

11.6(DP) After the display of the warning signal of the first fleet, in the case of a battery regatta, non-departing boats will have to wait in the waiting area. Boats will be able to approach the starting line after the departure signal of the previous fleet.

11.7 [DP] Boats that have arrived must return directly to the waiting area or ashore, keeping well away from the regatta boats or those for which the warning signal has been exposed.

11.8 available

11.9[DP] A buoy may be moored on the mooring chain or top or spun aft of the CoR's departure vessel. Boats should never pass between this buoy and the CoR's departure boat. This buoy(s) must be considered an integral part of the anchorage system of the committee vessel.

## 12 CHANGE OF ROUTE

12.1To change the next side of the route, the CoR will place a new buoy (or move the finish line) and remove the original buoy as soon as possible.

12.2With the exception of the gate, the boats shall pass between the Committee vessel signalling the change of



route and the nearby buoy, leaving the buoy on the left and the committee boat on the right.

### 13 ARRIVAL

The finish line will consist of the link between the blue flag rod placed on the boat intended for arrival, and the arrival buoy or Counter Finish Boat with hoisted Blue flag.

### 14 PENALTY SYSTEM

- 14.1 [NP] [DP] A boat that has self-penalised or withdrawn in accordance with RRS 44.1 will have to fill in and deliver to the SR the relevant form within the time limit for protests.
- 14.2 The penalty for RCO infringements will be a standard penalty (DP) which changes RRS 63.1 and may also constitute less than disqualification.
- 14.3 IdRs marked with [D P] maybe less than disqualification if the CdP decides so.
- 14.4 Appendix "P" of the RRS (Special Procedures for Rule 42) will be in force.

### 15 TEMPO LIMIT AND TARGET TIME

15.1 The time limit and the target in minutes are as follows:

Time Limit	Limit time buoy 1	Target time
90 minutes	30 minutes	50 minutes

- 15.2 If the first competitor does not pass buoy 1 within the time limit of buoy 1, the test will be cancelled. Errors in measuring the time limit or not allowing it to be achieved do not entitle you to repair, this changes rule 62.1(a).
- 15.3 Vessels that do not arrive within 20 minutes of the arrival of the first vessel will be classified as DNF without hearing. This changes Rules 35, A4, and A5.

### 16 PROTESTE AND REPAIR REQUESTS

- 16.1 Correct requests for correction for alleged errors in the compilation of published rankings should be submitted directly to the CoR, by competitors, through the Racing Rules of Sailing application at the [link](https://www.racingrulesofsailing.org/scoring_inquiries/new?event_id=1806) [https://www.racingrulesofsailing.org/scoring\\_inquiries/new?event\\_id=1806](https://www.racingrulesofsailing.org/scoring_inquiries/new?event_id=1806) According to Reg. 90.3(c) material errors of recording and/or transcription of the results will be verified and corrected by the CoR.
- 16.2a.
- 16.3 Protests and requests for repair or reopening must be submitted within the appropriate time limit.
- 16.4 Any competitor who has awarded a penalty under RRS 44.1, that you have retired for committing an infringement of the rules, that you wish to be considered as retired (RET) after cutting the finish line or that you have physically failed to withdraw for receiving a penalty pursuant to the P2.2 or P2.3 rules (second or additional penalties for violations of rule 42), you will have to fill out the form on the Racing Rules of Sailing application at link [https://www.racingrulesofsailing.org/penalty\\_reports/1806/event](https://www.racingrulesofsailing.org/penalty_reports/1806/event) In case of non-presentation the penalty can also be considered as unperformed.
- 16.5 The time limit for the submission of the protests or form referred to in the previous point is 60 minutes after the arrival of the last boat in the last test of the day or from the CoR signal indicating that no further regattas will be run today, whatever the later date. The CoR or the CoP may comply with the formality of informing the boat that they intend to protest under reg. 61.1(b) RRS both verbally and by notice published in the Official Register.
- 16.6 Possibly within 30 minutes of the deadline for protests, the hearing calendar will be published on the Racing Rules of Sailing application at link <https://www.racingrulesofsailing.org/documents/1806/event?name=1-tappa-trofeo-kinder-joy-of-moving> to inform interested parties of hearings in which they are parties or appointed as witnesses. The hearings will be held in the Jury Room, located in the dedicated room of the Circle. No hearing will begin after 9 p.m.
- 16.7 A list of boats penalised or disqualified under Appendix P rules for infringements of Reg. 42 RRS will be published in the Racing Rules of Sailing application at link <https://www.racingrulesofsailing.org/documents/1806/event?name=1-tappa-trofeo-kinder-joy-of-moving>



16.8 Infrations of idrs identified by the symbol (NP) cannot be the subject of boat-versus-boat protests. This changes RRS 60.1(a).

16.9 On the last day of the regatta, a repair request based on a Decision of the CdP must be delivered no later than 30 minutes after the decision has been published in the Official Register placed on the Racing Rules of Sailing application at link <https://www.racingrulesofsailing.org/documents/1806/event?name=1-tappa-trofeo-kinder-joy-of-moving> This modifies RRS rule 62.2.

## 17 SCORE

17.1 The ranking will be drawn up on the basis of Appendix "A" RRS minimum score and the FIV Regulations for Sports Activity Organized in Italy 2021.

17.2 It is required at least to carry out two valid tests so that the regatta is taken into account for the final classification of the Optimist Italia Kinder Joy of Moving circuit

17.3 In the case of battery regattas, RRS A4.2 is modified so that the scores are based on the number of boats assigned to the largest fleet. If at the end of the last day of the race some boats have run more tests than the others, the results of the most recent regatta will be excluded so that the result for all boats is based on the same number of races.

17.4 The ranking will be drawn up on the tests completed with the following type of deviation:

1 to 3 tests no waste,

from the completion of the 4th test the worst score will be discarded, even if the race will be run on batteries.

## 18 SAFETY REQUIREMENTS (NP) (DP)

18.1 A boat that withdraws must inform the CoR or SR as soon as possible by filling in the appropriate form on the Racing Rules of Sailing application at the link [https://www.racingrulesofsailing.org/penalty\\_reports/1806/event](https://www.racingrulesofsailing.org/penalty_reports/1806/event)

18.2 In the event that, upon return, the letter "B" is hoisted, accredited coaches must communicate the return of all their athletes on the digital form present at the following link <https://forms.gle/6SS8sphBYBFo4sCy8> . In the event that a boat is not on the lists, it will receive a 5% penalty in the race closest to the infringement calculated as per RRS 44.3(c).

All team members may be penalized at the cop's discretion for each regatta on the day that support people have not complied with this IdR. This changes RRS 63.1. The CdP may also convene a hearing with the coach, team leader, escort etc. and revoke his accreditation or, in any case, act in accordance with RRS 64. 5.

18.3 Competitors requesting assistance from rescue boats must whistle to call attention and shake an arm with their hands open. If assistance is not requested, the arm must be shaken with the fingers of the hand clenched. If considered necessary, the competitor may be required to abandon the boat and get on the rescue vehicle. In this case, a red and white ribbon will be applied to the abandoned boat so that it is known that the crew has still been rescued. The CoR reserves the right to assist competitors who, in its opinion, need assistance, regardless of whether this has been requested by the competitor. This cannot be the subject of a repair request and changes RRS 62.1(a).

18.4 According to RRS 37 the radio channel is the 74 VHF. When the CoR exposes the CS letter "V" with repeated sounds, all official and support boats will have to listen to the CoR on the channel for any competitor search and rescue instructions

18.5 The meeting point in case of emergency is located near the terrace of the Host Circles, where assistance will be given. If for any reason the boats should take land at a different point on the coast than the area planned near the Organizing Club, they must immediately inform the Coordinator/Head of Safety at Sea, Tristano Vacondio at the phone number +393515001660 or the SR at the following phone number +390365791102

18.6 (DP) (NP) If the "Intelligence on H" or "N on H" signals are exposed in water, all boats must return to the ground and wait for instructions and display of the "D" flag before returning to the water.

## 19 REPLACEMENT OF DAMAGED MATERIAL

19.1 The replacement of damaged or lost equipment may be allowed only upon request, submitted on the Racing Rules of Sailing application at link



[https://www.racingrulesofsailing.org/equipment\\_substitutions/1806/event?name=1-tappa-trofeo-kinder-joy-of-moving](https://www.racingrulesofsailing.org/equipment_substitutions/1806/event?name=1-tappa-trofeo-kinder-joy-of-moving) and duly reasoned and approved in writing by the CT or in his absence from the CoR.

Replacement requests must be submitted to the CT or in his absence to the CoR at the first reasonable opportunity.

- 19.2 The replacement of damaged material may be permitted provided that both the damaged material and the replacement element have been examined by the CT or in its absence by the CoR.
- 19.3 If the replacement takes place between tests, the CT must be informed or in his absence the CoR in the water; both damaged and replacement material must be presented to the CT or CoR by the end of the presentation of the day's protests. In this case the replacement is subject to the approval of the CT or in his absence of the CoR in retroactive form.
- 19.4 The hull can only be replaced as a result of non-repairable damage affecting the safety of navigation and with the consent of the CT or in his absence of the CoR (in any case it must follow the provisions of this Rule 5 of the IdR).

## 20 OFFICIAL AND ACCREDITED BOATS

20.1 Official boats will be identified as follows:

boat	flag
Committee vessel	White flag with black or red "RC"
CoR boats (perches, assistance, etc.)	White flag with black or red "S"
CdP boats	Yellow flag with black "J" or letter "J" of the CIS
Boat medical assistance	White Flag with Red Cross
Boat Technical Committee	White flag with black "M"
Support boats	Numbered accreditation flag
Official AICO Dinghy	Flag of the Class Association

20.2 Other accredited boats will be identified as follows:

press	White flag with black "P".
Parents and parents	Numbered accreditation flag

## 21 SUPPORT STAFF BOATS

- 21.1 Support persons to obtain permission to sail in the Area reserved for them as per Appendix 1 of the IDs must be accredited to the AO by declaring to which boats they are connected, the acceptance of the rules concerning them as written in these IDs, will receive a written permit and an identification sign to be displayed on their vehicles. Starting from the hoist of the warning signal of the first battery starting and during the departure phases (i.e. until all the batteries have started) the vehicles must be in the Waiting Area bordered by buoys, leeward to the starting line.
- 21.2 [DP] An irregular behavior may lead either to a verbal recall notified immediately in the water and, upon return to the ground, to the official register of the Press Releases or to the withdrawal of the mark with consequent prohibition to go into the water or to refer the person responsible for the vehicle to the Federal Prosecutor.
- 21.3 [NP] In addition to the provisions of 21.1 above, support personnel shall remain outside the regatta area until all batteries in that test have arrived or the CoR reports a postponement or cancellation. To observe a test, support boats can move from leeward to wind through the left side keeping well outside the boundary of the exclusion zone, i.e. about 100 meters from the regatta area. The support boats can, after the last departure of the last battery, move between the waiting area and the areas placed at the arrival crossing the central channel. Support boats must not pass through and stop at either the finish line or within the inspection and rest area (rectangle 50x100 mt. see drawing). When a CoR member or CoP member signals a support boat to move further away from the regatta area, this boat will have to do so immediately. This

does not apply where there is a need to assist or rescue a boat in distress.

- 21.4(DP) Vessels associated with those who break these instructions may be disqualified or subject to other sanctions at the discretion of the CoP, in accordance with RRS 64.5 (b).
- 21.5 [NP] [DP] Competitors shall not approach any vessel other than an official vessel (see IdR 20.1) from their first warning sign of the day and until they have arrived in the last test of the day or the CoR has indicated that no further tests will be carried out on that day, whatever the later date.
- 21.6 To supplement the IVF italic "N above Intelligence": "All accredited means must help the organization's vessels in safety operations and provide maximum assistance to all competitors".
- 21.7 Coaches are advised to have a working VHF device and register their telephone number for urgent communications at the secretariat.

## 22 ECOLOGICAL RULE [NP][DP]

Underlining the Basic Principle of RRS "Environmental Responsibility" it is invited to deliver the waste to the official escorts or boats

## 23 GROUND SPACE ALLOCATION [NP][DP]

Where provided, the boats must be kept in the seats assigned to them in the different competing boat fleets assigned by the AO.

## 24 RADIO COMMUNICATIONS.

A boat shall neither receive nor transmit radio communications that are not available to all competitors, except in emergency conditions or when using equipment made available by the CR. This restriction also applies to mobile phones and smartphones. An infringement of this rule may result in a procedure under RRS 69 for grossly inconvenient conduct.

## 25 RESPONSIBILITIES

As per fundamental rule 4 participants in the regatta, referred to in these IdR, take part in the same under their full and exclusive responsibility, the competitors are solely responsible for the decision to take part or continue the race. The Organizers decline any and all responsibility for damages that may be suffered by people and/or things, both on land and in the water, as a result of their participation in the regatta. It is up to the competitors to decide according to their abilities, the force of the wind, the state of the sea, the weather forecasts and everything else must be foreseen by a good sailor, whether to go out to sea and participate in the regatta, to continue it or to give up.

## 26 PHOTO AND/OR TV RIGHTS.

Competitors grant full rights and permission to the AO to publish and/or broadcast through any media medium, any photograph or filmed footage of persons or boats during the event, including but not limited to, television commercials and anything that may be used for its own editorial or advertising purposes or for printed information.



## ADDENDUM – A

### Special Instructions for Regattas and Batteries

*When the regatta is carried out with the battery system, the following additional IDs apply.*

#### A1 - UNFOLDING

- The regatta will take place with the "A" battery system (two colors) provided for by the IVF Regulations.
- Registered competitors will be divided into two draw batteries (if programs, such as ZW, have the random split system this is accepted as a draw).
- The CoR assisted by Federal Technicians or Coaches appointed for this purpose may move competitors of their own motion if the system leads to an unbalanced presence of athletes from the same Club or Zone or for any other technical reason. Against any situation created by the above it will not be possible to ask for repair (change to the reg. 60.1.b RRS).
- For the purposes of the classification, each test consists of two batteries. For the test to be valid both batteries must result with a regularly contested and classified regatta. If it is not possible to complete one of the two batteries, the test will also be automatically cancelled for the other battery.
- The boats will be re-assigned in the groups after each day of regatta following the scheme described below, using the Provisional Classification available at 8.00 pm, without taking into account protests or repair requests decided or modified after that time. If the number of tests is not the same, the groups will be redone on the basis of a provisional ranking calculated until the last test completed by both groups.

group	at	b
tape	blue	yellow
Provisional ranking	1	
		2
		3
	4	
	5	6
		7
	8	
	9	10
		11
	12	
	And so on	

- In practice, the batteries will be re-ordered by assigning the first of the classification to group A, the second to group B, the third to group B, the fourth and fifth to group A, the sixth and seventh to group B, and so on.
- If the number of regattas per battery is not the same, the following day we will start by completing the missing regattas by recovering the battery in arrears. We will then continue with the new groups by changing the tapes at sea.
- In the event of a single test on the first day, the competitors will be randomly reassigned.
- A vessel declared BFD in a test not completed, for any reason, will not be allowed to start in the following test even if the colors are re-assigned.
- If a battery does not finish the series, the missing battery test will be recovered the next day. Recovery is not to be considered among the three tests scheduled.

#### A2 - MAXIMUM TIME (for each battery see point 15 of these IdR).

#### A3 - STARTING SIGNALS (replacing the third paragraph of point 13).

- The WARNING signal of the 2nd battery (of the test) will be insoxed as soon as possible after the valid start of the 1st battery (of the test); the departing vessels must therefore be kept in the vicinity of the departure area.
- Attention should be paid to the signals because the CoR has the authority to reverse, for whatever reason, the starting order.

#### A4 - DISTINCTIVE FLAGS OF BATTERIES( the organizing committee can change the colors)

The batteries will be marked as follows:

- Group "A" (DIVISION A)
- RECTANGULAR FLAG GREEN as Warning Signal; green ribbon that should be applied to the back of the peak as a battery identifier.
- Group "B" (DIVISION A)
- white rectangular flag as warning signal; white ribbon that should be applied to the back of the peak as a battery identifier.
- Single Fleet (DIVISION B)
- RECTANGULAR FLAG ROSA as Warning Signal; Pink ribbon that should be applied to the back of the peak as a battery identifier.

