



Welcome to the
Willkommen zum
Dobro došli na

13. Round Palagruža Cannonball

23/10 until 30/10/2021

Organising Authorities:
Yacht Club Biograd
Nautikverein sail attack



Race Officer
Dragan Penjalov

Race Committee
Dragan Penjalov
Franjo Jurić
Herbert Koblmiller

RPC Regatta Telephone, Race Committee and status SMS: 0043 664 110 7000

Safety Team Emergency Number: 0043 664 122 8000

MRCC – Maritime Rescue Coordination Centre: 195 (or: 112)

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Sailing Instructions for the 13th Round Palagruža Cannonball 2021

1. REGISTERING / ENTRY TO THE RACE

- 1.1 Saturday, 23/10/2021 from 6pm until 7pm¹ registration in the Konoba „GUSTE“ opposite the Marina Kornati Biograd. You will get the regatta papers, and the satellite trackers. We kindly ask for a deposit of € 100,- in cash for the trackers.
- 1.2 Participation on the regatta is permitted for people with a valid EU Digital COVID Certificate² only. Those who have not already sent their vaccination certificate to the organizers will have to show their Digital COVID Certificate before registering.
- 1.3 At the registration FFP2 masks are mandatory.

2. BRIEFING

- 2.1 Monday 25/10/2021 at 9am: Skipper's briefing in the Marina West in front of the Pitter container.

3. CHANGES TO THE SAILING INSTRUCTIONS

- 3.1 Any change to the sailing instructions will be posted before the Skipper's briefing on 25/10/2021 at 9am.

4. NOTICE TO THE COMPETITORS – “THE NOTICE BOARD”

- 4.1 There will be no „Notice Board“. Notices to competitors will be posted on the website: <https://roundpalagruza.at/rpc-2021-schwarzes-brett/>

5. SIGNALS MADE ASHORE

- 5.1 There will be no signals made ashore.

6. RULES

Preamble: The fairness and spirit of the Round Palagruža Cannonball demand that, if you think you might have found any not clearly stated regulation which could be interpreted in a beneficial manner for your own team, or if you are uncertain how to interpret a specific rule, you are obliged to ask the race committee about this rule before!

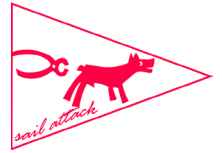
In this Sailing Instruction, the word „shall“ means „has a duty to,“ the word „must“ means „is required to,“ and the word „may“ means „is permitted to.“

- 6.1 The RPC will be governed by the Racing Rules of Sailing (RRS 2021-2024) of World Sailing, the Notice of Race and the One-Design rules of the Austrian Sailing Federation (ÖSV Einheitklassen Regeln), except as any of these are altered by these Sailing Instructions (SI). The Anti-Doping Code of the Austrian Sports Organization (BSO) is applied.
- 6.2 The official languages of the event are German and English. In case of a conflict between languages, the German text (if available) will take precedence.
- 6.3 The racing rules are supplemented and changed as follows:
 - The keep clear distance to other boats and the reaction time to give a burdened boat for a safe maneuver to keep clear, has to be extended widely, according to the view at night sailing and the weather, wind and wave conditions!
 - The use of autopilot is permitted for double handed teams. (Add. RRS 52)
 - Jackstays shall be mounted by the participants between aft cleat and bow cleat on every boat.³

1 In this Sailing Instruction Time is given by local time (MESZ = UTC + 2 hours), if not otherwise mentioned

2 https://ec.europa.eu/info/live-work-travel-eu/coronavirus-response/safe-covid-19-vaccines-europeans/eu-digital-covid-certificate_en, only PCR-tests will be accepted.

3 Jackstays are not delivered by the charter company. Teams have to bring and mount their own.



Sponsors:



Partners:



- Participants are advised to clip in during the night and also in heavy weather conditions during the day while they are on deck.
- It is strongly recommended for all competitors to wear life jackets while on deck. Between 6am and 6pm all competitors on deck must wear life jackets and an emergency light.⁴
- From sunset to sunrise and in restricted visibility, all boat shall exhibit sidelights and a sternlight as mentioned in the *International Regulations for Preventing Collisions at Sea* (COLREGS). Participants who breach this rule can be penalised by time penalty or disqualification (DSQ).
- If a light is not in working order, it has to be changed by spare parts. If repair work is not possible, a boat with broken lights, has to give way at meeting another boat from sunset to sunrise and in restricted visibility.
- It is recommended, that competing yachts seek the shelter of a safe harbour in extreme weather conditions and continue the race safely after a change to fair conditions. The decision is at all times the responsibility of the skipper, and his/her alone. (More on suspending the race in section 21)
- It is forbidden to throw plastic, glass or metal waste, or cigarettes into the sea while racing. (RRS 55) Participants who breach this rule can be penalised by rule 69 (gross misconduct) of the RRS. Right to protest by the RC or Jury only.
- Note: Rule 51 of the RRS is valid!⁵
- A change of crew is not allowed without permission of the RC.

7. SAILS AND EQUIPMENT

- 7.1 All boats are equiped according to Croation law. Competitors can bring their additional safety equipment.
- 7.2 Only the original sails of the chartered boats are permitted. No additional spare sails are allowed. The complete sail wardrobe for the one design classes are:
- Bavaria 46: Furling Jib, Furling Main Sail, Gennaker.
 - Bavaria 41s: Furling Jib, Main Sail, Spinnaker and Gennaker.
- 7.3 To carry storm sails on board is permitted and recommended. The use outside the race is permitted (see SI 22: Race Suspension)
- 7.4 The bow anchor has to remain at the bow. The chain has to be in the chain compartment, connected to the anchor. (this alters the ÖSV Einheitklassen Regeln)
- 7.5 The interior of the yachts (e.g. doors, furniture, floorboards, bulkheads, oven, table etc.) has to remain on board during the race.
- 7.6 For safety reasons the diesel tank must be full at the start. Pumping out fuel is prohibited. If not full, the tank has to be filled up.
- 7.7 Own sheets and blocks are permitted, own halyards not.
Own block systems in the main sheet are permitted.
- 7.8 If own equipment is used, the original equipment has to remain on board, which means, own equipment is always additionally.
- 7.9 The autopilot must stay mechanically connected to the rudder system.
- 7.10 The companionway doors are permitted to be removed, but they have to remain on board.

⁴ The emergency light hast to be wearn at the body or it has to be a built-in light in the life west.

⁵ All movable ballast, including sails that are not set, shall be properly stowed. Water, dead weight or ballast shall not be moved for the purpose of changing trim or stability. Floorboards, bulkheads, doors, stairs and water tanks shall be left in place and all cabin fixtures kept on board. However, bilge water may be bailed out.

7.11 **The following mentioned equipment may be taken off board for the race:**

- Gangway
- The dinghy and all concerning parts as the dinghy repair set, pump, paddles, jerry can for petrol.
- Minimum number of fenders which have to remain on board is: 4, all other fenders may be taken off.
- Swimming ladder
- Water hose and the electrical cable
- Cockpit polstery and the sun tent (if equipped with), but not the spray hood.
- Kitchen ware, plates and glasses
- Back upholstery of the Salon
- jerry can for spare diesel

7.12 Equipment not mentioned in 7.11, has to remain on board.

**In doubt if you are allowed to remove something?
Ask the Race Committee before you take it off!**

8. THE RACE

8.1 There will be one race between Monday 25th and Friday 29th of October 2021.

8.2 Race starts at Monday 25th of April 2021 at 12pm local time.

9. THE COURSE

9.1 Circular course of approximately 370 nautical miles within Croatian territorial area category III (12 miles zone):

Biograd → Hvar (p.) → Korčula (p.) → Mljet (stb.) → Palagruža Island (stb.) → Biševo (p.) → Dugi Otok/Golac (stb.) → Ugljan/Pašman, Košara and Žižanj (p.) → Biograd.

9.2 The above-mentioned islands are course marks, required to leave on port or starboard as given in parentheses at 9.1.

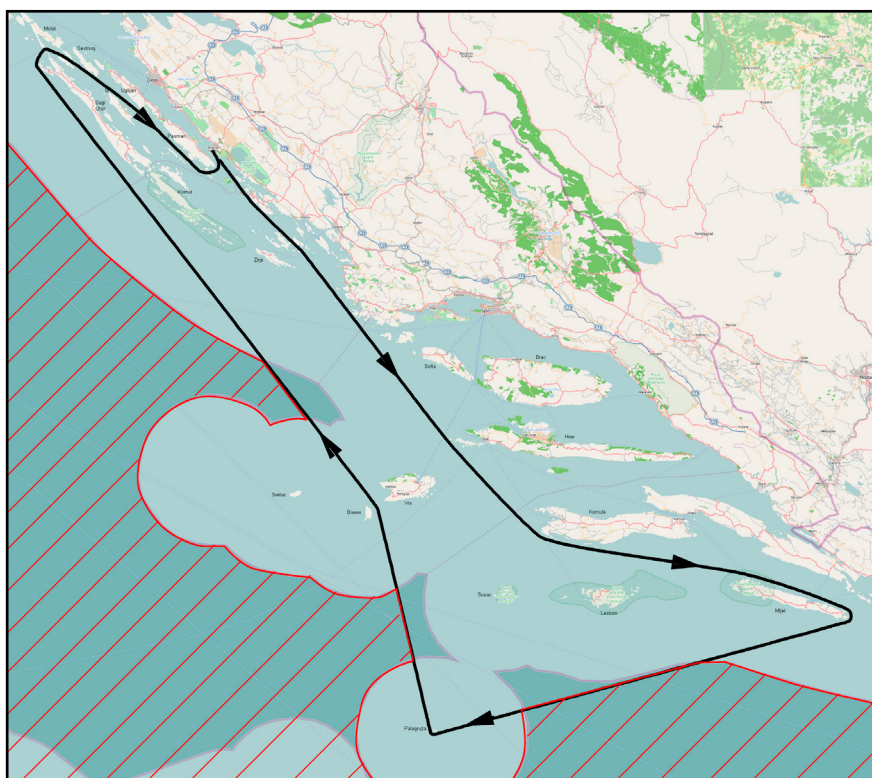
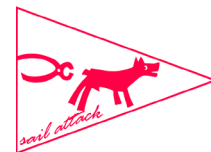


Image 1 - The racing area and the rumb line



Sponsors:



Partners:



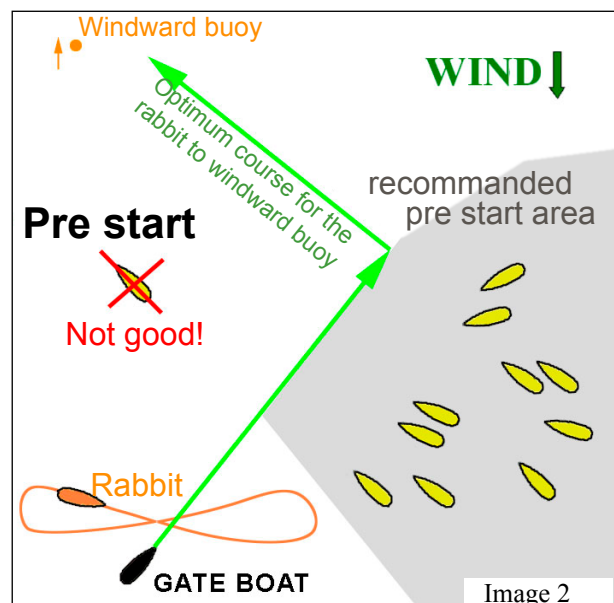
- 9.3 The Race Committee reserves the right to alter or shorten the course, according to the weather situation. (See SI 16. “Shortening of the course”)
- 9.4 Positions quoted for the restricted areas in section 15 are course marks to be left on port. Those restricted areas are designated as obstructions.
- 9.5 The correct passing of the course marks will be monitored by the tracking system.
- 9.6 If the tracking doesn't prove correct rounding or passing of course marks (e.g. due to lack of precision, temporal malfunction, complete breakdown) the Race Committee will consider competitors own GPS track recordings to avoid a possible DNF⁶.
- 9.7 The competitors are advised to stay within the Croatian territorial sea area III. (12-Miles zone)
- 9.8 Competitors will not get punished by the Racing Rules of Sailing or this Sailing Instructions if they leave the 12-Miles Zone, where the rumb line of the course between 2 marks lays outside the Croatian territorial sea Category III. In this areas the rumb line defines the outer border of a prohibited area, which is not allowed to cross. A breach of this rule can be penalised by time punishment or DSQ by the jury.⁷ Right to protest in this matter by the RC or jury only.

10. THE “GATE” OR “RABBIT” STARTING PROCEDURE

- 10.1 The “Pathfinder” (usually called the *Rabbit*) for the start is chosen among those who volunteer on the basis of their last year's RPC score. If there are no volunteers a lot decides which team going to be the *Rabbit*.⁸
- 10.2 Starting area is located in south of Biograd.
- 10.3 Start is always windward! That means: if the wind direction differs significantly from SE, the first obligatory mark will be a buoy located approximately 1nm windward from the start. The buoy and the side on which it is to be left (port or starboard) will be announced by VHF radio channel 72.

Failing to round the windward buoy will result in an 5 hours Time Penalty!

- 10.4 The Race Committee (RC) will be on the *Gate-Boat*⁹ (= starting boat), which carries a 2m x 2m flag with the RPC logo. All signals will be shown on this boat.
- 10.5 The competitors should be positioned in the recommended pre start area (grey area in the image) windward of the *Gate-Boat* and shall keep clear of the *Rabbit*. (Image 2)
- 10.6 Countdown to the start with the usual preparatory signals at 5, 4 and 1 Minute before the race start signal. (See 10.18 and 10.19).
- 10.7 About 20 Seconds before the start, the RC hails “RACE” to the *Rabbit*. (Announcement via radio too) The *Rabbit* then accelerates and sails as fast as possible a close-hauled course on port tack.
- 10.8 The *Gate-Boat* then follows the *Rabbit* and stays about half a boat length behind. (Image 3)
- 10.9 While the *Rabbit* is sailing close-hauled at maximum speed, the countdown continues until the race start signal.



⁶ If a gate was not passed according the rules, the boat will be scored with the time at the gate, or in greater distance at the spot where it left the proper course. The ranking will be behind those boats, scored nearer to the finishing line.

⁷ This rule is no call of the organising authorities of this regatta to leave the Croatian territorial sea area!

⁸ The rabbit for RPC 2021 would be the team of Christian Fuczik, bow no. 17, on the B41s „CIAO“.

⁹ The Gate-Boat is a Bavaria 46 motoring with no sails set.

- 10.10 There is a “growing” starting line in the wake astern of the Gate-Boat.
- 10.11 At the race start signal all other competitors start the race by passing this starting line, leaving the *Gate-Boat* on starboard side.¹⁰ (Image 4)
- 10.12 The *Rabbit* shall remain on port tack until “released” by the Race Officer around 5 minutes after the start. The *Rabbit*, may then tack to starboard or continue on port – but then without right of way! – as she wishes.
- 10.13 The *Gate-Boat* will stop and stay at her position, acting as starting mark, surrounded by navigable water. (Image 5)
- 10.14 All boats in the starting area which have not yet started, have to pass the stern of the *Gate-Boat* on their starboard side.
- 10.15 If the Race Officer considers the start to have been unfair because of an interference with the *Rabbit* or the *Gate-Boat*, significant wind shifts or similar reasons, he may call a general recall or abandon the race and restart. (sign: First Substitute)
- 10.16 From the Preparatory signal until the release the *Rabbit* has complete right-of-way. Any interference with the *Rabbit* may lead to time penalties or disqualification.
- 10.17 The *Gate-Boat* acts as starting mark surrounded by navigable water! RRS 19 „Room to pass an obstruction“ does not apply → When boats are on the same tack and overlapped, a windward boat shall keep clear of a leeward boat and has therefore no right at all to pass between the starting mark (*Gate-Boat*) and the leeward boat if there is no room!

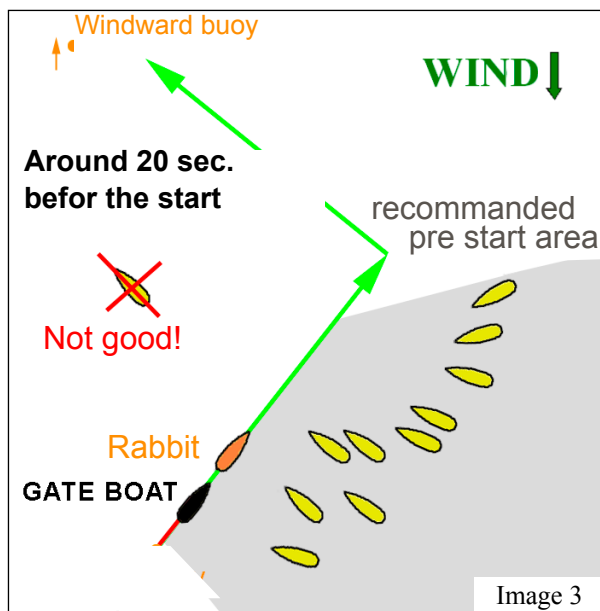


Image 3

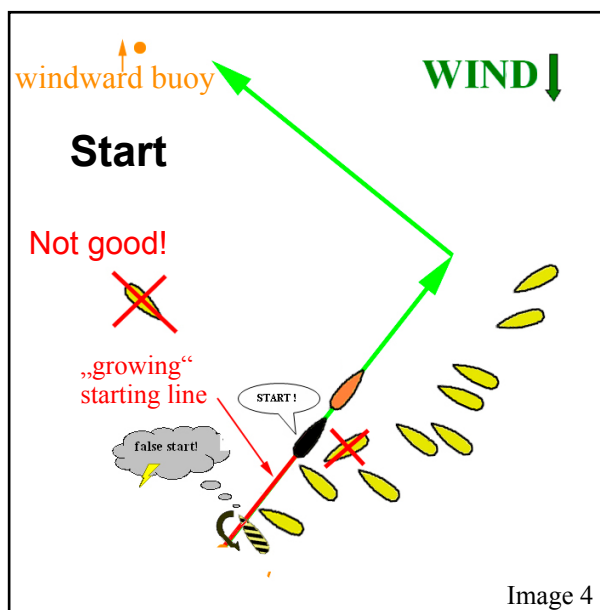


Image 4

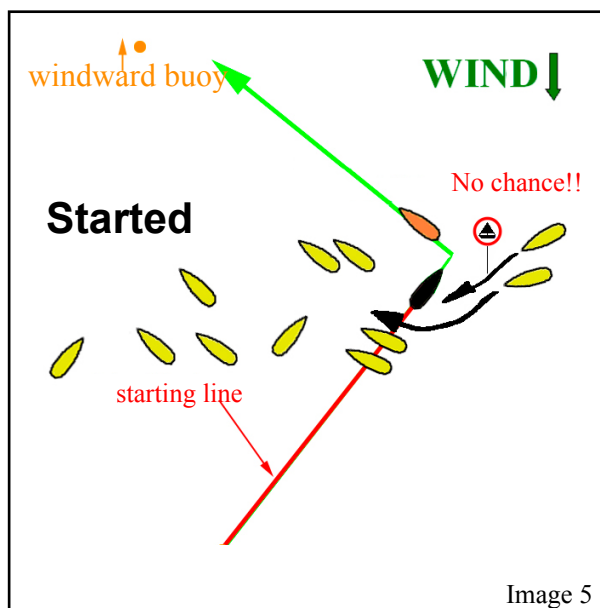
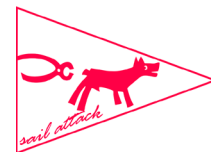


Image 5



Sponsors:








Partners:









¹⁰ Attention: Tacking to portside shortly after the start for sailing close behind the Gate-Boat should be avoided as this boat has to give way to all right-of-way starting boats. This misconduct has led to dangerous situations and collisions in the past.

If there is any collision between boats with damages: this has to be reported to the harbour captain within 72 hours, that means for **all** concerned boats that they cannot continue the race! Collisions have to be reported to the race committee too!

10.18 Start Signals and Flags

	orange	Will be shown minimum 5 Minutes before the warning signal (10 Minutes before the start)
	Alles Yacht	Warning signal 5 minutes before the start: flag "Alles Yacht" will be shown → 1 acoustic signal
	P	Preparatory signal 4 minutes before the start: flag "P" will be shown → 1 acoustic signal
	P	1 minute before the start: flag "P" will be removed → 1 acoustic signal
	Alles Yacht	Starting signal flag "Alles Yacht" will be removed at Gate-Boat → 1 acoustic signal

10.19 Other Signals and Flags

	AP	Postponement → 2 acoustic signals
	X	Individual recall → 1 acoustic signal
	N	Race abandoned, return to the starting area → 3 acoustic signals
	First Substitute	General recall → 2 acoustic signals
	RPC	The Gate-Boat, Race committee boat
	blue	This race committee vessel is in position at the finishing line

11. PENALTY SYSTEM

11.1 Two-Turns Penalty RRS 44.1, 44.2 and 44.4 will apply.

12. THE FINISH

- 12.1 The finishing line is between the race committee boat near the navigational light Biograd NW molehead (3185) WGS84: N43° 56.250 E015° 26.35 and a floating buoy as Finishing Mark in an approximately distance of 60m.¹¹
- 12.2 The finishing line has to be crossed completely.
- 12.3 Recording of the finishing time at Biograd will be done by the RC. For those who do not reach the finishing line in Biograd within the time limit, the position of the boat in an *Evaluation-Zone* will be taken at the given *Target Time* by the tracking system.
- 12.4 In case the tracking system fails to provide sufficient data for establishing a ranking, the ranking will be based on the competitor's recordings in the *Evaluation Logbook* (SI, Addendum A).
- 12.5 To provide additional accurate data to resolve potential ranking conflicts, it is strongly recommended that competitors record their track on their own (handheld-)GPS device to ensure perfect ranking fairness.
- 12.6 The time limit for passing the finishing line at Biograd is:
Friday, 29th of October 2021, at 10am (local time = UTC+2)

13. DEFINITION OF EVALUATION ZONES, TARGET TIMES AND SCORING IN AN EVALUATION ZONE

- 13.1 The race area is divided into 5 sections, so called "*Evaluation-Zones*" (*EZ*)
- 13.2 Each *EZ* is related to a defined time – the *Target Time*.¹² (See SI 14.)

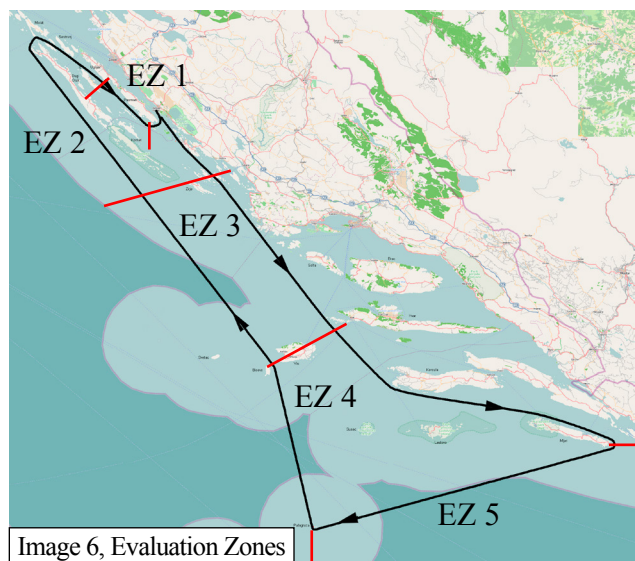


Image 6, Evaluation Zones

- 13.3 A boat which does not reach the finishing line within the time limit (Friday, 29th of October 2021) will be scored at the boat's position¹³ at the *Target Time* given for this *EZ*. She will be ranked subsequent to other boats that either have crossed the finishing line or are closer to the finishing line within the same *EZ*, or have positions within an *EZ* closer to the finishing line.
- 13.4 A competitor, that is within an *EZ* at the given *Target Time* has to note boat's position at this time into the *Evaluation Logbook*. (Accuracy of three digits)
- 13.5 Ideally a boat has left an *Evaluation-Zone* before that *Target Time*. If a boat is in an *Evaluation-Zone* at the respective *Target Time*, but is able to leave the subsequent *Evaluation-Zone* before the *Target Time* (of this subsequent *EZ*), e.g. due to uprising winds, it stays in the race if it is sailing without engine propulsion, **according** to the RRS!

¹¹ The buoy is not illuminated and has no light signal attached!

¹² The *Target Time* of any *Evaluation-Zone* is calculated as the time a boat has to start sailing by engine with 6kts speed from the most distant point (within that *EZ*) to reach Biograd until Friday, at around 10am..

¹³ Scoring according positions and the shortest navigable way to the finishing line.



Sponsors:



Partners:



- 13.6 Only those teams who have correctly completed and handed over the *Evaluation Logbook* will be scored.
- 13.7 After having finished the race the *Evaluation Logbook* should be handed over to a member of Team “Alles Yacht” (on B41s „Windeseile“, bow number 20) as soon as possible. Deadline for delivery of the *Evaluation Logbook* is Friday the 29th of October 2021 at 10:30am.

14. COURSE, EVALUATION- AND RESTRICTED-ZONES AND TARGET TIMES IN DETAIL

To the most south-eastern point of Mljet the course is restricted only to Hvar (is required to leave on port), Korčula (is required to leave on port) and Mljet itself (is required to leave on starboard).

EVALUATION-ZONE 1: between Line Karantunic- Zaglav and Line Zizanj

Line Karantunic (Pašman) -
Zaglav (Dugi Otok) is between

N44° 00.47 E015° 14.34

and

N43° 57.03 E015° 09.10

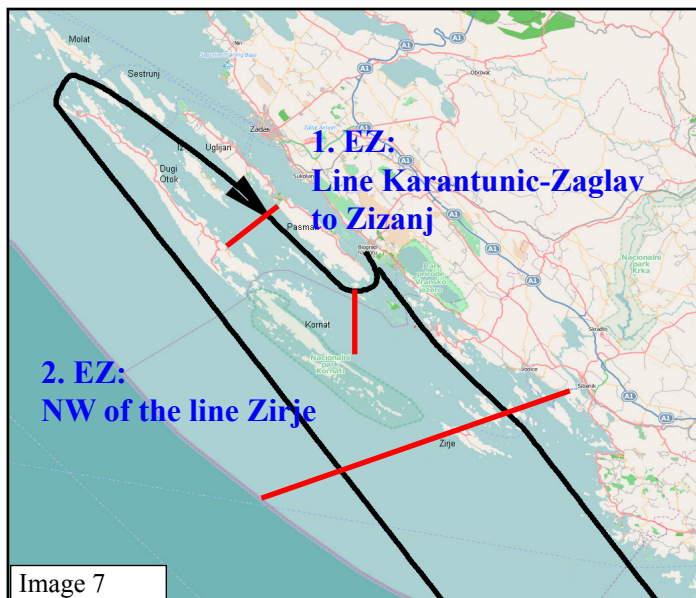
Line Zizanj (Pašman)

N43° 52.54 E015° 25.50

Bearing 000°

Time Limit for EZ 1:

Friday, 29/10/2021 at 8am



EVALUATION-ZONE 2: NW of the Line Zirje to the line Karantunic-Zaglav

Line Zirje between the
Sea border at

N43° 35.71 E015° 10.32

and the entry to Šibenik

N43° 43.3 E015° 51.0

Time Limit for EZ 2:

Friday, 29/10/2021 at 5am

EVALUATION-ZONE 3: SE of the Line Zirje to the line Biševo-Hvar

Biševo

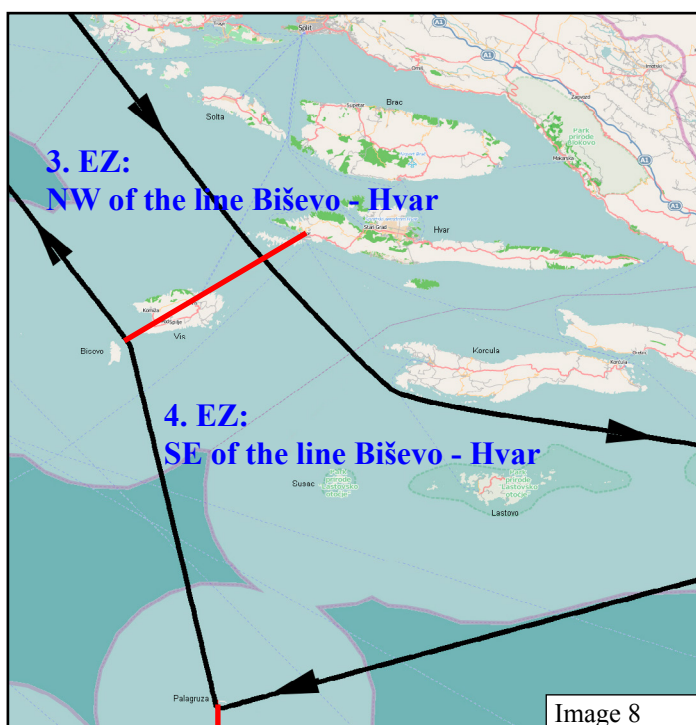
N42° 59.3 E016° 01.3

Hvar

N43° 10.2 E016° 26.5

Time Limit for EZ 3:

Friday, 29/10/2021 at 1am



**EVALUATION-ZONE 4:
SE of the line Biševo-Hvar**

Time Limit EZ 4:

Thursday, 28/10/2021 at 1pm

**EVALUATION-ZONE 5:
From Mljet to Palagruža**

Mljet

N42° 41.6 E017° 45.0

Bearing 270°

Palagruža

N42° 23.56 E016° 15.34

Bearing 000°

Time Limit:

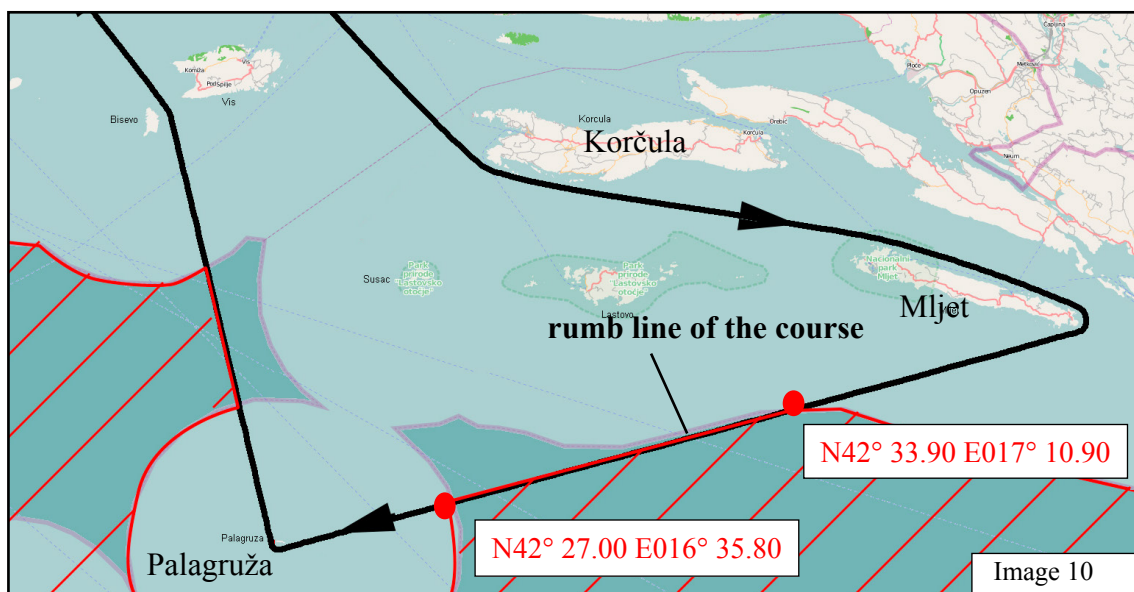
Thursday, 28/10/2021 at 4pm



Sponsors:



On the way from Mljet to Palagruža, there is the first of the three restricted areas.



Three Restricted Areas are defined by the Croatian sea border and the rumb lines between: Mljet → Palagruža, Palagruža → Biševo und Biševo → Dugi Otok.

Where the rumb line is crossing the sea border, there are positions defined, which are race course marks (they are all required to leave on port). These course marks also define an outer border of the racing area. Those restricted areas are designated as obstructions.

Rounding of Palagruža:

Mala Palagruža and Vela Palagruža, both are required to leave on starboard.

Because the sea charts of Palagruža are not precise, the competitors are advised to stay in clear distance of Palagruža.

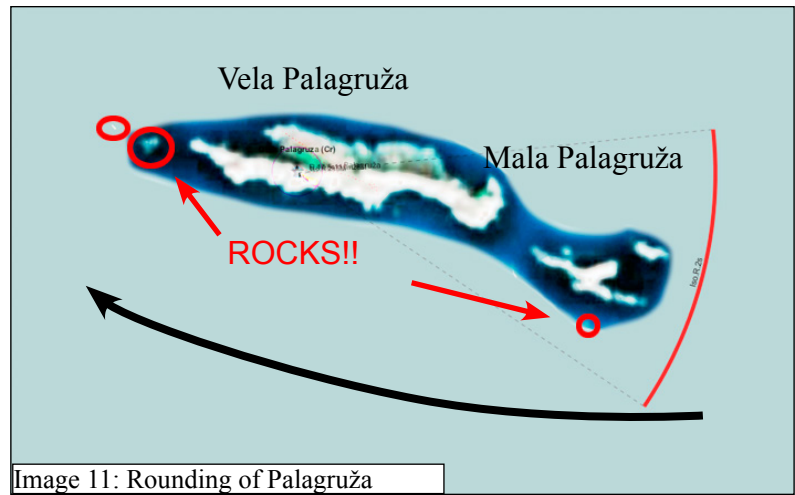


Image 11: Rounding of Palagruža

On the way from Palagruža to the north, there is the second restricted zone between Palagruža and Biševo.

Biševo, as a course mark is required to leave on port side.

It is permitted to sail east of Vis.

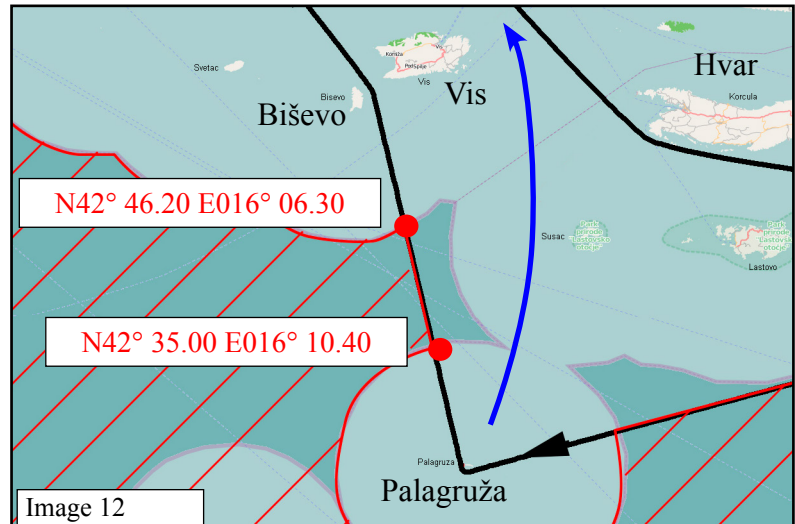


Image 12

The third restricted zone is defined by the rumb line from Biševo to Dugi Otok.

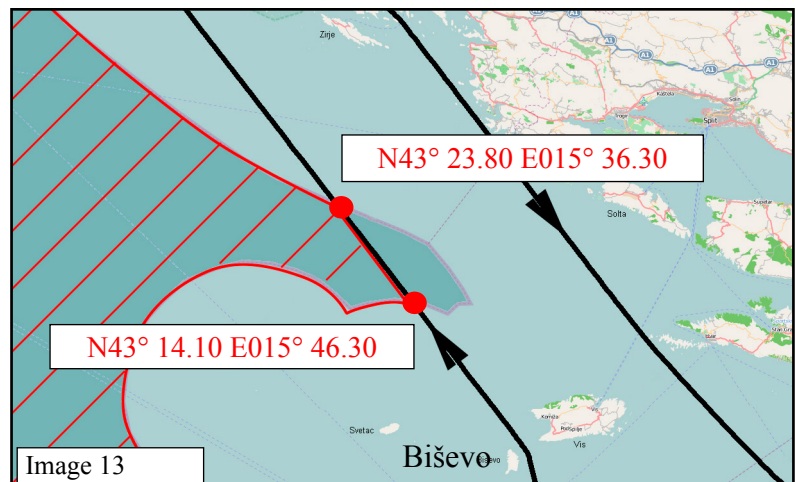


Image 13

Dugi Otok and the island Golac in the North of Dugi Otok are both required to leave on starboard.

Dugi Otok is required to leave on starboard, Ugljan and Pašman are required to leave on port.

The way between the other islands is free to choose.



Image 14

Only on the most southern point of Pašman, the two islands Košara and Žižanj are both required to leave on port.

Which side Gargano is passed is left over to the competitors.



Image 15

The finishing line in Biograd is between the Race Committee boat (with the RPC flag) near the navigational light Biograd NW molehead (No. 3185) and a floating buoy as finishing mark in an approximate distance of 60m.

The buoy is not illuminated and has no light signal!



Image 16

15. COURSE SHORTENING OPTIONS

15.1 In the case of adverse conditions such as no wind or severe weather, the RC may decide to shorten the race course.

15.2 Courses may be shortened anywhere in the racing area. (This changes RRS 32)

15.3 A Shortened Course is always be signalled by VHF message (Ch 72) and an SMS or email to the competitors without flying Code Flag "S" or making a sound signal. This changes RRS 32.

15.4 Competitors are obliged to confirm receipt of SMS or email messages concerning course shortening to the RC.



Image 17

15.5 **Shortening Option 1:** The rounding of Mljet is cancelled. Instead the island Glavat (east of Lastovo) is required to leave on starboard on the way to Palagruža. (Image 18)

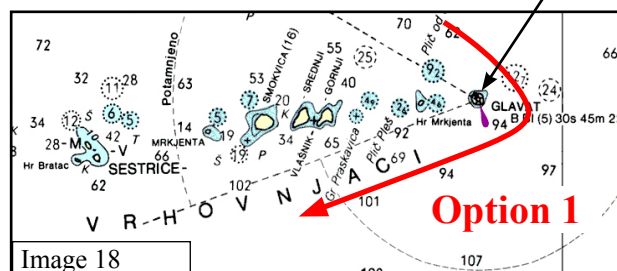
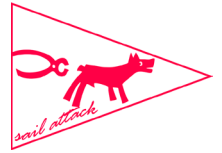


Image 18



Sponsors:



Partners:



15.6 **Shortening Option 2:**

The rounding of Dugi Otok is cancelled. After rounding of Palagruža and passing the island Biševo on port, the course to sail is directly to Biograd. At option 2 shorting the *Target-Time* for *EZ 2* is not applicable.

15.7 **Shortening Option 3:**

The race course may be also shortened by moving the finishing line. In this case informations about the coordinates of the RC Boat, if there will be a buoy as Finish Mark and on which side the RC Boat has to be passed will be announced by VHF (Ch 72) and SMS or an email to all competitors.

15.8 The RC under no obligation has to wait for boats staying behind significantly. After shutting down the finishing line those boats will be ranked according to their positions.

15.9 The Course Marks due to the restricted zones (see Section 14) will remain applicable on shortenings of the course.

16. **PROTESTS AND REQUESTS FOR REDRESS**

16.1 Procedure of protests on the water according to the RRS, without the use of a protest flag. (Changes RRS 61.1) A boat intending to protest shall inform the other boat via VHF (Ch 72) and the RC via an answered VHF call, an email or a SMS, to be made at the first reasonable opportunity.

16.2 Boats which take a a two-turn-penalty shall do this as soon as possible. They have to announce their action via VHF (Ch 72) and to the RC via an answered VHF call, email or SMS.

16.3 The Protest Time Limit is 60 minutes after the last boat has finished, but no protests can be made after Friday, 29/10/2021 at 12:30pm. A protest shall be in written form.

16.4 Time and place of the protest hearing will be announced around 30 Minutes after the Protest Time Limit ends via VHF channel 72 and by email.

16.5 In case of appeals, the Austrian Sailing Federation is the competent authority.

17. **TRACKING AND COMMUNICATIONS**

17.1 Position data of each yacht will be sent by satellite trackers to a server. The track and actual position of each boat will be shown on a public website giving participants and public the opportunity to continuously monitor all competitors.
(links to tracking at: <http://www.roundpalagruza.at>)

17.2 The official radio channel for this regatta is channel 72 VHF. All competitors are obliged to stay tuned to and monitor channel 16 and 72 VHF when sailing.

17.3 To ensure comprehensive monitoring, competitors are asked to carry the mobile phone with it's registered number on board, and keep it switched on for the duration of the race.¹⁴

17.4 Boats which are not visible on the tracking system will be contacted by the RC and may be requested to submit their position via VHF or SMS or telephone call to the RC in an 8 hour interval.

17.5 If a radio call concerning the race remains unanswered, other participants are obliged to relay it.

18. **HELP FROM OUTSIDE**

18.1 A boat shall not receive help from any outside source, except:

- a. help as provided for in rule RRS 1;
- b. help for an ill or injured crew member;
- c. help from the crew of any other boat to get clear after running aground;
- d. help during the period a yacht suspends racing; (SI 21.)
- e. any kind of information via mobile phone, VHF and internet;

14 It is strongly recommended to bring along USB power banks, so that mobile phones can be charged even after a failure of the on-board power supply, in order to remain communications!

19. EXCLUSION OF LIABILITY

- 19.1 Sailing regattas may be dangerous.
- 19.2 The qualifications, correct nautical conduct and safety of the crew is at all times the responsibility of the skipper, and his/her alone.
- 19.3 The responsibility for the decision to take part in the race, to head for a safe port or to continue the race at any time, is the alone responsibility of each participant. This responsibility is not changed or affected by the use of the Special Regulations of ORC or possible safety controls or checks through third parties.
- 19.4 The organizers, the organising club, it's members, persons working for the club, sponsors and partners, assume no risk or liability whatsoever in relation to participation or planned participation in the race.
- 19.5 Skippers accept these requirements by their signature at entry to the Round Palagruža Cannonball race.

20. THE USE OF THE ENGINE

- 20.1 It is not allowed to use the engine for propulsion during the race. (Exceptions see SI 21.)
- 20.2 In case of emergencies forcing the use of engine propulsion it is mandatory to notify the RC as soon as possible of the time, duration, speed, course and reason of engine propulsion. The jury will decide the ranking of the boat according to the circumstances and duration of engine use, for instance with an RDG in case of assistance in other yachts emergencies, and likely with a DNF or DSQ in case of engine propulsion to solve own emergencies like grounding.
- 20.3 The use of the engine to recharge boat batteries is permitted at all times.

21. SUSPENDING THE RACE

- 21.1 Competing yachts are permitted to suspend racing, e.g. in case of extrem weather situations or for repair works.
- 21.2 For joining the race again, boats have to go back to the exact position where they have started the engine and continue the race by sailing from that position.
- 21.3 During the period of suspension in a harbour or safe bay, any help by third parties is explicitly allowed, (e.g.: Safety Team, diver, sail maker, charter base crew...)
- 21.4 The reason for suspension, all radio or telephone calls and the sailed track have to be duly logged to allow a correct scoring of the boat afterwards.
- 21.5 A boat or competitor shall give all possible help to any person or vessel in danger. To continue the race after demanded, or necessary assistance for other boats and to get redress (RDG) by the Race Committee (RC) it is necessary to go back to the position where the engine was started or the proper course while sailing was left to the destination for assistance.
- 21.6 Logged documentation of radio or phone calls and the track of the boat have to be handed over to the RC to get redress.
- 21.7 Changes in wind force and wind direction will not be considered for any redress.
- 21.8 Yachts planning to suspend racing are obliged to notify the RC as soon as circumstances permit.



Sponsors:



Partners:



22. TROPHIES AND PRIZES

- “Spirit of Palagruza Trophy” – donated by Martin Hartl - will be awarded as challenge trophy to the crew of the first ship home (“Blue Ribbon”).
- The “*Sailing Club Award*” - donated by sail4one and sail attack - for the fastest team (see <http://www.roundpalagruza.at/en/sailing-club-award>)
- Medals for the first three boats in the *Sailing Club Category*
- Trophies and medals for the first 3 boats in each of the one design classes Bavaria 46 and Bavaria 41s.

23. REMARKS TO THE IMAGES SHOWN IN THIS SAILING INSTRUCTIONS

- 23.1 Charts and images shown in this sailing instructions are just to illustrate the course of the race and are **not for navigational purposes!**
Arrows for roundings do not give any information about distances to obstracles.