



Willkommen zum
Dobro došli na
Welcome to the

16. Round Palagruža Cannonball

13/4 until 20/4/2024

Organising Authorities:
Nautikverein sail attack
YC Sailing Forever



Race Officer:
Franjo Jurić

Race Committee
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Dominik Perković NRO NJ
Tomo Meštrović RO
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RPC Regatta Telephone, Race Committee and status SMS: 0043 664 110 7000
Safety Team Emergency: 0043 664 122 8000
MRCC – Maritime Rescue Coordination Centre: 195 (or: 112)

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Sailing Instructions for the 16th Round Palagruža Cannonball 2024



1. REGISTRATION / ENTRY TO THE RACE

- 1.1 Saturday, 13/4/2024 from 19:30 until 20:30¹, registration at the restaurant „Spinnaker“ in Marina Kaštela, distribution of regatta documents, T-shirts and satellite trackers. We kindly ask for a deposit of € 100,- in cash for the trackers. For teams of More 55 (Charter at Trogir) we plan to do a second date for registration on Sunday, 14/4/2024. The place and time will be announced.



2. BRIEFING

- 2.1 Monday 15/4/2024 at 09:00, Skipper briefing in the Marina Kaštela, Restaurant „Spinnaker“.



3. CHANGES TO THE SAILING INSTRUCTIONS

- 3.1 Any change to the sailing instructions will be posted before the Skipper's briefing on 15/4/2024 at 9:00.

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

- 4.1 There is no physical „notice board“. Official notices are posted on the internet on the RPC website at: <https://roundpalagruza.at/rpc-2024-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“



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- 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.²
 - Participants are advised to clip into the jackstays 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.

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

² Jackstays are not delivered by the charter company. Teams have to bring and mount their own.

- From sunset (at the latest) to sunrise (at least), all participants on deck must wear a lifejacket and an emergency light on their body or in their lifejacket.
- 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!
- If the boat is equipped with an active AIS, this must remain switched on.
- It is recommended by the organiser, 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.
- Note: Rule 51 of the RRS is valid!³
- A change of crew is not allowed without permission of the RC.

7. SAILS AND EQUIPMENT

- 7.1 RPC's charter vessels are equipped in accordance with Croatian safety regulations. Additional equipment that increases safety is permitted and recommended by the organiser.
- 7.2 Only the sails included in the boat charter are permitted. Carrying spare sails is not permitted. The complete sail wardrobe for the one design classes are:
- First 45 (F45): Furling Jib, Furling Main Sail and Symmetric Spinnaker;
 - More 55 (M55): Furling Jib, Furling Main Sail and Asymmetric Spinnaker;
 - Salona 46 (S46): Furling Jib, Furling Main Sail and Asymmetric Spinnaker.
- 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 must be attached to the anchor chain and secured in its designated place at the bow or in the anchor locker. (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 and own spinnaker socks are permitted.
- 7.8 If you use your own equipment, the original equipment must remain on board, i.e. own equipment can only be taken on board in addition.
- 7.9 The autopilot must stay mechanically connected to the rudder system.
- 7.10 **The following mentioned equipment may be taken off board for the race (alters parts of ÖSV Onde design class rules):**
- Pasarella;
 - all equipment for the dinghy, such as pump, paddle, repair kit, petrol can, etc.;
 - water hose and electrical connection cable;
 - cockpit upholstery and the sun tent (if equipped with), but not the spray hood;
 - Kitchenware, plates and glasses;
 - spare diesel canisters.

³ 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 Further, equipment and parts for the individual one design classes of the RPC are defined on the Black Board.
- 7.12 Equipment or furnishings not listed in 7.10 and on the Black Board must remain on board.



In doubt as to whether something may be removed? Ask the race organisers!

8. THE RACE

- 8.1 Between Monday 15th of April 2024 and Friday 19th of April 2024 one race will be held.
- 8.2 Start: Monday 15th of April 2024 at 13:00 (CEST)



9. THE COURSE

- 9.1 Circular course of approximately 400 nautical miles:
 Start in the Kastelanski Zaljev – Stipanska (Šolta) (p.) – Jabuka (p.) – Biševo (stb.) – Palagruža Island (p.) – Lokrum (bei Dubrovnik) (p.) – Mljet (p.) – Korčula (stb.) – Hvar (stb.) – Plič Čavlin (Murterski kanal) (stb.) – Stipanska (Šolta) (stb.) – Finish at Marina Kaštela. (see SI 14.1)

Sponsoren:

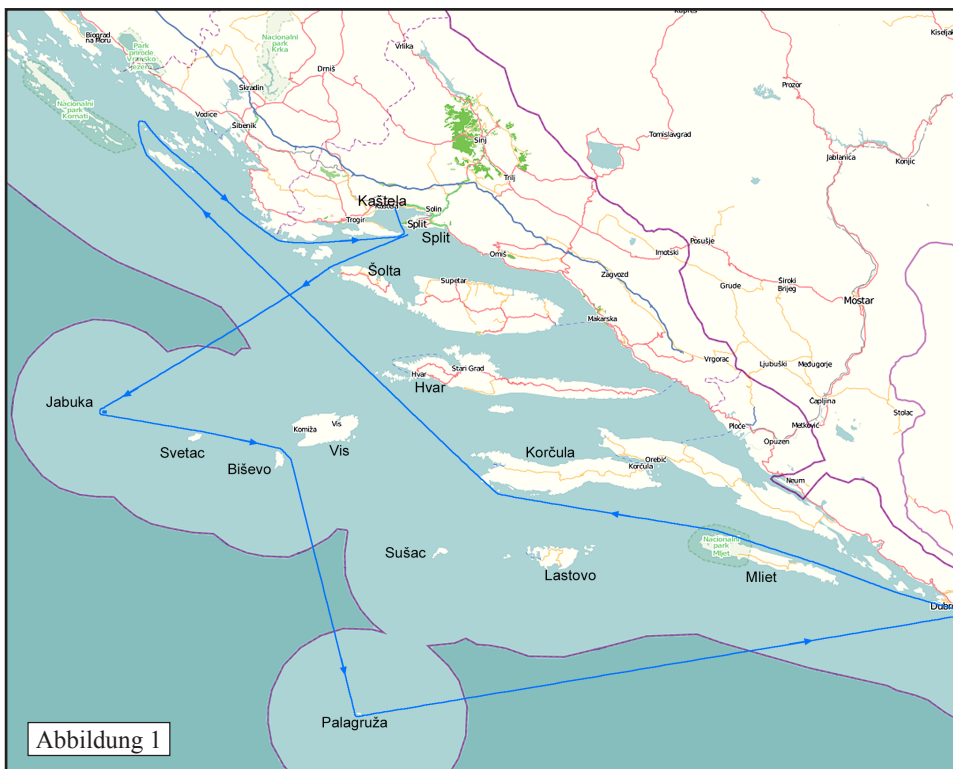


Abbildung 1



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- 9.2 The above-mentioned islands are course marks, required to leave on port or starboard as given in parentheses at 9.1.
- 9.3 The Race Committee reserves the right to alter or shorten the course, according to the weather situation. (see SI 16.)
- 9.4 If a team leaves the regatta area by sailing over the exclusion zone boundary- this team is no longer in the race.
 In order to continue the regatta in accordance with the rules, the team must return to the position where the team left the regatta area.
 Otherwise, the team will be scored at the position where it left the race.
 Sailing back can also be done under engine in accordance with SI 22.⁴
- 9.5 The correct passing of the course marks will be checked by tracking.

⁴ In the spirit of the Round Palagruža Cannonball it is imperative to contact a team as soon as possible, as soon as it is recognisable that a team has left regatta area, as an emergency cannot be ruled out.

- 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 affected team (as soon as this is recognisable in the tracking), must send unsolicited a screenshot of its own GPS recordings (plotter) to the race committee,⁵ in order to avoid a DNF⁶.

10. THE "GATE" OR "RABBIT" STARTING PROCEDURE

- 10.1 The "Pathfinder" (usually called the rabbit) is drawn on a voluntary basis from the teams that have already taken part in an RPC. Registration for the raffle by mail to office@roundpalagrauza.at until 13.4.2024 at 7pm.

- 10.2 The starting area is south of Marina Kaštela in Kaštelanski Zaljev.

- 10.3 Start is always windward! Depending on the wind direction, there may be a windward buoy. announcement as to whether a buoy will be set and on which side it is to be rounded will be made via VHF 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*⁷ (= starting boat), which carries a 2m x 2m flag with the RPC logo. All start signals will be shown on this boat.

- 10.5 The competitors should position themselves in the pre start area (grey area in the image) windward of the Gate-Boat and shall keep clear of the Rabbit. (Fig. 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)

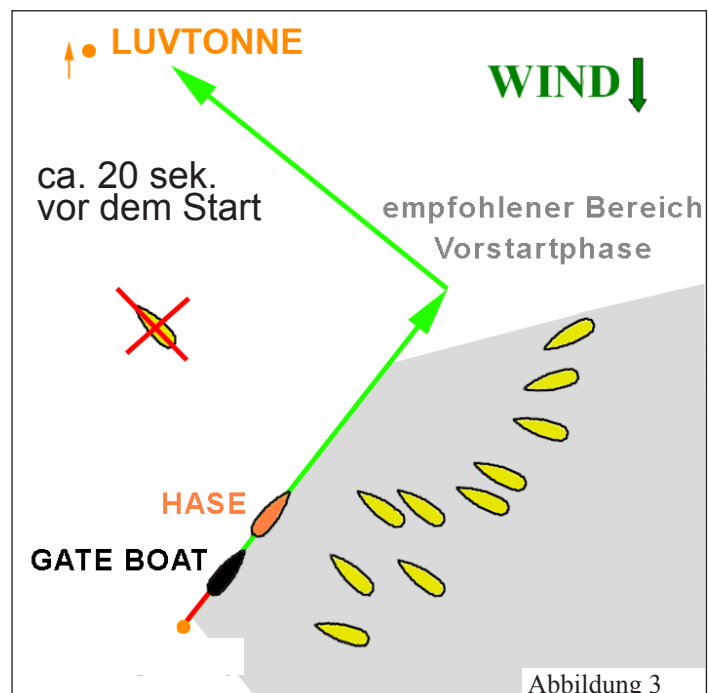
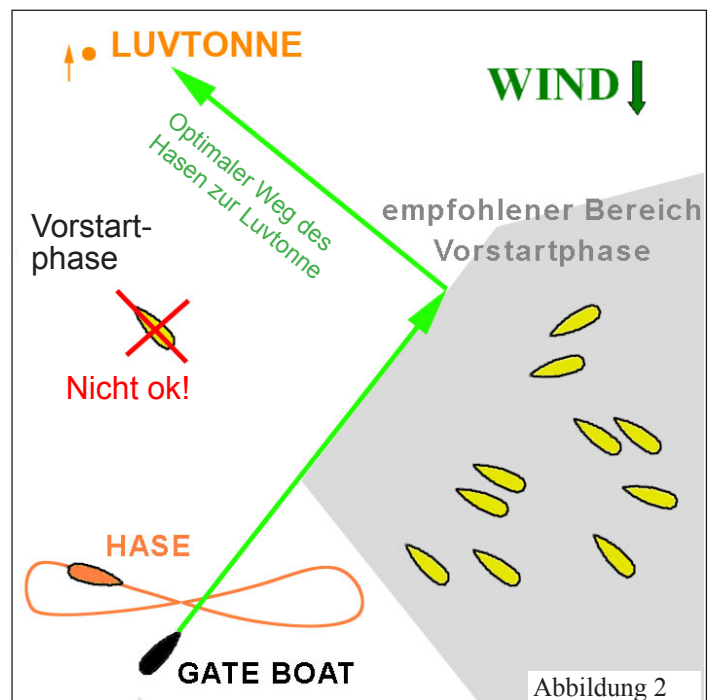
- 10.7 Approx. 20 seconds before the start, the WFL sends the rabbit off with the command „RACE“. From this moment on, the rabbit has the right of way!

- 10.8 The rabbit picks up speed and sails as fast and as close to the wind as possible on port tack.

- 10.9 The gate boat places a buoy and also picks up speed, positions itself about half a ship's length behind the rabbit and sails in its keel water. (Fig. 3)

- 10.10 While the *Rabbit* is sailing close-hauled at maximum speed, the countdown continues until the race start signal.

- 10.11 From the wake of the gate boat de facto forms an ever-lengthening starting line.



⁵ This not only helps to speed up the scoring on Friday, but also for the reporting during the regatta, as the team has obviously broken the rules and is therefore out of the race.

⁶ If a mark is omitted, the boat is scored in the respective scoring zone and ranked behind the boat that is closer to the finishing line.

⁷ The gate boat is a Bavaria 46 Cruiser under engine.

- 10.12 At the race start signal all other competitors start the race by passing this starting line, leaving the *Gate-Boat* on starboard side.⁸ (Fig. 4)
- 10.13 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. In doing so, however, he loses the right of way that he previously had as rabbit.
- 10.14 After releasing the rabbit, the gate boat separates and remains stationary. (Fig. 5)
- 10.15 All boats in the starting area which have not yet started, have to pass the stern of the *Gate-Boat* on their starboard side.
- 10.16 If the RC considers that the start was not fair, the gate boat or the rabbit was obstructed, there was a significant wind shift or similar, the race may be cancelled by the RC with a general recall. (sign: First Substitute stander)
- 10.17 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.
- 10.18 The *Gate-Boat* acts as starting mark surrounded by navigable water! RRS 19 „Room to pass an obstruction“ does not apply.

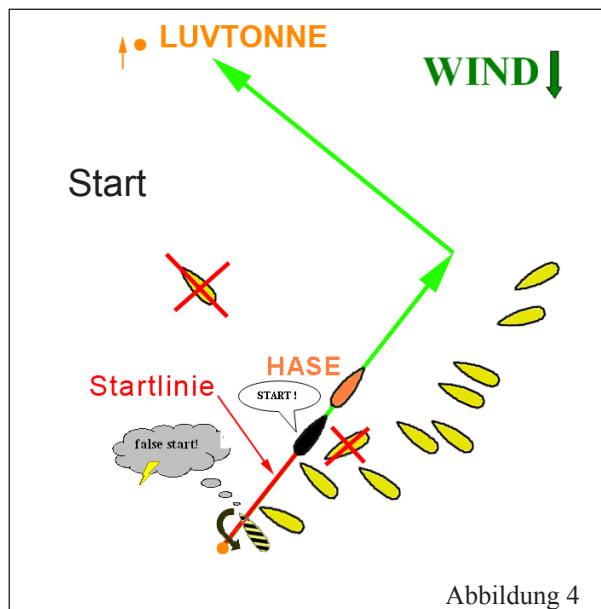


Abbildung 4

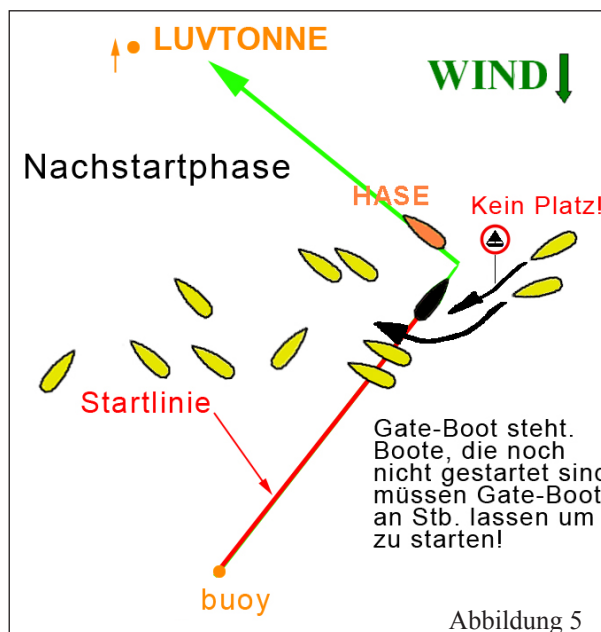


Abbildung 5

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!

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!



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⁸ Note: Tacking to portside after the start in order to sail close „behind“ the gate boat should be avoided at all costs because this boat has to give way to all right-of-way boats still starting. This misbehaviour has already led to dangerous situations and collisions in the past!

10.19 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

10.20 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. REAGATTA AREA AND EXCLUSION ZONE

The **regatta area** results from the 12-mile zone. Where the direct course line between: Stipanska - Jabuka, Bisevo - Palagruža and Palagruža - Dubrovnik intersects the 12-mile zone, the regatta area for this leg will be extended to this course line. These positions of the intersections are defined as course marks (See SI 13) For every other leg, the 12-mile zone is the boundary to the exclusion zone.

As the 12-mile zone is indicated differently in different nautical charts, the exclusion zone for the RPC is defined in a binding gpx or kml file and is available for download at:

<https://roundpalagruza.at/rpc-2024-schwarzes-brett//>



- 12.1 The exclusion zone is defined as an extended obstacle in the sense of the RRS.
- 12.2 If a team leaves the regatta area by sailing over the exclusion zone boundary- this team is no longer in the race. In order to continue the regatta in accordance with the rules, the team must return to the position where the team left the regatta area. Otherwise, the team will be scored at the position where it left the race. Sailing back can also be done under engine in accordance with SI 22.4

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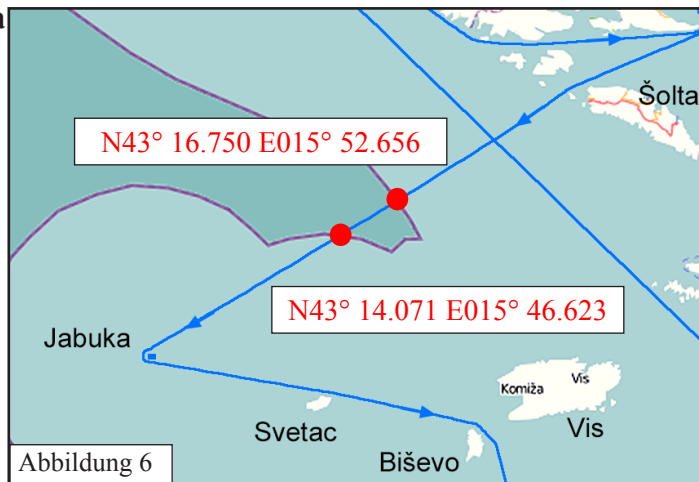
Partner:



13. THE COURSE IN DETAIL

13.1 Course towards Jabuka

Stipanska in the west of Šolta must remain on port. Two course marks result by the 12-mile sea limit and the course line to Jabuka. See definitions in Fig. 6. Jabuka remains on port side.

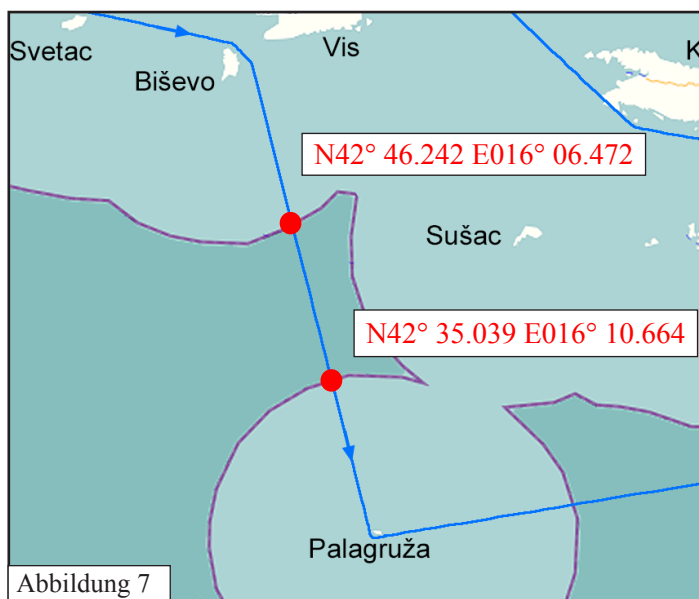


13.2 Jabuka to Biševo

The island of Svetac is not a mark. It may remain both to starboard as well as to port.

13.3 Biševo to Palagruža

Biševo remains on starboard as a mark. On the leg to Palagruža, the 12-mile zone and the direct course line to Palagruža result in two more starboard marks. (Fig. 7)



13.4 Palagruža

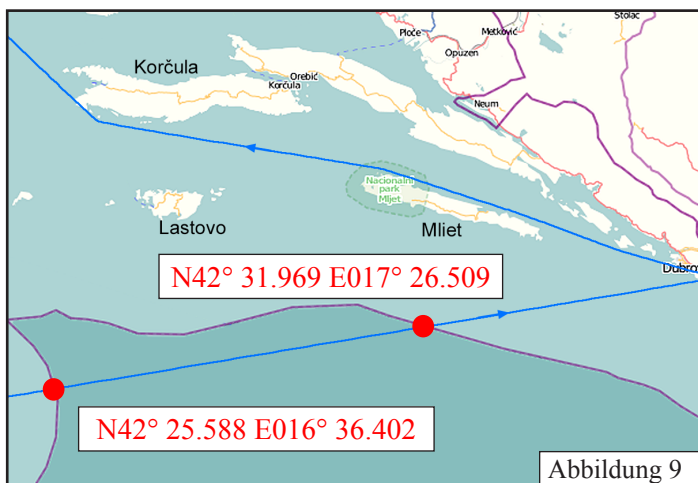
Mala Palagruža and Vela Palagruža, both are required to leave on portside. (Fig. 8)



13.5 Palagruža - Dubrovnik

On the leg from Palagruža to Dubrovnik the 12-mile zone and the direct course line to Dubrovnik result in two more starboard marks (Fig. 9)

13.6 Apart from the marks Lokrum (near Dubrovnik) and Mljet, which both remain on port, and Korčula, Hvar, Plič Čavlin (Murterski kanal) and Stipanska (Šolta), all four of which remain on starboard, there are no further restrictions on the rest of the route to the finish, apart from the exclusion zone, which must be respected.



14. THE FINISH

14.1 The finishing line will be in the south of Marina Kaštela at the South-Pier and a floating buoy as Finishing Mark in an approximately distance of 60m which stays on starboard side.⁹

14.2 The finishing line has to be crossed completely.

14.3 Recording of the finishing time will be done by the RC. For those who do not reach the finishing line within the time limit, the position of the boat in an Tome-Limit-Zone (TLZ) will be taken at the given Target Time by the tracking system. (see SI 15. und 16.)



14.4 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)

14.5 In the case of close decisions, the self-recorded track of the respective boats will be used for scoring.

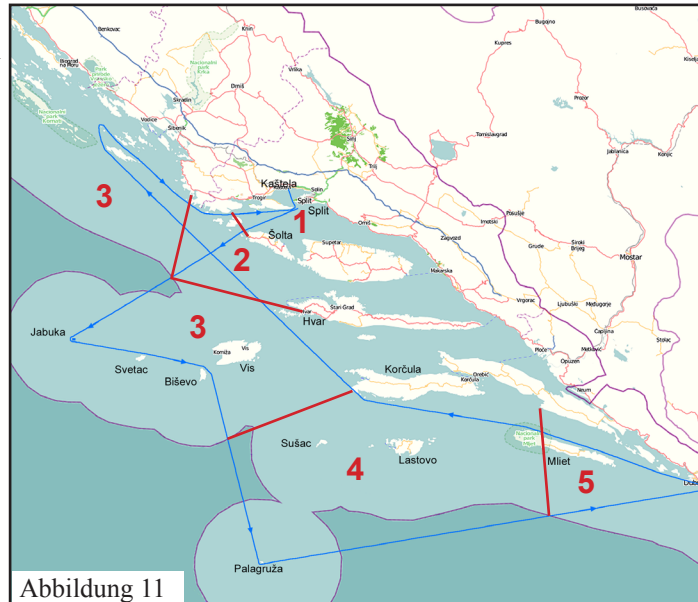
14.6 The time limit for passing the finishing line near Marina Kaštela:
Friday, 19th of April 2024, 08:00 (CEST)

⁹ The buoy is not illuminated and has no light signal attached!

15. TIME LIMIT ZONES AND SCORING IN A TIME LIMIT ZONE

15.1 So that each team can be scored even if it does not reach the finish, the regatta area is divided into 5 time limit zones (TLZ) (Fig. 11) and a separate time limit is defined for each of these zones.¹⁰

15.2 A team that does not cross the finish line within the finish time limit (Friday, 19 April 2024, 08:00) will be ranked according to its position in one of the time limit zones at the time of the time limit given there. It will be ranked behind those who have either passed the finish or are in a TLZ closer to the finish according to the course line.



15.3 If a boat is located within an associated zone at the given time limit, the coordinates of the boat's position at that time must be entered in the *Evaluation Logbook*. (Accuracy 3 decimal places).

15.4 Ideally, a boat should have left a TLZ before the respective time limit. If a boat is in a TLZ at the time of the limit, but is able to reach the next TLZ before the applicable time limit, it initially remains in the race. If it is able to sail so fast due to freshening wind that it leaves this TLZ again in good time before the time limit applicable there, it remains in the race if the engine was not used for propulsion and all other rules were also respected.

15.5 Time Limit Zone 5:

Distance from furthest point to finish: approx. 110NM / 18 Std.

Time limit: Thursday, 18.4.2024 14:00

Zonengrenze zu ZLZ4: line through LF Lirica on Pelješac

N42° 52.440 E017° 25.609 to N42° 31.969 E017° 26.509

15.6 Time Limit Zone 4:

Distance from furthest point to finish: approx. 85NM / 14 Std.

Time limit: Thursday, 18.4.2024 18:00

Zone boundary to TLZ 3: line from Rt. Velo Dance (Korčula)

N42° 55.543 E016° 38.336 to N42° 46.242 E016° 06.472

15.7 Time Limit Zone 3:

Distance from furthest point to finish: approx. 55NM / 9 Std.

Time limit: Thursday, 18.4.2024 23:00

Zone boundary to TLZ 2: between N43° 16.75 E015° 52.656

and a.) LF at Rogoznica N43° 31.339 E015° 57.652

and b.) line to LF Hvar N43° 10.201 E016° 26.470

15.8 Time Limit Zone 2:

Distance from furthest point to finish: approx. 25NM / 4 Std.

Time limit: Friday, 19.4.2024 04:00

Zone boundary to TLZ 1: between LF Maslinica, Šolta N43° 23.742 E016° 12.175 and LF Rt. Artatur N43° 28.728 E016° 07.709

¹⁰ The time limits in a TLZ do not indicate the „feasibility“ of the round course! They are only designed so that a boat can be back in Marina Kaštela by Friday at 08:00 with approx. 6kts under motor.



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15.9 Time Limit Zone 1:

Distance from furthest point to finish: approx. 15NM / 2,5 Std.

Time limit: Friday, 21.4.2023 05:30

15.10 After having finished the race the *Evaluation Logbook* should be handed over to a member of Team "Alles Yacht" (on "AURA", a Salona 46 with bow number 16).

15.11 Deadline for delivery of the *Evaluation Logbook* is Friday 19.4.2024 09:00.

15.12 Only teams that have completed the logbook form correctly and handed it in on time will be included in the ranking.

15.13 Download of positions of the Time Limit Zones as gpx-file at:
<https://roundpalagruza.at/rpc-2024-schwarzes-brett/>

15.14 Example of Scoring in a Time Limit Zone (TLZ)

Finishing time limit: 10:00

TLZ 1: 05:00

TLZ 2: 01:00

In Fig. 12 boats with their positions at 1:00, 5:00 und 10:00 are shown.

Scoring:

1st. Boat A

2nd Boat B

3rd. Boat C

Reason:

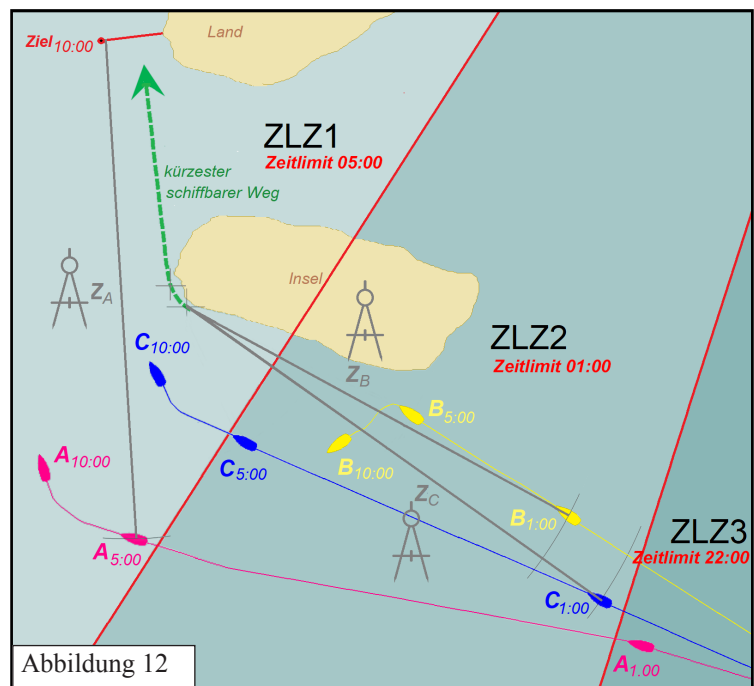
Boat A: was at the given time limit of TLZ 2 at 1:00 in zone zone 3, but it was able to reach zone 1 in time before 05:00.

Boat A could not reach the finishing line before 10:00, therefore it will be ranked at its position in zone 1 at 05:00. Boat A will be ranked ahead of boat B and boat C in any case, as it is ranked in a zone that is closer to the finish on the specified route.

Boat B und **Boat C** were both in zone 2 at the time limit 1:00. However, neither of them was able to reach zone 1 before 05:00 or the finishing line by 10:00. B and C are therefore ranked in their respective positions at 01:00 in zone 2.

At 10:00 **Boat B** had a shorter navigable route to the finish line than boat C, therefore boat B is ranked ahead of boat C. The positions of both boats at 05:00 are irrelevant for the scoring.

Note: The positions of all three boats at 10:00 are irrelevant for the scoring, as the time limit for crossing the finish line would have been 10:00.



16. COURSE SHORTENING OPTIONS

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

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

16.3 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)

- 16.4 Competitors are obliged to confirm receipt of SMS or email messages concerning course shortening to the RC. The race committee is not obliged to wait for yachts that are far behind to cross the finish line.
- 16.5 The time limit zones and the time limits defined there will continue to apply in accordance with the new course line for course shortening. Accordingly, the time limit for crossing the finish line is the time limit of the zone in which the finish line is located after the course shortening.

17. PROTESTS AND REQUESTS FOR REDRESS

- 17.1 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.
- 17.2 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.
- 17.3 The Protest Time Limit is 60 minutes after the last boat has finished, but no protests can be made after 19. April 2024 at 08:30. A protest shall be in written form.
- 17.4 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.
- 17.5 In case of appeals, the Austrian Sailing Federation is the competent authority.

18. TRACKING AND COMMUNICATIONS

- 18.1 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 at: <https://roundpalagruza.at/rpc-2024-tracking/>
- 18.2 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.
- 18.3 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.¹¹
- 18.4 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.
- 18.5 If a radio call concerning the race remains unanswered, other participants are obliged to relay it.

19. ASSISTANCE FROM OUTSIDE

- 19.1 A boat shall not receive help from any outside source, except:
- help as provided for in rule RRS 1;
 - help for an ill or injured crew member;
 - help from the crew of any other boat to get clear after running aground;
 - help during the period a yacht suspends racing; (SI 22.)
 - any kind of information via mobile phone, VHF and internet;

¹¹ It is strongly recommended that you take power banks with you so that mobile phones can be charged even if the on-board power supply fails so that you can still be reached!



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20. EXCLUSION OF LIABILITY

- 20.1 Sailing regattas may be dangerous. The skipper is solely responsible at all times for the correct nautical and seamanship of the vessel and the safety of the crew.
- 20.2 Participation in the regatta, as well as the decision to seek shelter in a harbour and to interrupt the race, is made by all participants at their own risk and risk assessment. This responsibility is not diminished or altered by a possible safety check by a third party before the race.
- 20.3 The organisers, the organising clubs, their members or persons working for the clubs are expressly excluded from any liability.
The skipper confirms his/her agreement with his/her signature when registering for the Round Palagruža Cannonball Sailing Regatta.

21. THE USE OF THE ENGINE

- 21.1 It is not allowed to use the engine for propulsion during the race. (Exceptions see SI 22.)
- 21.2 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.
- 21.3 The use of the engine to recharge boat batteries is permitted for F45 class and those of Salona 46 having no generator at all times.
M55 class and S46 which have generators, have to use their generator to charge the batteries, unless sailing upwind in over 15kts of wind where the engine might be used.

22. SUSPENDING THE RACE

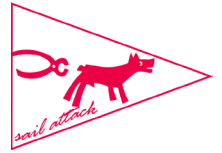
- 22.1 Participants are permitted to suspend the race to seek shelter in a harbour or safe bay if the safety of the yacht or crew is endangered.
- 22.2 During the suspension of the race, the acceptance of external assistance (e.g: Safety Team, divers, sailmakers, basic personnel of the charter company...) to restore the seaworthiness of the yacht or crew is expressly permitted.
- 22.3 The reason for the suspension of the race and the track of the yacht must be recorded in order to be scored later.
- 22.4 In order to be able to continue the race after a suspension, the yacht must return to the exact position at which the engine was switched on for propulsion.
- 22.5 In order to continue the race in the event of a race interruption due to requested or necessary assistance for another boat, the following applies: the boat must return to the starting point of the use of the engine or to the point where the course sailed to the finish line was left for the assistance. From there the race must be continued under sail.
- 22.6 Radio messages, telephone calls and the track sailed during the assistance must be recorded and handed over to the race committee for the purpose of receiving compensation (RDG). Any changes in wind force and wind direction are not taken into account and will not be compensated.
- 22.7 The race committee must be informed as soon as possible of any suspension of the race.
- 22.8 Holding position in the current under engine is explicitly not considered a race interruption and is not permitted during the race.

23. 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 of First 45, Moore 55 and Salona 46.

24. REMARKS TO THE ILLUSTRATIONS SHOWN IN THIS SAILING INSTRUCTIONS

- 24.1 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 obstacles.



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Partner:

