



Questions - réponses - N°2

Questions - Answers - N°2



From Peter ISLER – (RAMBLER) – delivered on April 13

- 1) SI 12.3 defines the RC boat near the mark as creating a “gate”. That may not be desirable as the RRS treat a gate a bit differently (RRS 18.4 is deleted and RRS 28.2 allows a boat to go around either gate mark and NOT necessarily pass the original mark on its required side). Obviously there are many possible scenarios here that may not be good.

Voir l’avenant N°3 aux Instructions de Course, article *I* - “12.3 Pointage officiel à une marque”

See amendment N°3 to sailing instructions, article *I* – “12.3 Official ranking at a mark”

- 2) SI 13 - as written the RC finish boat can be on either side of the buoy – which sometimes can cause confusion when boats finish at odd angles.. it might be good to specify which “side” of the line the boat and buoy will be – as you have in the start.

Voir l’avenant N°3 aux Instructions de Course, article *II* – “13 L’ARRIVEE”

See amendment N°3 to sailing instructions, article *II* – “13 THE FINISH”

- 3) SI 14.1 discusses when IRPAS applies – but nowhere in the Rules has it been said “WHEN” IRPAS applies. When does the IRPAS apply?

Le RIPAM s’applique à partir de l’heure légale du coucher du soleil et jusqu’à l’heure légale de son lever le jour suivant.

IRPAS applies from the official time of the sunset to the official time of the sunrise the next day.

- 4) in SI 17.2 the OCS is given the same scoring (boats entered plus 1) as DNF, DNC etc.. but in SI 11.5 an OCS is given a 20% penalty... needs cleaning up to avoid conflict

Voir l’avenant N°3 aux Instructions de Course, article *III*- “17 CLASSEMENT”, *texte anglais*

See amendment N°3 to sailing instructions, article *III* – “17 SCORING”, *English version*

- 5) in 12.1 the official RC boat is clearly defined as a mark.. but no mention of it creating a GATE as in 12.3.... therefore the RRS require boats to round the mark as described in the course chart (so the string wraps it). So its important that the driver of the RC boat is in the correct position





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– he could really cause confusion if he stopped in certain places (such as directly in line with the course from the previous course). And if the next leg of the changed is more than 180 degrees from the previous (incoming) leg.. you can create problems where boats that are rounding will be sailing towards and across the path of the boats coming up to that mark. And of course, if the boat “arrives” late and the proper course of the leading boat is to round the mark at a “wide” distance... it would require a last minute course change to go close to the

mark... maybe better to avoid changing courses at “passing” marks and take out the requirement to sail between the RC boat and the mark...

- a) Le Comité de Course décidera un changement de parcours en prenant en considération toute incidence pouvant être dangereuse pour la navigation des bateaux

The race Committee will decide any change of course with consideration for any dangers to the boats

- b) Voir l’avenant N°3 aux Instructions de Course, article *IV- “12.1 Modification de parcours”* *Texte français*

See amendment N°3 to sailing instructions, article *IV – “12.1 Changing the next leg of course”, French version*

- 6) SI 2 & 3 reference a 2h window before any race for changes to the Rules. Probably better to make this window apply ONLY to the first race of the day.. so that the only changes for the second race of the day would follow SI 10.4 ... This avoids competitors having to check the web site when out on the water before a second race of a day.

Voir l’avenant N°3 aux Instructions de Course, article *V- « 2 AVIS AUX CONCURRENTS », « 3 MODIFICATIONS AUX INSTRUCTIONS DE COURSE »* et Article 10 *SIGNAUX FAITS EN MER*

See amendment N°3 to sailing instructions, article *V – “2 NOTICES TO COMPETITORS, “3 CHANGES TO SAILING INSTRUCTIONS”, and “10 SIGNALS MADE AT SEA”*

- 7) NOR 12.1 describes a 1 turn penalty.. but no mention in the SI’s... as both 44.1 and 86.1 mention the Sailing Instructions for Rule changes... it probably would be wise to include mention of this change in the SI’s as well.

Voir l’avenant N°3 aux Instructions de Course, article *VI- « 14 SYSTEME DE PENALITE »*





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See amendment N°3 to sailing instructions, article *VI – “14 PENALTY SYSTEM”*

- 8) After finishing the first race of a day - how will competitors know if the RC intends to run a second race?

Le nombre de courses est prévu par un programme du jour affiché chaque matin avant 8h30. Lorsque 2 courses sont prévues, les bateaux doivent rejoindre la zone de départ pour disputer une seconde course, sauf si le bateau du Comité sur la ligne d'arrivée arbore les pavillons AP/A or AP/H

The number of races is scheduled in a daily program posted every morning prior to 8.30. When 2 races are scheduled, boats shall sail to the starting area for the start of a next race, except if the boat of the committee on the finishing line displays AP/A or AP/H

- 9) Course Addendum Items for your review (please pardon the spelling)

- Course 20's diagram is confusing – the text (which prevails) shows a port rounding of Il Fregate, but the diagram shows a rounding of Toc Vers*

Changement du diagramme - Voir les changements de « l'annexe A Parcours”

Change of diagram- See alterations of “annexe A Parcours”

- Course 25 and 27's text say boats should pass Pain de Sucre to port.. but the diagram shows the course cutting inside
- Changement du diagramme - Voir les changements de « l'annexe A Parcours”
- Change of diagram- See alterations of “annexe A Parcours”
- FYI, Courses 26 & 28 texts do not require passing Pain de Sucre to port (as in every other race)... is this intentional?
- Pas de changement
- No Change





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Affiché à / posted at 13h 15mn, le / on 14 avril 2014 / April, 14 2014

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