



Circolo Nautico e della Vela Argentario

Cala Galera 2k Team Racing Regatta (Two sail Two boat keelboat Team Racing Regatta)

4th to 6th September 2015

2K Team Racing International Association STANDARD SAILING INSTRUCTIONS

Abbreviations:

PC – protest committee
OA – organising authority
SI – sailing instructions

RC – race committee
RRS – racing rules of sailing
NoR – notice of race

1. RULES

1.1. The event will be governed by

- (a) the 'rules' as defined in the RRS, including Appendix D, Team Racing Rules.
- (b) the rules for Handling Boats (SI Addendum F), which also apply to any practice sailing and sponsor races.

1.2. The right of appeal will be denied in accordance with RRS 70.5 (a)

1.3. Add to RRS 41: (e) help to recover from the water and return on board a crew member, provided the return on board is at the approximate location of the recovery.

1.4. RRS 49.2 is deleted. However lifelines rigged on boats shall be taut at all times.

1.5. RRS 17 is changed to "After her starting signal, if a boat clear astern becomes overlapped within two of her hull lengths to leeward of a boat on the same tack, she shall not sail above her proper course while they remain overlapped within that distance unless in doing so she promptly sails astern of the other boat.

This rule does not apply if the right-of-way boat is on a leg to a leeward mark or the finishing line, or if the overlap begins while

- (a) the right-of-way boat is on a leg to a leeward mark
- (b) the windward boat is required by rule 13 to keep clear, or
- (c) both boats are OCS.

1.6. Definition: A boat is on a leg to a leeward mark when she is on a leg to mark 2 or mark 3

- 1.6.1. A boat completes a leg of the course when her bow crosses the extension of the line from the previous mark through the mark she is rounding.
- 1.7. RRS 14 shall apply at all times whether boats are racing or not.
- 1.8. Class rules shall not apply.
- 1.9. RRS 31 (Touching a Mark) is changed to ‘While *racing*, neither the crew nor any part of a boat’s hull shall touch a starting *mark* before *starting*, a *mark* that begins, bounds or ends the leg of the course on which she is sailing, or a finishing *mark* after *finishing*. In addition, while *racing*, a boat shall not touch a race committee vessel that is also a *mark*.’”

Protests and Penalties

- 1.10. All races will be umpired.
- 1.11. RRS D2.2 (a) (Protests by Boats) is changed to: “She shall hail “Protest” and conspicuously display a Yankee flag at the first reasonable opportunity for each.”
- 1.12. RRS D2.2(f) (Protests by Boats) is amended as follows:
“A boat penalized by an umpire shall take a One-Turn Penalty.”
- 1.13. RRS D2.3 (Penalties Initiated by an Umpire) is amended as follows:
The last paragraph is deleted and replaced with: “The umpire shall signal a decision is compliance with rule D2.4. A boat penalized by an umpire shall take a One-Turn Penalty except that, when an umpire hails a number of turns, the boat shall take that number of One-Turn penalties.”
- 1.14. There shall be added to RRS D.2.3 (h) ((Penalties Initiated by an Umpire) “breaks SI Addendum F 2.21.”
- 1.15. D 2.4(b) (Signals by an Umpire) is amended as follows:
“To penalize a boat a coloured flag, red, yellow or blue identifying the boat with one long sound and pointing the coloured flag at her means: “The identified boat shall take a penalty by complying with SI 1.12”
- 1.16. RRS D1.3 (a) (Penalties) first sentence is changed to:
“When on an upwind leg of the course a boat may take a penalty by gybing, or when on a leg to a downwind mark of the course a boat may take a penalty by tacking when she may have broken one or more rules of Part 2, or rule 31 or 42, in an incident while racing.
- 1.17. Voluntary penalties taken after the Preparatory and before the Starting signal shall be taken by gybing.
- 1.18. A boat is on a leg to a downwind mark when her bow crosses the extension of the line from the leeward (mark 3) to the windward mark (mark 1) in the direction of the next mark.

- 1.19. RRS D5 is deleted. See SI 10 Breakdowns.
- 1.20. Any prescriptions of the national authority that will apply will be posted on the official notice board.
- 1.21. The bylaws of the C.N.V.A. which can be seen on its website at [insert URL] shall apply to all participants.

Scoring

- 1.22. RRS D4 (Scoring) is deleted. Addendum H to these sailing instructions shall be used.
- 1.23. Add after the first sentence of Appendix A5 'When one of the boats in a race fails to sail the course in accordance with rule 28.1, she shall be scored DNF without a hearing.'

Advertising

- 1.24. Advertising may be displayed on boats/or equipment and/or on provided garments. Advertising rules for competitors shall follow ISAF Regulation 20.
- 1.25. If the Jury decides that a breach of a rule, other than a rule of RRS Part 2 has had no significant effect on the outcome of a race, it may make any arrangement it decides is equitable, which may be to order a re-sail or to impose no penalty.

2. ENTRIES and ELIGIBILITY

- 2.1. To remain eligible the entire crew shall complete registration in accordance with the Notice of Race, pay any outstanding entry fee and deposit the damage deposit, lodge the Sailing Agreement if required, between 3 Sept.14.00 and 4 Sept.11.00 unless extended by the OA.
- 2.2. Each team is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or PC.
- 2.3. After registration no team member may be changed without the prior written permission of the RC. It will be given only in exceptional circumstances.
- 2.4. Any team that is given permission to sail without the required number of crew or gender mix may be allowed to sail, however they shall not be eligible to compete in any knockout stage and their results shall be discounted when final positions are calculated.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1. Notices to competitors will be posted on the official notice board located outside the race secretary.
- 3.2. Signals made ashore will be displayed from the mast located in the terrace of CNVA.

3.3. The first briefing for all competitors shall be at 11.00 outside of the Club office. Attendance is mandatory.

3.4. Daily Skippers' briefings will be held on the 2nd and 3rd days at 9.00 at C.N.V.A.. Attendance by all team captains is mandatory.

4. AMENDMENTS TO SAILING INSTRUCTIONS

4.1. Amendments to the Sailing Instructions will be signalled by flying flag L from the shore signal station. Such changes will be posted on the notice board not less than 10 minutes before the warning signal of the first affected race.

4.2. Amendments made afloat will be signalled by the display of flag L on the committee vessel with three sound signals. An umpire may communicate these either verbally or in writing.

5. BOATS AND SAILS

5.1. (a) The event will be sailed in C21_type_boats.

(b) The boats to be sailed and the sails to be used will be allocated by the RC.

5.2. Spinnakers, trapezes and the gear specifically provided for their use shall not be used.

5.3. The RC may require boats to reef their mainsails, in which case boats will be so informed by the umpires.

5.4. Other restrictions or instructions may be given to the boats verbally by an umpire. Flag L is not required

5.5. The RC will decide which boats are to be used for each stage and when they decide a boat should not be used, the skipper assigned that boat will be given the temporary use of another boat.

6. IDENTIFICATION and ASSIGNMENT OF BOATS

6.1. Boats will be identified by their hull numbers(1-6).

6.2. The RC may require a team to sail a substitute boat at any time.

6.3. All decisions regarding substitute boats will be taken by the 2K Tour Director in consultation, when possible, with the Principle Race Officer and the Chief Umpire.

7. EVENT FORMAT AND STARTING SCHEDULES

7.1. The event format is detailed in SI Addendum A.

7.2. The race schedule is detailed in SI Addendum B.

- 7.3. A key principle of 2K team racing is to provide as much fair and competitive racing for all competitors as reasonably possible. This includes having a format that on the last day provides an opportunity for all teams to participate.
- 7.4. The Tour Director, or a committee appointed by the Tour Director may change the format or terminate any race or stage of the event when, in its opinion, it is impractical to attempt to hold the remainder of the races in the existing conditions or the time scheduled, or to achieve the principle laid down in 6.3 above. Early stages may be terminated in favour of later stages and different formats may be introduced. The decision of the Tour Director shall be final and competitors shall not request redress in respect of such decision, changing RRS 62.
- 7.5. The format may be modified during the event as determined by the Race Committee. Taking into account the entries, weather conditions, time constraints and any other relevant factors, The decision of the Race Committee shall be final and competitors shall not request redress in respect of such decision, changing RRS 62.
- 7.6. The schedule of races will be displayed on the official notice board. Any changes made and schedules for subsequent rounds will be displayed not less than 30 minutes before the start of that phase of the competition or after the time as shall be specified in Appendix A.
- 7.7. Every race will be assigned a race number in the race schedule.
- 7.8. (Optional) The race number will be displayed on the committee boat between the warning and preparatory signal for that race. The RC may at any time remove a particular race from the published sequence of races and run it at a later time.
- 7.9. The latest time for a warning signal on the last day of racing will be 15.30.
- 7.10. The intended time of the first warning signal each day is on Friday 4 Sept. at 11.30, Saturday 5 Sept. at 10.00, Sunday 6 Sept. at 10.00.
- 7.11. Each subsequent race will be started as soon as practicable after the previous race.

7.12. CONTINUITY

- 7.12.1. Before starting and after finishing or retiring, boats shall sail to minimise any delay to the race schedule.

8. RACING AREA

- 8.1. The racing area will be on the water between Cala Galera and Ansedonia .

9. COURSE

- 9.1. The course configurations are set out in SI Addendum C.
Course 1 is the default. If Course 2 ,3 or 4 are used this will be communicated by the umpires or the RC before the warning signal for the race concerned.

- 9.2. The starting line will be a straight line between the course side of the starting/finishing mark and the mast or staff displaying an orange flag on the committee boat.
- 9.3. The finishing line will be a straight line between the course side of the starting/finishing mark and the mast or staff displaying an orange flag on the committee boat.
- 9.4. A buoy may be attached to the Race Committee boat anchor line just below keel depth. Boats shall not pass between this buoy and the RC boat at any time. This buoy is part of the RC boat ground tackle
- 9.5. The starting/finishing mark will be yellow inflatable.
- 9.6. The course marks will be red inflatable.
- 9.7. Course Limits
- 9.7.1. There will be no course limits or restricted areas
- 9.8. **BREAKDOWN: TIME FOR REPAIRS AND REDRESS**
- 9.9. Before the warning signal of a race or within two minutes of finishing or within five minutes of changing into a new boat, whichever is later, a boat may display (insert flag type or colour) to signal breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to a position just to leeward of the RC boat and remain there, unless otherwise directed.
- 9.10. The time for repairs will be at the discretion of the RC.
- 9.11. After the warning signal of a race, the race will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 9.1.
- 9.12. Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the warning signal shall not be grounds for redress. This changes RRS 62.
- 9.13. Competitors are responsible for inspecting their boats before racing.
- 9.14. Competitors shall report any defects, damage or breakdown to the RC at the first reasonable opportunity.
- 9.15. When there is a risk of further damage if a boat continues racing after damage or breakdown, she shall retire immediately.
- 9.16. When a PC grants redress under RRS 62.1(b) the RC may postpone a resail indefinitely and score each team half a race win and 5 race points unless the result is relevant to progress, but not seeding, in the next round.

10. **DAMAGE PENALTIES**

- 10.1. When three race umpires decide that one or more boats has broken RRS 14 in an incident where there is damage, they may impose race-win penalties as prescribed in Addendum D without a hearing, but shall not add points to a boat's score. The boat(s) shall be informed as soon as practical and only at that time may she request a hearing, in which case the umpires shall report the incident to the protest committee who shall proceed in accordance with RRS Appendix D3.1(d). Any penalties imposed after a hearing may be more than the penalties imposed by the umpires. This changes RRS Appendix D3.1(d)(1) and D3.1(d)(3).
- 10.2. The allocation of damage costs between boats shall be decided by the Jury. No charge for damage shall be made without the agreement of the Jury.

11. STARTING PROCEDURE

- 11.1. Races will be started by using the following signals. Times shall be taken from the start of each sound signal; the failure or delay, of a visual signal, including flags as specified in below shall be disregarded. This amends RRS 26.

Signal	Minutes before starting signal	Sound	Visual Signals
Warning	3	One	Team Colours up
Preparatory	2	One	Flag P up
One-minute	1	One	Team Colours Down
Starting	0	One	Flag P down

- 11.2. When a boat is subject to RRS 29.1 a flag Red, Yellow or Blue, corresponding to her identification colour will be displayed but not for more than 1 minute after the starting signal; this amends RRS 29.1. The RC may hail hull numbers of premature starters.
- 11.3. A boat that fails to start within two minutes of her starting signal will be scored DNS without a hearing. However, if the boat was OCS at her starting signal, she shall be scored in accordance with rule D3.1(b). This amends rules RRS Appendix A4 and A5.
- 11.4. A series of short sound signals will be made to advise competitors a warning signal is imminent. Code Flag AP will only be used for significant delays (those likely to be longer than 15 minutes)

12. CHANGE OF POSITION OF MARKS, COURSES

- 12.1. There will be no changes of the position of a mark towards which boats are sailing, by the race committee after the start of a race. This amends RRS 33.
The new position of moved marks will not be signalled by the Race Committee.

12.2. The default race course is Race Course 1. If there is a change to any other race course this will be communicated by the umpires.

13. TIME LIMIT

13.1. There shall be no time limit for races. However the race committee may abandon a race for any reason. This amends RRS 32.

14. PROTESTS

14.1. Protests and requests for redress that deal with scoring and other matters that do not arise from incidents in the racing area shall be notified to the race office within 30 minutes after the finish of the last boat in the last race of the day. However boats are required to notify the race officer as soon practicable.

14.2. The PC may refuse to hear a protest or request for redress unless its outcome is relevant to progress to, but not seeding in, the next round of the competition. This amends RRS 63.1.

14.3. When the PC decides that a breach of a rule has had no significant effect on the outcome of a race, it may make any arrangement it decides is equitable, which may include to order a resail or to impose no penalty. This amends RRS 64.1 and D3.1.

15. SAFETY

15.1. An adequate personal flotation device may be required to be worn at all times whilst afloat. This will be communicated by the RC or the umpires.

15.2. Any participant suffering a blood injury (i.e. an injury that draws blood) shall report the matter to the race committee immediately. The RC may require that person to proceed ashore to receive first aid.

16. CODE of CONDUCT

16.1. Competitors shall comply with any reasonable request from any official, including attendance at official functions, and shall not behave so as to bring the event into disrepute. The penalty for breaking this sailing instruction is at the discretion of the Protest Committee and may include exclusion from further participation in the event, the withdrawal of any prize money or the withholding of deposits.

ADDENDUM A

EVENT PROGRAMME and FORMAT

Event Format:

Stage One:

Teams shall sail a series of round robins until one hour before the time for the last warning signal on the final day. On conclusion of Stage One teams shall be placed in rank order using Addendum H.

Stage Two:

A Knockout series shall be sailed between the first and second ranked teams from Stage One. The winner of Stage Two shall be the first team to score two race wins, the other team shall be ranked second.

Social Programme

Check official Notice Board

ADDENDUM B

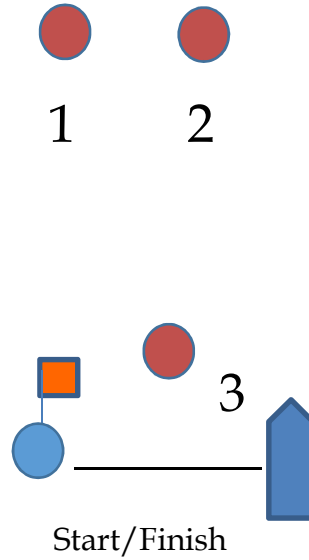
RACE SCHEDULE

ADDENDUM C

RACE COURSE 1

Start Line 5 lengths approx.
Course 1-2-3-1-2-Finish.
Distance marks 1-2 5 lengths approx
Race length 10 -12 minutes
Mark 3 about 20 m Up beat
All Marks to be left to starboard

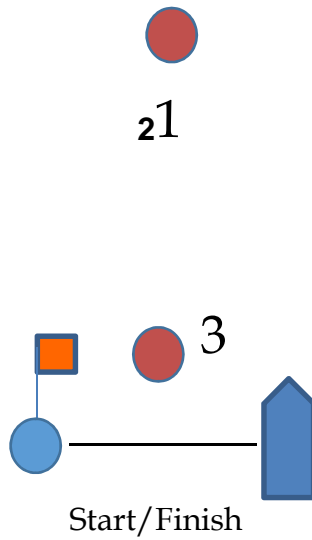
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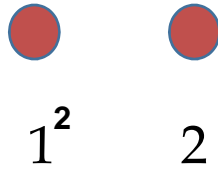
RACE COURSE 2

Start Line 5 lengths approx.
Course 1--3-1-Finish.
Race length 10 -12 minutes
Mark 3 about 20 m Up beat
All Marks to be left to starboard

Not to Scale



RACE COURSE 3



Start Line 5 lengths approx.
Course 1-2-Finish.
Distance marks 1-2 5 lengths approx
Race length 10 -12 minutes
All Marks to be left to starboard

Not to Scale



Start/Finish

RACE COURSE 4



Start Line 5 lengths approx.
Course 1-Finish.
Race length 10 -12 minutes
Mark 1 to be left to starboard

Not to Scale



Start/Finish

ADDENDUM D

Penalties for damage resulting from contact between boats racing

SI 10 permits umpires to determine the penalty for breaking RRS 14 without a hearing. This appendix explains how damage will be assessed and prescribes the appropriate level of penalties. The Protest Committee may impose additional penalties if it has good reason to do so. There are a number of things we are trying to achieve with penalties for damage:

- Minimise damage to keep costs down and avoid delays while boats are being repaired.
- Ensure that penalties are consistent and fit the breach.
- Keep race results “on the water”.
- Give more sailing to everybody for the same entry fee!

Damage Levels

Level	Extent	Effect
Level A- Minor Damage	Up to 1 man hour to repair	Boat may race without repair
Level B- Significant Damage	More than 1 hour and up to 5 man hours to repair	Boat may need some (temporary) work before racing again.
Level C- Major Damage	More than 5 man hours to repair	Significant work required before racing again.

Penalties

Race-win penalties may be imposed by umpires after a race to boats that break RRS 14. In the Round-Robin Series the penalty is half a race loss; in the Knockout Series it is a half race win. Any penalties are added to one boat's or both boats' team race losses / wins for the Series in which the damage occurred.

Level	Race Win Penalty
Level A	No Penalty
Level B	½ race win (1/2 race loss)
Level C	1 race win (1 race loss)

Deductions from Damage Deposits

Any deductions from damage deposits are a matter for the Organising Authority and do not affect any race win penalties applied by the Umpires or Protest Committee. Subsequent assessments of the damage level after further inspection, whether the level turns out to be higher or lower, will have no effect on the race wins penalties given on the water.

ADDENDUM E

DAMAGE CHARGES

This appendix is included only for information and guidance and does not form part of this Notice or the Sailing Instructions. The charges below are all applicable where it is obvious that damage or loss was caused due to misuse by the user

Damage	Definition	Cost
Hull	Gel coat or capping nicks	€50.00
	Minor hull damage not requiring lamination	€100.00
	Minor damage requiring lamination	€200.00
Deck	Major damage or new capping – full cost of repair up to	€500.00
	Minor damage	€50.00
	Major damage – full cost of repair up to	€500.00
Sail damage	Minor winch damage	€35.00
	Major winch damage – full cost of replacement up to	€500.00
	Rips smaller than 10cm	€25.00
	Rips larger than 10cm up to 40cm	€50.00
Winch handles	Rips larger than 40cm – full cost of repair up to	€500.00
	Sail write off – full cost of replacement up to	€500.00
	Spinnaker write off – full cost of replacement up to	€500.00
Bilge Pumps	Loss	€40.00
Flags	Damage	#60.00
Sheets	Loss	€20.00
Spinnaker pole	Damage or loss (per sheet)	€30.00
	End fitting damage (per fitting)	€50.00
Deck fitting	Pole break	€150.00
	Damage or loss - full cost of replacement up to	€500.00
Hatches	Minor damage	€50.00
	Major damage - full cost of replacement up to	€500.00
Radios	Loss	€150.00
Buoyancy aids	Loss	€40.00
Tiller extension	Break	€100.00
Bibs	Failure to Return at end of event (even if returned later)	€15.00
	Loss	€50.00

ADDENDUM F

HANDLING BOATS

1. GENERAL

While all reasonable steps are taken to equalise the boats, variations will not be grounds for redress. This changes RRS 62.

2 PROHIBITED ITEMS and ACTIONS

Except in an emergency or in order to prevent damage or injury, or when directed by an umpire otherwise, the following are prohibited.

- 2.1 Any additions, omissions or alterations to the equipment supplied. In particular the cutting or shortening of any sheets, control lines or other running rigging.
- 2.2 The use of any equipment for a purpose other than that intended or specifically permitted.
- 2.3 The replacement of any equipment without the sanction of the RC.
- 2.4 Sailing the boat in a manner that it is reasonable to predict would cause significant damage.
- 2.5 Moving equipment from its normal stowage position except when being used.
- 2.6 Boarding a boat without prior permission.
- 2.7 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Using a flattener as a reef.
- 2.10 Attaching lines to the fabric of spinnakers.
- 2.11 Perforating sails, even to attach tell tales.
- 2.12 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- 2.13 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.14 Using a winch to adjust the mainsheet, backstay or vang.
- 2.15 Using a reef line as an outhaul.
- 2.16 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.17 The use of electronic instruments other than compass, watches and small video devices such as Go-Pros.
- 2.18 Using the spinnaker pole to wing out the foresail.
- 2.19 Attaching the spinnaker pole to the shroud or shroud turnbuckle at any time.
- 2.20 Marking directly on the hull or deck with permanent ink.
- 2.21 The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or gybing.
- 2.22 A breach of SI Appendix F 2.21 is not open to protest by boats but may be subject to action by Umpires. This changes RRS 60.1.

3 PERMITTED ITEMS and ACTIONS

The following are permitted.

3.1 Taking on board and making appropriate use the following equipment :

- (a) basic hand tools consisting of knife, pliers and screwdrivers but excluding hammers and saws.
- (b) adhesive tape
- (c) line (elastic or otherwise of 4 mm diameter or less)
- (d) tell tale material
- (e) notebook
- (f) watch, timers and hand held compass
- (g) shackles and clevis pins
- (h) Velcro tape

3.2 Small video devices such as GoPro.

ADDENDUM G

EQUIPMENT LIST

- 1 The following non-fixed items, provided by the OA, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported on the daily damage report.

SAILS and SAILING EQUIPMENT

Mainsail and set of battens
Small headsail
One winch handle
Two headsail sheets
Tiller extension
Genoa cars

SAFETY GEAR

Life jackets for each crew member
Safety harness
Foghorn
Boat hook
First Aid kit
Bucket and lanyard
Flares
Life ring
Bilge pump

TOOLS

GROUND TACKLE

Anchor and chain
Anchor line

MOORING LINES and FENDERS

Two mooring lines
Two fenders

ADDENDUM H

SCORING

H 1 Round Robins Series

In a round-robin series teams are to sail against all other teams one or more times.

H1.1 The following scoring system replaces RRS Appendix D4. This scoring system is designed to allow all races sailed in an incomplete round robin to be counted towards the final results.

H1.2 The losing team of each race scores one point (half a point each for a dead heat); the winner scores no points.

H1.3 When a team withdraws from part of an event the scores of all incompletd races shall be scored as losses.

H1.4 When a single round robin is terminated before completion, a team's score shall be the total number of losses scored by the team in all races sailed except as stated in H1.6.

H1.5 When a multiple round robin is terminated during any of the round robins, a team's score shall be the total number of losses scored by the team except as stated in H1.6.

H1.6 However, if any of the teams have sailed less than three races in the round robin series, the entire round robin series shall be disregarded and, if necessary, the event declared void.

H1.7 Teams shall be placed in order of their total scores, lowest number of losses score first.

H1.8 A team that has won a race but is disqualified for breaking a *rule* against a team in another race shall be scored a loss for that race (but the losing team shall not be awarded the win); and

H1.9 when the boat has broken rule 1 or 2, rule 14 when she has caused damage or injury, or a *rule* when not *racing*, half or more race losses may be added to her

team score, or no penalty may be imposed. When race losses are added to one team's score the results for the other team shall remain unchanged

H2 Ties in Round Robins

H2.1 For the purposes of tie-breaking a team's score shall be the number of race losses scored between the tied teams.

H2.2 Ties between two or more teams in a round-robin series shall be broken by the following methods, in order, until all ties are broken. When one or more ties are only partially broken, rules H2.3(a) to H2.3(c) shall be reapplied to them.

H2.3 Ties shall be decided in favour of the teams(s) who

a) placed in order, has the lowest number of losses in the races between the tied teams ;

b) when the tie is between two teams in a multiple round robin, has won the last race between the two teams;

c) has the fewest losses against the team placed highest in the round-robin series or, if necessary, second highest, and so on until the tie is broken. When two separate ties have to be resolved but the resolution of each depends upon resolving the other, the following principles shall be used :

(1) the higher-place tie shall be resolved before the lower- place tie, and

(2) all the teams in the lower-place tie shall be treated as a single team for the purposes of rule H2.3(c);

When rule H2 does not resolve a tie and,

(a) if the tie needs to be resolved for a later stage of the event the tie shall be broken by a sail-off when practicable. When the race committee decides that a sail-off is not practicable, the tie shall be decided in favour of the team who has the highest score in the round-robin series after eliminating the score for the first race for each tied team or, should this fail to break the tie, the second race for each tied team and so on until the tie is broken. When a tie is partially resolved, the remaining tie shall be broken by reapplying rule H2.

H 3 Knockout Series

H3.1 In a knockout series the sailing instructions shall state the minimum number of race win points required to win a series between two teams. When a knockout series is terminated it shall be decided in favour of the team with the higher number of race wins.

H 4 Ties in a knockout series

H4.1 Ties (including 0–0) between teams in a knockout series shall be broken by the following methods, in order, until the tie is broken. The tie shall be decided in favour of the team who

- a) has the highest place in the most recent round-robin series, applying rule H2 if necessary;
- b) has won the most recent race in the event between the tied teams.
- c) to decide the winner of the event, or the overall position between teams eliminated in one round of a knockout series, a sail-off may be used (but not a draw).