



# **#CISC Cup**

## **NOTICE OF RACE**

### **1. RULES**

1.1. The regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS 2021- 2024)

1.2. No national prescriptions will apply

1.3. The Far East 28 R class rules will apply with the exception of the following clauses, which SHALL NOT APPLY:

A.9. Sail Numbers

B.1.1. CLASS RULES AND CERTIFICATION subclause (c)

B.1.2. CLASS RULES AND CERTIFICATION

B.2.1. CLASS ASSOCIATION MARKINGS

C.3.2. CREW WEIGHTS

C.5.1 MANDATORY PORTABLE EQUIPMENT subclause (a)

C.7.2 LIMITATIONS, subclause (a) and (b)

G.2.2 CERTIFICATION

G.3.2 IDENTIFICATION

H.1 SAIL INSIGNIA"

1.4. If there is a conflict between languages the English text will take precedence.

1.5. In case of conflict between the FAREAST 28R Class Rules and the Notice of Race and the Sailing Instructions, the Sailing Instructions will take precedence. In case of conflict between the FAREAST 28R Class Rules and the Notice of Race, the Notice of Race will take precedence. If there is a conflict between Notice of Race and Sailing Instruction the sailing instructions takes precedence. This changes RRS 63.7

## 2. NOTICES TO COMPETITORS

Notices to competitors will be posted online on the official notice board (ONB) located at <https://t.me/ciscchat>

Notices to competitors will be communicated via "WhatsApp" and/ or via "Telegram" application. These applications are unofficial and failure to receive information is not ground for Request for Redress

## 3. CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 10:00 on the day it will take effect.

## 4. SIGNALS MADE ASHORE

- 4.1. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 45 minutes' in the race signal AP.

## 5. SCHEDULE OF RACES

- 5.1. The series will constitute of seven stages:

Stage 1: 27 October 2024

Stage 2: 15 December 2024

Stage 3: 19 January 2025

Stage 4: 23 February 2025

Stage 5: 23 March 2025

Stage 6: 13 April 2025

Stage 7: 18 May 2025

- 5.2. Every stage constitutes an individual series of races.

Each Stage shall constitute cup

- 5.3. Program of each stage shall have the following typical schedule:

Registration and checkup of the boats,

Briefing

Exit from marina

Racing

Awards ceremony for the respective Stage

The OA may at its discretion fix the timing of the races according to expected optimal weather conditions.

5.4. Number of races: It is intention of the OA to have three (3) races.

## 6. RACING AREA

The racing area is in the Limassol Bay. Approximate location of the racing area is shown in Appendix A.

## 7. THE COURSES

The diagrams in Appendix B show the courses, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.

## 8. AREAS THAT ARE OBSTRUCTIONS

The swimming area, which is marked with round red or orange marks located alongside the beach, is considered restricted area and a boat may be protested and disqualified if entering that area.

## 9. TIME LIMITS AND TARGET TIMES

9.1. Time limits and target times for the first boat are as follows:

TIME LIMIT FOR MARK 1  
**20 min**

TARGET TIME  
**25min**

RACE TIME LIMIT  
**50 min**

9.2. If no boat has passed Mark 1 within the Mark 1 time limit the race will be abandoned.

9.3. Failure to meet the target time will not be grounds for redress. This changes RRS 62.1(a).

9.4. Boats failing to finish within 15 min after the first boat sails the course and finishes will be scored Did Not Finish (DNF) without a hearing. This changes RRS 35, A4 and A5.

## 10. PROTESTS AND REQUESTS FOR REDRESS

10.1. The protest time limit is 60 minutes after the last boat has finished the last race of the day or the race committee signals no more racing today, whichever is later.

## 11. SCORING

- 11.1. One ( 1 ) races are required to be completed to constitute a regatta.
- 11.2. Scoring in the qualifying stage of the No Pro Race is calculated as follows:
- 11.3. For each stage, the team receives a regatta score, which is equal to the sum of the finishes in each race completed by the team, divided by the total number of races conducted within the stage, taking into account discards, if applied.
- 11.4. After 7 stages, the 1 worst stage will be discarded. The team with the lowest score across all stages, considering the discards, is declared the winner.
- 11.5. The winner of a stage is the team with the lowest average score (the arithmetic mean of points for all races within the stage);
- 11.6. If teams have the same score, the winning team will be the one with the highest number of first-place finishes. In case of a tie in the number of first-place finishes, the comparison will continue based on second, third, and subsequent finishes.

## 12. CREW AND EQUIPMENT

- 12.1. The skipper of the team must be at least 16 years old as at the time of the first race of the event.
- 12.2. One crew member has to be the designated as skipper (person in charge) on the entry form.
- 12.3. The minimum number of crew (including the skipper) is four (4) and the maximum number of crew (including the skipper) shall be six (6). All registered crew shall sail all races.
- 12.4. All-female teams or youth teams (sailors born after year 2006) can have a total crew number of seven (including the skipper).
- 12.5. The number of crew members cannot be changed during the event.
- 12.6. There is no crew weight limit in place (This changes class rule C3.2).
- 12.7. Substitution of crew members will only be allowed in reasonable, exceptional cases (e.g. injury, sickness, etc.) and after approval of the OA.
- 12.8. When a crew member (including the skipper) is unable to continue

racing (in case of injury or other emergency), the organizing authority may authorize a substitute, a temporary substitute or other adjustment. The crew has to designate a new skipper. In case there is no substitution available for the person unable to continue racing, the OA may decide)

12.9. Substitution of damaged or lost equipment is only subject to authorization by the OA. Requests for substitution shall be made to the RC at the first reasonable opportunity.”

### 13. EVENT ADVERTISING

Boats shall display event advertising supplied by the organizing authority.

### 14. DISCLAIMER OF LIABILITY AND PRIVACY POLICY

14.1. Competitors participate in the regatta entirely at their own risk. See RRS 3, Decision to Race. The OA will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

14.2. All persons taking any part in the event do so at their own risk. The OA, its associates and appointees accept no responsibility for any loss, damage, injury or inconvenience incurred, howsoever caused.

14.3. In cases of Force Majeure or on grounds of administrative orders or for safety reasons the OA is entitled to make changes in the realization of the event or to cancel the event. In these unlikely cases, the OA has no liability for compensation to the participant.

14.4. The liability of the organizer, no matter because of which cause in law, for material and property damages of all kinds and their consequences that arise to the participant during or in connection with the participation in the event resulting from a conduct of the organizer, his representatives, servants or agents, is restricted to the amount of entry fee paid by participants to the organizer.

14.5. By participating in the event and signing disclaimer form all competitors automatically grant to OA, hosting club, event sponsors and partners, other media, the photographers and videographers the right in perpetuity to make, use and show, from time to time at their discretion, any photos and motion pictures and live, taped or filmed television and other reproductions of the sailor before, during and after the respective event without compensation.

14.6. The granting of rights of use also applies to all current and future technical media and facilities including multimedia applications (Internet, online services, etc.), live streaming (transmission at the time of recording), print media and other printed media such as photobooks, calendars, flyers or similar for the marketing of the OA, hosting club, event sponsors and partners, other media, the photographers and videographers. The use of the rights can also be carried out as part of a group marketing.

14.7. The OA (data controller) herewith undertake that all personal information we collect about you with your entry and participation in the event is utilized and archived by us for the purpose of conduct of event. Personal information may include name, date of birth, country of residence, home club, results in the races, position monitoring and race analysis from automated systems. Your data may be transferred to our service providers (for example, such as RaceQS) and to such governing bodies like Cyprus Sailing Federation, World Sailing, EUROSAF, as the case may be. It cannot be ruled out, that your data will be processed outside of the EU. Our service providers and governing bodies have been or will be committed by us, to exclusively use your data for the event and its preparation and post-processing, including ranking lists and event scorecards. A commercial use of your data is prohibited. By entering in the event competitors agree to receive event information from the OA. The use of your data is governed by EU law, particularly by the General Data Protection Regulation.”

## 15. ALLOCATION OF BOATS

The OA has limited number of boats for rent. There might be as well some boats for rent from the private owners. The boats vary by age but will have same level of preparation, deck equipment to factory specs, rigging and sails inventory. The allocation of boats to particular teams participating in the event will be decided on a “first come first served” basis.

## 16. MALFUNCTION OF EQUIPMENT

### 16.1. Before the start of the first race

The participants have the obligation to examine the functionality of the boat before the start of the first race). In case of malfunction the competitor needs to notify the organizing authority to repair it before the start. In case that the problem persists the competitor needs to notify personally the Race Committee again. **Such malfunction of equipment shall not be basis for request for redress.**

## 16.2. During the race

In case of malfunction or damage the participant has to notify the OA. The OA will make reasonable effort to repair it before the start of the next race.

**Such malfunction of equipment shall not be basis for request for redress.**

## 17. GENNAKERS

When the average wind speed increases above 15 kts the race committee will show flag O on the RC signal vessel, this shall mean that NO gennakers shall be used while racing. The RC may additionally transmit via VHF the command “gennaker off”.

Failure by competitors to comply will result in a DSQ without a hearing. This changes RRS 63.1 and A5.

When the average wind speed decreases below 15 kts the race committee may display the flag R on the RC signal vessel, this shall mean the competitors are allowed to use their gennakers. RC may additionally communicate via VHF the command “gennaker restored”.

## 18. PRIZES

The OA intend to provide valuable Prizes to the top3 teams in every stage for the following medal

The crew that takes first place in the series (9 stages) will be awarded a rotating Cup with the engraved name of the team, full names of the crew members, and the year of victory in the corresponding cup.

## 19. ENTRY FEE

19.1. Entry fee for the participants of the regatta is **EUR 350** per 1 team per 1 stage in case that this team is renting the boat from the OA.

19.2. Banking details of the OA:

|                    |                                   |
|--------------------|-----------------------------------|
| Beneficiary        | CYPRUS INTERNATIONAL SAILING CLUB |
| Beneficiary's bank | BANK OF CYPRUS                    |
| ACCOUNT NUMBER:    | 357029751477                      |
| IBAN:              | CY60002001950000357029751477      |
| SWIFT:             | BCYPCY2N                          |
| VAT:               | 90007201R                         |

## 20. DAMAGE POLICY

20.1. In case damage caused to the any boat by participants, the Damage is fully covered by the responsible party of a damage.

20.2. THERE ARE SEVERAL TYPES OF DAMAGE NOT COVERED BY  
INSURANCE POLICY (100% responsibility of participants):

- broken mast
- lost keel
- sunk engine
- damage to the sails

THE TEAM WHO CAUSED ABOVE DAMAGE WILL HAVE TO REIMBURSE  
FULL COST OF DAMAGED EQUIPMENT ACCORDING TO DAMAGE LIST in  
Appendix D.

## 21. REGISTRATION

### 21.1. Registration office:

At the pier next to veranda of Fridays restaurant at Limassol

Marina E-mail: [hello@cisc.com.cy](mailto:hello@cisc.com.cy)

Phone: +357-96-655-136,

Website <https://cisc.com.cy/tproduct/785991594-135557499982-cyprus-winter-grand-prix-24-25>

21.2. Registration deadline 19-00 Cyprus time on the date immediately  
before the Day 1 of the respective event.

21.3. Registration procedure. The representatives of the team have to take  
the following steps:

- (a) fill in the electronic entry form including the crew nomination and submit to the OA;
- (b) transfer the entry fee to the OA;
- (c) provide the damage deposit of to the OA;
- (d) Each crew member has to sign the electronic form of Disclaimer for Liability and submit to the OA;
- (e) If a crew member is under 18 years old when participating in the regatta, his/her parent/ guardian needs to fill in a Declaration of Consent and submit to the OA.

## 22. ORGANISING AUTHORITY

The Organising Authority (OA) is CYPRUS INTERNATIONAL SAILING CLUB

22.1. Location: at Limassol Marina, pier B next to TGI Fridays restaurant

22.2. Contact details:

E-mail: [hello@cisc.com.cy](mailto:hello@cisc.com.cy)

Administration team, Olena Gryshchova, tel.: +357-96-655-136

President of the club, Artem Mochalov, tel.: +357-96-767-445

Website <http://cisc.com.cy>

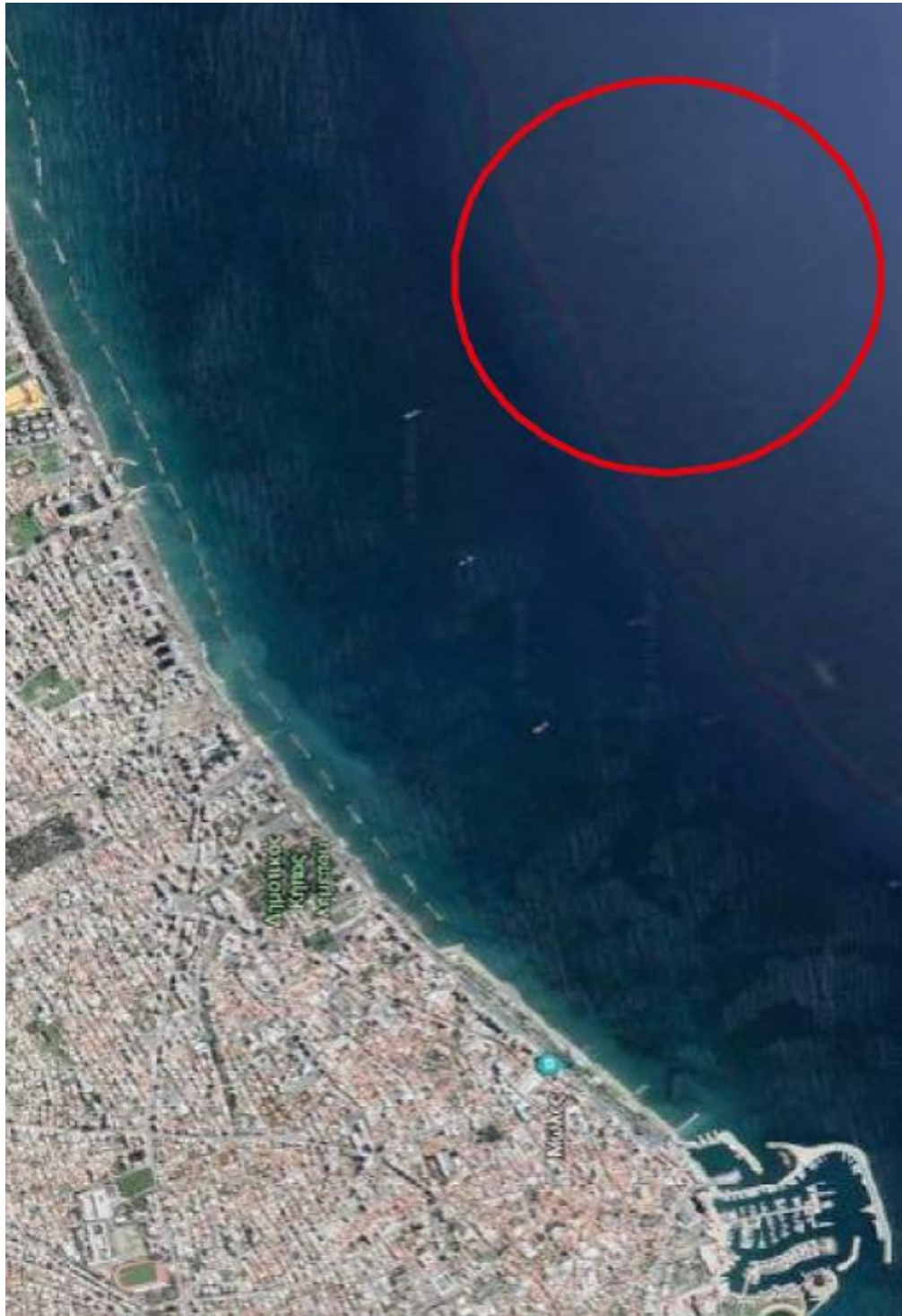
22.3. Banking details:



|                    |                                   |
|--------------------|-----------------------------------|
| Beneficiary        | CYPRUS INTERNATIONAL SAILING CLUB |
| Beneficiary's bank | BANK OF CYPRUS                    |
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| SWIFT:             | BCYPCY2N                          |
| VAT:               | 90007201R                         |

## APPENDIX A

Race course area



## APPENDIX B

### BOATS PROVIDED BY THE ORGANIZING AUTHORITY

C.1. Competitors shall not modify boats or cause them to be modified in any way except that

- (A) a compass may be tied or taped to the hull or spars;
- (B) wind indicators, including yarn or thread, may be tied or taped anywhere on the boat;
- (C) hulls, centerboards and rudders may be cleaned, but only with water;
- (D) adhesive tape may be used anywhere above the water line; and
- (E) all fittings or equipment designed to be adjusted may be adjusted, provided that the class rules are complied with.

2. All equipment provided with the boat for sailing purposes shall be in the boat while afloat.

3. The penalty for not complying with one of the above instructions will be disqualification from all races sailed in which the instruction was broken.

4. Competitors shall report any damage or loss of equipment, however slight, to the organizing authority's representative immediately after securing the boat ashore. The penalty for breaking this instruction, unless the protest committee is satisfied that the competitor made a determined effort to comply, will be disqualification from the race most recently sailed.

5. There is no requirement that competitors be members of the class association.

6. The event will be sailed on FAREAST28R type of boats being privately owned and provided by the OA.

7. All sails on board of the rented boats (mainsail, jib and gennaker) will be provided by the OA.

8. Variations in the boats and their equipment despite all measures taken by OA for equalization will not be grounds for redress.

9. In order to prevent damages and injuries the following actions are prohibited unless in case of emergency or directed by RC and/or OA and/

or technical committee and/or umpires:

- (A) Sailing in a manner that could cause serious damage or injury.
- (B) Tying in or binding the jib.
- (C) Any additions or alterations to the equipment supplied.
- (D) Use of equipment for a purpose other than that intended.
- (E) Moving equipment from its normal stowage position except when being used as intended.
- (F) Replacement of any equipment. Exception: damage. In this case, the replacement may be carried out only by the OA.
- (G) Marking of sails, boat or arranged equipment, perforation of sails or attachment of further tell-tails to the sails.

#### 10. Handover of the boats

- (A) A boat may only be handed over to the team in the presence of a race committee member and/ or organizing authority representative, as prearranged, respective check list to be signed.
- (B) When a team receives a boat from the OA, it has to check that the boat is in a good condition and report possible problems or damages to RC and/or organizing authority representative.
- (C) Before handing over a boat to the OA, the boat's original condition shall be restored by the leaving team, respective check list to be signed.
- (D) When handing over a boat to the OA, the team who used the boat shall report any damage or problems on the boat.

11. Substitution and repairs of damaged or lost equipment may only be done by the repair service of the OA, or under their management/ authorization.

12. CREW POSITIONING. According to clause C.3.3 of the Fareast 28R class rules:

- (A) Crew shall not stand or lean out over the cockpit safety lines or stern rails to promote roll tacking, roll gybing or to increase hiking leverage
- (B) The crew facing outboard may hike. Their waist must remain inside the lower lifeline. This changes RRS 49.2
- (C) Clause C.12.(B) doesn't apply for the helmsman, whose legs needs to face inboard.

13. USE OF BOWSPRIT. According to clause 9.4. of the Fareast 28R class rules:

- (A) The bowsprit shall be fully retracted at all times except when the gennaker is being set, setting, or being retrieved and shall be retracted at the first reasonable opportunity after the retrieval.

(B) An extended bowsprit shall not be considered part of the boat for the purposes of (1) establishing an overlap, or (2) establishing right of way, unless the gennaker has been set.”

**(C) While racing, teams allowed to start extending the bowsprit only after they change the course from windward to downwind.**

14. LIMITATIONS ON STANDING RIGGING. According to clause C.9.5. of the Fareast 28R class rules, the forestay and shrouds shall not be adjusted whilst racing (adjustment of the backstay control line is permitted).

## APPENDIX D

### LIST OF DAMAGES

If the boat sustained damages, which were not caused by natural wear and tear, but because of incompetent or risky operation, those need to be compensated in accordance with the following list.

| Damaged or lost item            | Price, Euro  |
|---------------------------------|--|
| Broken mast*                    | 3,500  |
| Broken boom                     | 900  |
| Broken kicker                   | 700  |
| Broken bowsprit                 | 950  |
| Broken fin (carbon)             | 1,500  |
| Broken rudder (carbon)          | 1,300  |
| Broken tiller (carbon)          | 250  |
| Broken or lost tiller extension | 300  |
| Torn jib or mainsail            | 100.00 per meter   |
| Torn gennaker*                  | 50.00 per small cut, up to 300.00 per meter, if damaged beyond economic repair, the club shall charge full price of replacement sail, in case of training gennaker - EUR 3,500 |
| Lost lead bulb                  | 4,100  |
| Lost outboard motor*            | 1,900  |
| Through-hole in hull            | According to calculation of independent contractor hired to complete the repairs   |
| Gelcoat scratch                 | 120e per 10cm  |
| Broken batten                   | 100  |

\*not covered by boat insurance - THE TEAM WHO CAUSED ABOVE DAMAGE WILL HAVE TO REIMBURSE FULL COST OF DAMAGED EQUIPMENT

Above cost of damage to boat's hull, parts and sails are indicative only and may be corrected depending on current price from supplier.

Prices for parts and equipment may differ due to current USD/Euro exchange rate and delivery options available.

In case of dispute for the reasons of damage: equipment wear or the Skipper's incompetence, a decision for reimbursement of repairs or replacement will be made by joint committee of the Board of Directors of the Club.