



2024 - 2025  
**CYPRUS WINTER  
GRAND PRIX**

**FAREAST 28R**  
ORGANIZED BY CYPRUS INTERNATIONAL SAILING CLUB



## **CYPRUS WINTER GRAND PRIX NOTICE OF RACE**

### **1. RULES**

1.1. The regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS 2025- 2028)

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

1. CLASS RULES AND CERTIFICATION subclause (c)

2. CLASS RULES AND CERTIFICATION

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.

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 shall prevail. 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://www.racingrulesofsailing.org/documents/10157/event>.



Link to  
online Notice Board

Notices to competitors will be communicated via "WhatsApp" and/ or via "Telegram" application (<https://web.telegram.org/a/#-1001790382011>). These applications are unofficial and failure to receive information is not ground for Request for Redress



Link to  
Telegram group

### **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. Signals made ashore will be posted online on the official notice board (ONB) located at <https://www.racingrulesofsailing.org/documents/10157/event>
- 4.2. 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 five stages:

Stage 1: 29 November to 1st of December 2024

Stage 2: 31 January to 3 of February 2025

Stage 3: 28 February to 2 of March 2025

Stage 4: 28 to 30 of March 2025

Final Stage 5: 25 to 27 of April 2025

5.2. Every stage constitutes an individual series of races.

Each Stage shall constitute 1 cup: the Cyprus Winter Grand Prix awarded according to results of 3 racing days (Friday, Saturday and Sunday)

5.3. FINAL STAGE

The 3 top teams from each stage qualify to participate in the FINAL Stage 5. In case any of the top 3 teams already qualified, the right of qualification goes to the next team in the score table of the Stage.

The OA has right to grant a "Wild card" promoting any team to the Final Stage 5.

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

Friday, DAY 1

8:30 – 9:30 Checkup of the boats, preparation for the race day

9:30 – 10:00 Briefing

10:00 Exit from marina

11:00 Warning signal of the first Race of the day

17:30 – 19:30 Opening ceremony (intention to have ceremony immediately after the finish of the race program for the day) drink and snack at the local cafe

Saturday, DAY 2

9:30 – 10:00 Briefing

10:00 Exit from marina

11:00 Warning signal of the first Race of the day

Sunday, DAY 3

10:00 Exit from marina

11:00 Warning signal of the first Race of the day

16:00 Time limit for the last warning signal of the day

18:30 Awards ceremony, dinner at the local restaurant

5.5. Number of races: It is intention of the OA to have three (3) races per day. The OA may at its discretion increase the number of races if the Regatta is behind the schedule or the OA anticipate adverse weather conditions in any of the days of regatta.

5.6. No warning signal will be made after 1600 hours on the last scheduled day of racing, except as a consequence of a general recall.

## 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. SAFETY POINTS

### 8.1. PERSONAL FLOTATION DEVICES

The use of personal flotation devices is obligatory for all participants when the steady wind exceeds speed of 15 knots. In case there are participants who cannot swim, they are required to wear the personal flotation device at all times while on board of the boat.

### 8.2. DECISION TO START A RACE

8.2.1. Races shall not be started when the winds exceed an average of 25 knots or are gusting to 28 knots and above.

8.2.2. In its decision to start a race the RC may additionally consider sea conditions, visibility level, impending weather changes and other possible critical factors.

### 8.3. TRAFFIC IN MARINA

Due to possible dangerous maneuvers of big vessels, underwater works or the like in the Marina, all boats are required to **REQUEST PERMISSION OF THE MARINA TO PROCEED WITH EXIT AND/OR ENTRY INTO MARINA**. Marina available on channel 12.

It is a safety requirement of Limassol Marina that **BOATS MUST USE ENGINES** and **NOT SAILS** to move **INSIDE MARINA** while going in or out of the marina. Participants can hoist sails only after the exit from marina. Operation for taking sails down should be undertaken outside of marina prior to entry into marina.

The RC and Umpires may assign penalties to boats without hearing for using the sails inside marina. This changes RRS63.1.

### 8.4. ENGINE POSITION

The engine shall remain in its stationary position. It is **EXPLICITLY FORBIDDEN TO RELOCATE ENGINE AND FUEL TANK** from its stationary position to any other location on the boat (for example, to the cabin) for the duration of races. The RC and Umpires may assign penalties to boats without hearing for relocation of the engine. This changes RRS63.1.

### 8.5. AREAS THAT ARE OBSTRUCTIONS

The swimming area, which is marked with round pink or orange marks located alongside the beach, is considered restricted area and no boat is allowed entering that area. The RC and Umpires may assign penalties to boats for entering such restricted areas. This changes RRS63.1.

## 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 10 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 Competitors may launch a protest using the Online Notice Board at <https://www.racingrulesofsailing.org/documents/10157/event>

10.2. 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.

10.3. On the last scheduled day of racing a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.

## 11. SCORING

11.1. Two (2) races are required to be completed to constitute a regatta.

11.2. Discards of a race results

Number of races completed	Number of worst scores discarded
fewer than 5 races	0
5 to 9 races	1
10 to 15 races	2

11.3. The RC and Umpires may assign penalties to boats for touching a mark, or for incorrect use of bowsprit as per NoR Appendix C rule 13. In this case the RC or Umpires will hail the boat to assign the penalty without hearing. The penalized boat can exonerate itself by taking a one-turn penalty as soon as possible. This changes RRS63.1.

## 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 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 2000) 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 to allow compete without that person to the extent that ballast of the same weight being installed to the boat of the team in order to maintain overall weight of the team on the boat.

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. The responsibility for the decision of the skipper to participate in a race or to continue with it lays solely with him/her, to that extent he/she also takes the responsibility for his/her crew. The skipper is responsible for the qualification and the correct nautical conduct of his/her crew as well as for checking the condition of the boat on the check-in.

14.4. 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.

14.5. 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.

14.6. 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.

14.7. 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.

14.8. 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, EUROSALF, 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 of each day (please refer to Appendix C, paragraph C.10). 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. PRIZES

- 17.1. The OA intend to provide valuable Prizes to the top3 teams in every stage for the Cyprus Winter Grand Prix based on results of 3 racing days: Friday, Saturday and Sunday
- 17.2. The Winner team of Stage 2 and winner of Stage 3 and winner of Stage 4 of the series shall be awarded with money prize of **EUR3,000**
- 17.3. The winners of the FINAL Stage 5 will have the following money prizes:  
1<sup>st</sup> winner – **EUR5,000**, 2<sup>nd</sup> winner – **EUR 3,000**, 3<sup>rd</sup> winner – **EUR2,000**

## 18. ENTRY FEE

- 18.1. Entry fee for the participants of the regatta is either
- 18.1.1. **EARLY BIRD PRICE** for registrations within 3 weeks time and earlier before the event date
- A. **EUR 1,650** per 1 team per 1 stage in case that this team is renting the boat from the OA **for 3 days of racing**, or
  - B. **EUR 500** per team per 1 stage in case where the team wish to take part in the regatta with its own boat (not to be supplied by the OA), or
  - C. **EUR 550** per person per 1 stage for cases when an individual person would like to take part in the regatta, subject to OA providing for such person an option to join a team with qualified skipper (whether a newly composed team or some existing team).
- OR
- 18.1.2. **STANDARD PRICE** for registrations later than within 3 weeks time before the event
- A. **EUR 1,750** per 1 team per 1 stage in case that this team is renting the boat from the OA, or
  - B. **EUR 600** per team per 1 stage in case where the team wish to take part in the regatta with its own boat (not to be supplied by the OA), or
  - C. **EUR 600** per person per 1 stage for cases when an individual person would like to take part in the regatta, subject to OA providing for such person an option to join a team with qualified skipper (whether a newly composed team or some existing team).
- 18.2. 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                         |
- 18.3. CANCELLATION POLICY
- Depending on the time period left prior to the paid event, the entry fee is refundable in such amounts:



Refundable amount	Cancelation notice time (not less than)
100%	1 month before the start of the event
70%	2 weeks before the start of the event
50%	1 week before the start of the event
0%	less then in 1 week before the start of the event or the participant did not show up for the event

## 19. DAMAGE POLICY

19.1.A damage deposit of **EUR 3500.00** per each rented boat has to be provided by participants to organizing authority before the start of the event.

19.2.Damage deposit may be applied towards damages caused by the team to the boats provided by OA, within the course of regatta. The reference damage list is provided in Appendix D.

19.3.In case no damage caused to the boat by participants, the Damage deposit will be refunded as soon as practicable shortly after the event.

19.4. THERE ARE SEVERAL TYPES OF DAMAGE NOT COVERED BY

INSURANCE POLICY (for example, damage to the sails).

THE TEAM WHICH CAUSED ABOVE DAMAGE WILL HAVE TO REIMBURSE FULL COST OF DAMAGED EQUIPMENT ACCORDING TO CURRENT PRICES OF SUPPLIERS (INDICATIVE DAMAGE LIST in Appendix D).

## 20. REGISTRATION

20.1. 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>

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

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

BEFORE THE REGISTRATION DEADLINE:

- (a) fill in the entry form including the crew nomination and submit to the OA;
- (b) transfer the entry fee to the OA;

BEFORE OR UPON ARRIVAL TO CYPRUS INTERNATIONAL SAILING CLUB:

- (c) provide the damage deposit of to the OA;
- (d) Each crew member has to sign the 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.

## 21. ORGANISING AUTHORITY

The Organising Authority (OA) is CYPRUS INTERNATIONAL SAILING CLUB

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

21.2. Contact details:

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

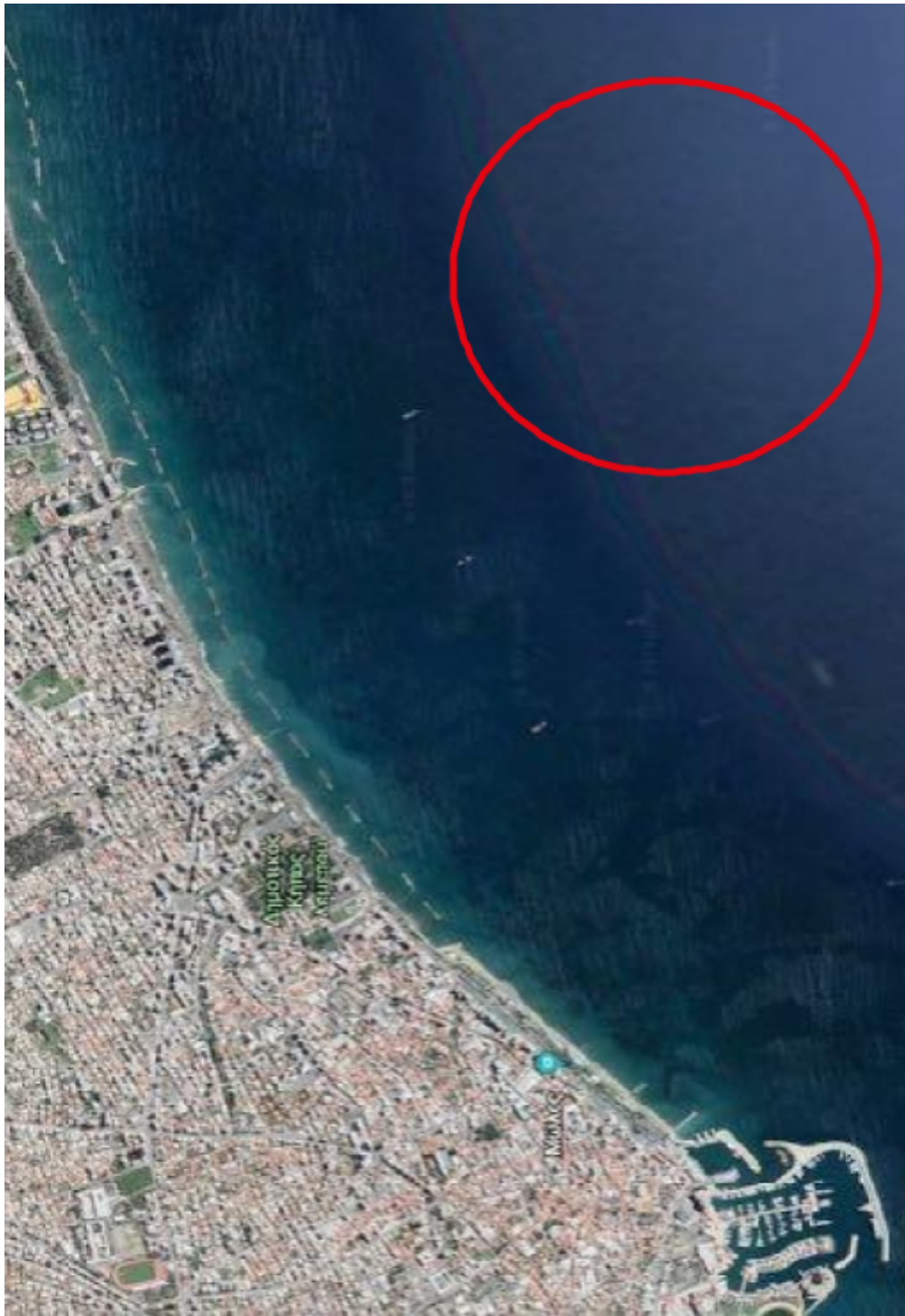
Administration team, Olena Gryshchova, tel.: +357-96-655-136 President of the club, Artem Mochalov, tel.: +357-96-767-445 Website <http://cisc.com.cy>

21.3. Banking details:

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

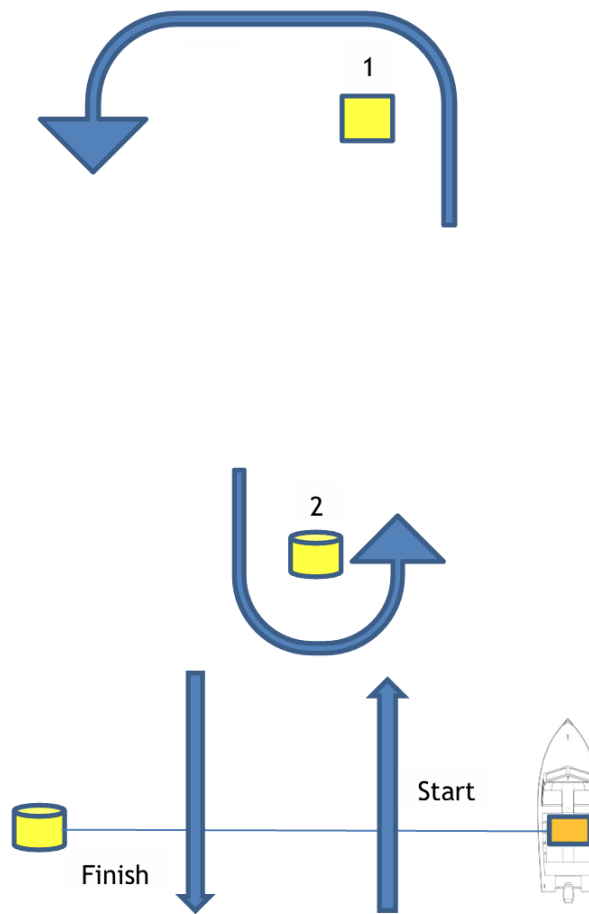
APPENDIX A

Race course area



APPENDIX B

Racing course diagram



Courses:

W1 S, 1-p, F

W2 S, 1-p, 2-p, 1-p, F

W3 S, 1-p, 2-p, 1-p, 2-p, 1-p, F

1 upwind mark

2 downwind mark

(-p) indicates mark to be left on port

S indicates start

F indicates finish

## APPENDIX C

### BOATS PROVIDED BY THE ORGANIZING AUTHORITY

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*	5,500
Broken boom	1,000
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	1000.00 per meter
Torn gennaker*	50.00 per small cut, up to 500.00 per meter, if damaged beyond economic repair, the club shall charge full price of replacement sail, 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

If 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.