

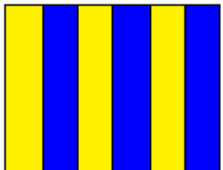
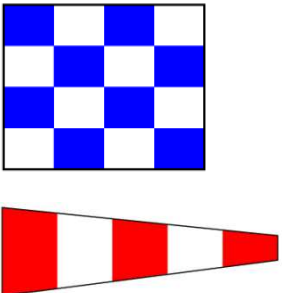

Prescriptions of the Italian Sailing Federation (FIV) to The Racing Rules of Sailing 2013-2016

Pursuant to Rule 88.2, FIV establishes that her prescriptions cannot be changed by the sailing instructions for the events held under her jurisdiction. However in world or continental championships and international events, organized in the waters under the Italian jurisdiction, the international classes recognized by ISAF and, accordingly, the Organizing Authorities (rule 89.1 a, c) are not obliged to apply these prescriptions.

FIV states that in case of divergence of interpretation the English text prevails.

Please note that the rules "shall" is to be intended "must" and means a mandatory action and "may" means an optional action.

1 – RACE SIGNALS

	<p>Flag "G". – Additional or recovery race: another race will be sailed after this race. The warning signal will be made 1 minute after removal of "G".</p>
	<p>Flag "N" over "AP" – Danger signal : displayed by any Race Committee vessel of the event together with 3 sounds means: "All races that have started are <i>abandoned</i> and all races not started are <i>postponed</i>. Immediately do reach the harbor or the closest shelter." The Race Committee can start or resail the race displaying flag "L".</p>
	<p>Flag "Y": When displayed ashore means: "Rule 40 and any other related class rule always applies from the moment the boats are leaving their moorings or the shore until they are back ashore (this changes Part 4 preamble)"</p>

2 - Rule 63.4 – Interested Party

Any member of the Protest Committee that is a relative to the third degree or carrying out duties as a member of elected bodies and/or a racing class technician, technical instructor and/or technical coach at the club of one of the parties will be considered "interested party" under rule 63.4 and shall not take part to the hearing. Similarly, by analogy, the same rules apply to fleet

racing direct judging, match racing, team racing, radio sailing and control of rule 42.

3 - Rule 64.3 Decisions on Protests Concerning Class Rules

The authority referred to in the rule 64.3 is, in the first instance, a certified FIV measurer for that class designated by FIV or by the race committee or by the protest committee if appointed.

The committee will instruct, if necessary, the measurer to verify the compliance with class rules and controls to be done on the extent of damage resulting from an incident that occurred in the event also concerning the ability of the boat to keep on racing safely in the event.

The protest committee, based on the measurer judgment, will establish a deposit to cover the cost related to the measurement operations to be performed. The deposit shall be not less than euro 100,00 for Olympic classes and dinghies in general, for the other classes (ORC, keelboats one design, etc.) not less than euro 250,00.

The deposit may also be requested to the protested boat, when hauling out and set afloat are necessary. The refusal to pay the deposit will cause the abandonment of the operations and the boat will be disqualified.

The protest committee will also examine the report of the measurer, and if there is evidence, according to the judgment of the measurer, that the measurement or rating certificate are invalid, in addition to the measures of competence shall send the measurer report to the competent authority (FIV) that will take the appropriate actions. When a deliberate violation is found, particularly at events where pre-race controls have been carried out, the procedure under rules 2 and or 69 is compulsory.

The official bodies of the event are exempted from payment of the deposit.

4 - Rule 67

Each entrant boat shall be insured with a valid third party liability insurance with a minimum cover of **€ 1.000.000,00**. It is possible to take part to the “Attività Sportiva” if covered by a personal valid third party liability insurance with the same cover (€1.000.000,00), independently from the boat in use, but covering and ensuring the individual sailor.

For radio sailing races, the third party liability insurance minimum cover is established in **€ 50.000,00**.

5 - Rule 69

FIV states that, automatically and without any procedure, all competitors suspended from other National Authorities or by ISAF have their eligibility

suspended to compete in any event held in Italy under FIV jurisdiction throughout the period in which they are subjected to the suspension.

6 - Rule 70.5, Rule 89, Appendix N and Not Appealable Juries

a) Appointment of not appealable Juries

The decision to appoint an international jury which meets the requirements of Appendix N for races that take place within its jurisdiction, shall be approved by FIV before the inclusion in the Notice of Race, except for ISAF events or when an international jury is appointed by the ISAF under rule 89.2(a). For the events in which the FIV itself is the organizer under rule 89.1(b) not appealable juries may be appointed under rule 70.5 (b) without prior request by the Affiliates and without any obligation to specify it in the notice of Race. These juries will be possibly constituted by international judges, one of them appointed as jury chairman, and national judges. When multiple panels are appointed and the panel chairman is not an international judge, the chairman of the jury as a whole will be the guarantor of the correctness of the decisions and shall monitor the decisions. If the case he may decide the reopening of a hearing.

b) Event with Not Appealable Jury

The not appealability referred to Rule 70.5 (b) and (c) shall be approved by FIV before its inclusion in the notice of race and in the sailing instructions. The request shall be submitted by the organizing authority at least 60 days prior the event and shall list the names of the proposed jury members. The relevant authorization shall be posted on the official notice board.

c) Not appealability of Protest Committee during Umpired Races

In all match races and team races events, in events in which addendum Q applies or other events authorized to use umpiring system, the protest committee decision are not appealable. In these events the protest committee chairman shall be a national judge (or international), specialized for this category of events.

7 - Rule 78

Any boat of the recognized Classes must be able to present, at any time, the measurement or conformity certificate filled in according to the Class Rules and/or the rules issued by the FIV itself. All sails used for racing shall be measured. During the race only measured sails may be brought on board.. Classes for which there is no original measurement, measurement certificate or sail measurement, are, case by case, partly or wholly exempt from the above rules.

8 –Rule 86.3

FIV states that the restrictions in rule 86.1 do not apply if the rules are changed to develop or test proposed rules. For these changes prior approval is required.

9 - Rule 91

See prescription to Rule 70.5

10 - Rule 89.1

For the cases provided in rule 89.1 points (d), (g) and, when necessary, (f) FIV prescribe that her approval is mandatory for conducting events in Italy. In addition, if the class is not an ISAF and/or a FIV recognized class, it is necessary a special authorization to use Italian race officials.

11 - Appendix B

Touching a mark: rule 31 is changed to "a board can touch a mark, but can't hold on it"

12 - Appendix C

FIV states that for national events grade 4 e 5 the attention signal will be hoisted 7 minutes before the first starting signal. Sailing instructions can change this prescription.

13 - Appendix D

FIV PRESCRIPTIONS FOR STARTING PROCEDURES AND RECALLS

a) It is forbidden to use any penalty system at the start as per rule 30.

b) FIV also states that in team racing events where more than one match per flight is foreseen, the following starting procedure applies:

Starting Signal

The sequence of starting signals of a match is in the following table; times shall be taken from the visual signals; the absence of a sound signal shall be disregarded. If more than one match will be sailed, the starting signal for one match shall be the warning signal for the next match

<i>Time in minutes</i>	<i>Visual signal and meaning</i>	<i>Sound signal</i>
3	Warning signal: Numeral pennant corresponding to the match displayed	<i>One long</i>
2	Preparatory signal: Flag P displayed	<i>Two long</i>
1	Flag P removed	<i>One long</i>
30"		<i>Three short</i>
20"		<i>Two short</i>
10"		<i>One short</i>
From 5'' to 1''	(optional)	<i>5 short</i>
0	Starting signal: Warning signal removed	<i>One long</i>

Individual Recall

Rule 29.1 is changed as follows: "When at a boat's starting signal any part of her hull, crew or equipment is on the course side of the starting line, the race committee shall promptly display flag X with one sound. The flag shall be displayed until all such boats have sailed completely to the pre-start side of the starting line or one of its extensions before starting, but no later than one minute after her starting signal.

The Race Committee may also recall by hailing boats OCS; failing or missing this voice call will not be grounds for any request for redress.

14 - Appendix P

a) The sailing instructions may change the progression of the penalties provided for by Appendix P (for example, always use rule P2.1), but when the race is a direct or indirect selection for the admission to an international event, the Appendix P shall be used in its original form, unless in the international event are foreseen changes to this appendix, in which case the same changes will be applied also in the selection race.

b) In races of "cadets" category and the like, it is not recommended the use of progressive sanctions: The use of only P2.1 is recommended with only a One Turn penalty.

The prescription b), if applied, shall be included in the sailing instructions.