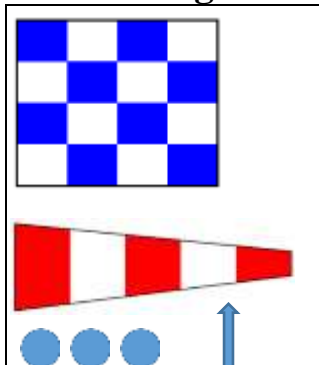


FIV Prescriptions to Racing Rules of Sailing 2017-2020

With effect from 1^o January 2017 FIV prescribes

FIV states that if there is conflict between languages the English text will take precedence.

1 – Race Signals

	<p>“N” over “AP” – Danger signal: displayed by any official Race Committee vessel together with 3 sounds means: ”All races <i>started</i> are <i>abandoned</i> and all races not <i>started</i> are <i>postponed</i>. Immediately do reach the harbour or the closer shelter”. Further signals ashore.</p>
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2 - Rule 63.4 Conflict of interest

FIV prescribes that any member of the Protest Committee that is a relative to the first, second or third degree, or carrying out duties as a member of elected bodies and/or a racing class technician, instructor and/or coach of the Club of one of the *parties*, will be considered as having a Conflict of Interest under RRS 63.4 and shall not take any part in a hearing involving that *party*. Same prescription, by analogy, shall apply to umpired fleet races, match races, team races, radio sailing races and when Appendix P applies.

3 - Rule 64.3 Decisions on Protests Concerning Class Rules

The authority referred to in rule 64.3(b) is an official qualified to interpret that rule appointed by the FIV or by the race committee or by the protest committee if appointed. The race or protest committee may ask the official to verify a boat’s compliance with the rule and, if needed, the level of damages arising from an incident occurred in the event. The latter to check the boat’s ability to continue racing safely..

The protest committee, based on the technical committee evaluation, will establish an appropriate bailment in relation to operations to be performed and not less than € 100.00 per boat for Olympic or other dinghies, and € 250.00 for the other classes (ORC, cabs etc.)



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The bailment will also be required to the protested boat when launching operations are needed. The refusal to pay such bailment will cause the suspension of inspections and the protested boat shall be disqualified. The protest committee will also examine the report of the technical committee and, if the conclusion of the technical committee is that the measurement certificate or the compliance with the class rules are invalid, in addition to measures within its competence, shall send a report to the authority of the technical committee (FIV) that will take the appropriate actions. If a deliberate violation, particularly at events where preventive controls have been done, it's mandatory to proceed according to Rules 2 and/or 69.

In case of an appeal the technical commission will be appointed by FIV.

The official bodies of the event are exempted by the bailment.

4 - Rule 67

- a) Each participating boat or sailor shall be insured with valid third-party liability insurance with a minimum cover of € **1.500.000,00** per incident or the equivalent. However, for radio sailing, the minimum cover is € **50.000...**
- b) Protest committee, International Jury or appeal jury shall make their decision based exclusively on *The Racing Rules of Sailing*. Any issue of liability or claim for damages arising from an incident while a boat is bound by *The Racing Rules of Sailing* or by the IRPCAS shall not be dealt with.

5 - Rule 69

FIV prescribes that, automatically and without any proceedings, all competitors having their eligibility suspended by other MNAs or by World Sailing are not eligible in any event held in Italy under the jurisdiction of the FIV.

6 - Rule 70.5, Rule 89, Appendix N, Unappealable Juries, Race Committees.

a) Events with not appealable Jury. Denial of the Right of Appeal Under Rule 70.5 (a) and (b)

FIV prescribes that denial of the right of appeal under RRS 70.5(a) and (b) shall be approved by FIV before being included in the notice of race end in the sailing instructions. The request shall be made by the OA at least 60 days before the event and shall include the proposed names of all jury members. A copy of the FIV letter of approval shall be displayed on the official notice board.

For the events where the Organizing Authority is the FIV, not appealable juries can be appointed by the FIV according to RRS 89.2(b) and 70.5(b), without any request by affiliated clubs.



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b) Appointment of International Juries

Except for World Sailing events or when international juries are appointed by World Sailing under rule 89.2(c), international juries for the events held in the waters within FIV jurisdiction, shall be appointed by the FIV prior to the issue of the notice of race. Requests for international juries shall be made at least 60 days before an event, and shall include proposed jury members. A copy of the FIV's letter of appointment shall be displayed on the official notice board.

c) Umpired events

In all match races, team races and in the events where Addendum Q applies or other umpired events, the protest committee decisions are not appealable. In these events and the protest committee chairman and the RO and the PRO if foreseen) shall be Race Officials with special skill for this type of event. Umpires shall be appointed by the FIV. Requests for umpires shall be made at least 60 days before an event, and may include proposed umpires All the appointments shall be made by the FIV. A copy of the FIV letter of appointment shall be displayed on the official notice board.

d) Appointment of Race Officers

The appointment of the event PRO and ROs, excluding appointment made by World Sailing according to RRS 89.2(c), shall be made by FIV.

Class Technical Delegate (CTD) and Class Course Representatives (CCR) nominated by the international classes recognized by World Sailing may provide advice with regard to the specific knowledge of the class (wind speed limit, course length, course changes, *abandonment*, etc.), but the final decisions will be the sole responsibility of the PRO and RO appointed by FIV.

A copy of the FIV's letter of appointment shall be displayed on the official notice board.

7 - Rule 78 Compliance with Class Rules; Certificates

Any boat of the Classes recognized by FIV shall be able to deliver at any time, the measurement or conformity certificate filled according to the class rules and/or the rules issued by the FIV itself. All the sails used for racing shall be preventively measured. When racing, only measured sails can be on board.

Classes for which is not foreseen any measurement, measurement certificate or measured sails are, as appropriate, partly or wholly exempt from the above rules.

8 –Rule 86.3



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FIV prescribes that restrictions in RRS 86.1 do not apply if the rules are changed to develop or test proposed rules. For these changes a formal and preventive approval by FIV is requested.

9 – Rule 88.2 Changes to the Racing Rules

Except for events organised by World Sailing, FIV prescribes that, for events held in the waters within FIV jurisdiction, notices of race and sailing instructions shall not change a prescription of the FIV, unless so authorised in writing by the FIV.

10 - Rule 89.1

FIV prescribes that in all cases foreseen in RRS 89.1, points (d) to (h), for events held within Italian waters, his approval is mandatory.

In addition, if the class is not recognized by the World Sailing and / or FIV itself, a special authorization to use Italian Race Officials in the Regatta is required.

11 - Rules 89.2(c), 91(a) and (c), 92

FIV prescribes that for the race Officials appointment his approval is needed.

12 - Appendix P

Sailing instructions may change the penalties foreseen in Appendix P (for instance always using RRS P2.1) but the change shall always be preventively approved by FIV.

13. - Appendix R

RRS R2 – SUBMISSION OF DOCUMENTS

Submission of documents under this rule must be made online via the website of the Italian Sailing Federation. Appeals and requests referred to in rule R1 must be accompanied by a fee as provided in the online appeal form.