SAILING INSTRUCTIONS

Version 1.0 date 28-09-2012

1. RULES

1.1 The event will be governed by:
1.1 (a) The rules as defined in the 'Racing Rules of Sailing seasons 2009-2012'
1.1 (b) the document 'Notice of Race';
1.1 (c) the document 'Sailing Instructions' and its annexes;
1.1 (d) the rules of the simulation software VirtualSkipper5 (versions 2.0.2 and 2.0.5) to the extent not when not in disagreement with previous previous rules

1.2 The changes to the rules not in exception with rule 86.1 are inspired with the provisions of Rule 86.3

1.3 The following rules of Race are amended by AIVV requirements:
1.3 (a) In evaluation of overlap, space, mark-room and keep clear are considered only the dimensions of the hull and mast, and are not considered sails, boom and the pole, this changes the corresponding DEFINITIONS :
1.3 (b) When as a result of avoidable contact a boat acquires a significant advantage in terms of speed or position, rule 14 can be applied even in the absence of damage or injury
1.3 (c) The warning signal referred by Rule 26 shall be replaced by the start of the race simulation signal.
1.3 (d) The signals of deferment, cancellation and general recall prescribed by rules 27.29 and 32 are replaced by the interruption of the simulation
1.3 (e) Rule 41 is changed so that a boat can get help from third parties provided that this will not create problems to the other boats or the organization of the race.
1.3 (f) The rules 40, 43, 45, 47, 48, 49, 50, 51, 53 and 54 are deleted
1.3 (g) Add new Rule 56 "a boat shall compete by using only the commands and settings of the simulation program or interface tools that can replace them"
1.3 (h) Rule 61.1 is amended as follows: "The skipper intending to protest shall inform the other boat at the first reasonable opportunity. When his protest concerns an incident in the racing area that sees him involved, or he have seen, he must write "P <boatname>" in the chat of race, and the evidence of this must be attached to the form of protest, to be admissible. "
1.3 (i) In all the rules of Part 5, the physical presence of the parties at the hearing is replaced with the presentation of documents and arguments in writing; protest committee may ask for a hearing of the party, which will take the form of audio-conference or similar.

1.4 In the definition of “Zone” the distance is changed into “two hull lengths”.

1.5 The simulator VirtualSkipper5 (versions 2.0.2 and 2.0.5) partially implements the Racing Rules of Sailing 2005-2008 ('virtual judge'), it is the responsibility of competitors to follow the RRS ISAF2009-2012 and other rules. Evaluations of overlap and zone the virtual umpire calls related to the rules of Parts 3, 4 and 5 of the Racing Rules of Sailing are valid, until clear evidence of the contrary.

2. COMMUNICATIONS TO COMPETITORS

All press for competitors will be posted in the Forum site Altura in the relevant section.

3. N.o.R. ANS S.I. CHANGES

Any change to the notice of race and the sailing instructions will be posted before 12.00 on the day on which they take effect, except for any changes to the schedule of races that will be exposed before 00:00 on the day prior to that on which it takes effect.
Any changes will be published in the Forum Altura topic " Change Logs".

4. LAND SIGNALS

The signals given at land will be displayed on the Altura website : www.vskitalia.com/altura2

5. SCHEDULE OF RACES

5.1 Races are scheduled as follows :

16 October 2012 : first race - boat MaxiTri
23 October 2012 : second race – boat VO70
30 October 2012 : third race - boat ORMA
06 November 2012 : fourth race - boat TP52
13 November 2012 : day off
20 November 2012 : fifth race – boat Imoca
27 November 2012 : sixth race - boat VO70
04 December 2012 : seventh race - ORMA
11 December 2012 : eighth race - boat Avaler60
/// if we give up the day off, the qualification phase, could finish in 04 December.
15 January 2013 : first semifinale - boat Imoca
22 January 2013 : second semifinal - boat MaxiTri
29 January 2013 : final races - boats VOR and ORMA

5.2 The warning signal for the first race of the day will be given as per paragraph (7) of the Notice of Race, no warning signal in each racing day will be given after 24.00 h.

6. GROUPS

6.1 If the number of skippers enrolled in the championship and entitled to join the races were more than 20 and its multiples, they will be divided into groups, which will be published at the same time of related hosts, as follows:
1-20 members = 1 group
21-40 members = 2 groups
41-60 members = 3 groups, and so on

6.2 Competitors will be distributed in groups as follows :
First race = random distribution with indicative seeded relative to the final classification of the previous edition of WLRC (at least for the first 20 skippers);
Subsequent Races = according to the current ranking and seeding criterion; access to the semifinals and to the finals is always defined in point (6) of Notice of Race

7. REGATTA AREA

The racing area consists of the "Servers" called “ALTURA GR <group number>” accessible through the mode "multiplayer - Internet" of VirtualSkipper5 simulator (versions 2.0.2 and 2.0.5)

8. COURSES

The courses are described in the "Calendar & Maps" section of Altura website, and can be freely downloaded ; the approximate length of the path must be between 35 minutes and 50 minutes, excluding the pre-start, the legs of the path can be changed only as described in rule 3: SAILING INSTRUCTIONS CHANGES : this modifies the rules 32 and 33.

9. MARKS

The marks of the course will be orange, and the pin and the buoys of arrival will be green. Buoys for course changes are not provided.

10. OBSTACLES

The buoys bounding one course leg other than the sailed at present one, are considered under the definition of an obstacle and Rule 19.

11. THE RACE START

11.1 Races will be run via the warning signal given 5 minutes before the starting signal; the warning signal is replaced from the start of simulation, this changes rule 26, anyway Rule 30.1 case must be applied.
11.2 The general recall signal is replaced by the interruption of the simulation within the first minute after the starting signal, and must be given if at least 33% of the competitors are found beyond the starting line at the starting signal.
11.3 The starting line will be between the centreline of the committee boat and the center of the starting mark.

12. CHANGING OF COURSE DIRECTION IN NEXT LEG

There are no changes of course direction, except as specified in instruction 21 : DISCONNECTIONS AND LAG.

13. FINISH

The finish line will be placed between the centerline of the committee boat and the centreline of the finishing mark, or between the center lines of buoys arrival, or between the center line of the buoy and the perpendicular to the race course coming to the buoy in the event that the path is reduced due to host disconnection.

14. PENALTIES SYSTEM

14.1 Rule 44.1 is changed so that the Two-Turns Penalty is replaced by a penalty tour (360°)
14.2 As provided in rule 67, the protest committee can, without a hearing, penalize a boat that broke rule 42
14.3 The decisions of the protest committee, except in cases in which it is granted a reopening of the hearing, shall be final under rule 70.5

15. RACE TIME LIMIT

Boats that fail to arrive within 10 MINUTES after the first boat completed the course and arrives, will be classified as "DNF not arrived" without a hearing. This changes rules 35, A4 and A5.

16. PROTESTS AND REASONS FOR REQUESTING DELETION (PDRR)

16.1 The "form" (form of protest) is available at the Altura website in "Protest-Defence Forum". The protests, and the reasons for cancellation request (Request Deletion Pen Reasons) or requests for hearing reopening must be submitted under penalty of inadmissibility within the related time limit , time limit for protests and PDRR is set to 23:59 (CET) the day after the day of the race, the time limit for the presentation of arguments in defense is set to 23:59 (CET) the day following protest publication in the Protest Forum , the time limit for requests to reopen a hearing is set to 23:59 (CET) the day following the publication of the decision.

16.2 PENALTIES 'AUTOMATIC AND REQUESTS FOR CANCELLATION
The automatic penalties assigned by the virtual umpire for breaking a rule: 30.1, 31 and 44.1 are not subject to protest or request for redress
The automatic penalties may be subject to cancellation, **their deletion, if required, is compulsory** and equivalent to the boat that receives the request, to a protest as referred into rule 1.3 (h). Failure to cancel or late cancellation of an automatic penalty, if required, may be subject to protest or request for redress; it should be provided proof of the request and denial of cancellation or late cancellation, under penalty of inadmissibility. The penalty for failure to cancel or late cancellation, if required, is the relegation of the skipper in last place in the race in question (20 points).

16. PROTESTS AND REASONS FOR REQUESTING DELETION (PDRR) - cont -

16.3 PROCEDURES ON THE GROUND OF PROTEST - DEFENSE
a) Copy the whole protest form (Form), which is located at the "Protest-Defence Forum", and this should be used in the manner described in the whole rule 16, for both spontaneous protests, and to motivate an occurred cancellation request and for a defense versus a protest and for a request for cancellation too.
b) edit form by entering the required data
c) Open a new topic (one for each event) in the "Protest-Defence Forum" named:

Skipper A Vs Skipper B - Group X - Race Y
(The numbers of races are in succession: 1-2-3-4-5-6-7-8 for qualifying, 9-10 for the first and the second semi-final and 11 - 12 for the first and the second end.)

add the edited explanatory text .

16.4 SCREENSHOT, REPLAY and MATERIALS ALLOWED
(a) Replay
For 'Replay' we refer to the file with (.gbx) extension generated by the simulator. It is also allowed the production of evidence by utilizing FRAPS recordings or other software. And it will be care of the interested skipper translating it into Youtube format and attach it into the protest / defense forum, in the form of link or attachment in the protests forum.
For any protest or request for redress the replay of the race under investigation must be attached, under inadmissibility of document. In case of dispute, will be considered authentic the replay of host of the race.
(b) Screenshot
For 'Screenshot' we refer to the graphic file that contains the complete image of the simulator window or full screen taken in simulation in progress. Are not valid, if not associated with the image complete, partial images or otherwise modified. The allowed formats in Protests Forum are as follows: zip jpg gif bmp png rar pdf doc docx GBX
The maximum weight of the files is 1.00 Mb
(c) Materials allowed
Are considered material allowed: replays, screenshots, diagrams, writings, quotations from the 'Racing Rules of Sailing', and 'ISAF Case Book'. Are not eligible contributions from third parties who are not parties to the hearing, and the cases of rules applications occourred in other real or virtual events not not described in documentation referred above or in previous Altura events.

17. SCORE

It is in force the LOW POINT system of Appendix ; are required 6 completed to constitute a valid series of qualification. If will be completed less than 7 races by a skypper, the boat series score will be the total of his race scores; if will be completed 7 or more tests, the boat series score will be the total of the six best scores of his races series.

18. SAFETY STANDARDS

A boat that withdraw from Altura championship must notify to the race committee as soon as possible

19. CREW REPLACEMENT

The substitution of the crew is not allowed and it is believed that the skipper of the virtual boat is always the owner of the account registered in Altura website.

20. EQUIPMENT AND CONTROL MEASUREMENTS

Modified models of the virtual boats identifiers files are not allowed; they must match those downloaded from Altura website.
Additionsl software, scripts, or hardware tricks that go to edit or overwrite the original software Virtualskipper of Nadeo and its operation are not allowed, it is authorized the use of interfaces like steering wheels or joystick, provided they comply with the conditions laid in paragraph 1.3 (g)

21. DISCONNECTIONS & LAG

In case of repeated or serious lag of a competitor, the host can exclude the competitor from the race. In case of disconnection of the competitor will be applied to the classification DNS or DNF.
The skippers disconnected (DNS and DNF) will receive a score equal to the last skipper “arrived” in the race, increased by one point.
The skippers not present or laggards in the race (DNC), will receive a score equal to the maximum number of skippers entitled to join that race increased by one point.
In case of host’s disconnection , the race will be canceled and repeated, except that the disconnection occurs after the last boat has passed the first mark and in any case all competitors exceeded 33% of the course of the race, in which case the race will be considered played on a shortened course shortened as specified in rule 13.FINISH , and arrival order can be prepared according to the positions detected at last mark surpassed by all the boats in the race.

22. ADVERTISING

Advertising is free according to Regulation ISAF 20

23. COMMUNICATIONS VIA RADIO AND CHAT

Radio communications and treated are authorized; This changes rule 41.
It is absolutely forbidden to use the service chat of the simulator from the simulator signal "1 minute to start" (lowered of waiting signal flag "india"), except for the uses provided in the Notice of Race and / or Sailing Instructions.
The host is allowed to ban offenders in cases of severe disturbance (in his only discretion) and is required to report, if the offender is a member of the race, with appropriate visual documentation ; the Protests Committee will assign the penalty considered more appropriate to the trespasser .

24. AWARDS

No awards are expected. Otherwise, it will be notified in Altura Forum and news page on the same site.

25. DISCLAIMER

Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to join the Race. The organizing authority will not accept any liability for material and moral damages, to things or people suffered as a result of the race, before, during or after it.

26. INSURANCE

Insurance coverage is not required during the event.

27. RIGHT TO USE NAMES AND IMAGES

Participating in the event, competitors automatically and without any fee, give to AO and sponsors, the perpetual right and with their discretion, to use and display each grabbing image audio or video and its reproductions made during the event both in water and in connection through chat, videochat, forums as Altura services.

28. THANKS

Thanks to AIVV for giving Regulations created by Andrea Paniero for Italian Virtual Sailing Association used as basic rules for Altura.

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Following : attachments.

ANNEX # 1: GUIDE FOR RACES HOSTS

a) Regatta managers

- In a race there can be up to three persons appointed by the Organizing Committee:
1) Host
2) Vicehost
3) Reporter

- The host is the official responsible for the creation and management of the regatta
- The vicehost is a substitute designated in case of Host absence or technical problems (disconnections, lag) due to host connectivity.
- The Reporter have to collect , with the vicehost, photographic documentation of the penalties that occur in water.

b) Starting procedures.

The host (the vicehost when replacing host) must follow the starting procedure as described in the Notice of Race (Reg. 7 and 8) and the Sailing Instructions (Reg. 11).
UNDER NO CIRCUMSTANCES the host (the vicehost when replacing host) must stop the race, except for:
- Reasons described in Rule 11.2 of the Sailing Instructions
- Presence of disturbing elements (e.g. large lag) that could compromise the smooth sailing
- The decision communicated directly by the Race Committee (Organizing Committee)

Latecomers are not allowed: once started the race, it will be only the simulator to decide whether the skipper came in regular time to participate.
It is allowed to ask for a postponement of the start (no more than 5 minutes) due to an announced request for delay , the request MUST be received (directly or through a third person) BEFORE the start of the race and the host (the vicehost when replacing host) is the only responsible and decision-maker of its acceptance.

c) Collecting documents.

At the end of the race and the Host and Vicehost must store in their PC memory the replay of the race that can be required as necessary by the protest committee or by the Organizing Committee.

During the race the Vicehost and designated Reporter must take screenshots, including the chat screen of the simulator, for each of these situations:

- Improper use of chat as described by Rule 23 of the Sailing Instructions
- Spontaneous protest and any answer from protested skipper.
- Request for cancellation of penalties and execution (or less) of the penalty cancellation.

It is not necessary that the screenshot is "immediate", if you are engaged in some delicate maneuver, the operation can also be carried out after a few seconds: Altura Committees want to know only the existence of the event and its timing.
It is recommended to run several screenshots in succession.

ANNEX # 2 : EVALUATION OF PENALTY TOUR (360°)

The protest committee of Altura, may have the need to award bonuses and burdens in case of cancellation of wrong penalties or detection of responsibility in a controversial penalty (Remember that in a penalty due to contact, ALWAYS someone who has broken a rule exists!)

The basis of calculating the penalty or, if we want to define it, the "unit" of measurement the penalty or of bonus, is the TURN (360 °) made by the same boat.
The protest committee or the Organizing Committee, in cases within their competence, will quantify the amount of the penalty or bonus (one turn or more) based on the following table according to the boat used in the race and type of pace involved in the moment of infringment:

Boat	upwind	downwind
Orma_v21	15 sec.	18 seconds.
TP52	22 sec.	25 sec.
Maxitri	25 sec.	25 sec.
Imoca	13 sec.	13 sec.
Avaler60	20 sec.	23 sec.
VOR70_v2	23 sec	18 sec.

Once added to or deducted from the value of the total elapsed time of the concerned skipper , this will be classified for the score, with the same score of the skipper that immediately precedes him considering the total recalculated time.