



# THE GLOBAL MBA TROPHY

## Sailing Instructions



## Contents

1.	RULES.....	3
2.	CHANGES TO SAILING INSTRUCTIONS.....	3
3.	COMMUNICATION WITH COMPETITORS .....	3
4.	CODE OF CONDUCT .....	3
5.	SIGNALS MADE ASHORE .....	4
6.	SCHEDULE OF RACES .....	4
7.	DIVISION FLAGS .....	4
8.	RACING AREA.....	5
9.	COURSES.....	5
10.	MARKS .....	5
11.	THE START.....	6
12.	CHANGE OF THE NEXT LEG OF THE COURSE .....	7
13.	THE FINISH .....	7
14.	PENALTY SYSTEM.....	7
15.	TIME LIMITS.....	7
16.	HEARING REQUESTS .....	8
17.	SCORING .....	8
18.	SAFETY REGULATIONS .....	8
19.	REPLACEMENT OF CREW OR EQUIPMENT .....	8
20.	EQUIPMENT AND MEASUREMENT CHECKS .....	9
21.	SUPPLIED BOATS.....	9
22.	TRASH DISPOSAL.....	9
23.	BERTHING .....	9
24.	HAUL-OUT RESTRICTIONS.....	9
25.	DIVING EQUIPMENT AND PLASTIC POOLS .....	9
26.	PRIZES .....	9
27.	RISK STATEMENT .....	9
28.	DISCLAIMER OF LIABILITY .....	9
29.	DATA PROTECTION .....	10
30.	INSURANCE .....	11
	APPENDICES.....	12



## GLOBAL MBA TROPHY REGATTA 2023

PIRAEUS, GREECE

11- 14 April 2024

### SAILING INSTRUCTIONS

*The notation «[DP]» denotes a rule for which the penalty for a breach of that rule is at the discretion of the protest committee.*

*The abbreviation «NoR» means Notice of Race and the abbreviation «SI» means Sailing Instructions.*

#### 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. The Platu 25 Class Rules.
- 1.3. VHF Channels 69, 72, 73 and 77 are also mandatory.
- 1.4. The use of Personal Flotation Devices is mandatory for all competitors while afloat (this changes RRS 40).
- 1.5. The Notice of Race and these Sailing Instructions. If there is a conflict between a rule in the Notice of Race and a rule in the Sailing Instructions, the rule in the Sailing Instructions shall take precedence (This changes RRS 63.7).
- 1.6. English is the official language of the event.

#### 2. CHANGES TO SAILING INSTRUCTIONS

- 2.1. Any change to the sailing instructions will be posted on the latest one hour before the first warning signal of the day it will take effect, except that any change to the schedule of races will be posted by 20:00 on the day before it will take effect.

#### 3. COMMUNICATION WITH COMPETITORS

- 3.1. Notices to competitors will be posted on the official notice board located at <https://www.racingrulesofsailing.org/documents/7590/event/>
- 3.2. The office race is located at the harbour facilities of the Y.C.G, telephone +30 210 4220506 and +30 6909 046525, email [sailing@ycg.gr](mailto:sailing@ycg.gr).
- 3.3. On the water, the race committee will communicate with competitors on VHF radio channel 72.
- 3.4. [DP] While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

#### 4. CODE OF CONDUCT

- 4.1. [DP] Competitors and support persons shall comply with reasonable requests from race officials. Failure to comply may be considered misconduct.



- 4.2. [DP] Competitors and support persons shall place advertising or handle any equipment provided by the organizing authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.

## 5. SIGNALS MADE ASHORE

- 5.1. Signals made ashore will be displayed at the Y.C.G harbour main mast.  
5.2. The sail combination, that will be used for Division A only, will be displayed. The signals shall have the following meanings:

Signal	Sail Combination to be used
"None"	Mainsail, Genoa, Spinnaker
"T"	Mainsail, Jib, Spinnaker
"O"	Mainsail, Jib, No Spinnaker

Div B and Div B+ (First 53 Class) boats will not use spinnakers.

- 5.3. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in the race signal AP.  
5.4. When flag D is displayed ashore with one sound means: «Boats shall not leave the harbour until this signal is removed. The warning signal will not be made before the scheduled time or less than 30 minutes after this signal is removed». The penalty for breaking this SI will be DNS without hearing in the next race.

## 6. SCHEDULE OF RACES

Thursday 11 April	10:00 – 17:00	Boat Registration and pick up
	TBC	Practice race / Training
	17:30	Briefing on the handling of Platu 25 boats and general recommendations on DIV B boats
Friday 12 April	09:00	Competitors briefing
	12:00	Warning signal for 1st race of the day
Saturday 13 April	11:00	Warning signal for 1st race of the day
	19:30	Prize Giving ceremony

- 6.1. In total up to 6 races per division are scheduled, with up to 4 races to be sailed each day.  
6.2. The Race Committee may adjust the racing schedule to suit weather conditions.  
6.3. To alert the boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least five minutes before a warning signal is made.  
6.4. On the last scheduled day of racing no warning signal will be made after 15:30.




## 7. DIVISION FLAGS

- 7.1. The flag for the Division A will be the flag "F" of the ICS.  
7.2. The flag for the Division B will be the flag "E" of the ICS.  
7.3. The flag for the Division B+ (First 53 Class) will be the flag "K" of the ICS.





7.4.

DIV. A Flag "F" of the ICS	DIV. B Flag "E" of the ICS	Div. B+ (First 53 Class) Flag "K" of the ICS
		

## 8. RACING AREA

- 8.1. The shore venue will be the Yacht Club of Greece facilities and the races will be sailed at Phaleron bay.
- 8.2. It is the intention of the organizing committee to use 2 racing areas: one for Div. A and one for Div. B and Div. B+ (First 53 Class) boats.

## 9. COURSES

- 9.1. The courses to be sailed will be as follows for both A Division and B Division:
  - (a) Windward / Leeward
  - (b) Triangular
  - (c) Short coastal.
- 9.2. The diagrams in the Appendix 3 show the courses including the order in which marks are to be passed.
- 9.3. Shortening the race  
The Race Committee may shorten a race at any rounding mark according to RRS 32.

## 10. MARKS

Marks are:

- 10.1. Starting line:
  - (a) An orange flag with the text «Start» in the signal boat at starboard end.
  - (b) An orange colour inflatable buoy with a pole and an orange flag or a boat with a pole and an orange flag with the text «Start» at port end.
  - (c) A buoy may be attached to the RC signal boat approximately 3 m. apart. Boats shall not sail between that buoy and the RC signal boat at any time. This buoy is part of the RC signal boat.
- 10.2. Finishing line
  - (a) Windward / Leeward.
    - A blue flag in the signal boat at one end
    - An orange colour inflatable buoy with a pole and an orange or blue flag at the other end.
  - (b) Triangular courses
    - A blue flag in the signal boat at port end
    - A red colour cylindrical inflatable buoy at starboard end.







(c) Coastal courses

- A staff with a blue flag at Y.C.G. signal station at the port end.
- The green flashing light on the SW end of the breakwater in the waters out of the SEF stadium at starboard end.

10.3. Course marks

(a) Windward / Leeward course

- Marks M1, M4s/M4p are yellow colour pyramidal inflatable buoys.
- M1A is a red colour pyramidal inflatable buoy.
- New marks as provided in SI 12, are green colour pyramidal inflatable buoys.

(b) Triangular course.

- Marks MT1 and MT2, are orange colour pyramidal inflatable buoys.

(c) Coastal Courses

Mark	Position	Description
M1	37 52.950 E 023 39.650 N	Orange colour pyramidal inflatable buoys
M2	37 53.430 E 023 42.020 N	Orange colour pyramidal inflatable buoys
M4	37 55.300 E 023 37.850 N	Orange colour pyramidal inflatable buoys
M5	37 49.870 E 023 42.380 N	Orange colour pyramidal inflatable buoys

11. THE START

- 11.1. Races will be started using RRS 26 with the warning signal made 5 minutes before the starting signal.
- 11.2. The starting line is between a staff displaying the orange flag «START» on the signal vessel at the starboard end and the course side of the port-end starting mark.
- 11.3. There will be a separate start for each division.
- 11.4. No later than the warning signal the race committee signal boat will display:
- the flag of the course of the race to be sailed and the approximate bearing to the 1st mark in magnetic degrees.
  - the sail combination to be used for Division A only, if it is different than that displayed ashore. The signals shall have the following meanings:

Signal	Sail Combination to be used
"None"	Mainsail, Genoa, Spinnaker
"T"	Mainsail, Jib, Spinnaker
"O"	Mainsail, Jib, No Spinnaker

Div B and Div B+ (First 53 Class) boats will not use spinnakers.





- 11.5. Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 11.6. If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to hail her sail number. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for a redress for request. This changes RRS 62.1(a).
- 11.7. A boat that does not start within 10 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

## **12. CHANGE OF THE NEXT LEG OF THE COURSE**

- 12.1. To change the next leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practical. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

## **13. THE FINISH**

- 13.1. The finishing line is between the finish line marks as they are described in SI 10.2.

## **14. PENALTY SYSTEM**

- 14.1. Rules 44.1 is changed so that the Two-Turns-Penalty is replaced with the One-Turn Penalty.
- 14.2. RRS Appendix P does not apply.
- 14.3. The penalty for not complying with SI 11.4(b) will be disqualification from all races sailed in which the instruction was broken.

## **15. TIME LIMITS**

- 15.1. Windward / Leeward Course
  - (a) The time limit for all boats is 70 minutes.
  - (b) If only one boat finishes in the time limit, all boats that will sail the course and finish in 30 minutes after the finish of the 1st boat will be scored as finished (This changes RRS 35)
- 15.2. Triangular Course
  - (a) The time limit for all boats is 90 minutes.
  - (b) If only one boat finishes in the time limit, all boats that will sail the course and finish in 45 minutes after the finish of the 1st boat will be scored as finished (This changes RRS 35)
- 15.3. Coastal Courses
  - (a) Coastal 1: The time limit for all boats is 3 hours.
  - (b) Coastal 2: The time limit for all boats is 5 hours.
  - (c) If only one boat finishes in the time limit, all boats that will sail the course and finish in 45 minutes after the finish of the 1st boat will be scored as finished (This changes RRS 35)
- 15.4. If a race is shortened, time limits will not change.





## 16. HEARING REQUESTS

- 16.1. For each division, the protest time limit is 60 minutes after the last boat in that division finishes the last race of the day or the race committee signals no more racing today, whichever is later. The time will be posted on the official notice board.
- 16.2. Hearing request forms are available at <https://www.racingrulesofsailing.org/documents/7590/event/>
- 16.3. Notices of protests by the race committee or protest committee will be posted on the official notice board to inform boats under rule 61.1(b).
- 16.4. Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest room, located at the harbour facilities of the Y.C.G., beginning at the time posted.

## 17. SCORING

- 17.1. Appendix A - Low point system shall apply.
- 17.2. One race is required to be completed to constitute a series.
- 17.3. When fewer than 5 races have been completed, a boat's series score will be the total of her race scores.
- 17.4. When 5 or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
- 17.5. For Division A boats, no time correction handicapping will apply.
- 17.6. For Division B boats, a ToT handicapping system will apply.
- 17.7. For Division B+ (First53 Class) boats, no time correction handicapping will apply.
- 17.8. RRS 90.3 (e) applies.

## 18. SAFETY REGULATIONS

- 18.1. [DP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity. Promptly after returning to shore, the boat shall complete a retirement declaration form, which is available at the online notice board: <https://www.racingrulesofsailing.org/documents/7590/event/>.

## 19. REPLACEMENT OF CREW OR EQUIPMENT

- 19.1. [DP] Substitution of competitors is not allowed without prior written approval of the race committee.
- 19.2. [DP] Substitution of damaged or lost equipment is not allowed unless authorized in writing by the race committee. Requests for substitution shall be made to the committee at the first reasonable opportunity, which may be after the race.
- 19.3. During the races a boat repair team will be available at the sailing area to support with minor damages repairs. Even if best efforts will be applied, inability or otherwise non achievement to repair a damage by the boat repair person should not be grounds for a request for redress.







## 20. EQUIPMENT AND MEASUREMENT CHECKS

- 20.1. A boat or equipment may be inspected at any time for compliance with the notice of race and sailing instructions.
- 20.2. [DP] When instructed by a race official on the water, a boat shall proceed to a designated area for inspection.

## 21. SUPPLIED BOATS

- 21.1. Boats will be supplied by the organizing authority. See SI Appendix 1

## 22. TRASH DISPOSAL

- 22.1. Trash may be placed aboard official vessels.

## 23. BERTHING

- 23.1. [DP] Boats shall be kept in their assigned places while in the harbour.

## 24. HAUL-OUT RESTRICTIONS

- 24.1. [DP] Keelboats shall not be hauled out during the event except with and according to the terms of prior written permission of the race committee.

## 25. DIVING EQUIPMENT AND PLASTIC POOLS

- 25.1. Underwater breathing apparatus and plastic pools or their equivalent shall not be used around Boats between the preparatory signal of the first race and the end of the event.
- 25.2. Boats shall not be cleaned below the waterline by any means between the preparatory signal of the first race and the end of the event.

## 26. PRIZES

- 26.1. Prize to the winner, 2nd and 3rd place in each Division.
- 26.2. The Global MBA Trophy will be awarded to the winner of Division A.
- 26.3. Details on the prize giving ceremony of the event, will be available to the competitors after boat registration and pick up.

## 27. RISK STATEMENT

- 27.1. RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.

## 28. DISCLAIMER OF LIABILITY

- 28.1. All competitors (skippers and crew members) participating in the «**GLOBAL MBA TROPHY REGATTA 2024**» admit that the Regatta is and themselves are governed by the World Sailing





Racing Rules of Sailing (RRS 2021-2024), the Sailing Instructions and the Notice of Race as defined in art. 2 of this SIs. Specific attention is drawn to RRS Fundamental Rule 3 and to WS Offshore Special Regulation 1.02.1 which states «*The safety of a yacht and her crew is the sole and inescapable responsibility of the Person in Charge*».

- 28.2. By filing the Entry Form in accordance with art. 5 of the NoR, participants admit explicitly that they participate and race at their own risk and responsibility.
- 28.3. All participants agree that they assume full responsibility for any possible damage (positive, negative or moral), injury and / or death of a person, participant or third party that may occur during the race or at any other time in relation to it, relieving the Y.C.G., the Hellenic Platu 25 class association and the "ASC", the Organizing Committee, the Race Committee, the Protest Committee, the Technical Committee, the sponsor(s) and any other in any capacity and fully agree that they are responsible for the conduct of their crew, their representatives and their guests.
- 28.4. The Organizers, the "ASC", the Organizing Committee, the Race Committee, the Protest Committee, the Technical Committee, the Sponsor(s) and any other person involved in the organization of the «**GLOBAL MBA TROPHY REGATTA 2024**» in any capacity, cannot be held responsible for physical or material damage (positive, negative or moral), injury and / or death of a person, participant or third party, which may occur during the race or at any other time in relation thereto.
- 28.5. It is the obligation and the sole responsibility of the skipper and all the persons handling the boat to decide on the sufficient degree of knowledge and experience of the crew, as well as the sufficiency of such crew in number, for the purposes of the absolute safe handling of the boat they sail in, the soundness and seaworthiness of the boat, with regards to wind strength and sea state as well as the weather forecast and to decide whether they will participate or not in the event or in a scheduled race of it. They also reassure that all safety equipment is adequately maintained, and the crew knows where it is kept and how to use it.
- 28.6. The Sponsor(s) of the «**GLOBAL MBA TROPHY REGATTA 2024**» is/are released from any liability in case of accident, terrorist attack, destruction of venues used for the Event and in general events and occurrences that may cause damages to the participants, the boats and /or the venues used.

## 29. DATA PROTECTION

- 29.1. By the filing of the Entry Form, all participants in the «**GLOBAL MBA TROPHY REGATTA 2024**» (skipper and crew members) consent to the collection, use and reproduction in any manner by and at the discretion of the organizing authority and the sponsor(s), of the names, details and images of participants, as well as participating boats. Similarly, they allow, at no cost, the use of such material for the creation and exploitation of picture and/or sound creations, photographs and any type of promotional material, the recording and direct or indirect, permanent or temporary reproduction of such material in any manner and with the use of any means as well as the transmission and presentation thereof to the public in any way during and after the regatta and in perpetuity.





### 30. INSURANCE

- 30.1. Participating boats in the « **GLOBAL MBA TROPHY REGATTA 2024**» must hold a valid third-party liability insurance coverage (for persons and property), in accordance with Greek Legislation in force.
- 30.2. The insurance contract must include specific cover provision on third party liability for the participation in sailing races.

### Links

*Yacht Club of Greece*  
*Global MBA Trophy*  
*Event Site*

<https://ycg.gr/>  
<https://globalmbatrophy.com/>  
<https://ycg.gr/the-global-mba-trophy-2024/>

*Official Notice Board*



<https://www.racingrulesofsailing.org/documents/7590/event/>





## APPENDICES





## APPENDIX 1

### BOATS SUPPLIED BY THE ORGANIZING AUTHORITY

- A1.1 Boats will be supplied for all competitors, who shall not modify them or cause them to be modified in any way except that
- (a) a compass, and/or GPS 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) adhesive tape may be used anywhere above the water line;
  - (d) all fittings or equipment designed to be adjusted may be adjusted, provided the class rules are complied with. In particular, rig settings (shroud and forestay tensions, mast foot) may not be adjusted.
  - (e) lines or elastic may be used to prevent sails being damaged or falling overboard; and
  - (f) marking of control settings is allowed (no permanent ink is allowed)
  - (g) The main anchor, chain and warp provided on the yacht shall be carried at all times.
  - (h) The underwater surface of the yacht shall not be tampered with in any way. Use of divers, lifting, haul out, or drying out of the yacht for the cleaning of the hull is prohibited.
- A1.2 All equipment provided with the yacht shall be carried while afloat and stowed in accordance with the inventory list.
- A1.3 The penalty for not complying with one of the above instructions is disqualification from all races sailed in which the instruction was broken.
- A1.4 A Division teams may supply and use their own spinnaker sail, provided that it shows the logo of the business school or sailing club being represented. Sails shall comply with the measurement rules of the Hellenic Platu 25 class association.
- A1.5 Competitors shall report any damage or loss of equipment, however slight, to the organizing authority's representative (Boat Repair Person) 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.





## APPENDIX 2

### Damage and Replacement Charges

The charges below are all applicable where it is obvious that damage or loss was caused due to misuse. The person in charge, assigned by the Organisers (boat repair person), will decide the definition of the damage.

DAMAGE	DEFINITION	COST (€)
Hull	Gel coat nicks (per instance)	150,00
	Minor damage not requiring lamination	300,00
	Heavy damage requiring lamination or new capping	1200,00
Keel/rudder	Minor damage requiring repair work	400,00
	Heavy damage	2100,00
Boom	Damage requiring repair work	300,00
	Boom break or heavy damage	1500,00
Mast	Damage requiring repair work	300,00
	Mast break or heavy damage	2800,00
Shrouds	Bent shrouds/turnbuckles	250,00
Sails	Rips smaller than 10cm	50,00
	Rips larger than 10cm up to 40cm	100,00
	Rips larger than 40cm	TBD
	Complete loss	1000,00
Sheets	Damage or loss	100,00
Halyards	Damage or loss	150,00
Spinnaker pole	End fitting damage (per fitting)	180,00
	Pole break or loss	500,00
Deck fitting	Damage or loss-small items	50,00
	Damage or loss-large items	150,00
Tiller and/or extension	Damage or loss (each)	250,00
Hatch	Minor damage	100,00
	Major damage or loss	300,00

Other charges may be made if other equipment is found to be missing or damaged. This will be determined by the person in charge by the Organisers.



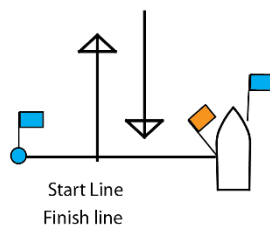
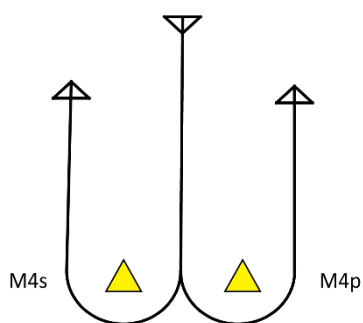
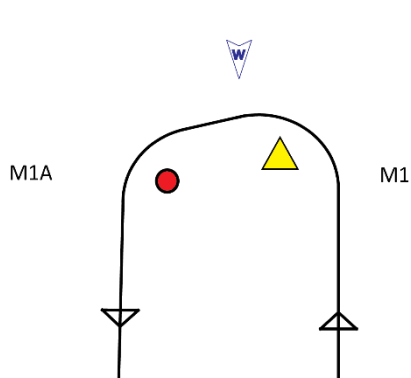




## APPENDIX 3 COURSES

### Windward / leeward Courses

#### W/L 1



Start – M1 – M1A – M4s/M4p – M1 – M1A – Finish

Numeric Pennant «0» ICS

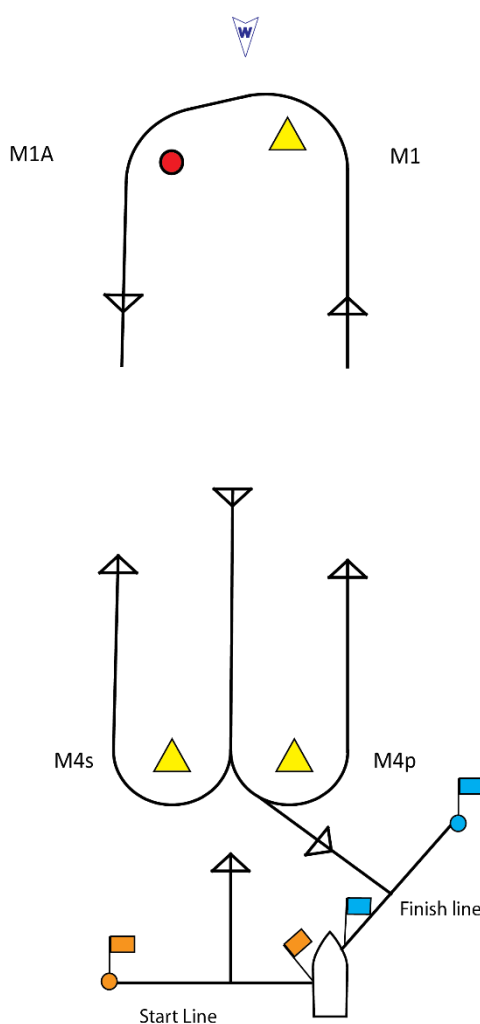
Marks – except the gate M4s/M4p – shall be left to port

***If one mark of the gate (M4s/M4p) is missing, the remaining one (Mark 4) will be left to port***





## W/L 2



Start – M1 – M1A – M4s/M4p – M1 – M1A – M4p (left to port) – Finish.

Numeric Pennant «3» ICS

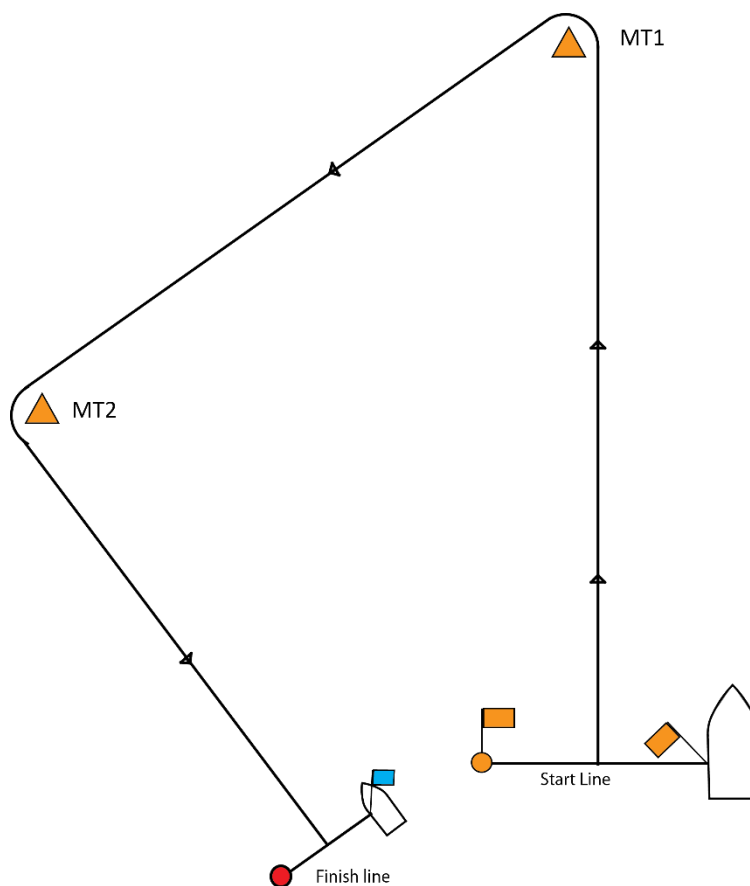
Marks – except the gate M4s/M4p - shall be left to port.

***If one mark of the gate (M4s/M4p) is missing, the remaining one (Mark 4) will be left to port***





## Triangular Courses



### TRIANGULAR COURSE 1

Start – MT1 – MT2 – Finish.

Numeric Pennant «4» ICS

Marks shall be left to port.



### TRIANGULAR COURSE 2

Start – MT1 – MT2 – MT1 – MT2 - Finish

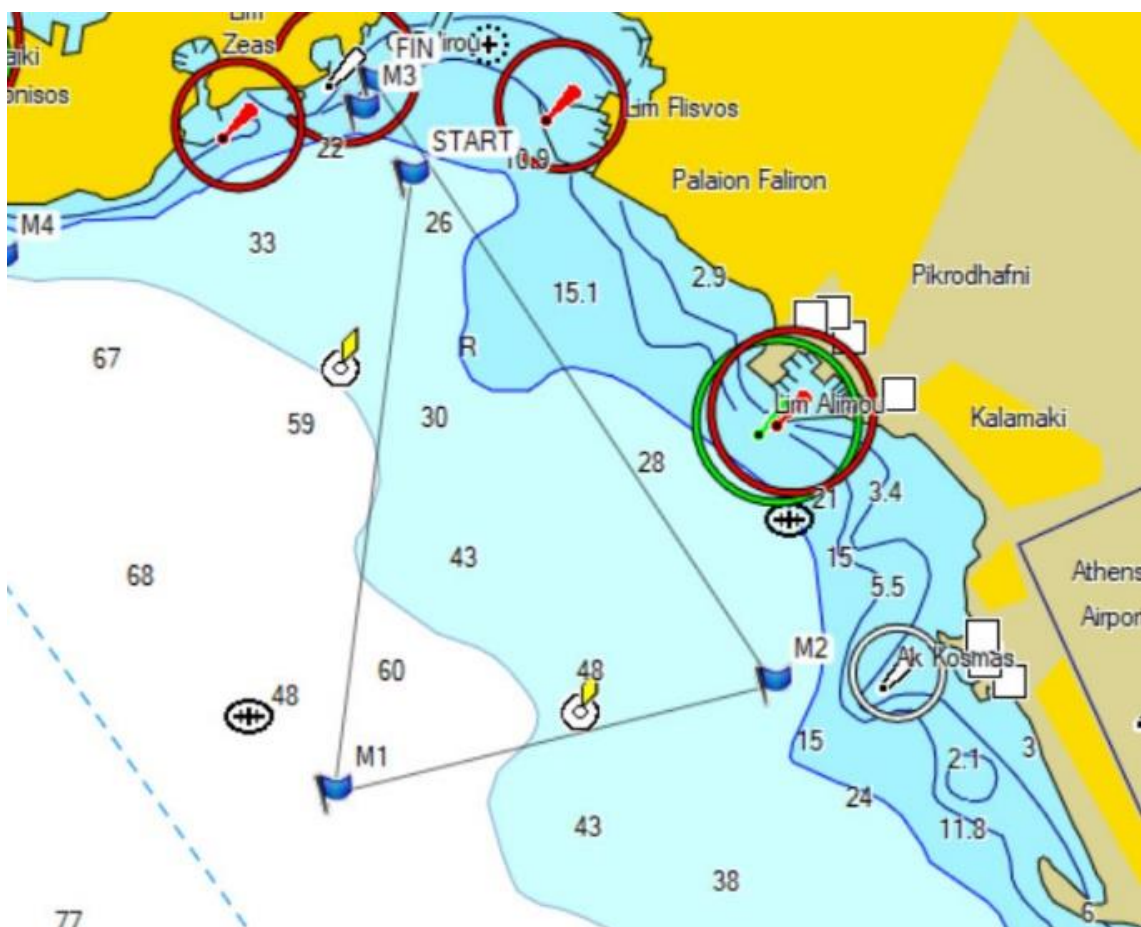
Numeric Pennant «5» ICS

Marks shall be left to port.





## Coastal 1 Course



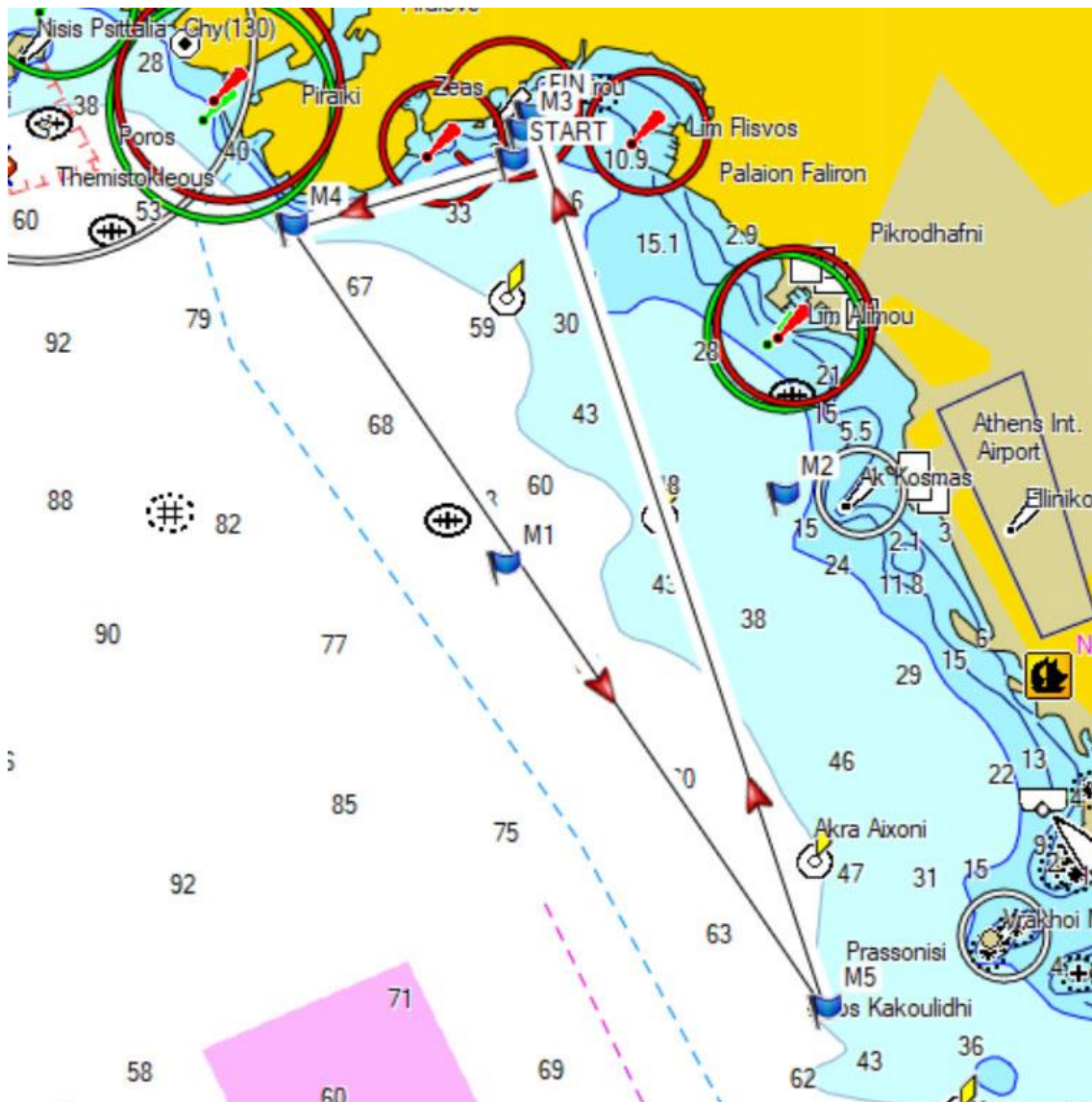
Start – M1 - M2 – Finish  
Length 8 NM approx.  
Numeric Pennant «6» ICS  
Marks shall be left to port

***This map shall not be used for navigation***





## Coastal 2 Course



Start – M4 - M5 –Finish  
Length 15,0 NM approx.  
Numeric Pennant «7» ICS  
Marks shall be left to port

***This map shall not be used for navigation***



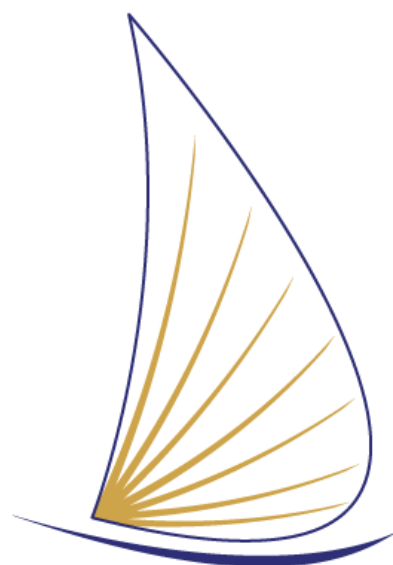


JACK & JENNY

**HENRI-LLOYD**

**H O M A D**





# Global MBA Trophy

A SAILING RACE AMONGST ALUMNI OF  
THE WORLD'S TOP BUSINESS SCHOOLS



Alumni  
Sailing  
Club

A London Business School  
Alumni Club



ΝΑΥΤΙΚΟΣ ΟΜΙΛΟΣ ΕΛΛΑΔΟΣ

