

Sailing Instructions

Article 1 - Safety first

1.1 When racing in European Sailing League, safety come first. Take into account that crews may have different skill levels and act accordingly on the water. Two ground rules that stand above all other rules:

- All competitors must wear a life jacket.
- All sailors must do their utmost to avoid collision with the boats or any of the crew, regardless of any rules that may apply.

Please have the greatest respect for these rules to ensure that all crews and equipment will last for the full duration of the regatta.

Article 2 - Racing Rules

2.1 The regatta will be governed by the Rules as defined in the "ISAF Racing Rules of Sailing 2013/1016" as well as the class rules of CB66 Racer.

2.2 The competitors attention is drawn to the fundamental rule 4 of ISAF 2013/2016, which establishes that: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone"

Consequently, competitors are personally responsible for any material damage or personal injuries which may occur to a boat or themselves and should not start or stay in the race without taking into account the wind, the sea state and the weather forecasts, if they think they may be in danger.

2.3 In case of conflict between versions, the English version will prevail.

Article 3 - Changes to the Sailing Instructions and notification to competitors

3.1 Changes to the Sailing Instructions, the schedule and any other notices will be posted on the official notice board on European Sailing Leagues webpage, <http://www.europeansailingleague.com>.

Any notice on this official board is considered to be an official notification to each competitor, who will be required to check the board before and after each day sailing.

3.2 When a change occurs on the same day as its notification to competitors, it will be posted at least one hour before the first start of the day.

3.3 All changes to the following day's schedule will be notified to competitors before 8:00pm.

Article 4 - Schedule of races

4.1 The warning signal for the first race of each day will sound at the following times:

Saturday April 3: 09:45 am

Sunday April 4: 09:45 am

4.2 The race committee will aim to have the teams race several races according to race schedule posted on online notice board and given at skippers meeting. Competitors shall remain at the disposition of the Race Committee at the end of each race.

4.4 The race committee will broadcast safety and racing information on VHF channel 72. Each boat is equipped with a handheld VHF (to stay in the boat).

4.5 The race committee plan to start 12 races for each team during the two race days.

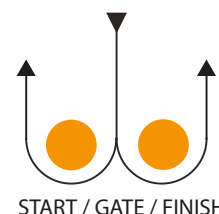


Article 5 - Courses and marks

5.1 The course, located outside Riva del Garda / Trouble will be a port hand course and will be sailed 2 laps as decided in figure to the right.

5.1.1 Course marks will be cylindrical inflatable yellow buoys

5.1.2 Course description. Start - 1 - Gate - 1 - Finish.
Start, Gate and Finish are the same marks.



Article 6 - The starting line and procedure

6.1 The start/gate/finish line will be defined of a yellow inflatable buoy to the port and a yellow inflatable buoy to starboard.

6.2 The starting procedure will be as follows:

H - 5 Warning signal displayed (yellow flag) + one sound signal

H - 4 Preparatory Signal displayed (Blue peter) + one sound signal

H - 1 Preparatory signal remove (Blue peter) + one sound signal

H - 0 Warning signal removed (yellow flag) + one sound signal

Article 7 - Changing course marks after the start

7.1 The race committee may change the course that begins at a rounding mark, at which flag C will be signalled to all boats before they begin the new leg. No marks will be moved while any of the boats are sailing on the new leg.

Article 8 - Time limit

8.1 Any boat finishing more than 15 minutes after the first boat will receive the same number of points as a boat that Did Not Finish (DNF).

8.2 The time limit for the first boat to finish is 45 minutes

Article 9 - Protests

9.1 The protest time limit is 15 minutes after the last boat has finished the last race of the day. That means the protest may have to be filed while still on the water (use of VHF is permitted).

Article 10 - Scoring

10.1 The calculation of points will be made as per the scoring system of appendix A rule 4.1 - low points system. The scoring will be made by adding the points obtained during all the races and removing the worst score of at least 4 races have been sailed.

Article 11 - Penalty System

11.1 Delete the first and second sentences of RRS 44.1 and substitute the following: A boat may take a One-Turn Penalty, consisting of one tack and one gybe, when she may have broken a rule of Part 2, Rule 31, or Rule 42 while racing. However, if a boat may have broken a rule of Part 2 within the zone of a mark other than a starting mark or the RRS 20 anywhere on the course, the penalty that may be taken is a Two-Turns Penalty. **This changes RRS 44.1.**

11.2 The penalty system will be applied as follows:

- a) As per SI 11.1, however, if the boat infringing a rule caused injury or serious damage or gained a significant advantage in the race or series by that breach her penalty shall be to retire.
- b) A boat that has taken a penalty of one or more turns shall complete an acknowledgement form at the race office within the time limit. Otherwise, the penalty will be considered as not taken.

11.3 Umpiring procedure:

- a) One or more Judges may be positioned on the course area on boats displaying letter "J". Actions or lack of actions, positioning on the course or any possible interference by Judges shall not be, in any case, grounds for requesting a hearing or redress. This changes RRS 60.1(b).
- b) A flag "U" displayed on the RC vessel before or at the warning signal means no umpire is on the water and SI from 11.3 to 11.9 will not apply.

11.4 A boat may protest another boat, informing her at the first reasonable opportunity, under a rule of Part 2, except rule 14, or under rule 31.1 or 42 by hailing 'Protest' and conspicuously displaying a red flag at the first reasonable opportunity after an incident in which she was involved in or she saw. She shall remove the flag as soon as possible after the protested boat has taken her penalty. In case no penalty will be taken she shall keep the flag displayed until she has informed the RC after finishing or retiring.

11.5 For any other rule not listed in SI 11.4, she shall hail "Protest" displaying a red flag at her at the first reasonable opportunity after she becomes aware of the infringement and shall keep the flag displayed until she has informed the RC after finishing or retiring. Rule 64.1(c) is changed so that the provision for exonerating a boat may be applied by the Judge without a hearing, and it takes precedence over any conflicting rule of this penalty system.

11.6 If after a protest no boat takes a penalty the Judge on the water will signal his decision as follows:

- (a) A green flag or a green and white flag with one long sound means 'No penalty.' Protest is dismissed.
- (b) A red flag with one long sound means 'The identified boat is penalized one turn as per RRS 44.1 and 44.2 changed by SI 11.1'
- (c) A red flag with two long sounds means 'The identified boat is penalized two turns as per RRS 44.1 and 44.2 changed by SI 11.1'
- (d) A yellow flag with one long sound means "No decision can be taken" the protesting boat can follow the procedure as per SI 11.4 and SI 9.
- (e) A black flag with one long sound means 'The identified boat is disqualified. The boat shall promptly leave the course area.

11.7 The Judge shall hail or signal to identify each boat to be penalized. Penalty information may be signalled by radio on RC VHF Channel.

11.8 Umpire actions and umpire initiated penalties.

- (a) The Judge on the water may act against a boat, without a protest by another boat, when breaks RRS 31, 42, RRS 14 when there is damage or injury or if she failed to retire when rule 44.1 required her to do so.
- (b) When a boat fails to take the penalty if required by the Judge on the water as per SI 11.6, she can be protested through a standard procedure. If in case of hearing she shall be disqualified, the boat shall be scored DNE on that race.
- (c) A boat that infringed RRS 14, in case of serious damage or injured people, may be disqualified with or without scoring exclusion, or penalized in any way after a hearing ashore.

11.9 A boat that accepted and made a correct penalty while racing shall not be entitled to lodge any protest concerning the same incident with exception of RRS14 infringements. This changes RRS 60.1

A boat that protested an other boat that accepted and took a penalty while racing shall not be entitled to lodge any protest concerning the same incident with exception of RRS14 or when rule 44.1 required the protested boat to retire. This changes RRS 60.1

11.10 There shall be no request for redress, reopening or appeal by a boat arising from a decision, action or non-action by the Judge on the water or for Part 2 rule infringements not discussed in a hearing.

Article 12 - Retirements

12.1 In the best interest of safety, all competitors who retire shall inform, by any means possible, either the Race Committee boat or the Race Office as soon as they return ashore. The Jury may take disciplinary action if this is not respected.

Article 13 - Replacement of crew during the regatta

13.1 Any crew change must be requested in writing before the race and must be authorized by the race committee.

Article 14 - Prize giving

14.1 The prize giving will take place at Fragila Vela Riva, Sunday April 4. Directly after races.