

EurILCA EUROPA CUP 2022

ILCA 7 , ILCA 6 & ILCA 4 Classes

14 – 16 June 2022

Dziwnów



SAILING INSTRUCTIONS

ORGANIZING AUTHORITY

Municipality of Dziwnów, Water Sports Club "Baltic" Dziwnów

CO-ORDINATING AUTHORITY

EurILCA: European Region of ILCA

www.eurilca.org email: entryeurilca@gmail.com

1. RULES

- 1.1. The regatta will be governed by the *rules* as defined in the Racing Rules of Sailing (RRS).
- 1.2. No national authority prescriptions will apply.
- 1.3. The ILCA class rule 7(a) is restricted as follows: Only one person shall be on board whilst racing. The person shall be named on the entry form.
- 1.4. If there is a conflict between languages the English text will take precedence.
- 1.5. RRS Appendix P, Special Procedures for Rule 42, will apply. See SI 15.1
- 1.6. Appendix T, Arbitration, will apply.
- 1.7. In all rules governing this event:
 - 1.7.1. [NP] denotes a rule that shall not be grounds for protests by a boat. This changes RRS 60.1(a).
 - 1.7.2. [DP] denotes a rule for which the penalty is at the discretion of the international jury.
 - 1.7.3. [SP] denotes a rule for which the race committee or technical committee may apply a standard penalty without a hearing, or a discretionary penalty may be applied by the international jury with a hearing. However, the race committee or technical committee may protest a boat if it considers a standard penalty is inappropriate. A boat that has been penalised with a standard penalty shall neither be protested by another boat for the same incident nor can another boat request redress for this committee action. This changes RRS 60.1, 63.1 and A5.

2. NOTICES TO COMPETITORS

- 2.1. Notices to competitors will be posted on the official notice board (ONB) online at <https://portal.sailingnet.pl/regaty/europa-cup-2022-2022>
- 2.2. Coach meeting will be held the first day of racing at 10:00 hrs in front of the Race Office.

3. CHANGES IN SAILING INSTRUCTIONS

- 3.1. Any changes to the Sailing Instructions will be posted no later than 2 (two) hours before the warning signal of the race on the day it will take effect.

4. SIGNALS MADE ASHORE

- 4.1. Signals made ashore will be displayed at the official flagpole located at Marina Dziwnów.
- 4.2. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in the race signal AP. This changes RRS Race Signals.
- 4.3. [NP][DP] Flag G displayed with two sounds (one when removed) means "No boat shall go afloat until this signal is removed. The first warning signal will be made not less than 60 minutes after flag G is removed.

5. BOATS AND EQUIPMENT

In the event of damage, boats and equipment may only be substituted with the written permission of the technical committee, international jury or race committee. If the damage occurs between 2 (two) hours before the first scheduled start on a racing day, and before the start of the last race of the day, provisional verbal permission shall be obtained from the technical committee, international jury or race committee and the written permission of the technical committee shall be applied for before the end of the protest time limit at the end of the day in which the replacement takes place.

6. FORMAT OF RACING

- 6.1. The event consists of a single series. However, the event may be split into fleets, and the single series be divided into a qualifying series and a final series in accordance with the Qualifying and Final Series Formats (see SI Addendum A).

7. SCHEDULE OF RACES

- 7.1. Event schedule:

Day	Time	Description
13.06	16:00 – 20:00	Race office open / Registration
14.06	12:00	First warning signal (3 races)
15.06	11:00	First warning signal (3 races)
16.06	11:00	First warning signal (2 races)
16.06	15:00	Later no more warning signals will be made

8. CLASS FLAGS

ILCA 7: white flag with ILCA logo

ILCA 6: green flag with ILCA logo

ILCA 4 Yellow/Gold: yellow flag

ILCA 4 Blue/Silver: blue flag

9. RACING AREA

- 9.1. Addendum B shows the location of racing areas. All races will be sailed on Area A.
- 9.2. The racing area is defined as an area extending 100 meters beyond the entire course in which a boat would normally sail while racing.
- 9.3. **[DP]** Boats not racing shall avoid the racing area.

10. COURSES

- 10.1. Addendum C shows the courses, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.
- 10.2. No later than the warning signal for each fleet, the race committee will display course signals.
- 10.3. No later than the warning signal, the race committee signal vessel will display the approximate compass bearing of the first leg.
- 10.4. The course may be shortened to finish at any mark provided that 3 or more legs have been sailed
- 10.5. When one gate mark is missing, the remaining mark shall be rounded to port

11. MARKS

- 11.1. Course marks 1, 2, 3s, 3p, 4s, 4p and 5 will be inflatable cylindrical orange buoys.
- 11.2. Course mark 1a will be inflatable white pyramid.
- 11.3. The starting marks will be race committee vessels displaying orange flags.
- 11.4. The finishing marks will be a race committee vessel and a buoy with a staff displaying orange flag.
- 11.5. Alternate marks will be inflatable cylindrical yellow buoys.

12. START

- 12.1. The starting line will be between two staffs displaying a orange flags on the starting marks.
- 12.2. **[DP] [NP]** Boats whose warning signal has not been made shall avoid the starting area during start sequences for other fleets.
- 12.3. A boat starting later than 4 minutes after her starting signal will be scored DNS without a hearing. This changes rules A4 and A5.
- 12.4. To alert boats that a race or sequence of races will begin soon, the orange starting line flags will be displayed with one sound signal at least 5 (five) minutes before a warning signal is made.
- 12.5. **Starting under Black Flag Rule Penalty**
RRS 30.4 (Black Flag Rule) is supplemented as follows:
Sail numbers will be displayed for at least 3 minutes. A long sound signal will be made when the numbers are initially displayed. A boat whose number is so displayed shall leave the racing area, defined in SI 9.1 before the new preparatory signal. If she fails to do so, she will be scored DNE.

13. CHANGE OF THE NEXT LEG OF THE COURSE

- 13.1. To change the next leg of the course race committee will:
 - (a) lay a new mark (described in SI 11),
 - (b) move the finishing line, or
 - (c) move the leeward gate.

14. FINISH

- 14.1 The finishing line will be between a staff displaying a blue flag on the race committee vessel at the starboard end and the course side of the finishing mark at the other end of the finish line, except when RRS 32.2 applies.

15. TIME LIMITS AND TARGET TIMES

- 15.1. The length of the course will be set for a target time of 50 minutes. Failure to meet the target time will not be grounds for redress. This changes rule 62.1(a).
- 15.2. Boats failing to finish within 20 minutes after the first boat sails the course and finishes will be scored DNF without a hearing. This changes rules 35, A.4 and A.5.

16. PENALTY SYSTEM

- 16.1. **Appendix P** will apply with the following changes:
 - 16.1.1. If a first penalty is signalled after she has finished, a boat may take the penalty or accept a scoring penalty of 10 % of the fleet or group if any without a hearing.
- 16.2. **Measurement Penalties**
 - 16.2.1. Measurement protests will only be accepted from technical committee, race committee or jury.
 - 16.2.2. If a boat is sailed without a centreboard stopper, or with no mast retention line attached (class rule 3(b) xi), a scoring penalty of 20 points will, without a hearing, be added to the boats score in the last completed race in which she was racing without a centreboard stopper or the retention line. However, she shall not be scored worse than DSQ. This changes rule 63.1.
 - 16.2.3. If a sail, top mast, or bottom mast has been changed prior to a race without the permission required by SI 5.2 the sailor will be disqualified without a hearing from the last completed race when the change was used. This changes rule 63.1.
 - 16.2.4. For any other measurement protest, the jury may apply an alternative penalty to disqualification.
- 16.3. **Scoring and arbitration penalties**
 - 16.3.1. Scoring penalties will be applied according to RRS 44.3c
 - 16.3.2. The scoring abbreviation for an arbitration penalty is [ARB].
 - 16.3.3. A scoring penalty in a split fleet will be based on the number of competitors in the largest group.

17. PROTESTS AND REQUEST FOR REDRESS

- 17.1. The Jury Office is located at Marina Dziwnów main building. The official jury notice board is located online at <https://portal.sailingnet.pl/regaty/europa-cup-2022-2022>
- 17.2. Protests shall be delivered at the Jury Office, within the protest time which will begin as soon as practicable after the finish of the last boat in each fleet. The protest time limit will daily be decided and posted on the official notice board and may be different for each fleet. Protest hearings will be held in the Jury office.
- 17.3. Notices will be posted on official jury notice board no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses.
- 17.4. A list of boats that have been penalized under Appendix P will be posted on the official notice board.
- 17.5. **[DP]** Breaches of instructions 5.2, 19, 21, 22 and 24 shall not be grounds for a protest by a boat. This changes rule 60.1(a). For these breaches the international jury may apply a penalty less than disqualification.
- 17.6. On the last scheduled day of racing or of the qualifying series, (if applied) RRS 66.2 (a) will apply (30 minutes)
- 17.7. Decisions of the international jury will be final as provided in rule 70.5
- 17.8. A list of these breaches and the associated standard penalties will be posted on the Official Notice Board. However, the race committee / technical committee may protest a boat when they consider the standard penalty to be inappropriate. This changes RRS 63.1 and Appendix A5.

18. **[DP]** EQUIPMENTS AND MEASUREMENT CHECKS

A boat and equipment may be inspected at any time for compliance with the class rules, as wet clothing rules at the discretion of the technical committee, race committee or international jury.

19. **[DP]** **[NP]** SAFETY REGULATIONS

- 19.1. The race committee will protest a boat for a breach of these safety regulations.
- 19.2. Competitors shall wear personal flotation devices at all times when afloat, except briefly while changing or adjusting clothing or personal equipment.
- 19.3. Competitors who require assistance from rescue boats should wave one arm with hand open. If no assistance is required, the arm should be waved with fist closed.
- 19.4. If considered necessary, a competitor may be ordered by a race organisation boat to abandon his or her boat and board a rescue vessel.
- 19.5. A boat that retires from a race shall notify the race committee as soon as possible. The boat shall complete a retirement declaration form at the regatta office on return ashore.
- 19.6. Check-out & Check-in, if applied by organizing authority:
 - 19.6.1 When going out to race each competitor intending to race shall personally check-out against their name and/or sail number.
 - 19.6.2 On returning ashore, even after the display of AP/H, AP/A, N/H or N/A when no race has been completed after launching, each competitor shall personally check-in, against their name and/or sail number, as soon as reasonably possible.
 - 19.6.3 Check-out and Check-in procedure will be posted on the official notice board.
- 19.7. When the race committee displays flag V with repetitive sounds, all official and support vessels shall monitor the race committee VHF channel 72 for instructions and assist in search and rescue operations.
- 19.8. Competitors not racing for any of the racing days shall inform the race office as soon as possible.

20. SCORING

- 20.1. When less than 4 races have been completed, a boat's regatta score will be the total of her race scores.
- 20.2. When 4 or more races have been completed, a boat's regatta score will be the total of her race scores excluding her worst score.

21. OFFICIAL VESSELS

21.1. Official vessels will be marked as follows:

<i>Vessel</i>	<i>Flag</i>
Jury	White flag with black letters JURY
Race Committee	White flag with black letter with letter A or B
Technical Committee	White flag with black letters TC
Press, Media	White flag with black letters MEDIA

21.2. Failure of an official vessel to fly an identifying flag shall not be grounds for redress by a boat. This changes RRS 62.1(a).

21.3. Actions by the official boats shall not be grounds for redress by a boat. This changes RRS 62.1(a).

22. [DP] ACCREDITED TEAM AND SUPPORT PERSONS/ VESSELS

22.1. Accredited vessels are the vessels having filled the accreditation form at the race office. They are the only vessels authorized to go afloat and approach sailing area and sailors. Team and support vessels shall, at all times when afloat, be clearly identified by the country name, national letters or national flag of the team they represent.

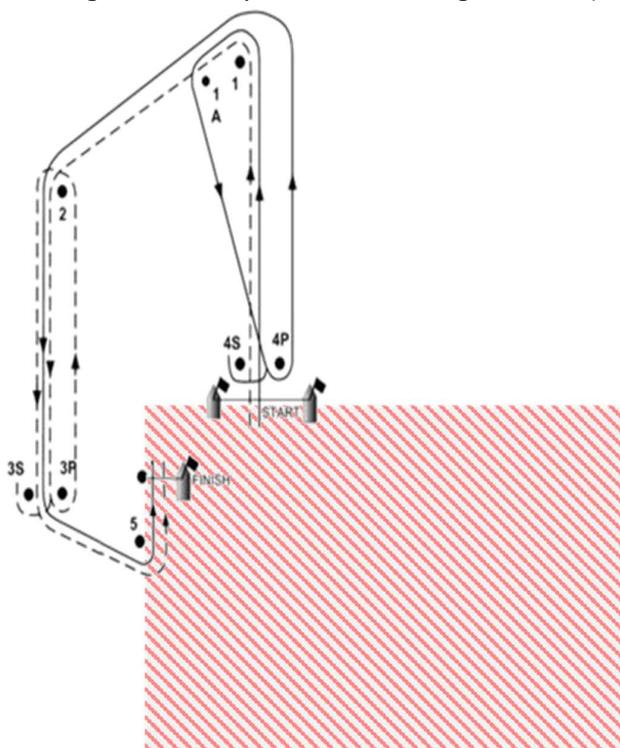
22.2. Each support vessel shall carry at least three hazard warning tapes for the purposes of SI 19.4. , marking abandoned boat. The tape is available from the race office.

22.3. Each support vessel is required to carry a VHF radio capable of transmitting and receiving all international ship-to-ship channels.

22.4. [SP] [DP] VHF Channel 72 will be used as communication channel between Race Committee and coaches/ team leaders on the water.

22.5. Support vessel movement

Except when participating in rescue operations support vessel shall stay outside the racing area during a race, that is from the time of the first warning signal until all boats have finished or the race committee signals a postponement or abandonment of all fleets without the intention to start a next race soon (orange down). In addition, when any boat is racing between mark 5 and the finish support vessels shall remain 100m to windward of the finish line or when coming from mark 4 shall reduce to idle speed when crossing a line directly downwind starting at mark 5 (red zone).



22.6. Support vessel drivers and crews shall wear a personal flotation device or other adequate personal buoyancy securely fastened at all times when afloat except briefly while changing or adjusting

clothing or personal equipment. Wet suits and dry suits do not constitute adequate personal buoyancy. When the support vessel engine is running Support vessel drivers shall be connected to a device that will stop the engine if the boat driver falls out the boat or is otherwise not in control of the boat.

22.7. When not in use, support vessels shall be appropriately berthed at the sailing venue in the allocated areas for support vessels for the entire time that these regulations apply.

22.8. Support vessels shall comply with local harbour and marina regulations, including speed limits.

22.9. Accomplishments

If an accredited boat does not comply with this instruction, or its crew has an incorrect behaviour, the accreditation may be suspended, cancelled, and/ or no more issued in next Europa Cup of the series. That decision may be made by the Jury with the EurILCA Representative.

23. INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover per event as stated in the NOR.

24. LIABILITY

The host sailing club, the National Authority and EurILCA, their officers, members and volunteers do not accept liability for loss of life or property, personal injury or damage caused by or arising out of the EurILCA Europa Cup Regattas and competitors take part in the Regattas entirely at their own risk. The establishment of the Notice of Race and the Sailing Instructions in no way limits or reduces the complete and unlimited responsibilities of a competitor being solely and entirely responsible for the management of a boat he or she is sailing. A competitor must be of good health and a competent sailor capable of sailing an ILCA dinghy in strong winds. It is the responsibility of each sailor to decide to participate in a race or to continue racing.

25. RIGHTS TO USE NAME AND LIKENESS

By participating in this event, competitors automatically grant to the organizing authority and the event sponsors the right, in perpetuity, to make, use, and show, at their discretion, any photography, audio and video recordings, and other reproductions of them made at the venue or on the water from the time of their arrival at the venue, until their final departure, without compensation for the purpose of news reporting, regatta documentary, advertising to promote the regatta, the national or the international class association or sailing, and advertising where the above pictures/video recordings/etc. are shown in the context of sailors/participants competing in Europa Cup Regattas.

ADDENDUM A – QUALIFYING & FINAL SERIES FORMATS

1. COMPETITION FORMAT

- 1.1. Where a fleet is bigger than 80 boats, (or close to 80 at discretion of the Race Committee) it can be split into groups.
- 1.2. The organising authority will divide the boats in the split fleet(s) into groups of, as nearly as possible, equal size.
 - 1.2.a. When in a fleet there is a presence of at least 40 girls or ladies' group can be constituted,
 - 1.2.b. Each appropriate Fleet will be split into 2 groups called Yellow and Blue or in 3 groups called Yellow, Blue and Red; or in 4 groups with the Green group.
 - 1.2.c. Boats will be possibly reassigned to groups each day after racing based on the overall available results. Reassignments will be made as follows:

	2 fleet format	3 fleets format
Rank in Series	Fleet Assignment	Fleet Assignment
1 st	1	1
2 nd	2	2
3 rd	2	3
4 th	1	3
5 th	1	2
6 th	2	1
7 th	2	1
8 th	1	2
9 th	1	3
And so on		

- 1.3. The notice of groups will be posted on the official notice board as soon as possible before the first race of the day. The starting signal will be made no earlier than 60 minutes after the time of the posted notice.
- 1.4. If all groups of a split fleet have not completed the same number of races by the end of a day, the groups with fewer races will continue racing the following day until all groups have completed the same number of races.
- 1.5. If at the end of the regatta some groups of a split fleet have more race scores than others, scores for the most recent race(s) will be excluded so that all groups of that fleet have the same number of race scores. That S.I. will be applied also at the last day to define the groups for finals, see next S.I.
- 1.6. When at least 4 races were sailed for all groups, the following days the fleet will be divided in Gold and Silver fleets (and bronze and emerald if in case) and raced in "finals" format. See NOR 7.3. Different final-series groups need not have completed the same number of races.

2. GROUPS IDENTIFICATION

- 2.1. If a fleet is split into groups, the class flag for each group will be the class flag with a coloured flag corresponding to the group colour.
- 2.2. If a fleet is split into groups, each competitor in that fleet will be issued with a coloured band corresponding to the allocated group. The band shall be placed around the lower mast between the gooseneck and boom vang fitting.
- 2.3. In case of finals both flags and coloured bands / Flag will be as per gold=yellow; silver=blue; and bronze=red; emerald=green.

ADDENDUM B – CHART SHOWING RACING AREAS



ADDENDUM C – COURSE DIAGRAMS

