

# SAILING INSTRUCTIONS

## CO-ORDINATING AUTHORITY

EurILCA: the International Laser Class Association (ILCA)  
European Region, [www.eurilca.org](http://www.eurilca.org) e.mail [contact@eurilca.eu](mailto:contact@eurilca.eu)

## 1. RULES

- 1.1. The regatta will be governed by the *rules* as defined in the Racing Rules of Sailing.
- 1.2. No national authority prescriptions will apply.
- 1.3. The Laser 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 preference.
- 1.5. Races will be started with no less than 5 knots wind
- 1.6. RRS Appendix P, Special Procedures for Rule 42, will apply. See SI 15.1

## 2. NOTICES TO COMPETITORS

- 2.1. Notices to competitors will be posted on the official notice board located near the race office
- 2.2. Coach meeting will be held the first day of racing at 11:00 hrs at the Race office
- 2.3. meeting will be held every morning 2 hours before the 1<sup>st</sup> warning signal.

## 3. CHANGES IN SAILING INSTRUCTIONS

- 3.1. Any changes to the Sailing Instructions will be posted before 0900 on the day it will take effect.
- 3.2. The scheduled time of the races for each day shall be specified in a notice posted no later than the last protest time limit on the day before it will take effect.
- 3.3. Any reassignment of events or fleets to course areas will be posted before 09.00. on the day it will take effect, or if flag AP is displayed ashore, 30 minutes before flag AP for that class or fleet is removed.

## 4. SIGNALS MADE ASHORE

- 4.1. Signals made ashore will be displayed on the signal mast near the race office.
- 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 Race Signals AP.
- 4.3. When flag AP over H is displayed ashore, boats shall not leave the harbour. This changes Race Signals AP over H.
- 4.4. **[NP][DP]** Flag G displayed ashore with one sound means 'The warning signal will be made not less than 60 minutes after flag G is displayed. Boats shall not leave their berth and shall not enter the slip zone as defined in SI Appendix "A "until this signal is made.

## 5. BOATS AND EQUIPMENT

- 5.1 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 later than 90 minutes 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. The written permission of the technical committee, international jury or race committee shall be applied for before the end of

Protest Time at the end of the day in which the substitution takes place.

## 6. FORMAT OF RACING

The Laser Class is divided in Standard, Laser Radial and Laser 4.7 fleets and each fleet will have separate starts.

## 7. SCHEDULE OF RACES

- 7.1 The scheduled time for the first warning signal for the first race of the first day is 13:00 hrs.
- 7.2 On the last day, no more than 2 races may be scheduled and no warning signal for any fleet will be made after 15:30hrs

## 8. CLASS FLAGS

**Laser Standard:** Fleet Class flag (**BLUE** flag with red Laser logo)  
**Laser Radial:** Fleet Class flag (**RED** flag with red Laser logo)  
**Laser 4.7:** Fleet Class flag (**YELLOW** flag with red Laser logo)

## 9. RACING AREAS

- 9.1. The approximate Racing area will be displayed on the official notice board (SI Appendix 1)

## 10. THE COURSES

- 10.1. The SI Appendix L 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. Before 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 boat 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 will have been sailed
- 10.5. When one gate mark is missing, the remaining mark shall be rounded to port
- 10.6. Marks will be described in the SI Appendix A.

## 11. THE START

### 11.1. Starting line

- 11.1.a. The starting line will be between two staffs displaying a large orange flag on two race committee vessels
- 11.1.b. **[DP]** A buoy may be attached to the race committee starting vessel ground tackle. Boats shall not pass between this buoy and the race committee starting vessel at any time.
- 11.1.c. **[DP]** Boats whose warning signal has not been made shall sail at least 50 meters away from and to leeward of the starting line during the starting sequence for other races.
- 11.1.d. A boat starting later than 4 minutes after her starting signal will be scored DNS without a hearing. This changes RRS A.4 and A.5.

### 11.2. Starting timing

- 11.2.a. To alert 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 any other procedure.
- 11.2.b. Races will be started as follows, according to RRS 26

Time before start	Signal	Sound signal
5 minutes	Warning	1 sound
4 minutes	Preparatory	

	(P, I, U or Black flag)	1 sound
1 minute	1 minute prep down	1 sound
0 minutes	Start	1 sound

**11.2.c. Starting under Black Flag Rule Penalty**  
RRS 30.4 is altered adding the follows: sail numbers will be displayed for at least 3 minutes. A long sound signal will be made when the numbers are initially displayed.

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

- 12.1.** When it is not possible to change the position of the original marks, the course may be reset using one or more new marks. When new marks are already in use, the course may be reset using original marks.
- 12.2.** Except at a gate, boats shall pass between the race committee boat signalling the change of the next leg and the nearby mark, leaving the mark to port and the race committee vessel to starboard. This changes RRS 28.1.

## 13. THE FINISH

The finishing line will be between a staff displaying a orange flag on a race committee vessel and the finishing mark described in the SI Appendix A.

## 14. TIME LIMITS AND TARGET TIMES

- 14.1.** The length of the course will be set for a target time of 60 minutes. Failure to meet the target time will not be grounds for redress. This changes RRS 62.1(a).
- 14.2.** Boats failing to finish within 20 minutes after the first boat sails the course and finishes will be scored [DNF] Did Not Finish without a hearing. This changes RRS 35, A.4 and A.5.

## 15. PENALTY SYSTEM

**15.1.** RRS Appendix P will apply with the following changes:

**15.1.a.** If a first penalty is signalled after she has finished, a boat may take the penalty or accept a scoring penalty of 8 points without a hearing [SP].

**15.2. Measurement Penalties [NP]**

**15.2.a.** [NP] Measurement protests will only be accepted from technical committee, race committee or jury.

**15.2.b.** 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 RRS 63.1. [SP]

**15.2.c.** If a sail, top mast, or bottom mast has been changed prior to a race without the permission required by SI § 5 the sailor will be disqualified without a hearing from the last completed race when the change was used. This changes RRS 63.1.

**15.2.d.** For any other measurement protest, the jury may apply an alternative penalty to disqualification [DP].

**15.3. Scoring and arbitration penalties**

**15.3.a.** Scoring penalties will be applied according to RRS 44.3c

**15.3.b.** The scoring abbreviation for an arbitration penalty is PRP (Post Race Penalty) RRS Appendix T

**15.3.c.** A scoring penalty in a split fleet will be based on the number of competitors in the largest group.

**15.4. Whistle system**

In order to encourage boats to take penalties afloat, jury members may blow a whistle when they see what they believe to be a breach of a rule. If no boat takes a penalty, the international jury may lodge a protest.

## 16. PROTESTS AND REQUEST FOR REDRESS

**16.1.** The Jury Office is located at race office. The official jury notice board is located on race office.

**16.2.** Protest forms are available at the race office and or Jury Office. 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. (Change RRS 61.3)

Protest hearings will be held in the Jury office.

**16.3.** 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.

**16.4.** Notices of protests by the international jury or race committee or technical committee will be posted on official jury notice board to inform boats under RRS 61.1(b).

**16.5.** A list of boats that have been penalized under RRS Appendix P will be posted on the official notice board.

**16.6.** Breaches of sailing instructions § 5, 11.1.b, 19, 21, 22, 23 and 24 shall not be grounds for a protest by a boat. This changes RRS 60.1(a). For these breaches the international jury may apply a penalty less than disqualification. [DP]

**16.7.** On the last scheduled day of racing or of the qualifying series, (if applied) RRS 66 apply (30 minutes)

On the last scheduled day of racing (or of the qualifying series, if applied) a request for redress from a jury decision shall not be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.

**16.8.** Decisions of the international jury will be final as provided in RRS 70.5

**16.9.** [DP] the notation '[DP]' in a rule in the SI means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification. (Penalties for breaches of class rules, or rules in the NoR or SIs)

**16.10.** [NP] denotes a rule that shall not be grounds for protests by a boat. This changes RRS 60.1(a)

**16.11.** [SP] denotes a rule for which a standard penalty may be applied by the race committee technical committee without a hearing or a discretionary penalty applied by the international jury with a hearing; 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 [SP] to be inappropriate. This changes RRS 63.1 and Appendix A5.

## 17. ARBITRATION SYSTEM

RRS Appendix T will applies

## 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 safety mark (pink colour) will be placed near the race committee vessel
- 19.6. 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.
- 19.7. Flag V: when race committee boats displayed international code flag "V", all team and support boats shall coincide with safety leader of the racing area
- 19.8. Boats shall avoid commercial traffic and shall cross shipping channels at right angles only.
- 19.9. The race telephone number is: (+34) 972.257.003

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

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.

21.1. Excluded area  
during the period between the first warning signal of the first fleet in a race and the finish of the last boat in the last fleet in that race:

- do not cross the racing area defined by the course diagram
- do not stay closer than 50 m to any sailing boat and from any point defining the starting line (when orange flag up) and finish line (when blue flag up)

21.2. Exceptions to S.I. 21.1:

- a) when a postponement is signalled, in which case they may stay in the racing area till the first signal displayed after the end of the postponement;
- b) this instruction will not apply to rescue operations

21.3. 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.

## 22. INSURANCE

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

## 23. LIABILITY

The host sailing club, the National Authority and the International Laser Class Association, 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 Europa Cup Trophy 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 a Laser in strong winds. It is the responsibility of each sailor to decide to participate in a race or to continue racing.

## 24. 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 a Laser Europa Cup Trophy Regattas.

## Appendix A – Laser Europa Cup

### 1. COMPETITION FORMAT

- 1.1. Where a Laser 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.
- 1.3. 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 last day the fleet will be divided in Gold and Silver fleets (and bronze and emerald if in case) and raced in "finals" format. See NOR § 6.3. Different final-series groups need not have completed the same number of race.
- 1.7. Discards management. When Finals are sailed, it is not allowed to count more than one discard in the final races.

### 2. GROUPS IDENTIFICATION

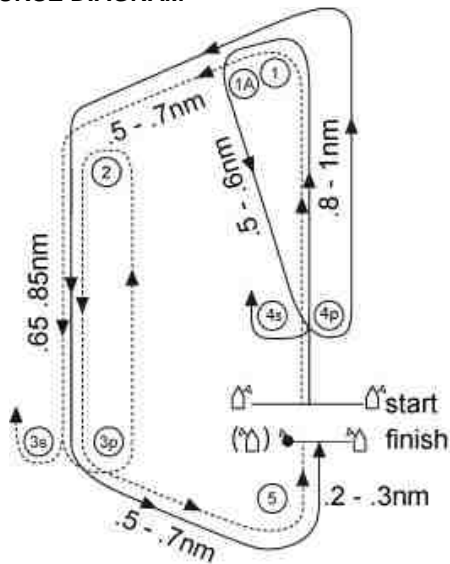
- 2.1. If a fleet is split into groups, the class flag for each group will be the class flag with a coloured flag corresponding to the group colour.
- 2.2. If a fleet is split into groups, each competitor in that fleet will be issued with a coloured band corresponding to the allocated group. The band shall be placed around the lower mast between the gooseneck and boom vang fitting.
- 2.3. Where one or more female group is constituted (SI Appendix A §1.2a) the warning signal flag will be "F" as Foxtrot.
- 2.4. In case of finals both flags and coloured bands / Flag will be as per gold=yellow; silver=blue; and bronze=red; emerald=green.

### 3. OFFICIAL BOATS

Official boats will be marked as follows:

Race Committee	With flag "RC"
Jury	With flag "Jury"
Technical Committee	With flag letter "M"
Rescue / First Aid / Medical	With flag "Rescue"
Media / Press	With flag "Press"
TV operation	With yellow flag "TV"

#### 4. COURSE DIAGRAM



**Course 1 Outer Loop:** International code Numeral pennant 1 displayed.  
Start – 1 – 2 – 3P/3S – 2 -3P – 5 - Finish

**Course 2 Inner Loop:** International code Numeral pennant 2 displayed.  
Start – 1 – 1A – 4P/4S – 1 – 2 -3P – 5 – Finish

- 4.1. Laser 4.7 fleet always sails the inner loop.
- 4.2. All indicated distances between marks are recommended: the shorter up to 9 Kn wind speed; the longest over 9 Kn and have to be balanced considering of the current and all other sea conditions to reach the time target of 60 minutes.

#### 4.3 MARKS

Mark 1,, 2,3s and 3p,4s and 4P, will be inflatable pyramidal red buoys  
Mark 1A, 5 will be round orange buoy  
Mark change course will be round yellow buoy  
Finish mark will be a pool with blue flag buoy  
Safety mark will be a pink hard buoy

#### 5. [DP] TRASH DISPOSAL

RRS 55 applies. Trash may be placed aboard support and race committee vessels.

#### 6. [DP] ADVERTISING

- 6.1. Regulation World Sailing 20 will be applied.
- 6.2. Boats shall display advertising supplied by the organizing authority if applicable. Details shall be specified as follows:

#### 7. PRIZES

- 7.1. Prizes are stated by the NOR § 13.1.
- 7.2. Prizes will be assigned also if only one race will be sailed. In case of ties the prize will be raffled.
- 7.3. Additional prizes may be introduced.

#### 8. [DP] RADIO COMMUNICATION

- 10.1 A boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats, except in an emergency or when using equipment provided by the race committee.

Appendix A – ““Laser Europa Cup”  
Appendix B – “Harbour Map and Locations”  
Appendix C – “Support- and Coach boats Regulations” – external document  
Appendix D – “Laser Europa Cup”“Racing Area and “slip zone”

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**APPENDIX D**  
**Sailing instructions Europa cup**  
**Laser “Racing Areas” and “ Slip**  
**zone”**