

## EUROPA CUP - HYERES 9 > 12 Avril 2016 Laser, Laser Radial & Laser 4.7 Classes

### SAILING INSTRUCTIONS

#### CO-ORDINATING AUTHORITY

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

#### 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 speed.

#### 2. NOTICES TO COMPETITORS

- 2.1. Notices to competitors will be posted on the official notice board located near the race office located at **the Espace Nautique**
- 2.2. Coach meeting will be held the first day of racing at 13H00 at the Espace Nautique.

#### 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 by 2100 on the day before it will take effect.

#### 4. SIGNALS MADE ASHORE

- 4.1. Signals made ashore will be displayed on the official signal mast on the base nautique. There will be an other signal mast near the Standard and 4.7 slipway.
- 4.2. When flag AP is displayed ashore, with two sound signals (one when lowered), The first warning signal will be made not less than 1 hour after AP is lowered.
- 4.3. Flag G with two sound signals (one when lowered) means 'No boat shall go afloat until this signal is lowered'. The first warning signal will be made not less than 1 hour after G is lowered.

#### 5. BOATS AND EQUIPMENT

- 5.1. All competitors shall use only one hull, sail, mast, boom, centreboard and rudder.
- 5.2. In the event of damage, boats and equipment may only be substituted with the written permission of the regatta measurer, 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 regatta measurer, international jury or race committee and the written permission of the regatta measurer, 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. There will be 2 races a day for a 4 day racing series.
- 7.2. 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.
- 7.3. The scheduled time for the first warning signal for the first race of the first day (May 9<sup>th</sup>) is 14H30.
- 7.4. On the last day of the regatta no warning signal for any fleet will be made after 15H30.

#### 8. CLASS FLAGS

- Laser Standard:** Fleet Class flag (white flag with red Laser logo)  
**Laser Radial:** Fleet Class flag (green flag with red Laser logo)  
**Laser 4.7:** Fleet Class flag (yellow flag with red Laser logo)

#### 9. RACING AREAS

- 9.1. The approximate course area will be displayed on the official notice board (**Appendix 1**)
- 9.2. Alpha area: 4.7 and standard fleets  
Bravo area: Radial fleets

## 10. THE COURSES

- 10.1.** The **Appendix 2** to these SI 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 2

## 11. THE START

### 11.1. Starting line

- 11.1.a.** The starting line will be between two staffs displaying an orange flag on two race committee boats.
- 11.1.b.** 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.c.** A boat starting later than 4 minutes after her starting signal will be scored DNS without a hearing. This changes rules 63.1, A.4 and A.5.

### 11.2. Starting timing

- 11.2.a.** Races will be started as follows, according to RRS 26

Time before start		Signal
	<b>Sound signal</b>	
5 minutes	Warning	1 sound
4 minutes	Preparatory (P, I, U or Black flag)	1 sound
1 minute	1 minute	1 sound
0 minutes	Start	1 sound

- 11.2.b.** If flag U has been displayed as the preparatory signal, no part of a boat's hull, crew, or equipment shall be in the triangle formed by the ends of the starting line and the first mark during the last minute before her starting signal. If a boat breaks this rule and is identified, she shall be disqualified without a hearing and scored UFD, but not if the race is restarted or re-sailed or postponed or abandoned before the starting signal. If this SI is used, it changes rule 26, 63.1 and Appendix A5 ; RRS 29.1 will not apply.

### 11.2.c. Starting under Black Flag Rule Penalty

Rule 30.3 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 boat to starboard. This changes rule 28.1.

## 13. THE FINISH

The finishing line will be between a staff displaying a blue flag on a race committee boat and the finishing mark described in the **Appendix 2**

## 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 rule 62.1(a).
- 14.2.** Boats failing to finish within 20 minutes after the first boat sails the course and finishes will be scored Did Not Finish without a hearing. This changes rules 35, A.4 and A.5.

## 15. PENALTY SYSTEM

- 15.1.** **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.
- 15.1.b** The RSS P2.3 will not applied

### 15.2. Measurement Penalties

- 15.2.a.** Measurement protests will only be accepted from either the race committee or jury. This changes rule 60.1(a).
- 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 rule 63.1.
- 15.2.c.** If a sail, top mast, or bottom mast has been changed prior to a race without the permission required by SI 5.2 the sailor will be disqualified without a hearing from the last completed race when the change was used. This changes rule 63.1.
- 15.2.d.** For any other measurement protest, the jury may apply an alternative penalty to disqualification (DPI).

### 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 ARB.
- 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 room is located at the first floor of the Base Nautique. The official jury notice board is on the windows of the base nautique.

**16.2.** Protest forms are available at the 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 end of protest time limit will daily decided and posted on the official jury notice board and may be different for each fleet. Protest hearings will be held in the protest room.

**16.3.** 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.

**16.4.** Notices of protests by the international jury or race committee will be posted to inform boats under rule 61.1(b).

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

**16.6.** Breaches of instructions 5.2, 11.1.b, 19, 22, 23, 26, 27 et 28 shall not be grounds for a protest by a boat. This changes rule 60.1(a). For these breaches the international jury may apply penalty less than disqualification.

**16.7.** On the last scheduled day of racing (or of the qualifying series, if applied) a request for reopening a hearing shall be delivered

**16.7.a.** within the protest time limit if the requesting party was informed of the decision on the previous day;

**16.7.b.** no later than 15 minutes after the requesting party was informed of the decision on that day;

**16.7.c.** no later than 15 minutes after a signal to abandon racing is displayed ashore. This changes rule 66.

**16.7.d.** 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 15 minutes after the decision was posted. This changes rule 62.2(a).

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

#### 17. ARBITRATION SYSTEM

**17.1.** As an alternative to a complete protest hearing by the international jury, competitors will be given the choice of using an arbitration system. condition is that the parties present at the time scheduled for the hearing agree to accept the decision of the arbitrators. The arbitration system changes rules 63 and 64.

**17.2.** The arbitrators will be two members of the international jury. They will take the evidence of the parties and give their opinion as to any rule breaches. This opinion will be binding as a protest decision on the parties. However, the hearing may be reopened under rule 66. If a party of a hearing asks for a reopening, the penalty, if any, will be DSQ. If the arbitrators refer the case to the international jury, or the jury initiates a reopening, the penalty will be the penalty prescribed in next item of this S.I. or a greater penalty.

**17.3.** If the arbitrators penalize a boat, she shall receive a 30% Scoring Penalty calculated as stated in RRS 44.3(c).

**17.4.** If any of the parties refuse to accept the system when offered arbitration, the protest will be heard by a properly constituted international jury and RRS 64 applies.

#### 18. EQUIPMENTS AND MEASUREMENT CHEKS

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 class measurer or inspector, race committee or international jury.

#### 19. SAFETY REGULATIONS

**19.1.** Competitors shall wear personal flotation devices at all times when afloat, except briefly while changing or adjusting clothing or personal equipment. Wet suits and dry suits are not personal flotation devices. This changes rule 40.

**19.2.** 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.

**19.3.** If considered necessary a competitor may be ordered by a race organisation boat to abandon his or her boat and board a rescue boat.

**19.4.** A safety mark (white colour) will be placed near the race committee boats

**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 office desk on return ashore.

**19.6.** Flag V, when race committee boats displayed flag V, all team and support boats shall coincide with safety leader of the racing area

#### 20. SCORING

**20.1.** Low Point System Appendix A will be applied.

**20.2.** When only 1 race has been completed, the regatta still valid, but will be downgraded per the scoring calculation for the Europa Cup Trophy.

**20.3.** When less than 4 races have been completed, a boat's regatta score will be the total of her race scores.

**20.4.** 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. PRIZES

**21.1.** Prizes are stated by the NOR 13.1.

**21.2.** Prizes will be assigned also if only one race will be sailed. In case of ties the prize will be raffled.

## 22. TEAM AND SUPPORT BOATS

- 22.1.** While the orange flag is hoisted at the start or blue flag is hoisted at the finishing, team and support boats must stay 50 meters leeward to starting line and 50 meters windward finishing line
- 22.2.** Team leaders, coaches and other support personnel shall stay outside areas where boats are racing until all boats have finished or retired or the race committee signals an abandonment.
- 22.3.** Team and support boats shall made an entry form during or before (online) final registration and at all times when afloat, be clearly identified by the country name, national letters or national flag of the team they represent.
- 22.4.** Team and support boats shall not be in the racing 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 except when a postponement is signalled, in which case they may be in the racing area until the first signal after the end of the postponement. The racing area is defined in Appendix.
- 22.5.** If a team or support boat does not comply with instruction 22.1 and/or 22.2 a penalty may be applied to some or all associated competitors.
- 22.6.** Instruction 22.4 will not apply to rescue operations.

## 23. ADVERTISING

Regulation ISAF 20 will be applied.

## 24. OFFICIAL BOATS

Each race committee boat, rescue boat, mark laying boat, Jury boat and coaches boats may display a flag or a sticker with COYCH logo.

- Each race committee boat, will display a COYCH flag
- The rescue boats will display a Yellow flag with S
- The mark guardian boats will display a COYCH flag
- Jury boats will display a yellow flag with J
- Measurer boat will display a flag with letter M
- Organization boat will display a PRO Flag
- Press boats will display a Press Flag

## 25. TRASH DISPOSAL

Boats shall not put trash in the water. Trash may be placed aboard support and race committee boats.

## 26. INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover per event as stated in the NoR.

## 27. 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.

## 28. 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.

### Race committees:

Alpha area: Yves LORBER

Bravo area: Jean DIAZ

### Jury:

<b>Chair:</b> DELBART Bernadette	IJ FRA
BELLAGUET Abel	IJ FRA
CLASEN Martin	IJ GER
CLERC Patrice	NJ FRA
KUIPERS Hedwich	IJ NED
LAMASS Peter	NJ FRA
LINDSAY Chris	NJ IRL
MOCZORODYNSKI Boguslaw	IJ POL
PARENT Pierre	NJ FRA
PILLA Enrico	NJ ITA

### Measurer:

MICHON Jean Luc IJ IM FRA

### Race Organization:

BERENGUIER Régis