



SAILING INSTRUCTIONS

EurILCA 6 European Championships 2022 & European Trophy

29 June-6 July 2022

THESSALONIKI, Greece

*Organizing Authority: Nautical Club of Thessaloniki (Host)
and EurILCA*

1. RULES

- 1.1 The event will be governed by the rules as defined in The Racing Rules of Sailing (RRS).
- 1.2 No National prescriptions will apply.
- 1.3 ILCA class rule 7(a) is restricted as follows: "Only one competitor shall be on board whilst racing. The competitor shall be named on the entry form."
- 1.4 Appendix P, Special Procedures for Rule 42, will apply as amended in SIs 15.
- 1.5 Appendix T, Arbitration, will apply.
- 1.6 In all rules governing this event:
 - 1.6.1 [NP] denotes a rule that shall not be grounds for protests by a boat. This changes RRS 60.1(a).
 - 1.6.2 [DP] denotes a rule for which the penalty is at the discretion of the international jury.
 - 1.6.3 [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.
- 1.7 Decisions of the international jury will be final as provided in RRS 70.5.
- 1.8 If there is a conflict between languages the English text will take precedence.

2. [DP] [NP] FLEET IDENTIFICATION

- 2.1 While racing in split fleets, each boat shall display a coloured sleeve corresponding to the fleet to which she has been assigned. The sleeve shall be placed on the bottom mast between the boom vang fitting and the boom.

- 2.2 The coloured sleeves will be collected at registration for the sailors who made a pre order for 10 euros each socks, other sailors who did not order socks must use their own bands or socks from previous event. EurILCA has put in place a sustainability program and ask the sailors to reuse them in other events.
- 2.3 If the organizing authority supplies the ranking-coloured bib vests for event leaders (1st, 2nd, 3rd), the competitors are asked to wear it when they are racing for that day.
- 2.4 A supplied bib vest shall be worn outside other clothing while racing. Competitors shall not deliberately cut or tear them

3. NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board (ONB) which is the event website: <https://onb.eurilca.roms.ar/ilca6europeans2022/index.php/en/>

4. CHANGES TO SAILING INSTRUCTIONS

- 4.1 Any change 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 except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.

5. [DP] REGISTRATION, BOATS & EQUIPMENT INSPECTION

- 5.1 Each competitor shall register at the race office and complete all required registration and equipment inspection formalities before racing. A competitor that does not complete all required registration and equipment formalities will not be entered to the event under RRS 75.
- 5.2 The event will be sailed in Laser class boats as recognized by World Sailing, commonly sold under the brand name "ILCA" or "Laser." All boats must have a valid World Sailing plaque attached in accordance with the ILCA class rules to the aft face of the cockpit.
- 5.3 Information on equipment inspection will be posted on the official notice board. Boats shall be presented with all equipment that shall be used in the event, with the bottom mast, boom and all control lines rigged and with the sail and top section derigged ready for inspection.
- 5.4 Equipment inspection will take place at the inspection area according to the schedule posted on the event of the regatta in the documents section.
- 5.5 Equipment inspection outside these times will only be possible at the discretion of the technical committee and on payment of EUR 20.
- 5.6 Equipment, including wet clothing may be inspected at any time for compliance with the class rules and the sailing instructions according to the following procedures:
 - a. A competitor may be instructed by the technical committee, either ashore or on the water, to proceed immediately to the inspection area for inspection.
 - b. Until permission is given by the technical committee, a competitor once instructed to proceed for inspection, shall have no unauthorised contact with any support person, no person shall join or leave the boat, no equipment or other item shall be taken on or off that boat and the boat shall not leave the inspection area.
- 5.7 In the event of damage, hulls and equipment listed in NOR 6.1 may only be replaced with the written permission of the technical 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. SIGNALS MADE ASHORE

- 6.1 Signals made ashore will be displayed at the official flagpole located at the NCTH club.
- 6.2 **[DP] [NP]** 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 .
- 6.3 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.

7. FORMAT OF RACING

- 7.1 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).

8. SCHEDULE

- 8.1 Event Schedule:

Day	Time	Time	Description
29.06	08:30-12:00	13:00-18:00	Equipment Inspection
	9:00-12:00	13:00-18:00	Race office open /Registration
30.06.	08:30-12:00	13:00-14:00	Equipment Inspection
	09:00-12:00	13:00-18:00	Race office open / Registration
30.06.	15:00		Practice race followed by welcome ceremony
01.07.	11:00		First warning signal. 2 races (Qualifying)
02.07.	TBA		First warning signal. 2 races (Qualifying)
03.07	TBA		First warning signal. 2 races (Qualifying)
04.07	TBA		First warning signal. 2 races (Qualifying/Finals)
05.07	TBA		First warning signal. 2 races (Qualifying/Finals)
06.07	TBA		First warning signal. 2 races (Qualifying/Finals)
06.07		17:00	Later no more warning signals will be made

8.2 The schedule may be change by notice to competitors every day. The schedule may be changed to sail more than 2 races a day, when behind schedule. However, no more than 3 races a day will be sailed

8.3 Each day succeeding races will be started as soon as practicable after the finish of the previous race.

8.4 On the last day of the championship, no warning signal will be made after 1700.

9. RACING AREAS

- 9.1 Addendum B shows the racing areas. The racing area is defined as an area extending 100 meters beyond the entire course in which a boat would normally sail while racing.
- 9.2 **[DP]** Boats not racing shall avoid the racing area.

10. COURSES

- 10.1 Addendum C shows the course designations, including the course signals, 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, the race committee signal vessel will display the approximate compass bearing of the first leg.
- 10.3 The course may be shortened to finish at a rounding mark, or a gate provided four or more legs have been sailed on an outer course and at least three or more legs have been completed on an inner course (excluding the leg between mark 1 and mark 1A).

11. MARKS

- 11.1 Course marks 1, 2, 3s, 3p and 4s, 4p will all be inflatable pyramid orange buoys for racing area A and inflatable pyramid yellow buoys for racing area B.
- 11.2 Course marks 1A will be inflatable cylindrical yellow buoys and mark 5 will be inflatable cylindrical yellow buoy.
- 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 small inflatable cylindrical yellow buoy.
- 11.5 Alternate marks will be inflatable pyramid yellow buoy for racing area A and inflatable pyramid orange buoy for racing area B

12. THE START

- 12.1 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 minutes before a warning signal is made.
- 12.2 The warning signal for each succeeding race will be made as soon as practicable.
- 12.3 Start sequence and Fleet flags:

1.1 Racing Area A

Fleets	Fleet Flags	Start Sequence	Course
ILCA 6 Girls -Yellow/gold	Yellow	1 st Start	Outer
ILCA 6 Girls– Blue/Silver	Blue	2 nd Start	Outer
ILCA 6 Boys–white/Emerald	White	3 rd Start	Inner

Racing Area B

Fleets	Fleet Flags	Start Sequence	Course
ILCA 6 Boys – Yellow/Gold	Yellow	1 st Start	Outer
ILCA 6 Boys - Blue/Silver	Blue	2 nd Start	Outer
ILCA 6 Boys– Red/Bronze	Red	3 rd Start	Inner

- 12.4 The starting line will be between the staffs displaying orange flags on the starting marks.
- 12.5 **[DP] [NP]** Boats whose warning signal has not been made shall avoid the starting area during start sequences for other fleets.
- 12.6 A boat starting later than 4 minutes after her starting signal will be scored did not start (DNS) without a hearing. This changes RRS A4 and A5.
- 12.7 Races will be started using either RRS 30.3 (U Flag Rule), or RRS 30.4 (Black Flag Rule).
- 12.8 RRS 30.4 (Black Flag Rule) is supplemented as follows:
 - 12.8.1 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.
 - 12.8.2 For the purposes of RRS 30.4 a race is 'restarted or resailed' when it has the same race number as a previously abandoned or recalled race, even if the race is resailed on a later date or is resailed as part of a final series instead of a qualifying series.

13. CHANGE OF THE NEXT LEG OF THE COURSE

- 13.1 . To change of the next leg of the course will
- (a) lay a new mark (described in SI 11),
 - (b) move the finishing line, or
 - (c) move the leeward gate
- 13.2 Any action or no action by the race committee under this instruction will not be grounds for redress under RRS 62.1(a).

14. THE 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 yellow at the other end of the finish line, except when RRS 32.2 applies.

15. PENALTIES FOR BREACHES OF RRS 42

- 15.1 Appendix P will apply with the following changes:
- 15.1.1 If a first penalty is signalled after a boat has crossed the finish line, the penalty will be a 10% Scoring Penalty calculated as stated in RRS 44.3(c).
 - 15.1.2 RRS P3 is replaced with “If a boat has been penalised for the first time under RRS P1.2 and the race is restarted or resailed the penalty is cancelled, but it is counted to determine the number of times she has been penalised during the event.
 - 15.1.3 RRS P4 is replaced with “An action by the jury under RRS P1.2 shall not be grounds for a request for redress by a boat under RRS 60.1(b). The jury may initiate a redress hearing and may give redress for an action under RRS P1.2 by a member of the jury or its designated observer”.
- 15.2 A boat that has either retired from or been disqualified in a race for a second or subsequent breach of RRS 42 shall not compete in that race if it is restarted or resailed. This changes RRS 36. For the purposes of this instruction a race is ‘restarted or resailed’ when it has the same race number as a previously abandoned or recalled race. If she competes in that race, she shall be disqualified without a hearing and that score shall not be excluded (DNE) and the jury will consider calling a hearing under RRS 69.1(a).

Yellow Flag	Immediate penalty taken by boat	General Recall, postponement or abandonment	No action by boat	General Recall, postponement or abandonment
1 st flag	Two turns / 10% (SI 18.1.1)	Can restart	DSQ	Can restart
2 nd flag	Retire (RET)	Shall not restart	DNE	Shall not restart
3 rd + flags	Retire (DNE)	Shall not restart	DNE event	Shall not restart

16. TIME LIMITS AND TARGET TIMES

- 16.1 Time limits and target times are in minutes are as follows:

Race Time Limit	Finish Window	Race Target Time
75	15	50

- 16.2 Boats failing to finish within the time stated in the Finish Window, after the first boat sails the course and finishes will be scored Did Not Finish (DNF). This changes RRS 35, A4 and A5.
- 16.3 Failure to meet the target time will not be grounds for redress under RRS 62.1(a).

17. HEARING REQUESTS, ENQUIRIES AND PENALTIES

- 17.1 Hearing request will be done on line on the official notice board. Protests and requests for redress or reopening shall be delivered there within the protest time limit.
- 17.2 The protest time limit will be set by and posted on the official notice board by the international

jury and may be different for each fleet.

- 17.3 Notices will be posted within 30 minutes of the protest time limit for each fleet to inform competitors of hearings in which they are parties or named as witnesses.
- 17.4 Hearings will be held in the Hearing Room.
- 17.5 In RRS 62.2(a) and 66.2(a) change ‘On the last scheduled day of racing...’ to ‘On the last day of a series ...’
- 17.6 To request correction of an alleged error in posted race or series results, a boat shall complete a scoring enquiry form available at the race office.
- 17.7 A list of boats that, under SI 15, have been penalized for breaking RRS 42 will be posted after racing each day.
- 17.8 Only the technical committee may protest a boat for an alleged breach of the class rules, rules of RRS Part 4 Section B or RRS Appendix G. This changes RRS 60.1(a), 60.2(a) and 60.3(a).
- 17.9 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 30% of the score for did not finish rounded to a whole number (rounding 0.5 upward) 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 DNF. This changes RRS 63.1 and RRS A5.
- 17.10 If a sail, top mast, or bottom mast has been changed prior to a race without the permission required by SI 5.7 the competitor will be disqualified without a hearing from the last completed race when the change was used. This changes RRS 63.1 and RRS A5.
- 17.11 Penalties for any other breach of class rules are at the discretion of the international jury and may be less than disqualification.
- 17.12 All hearing requests, inquiries or declarations that are required by the notice of race or sailing instructions to be in writing and delivered to the race office, may be submitted using the online system (<https://onb.eurilca.roms.ar/ilca6europeans2022/index.php/en/>).

18. SCORING

- 18.1 A minimum of 4 (four) races are required to be completed to constitute the championship.
- 18.2 A boat’s series score will be the total of her race scores excluding her worst score(s) as follows:

Races	Discards	Comments
1-3	0	No discard
4-10 or more	1	One worst score excluded

- 18.3 When a qualifying/final series is sailed:
- 18.3.1 The qualifying series races and the final series races will count for total points in the championship.
- 18.3.2 If only 1 final series race is completed it will not be excluded.
- 18.3.3 For qualifying series, scores will be based on the number of boats assigned to the largest fleet in that series. This changes RRS A4.2.
- 18.3.4 If no race in the final series is completed, the overall ranking in the qualifying series will be established and this shall count as the official result.
- 18.3.5 Boats assigned to Gold fleet will be ranked higher in the event than competitors assigned to Silver fleet and so forth.
- 18.4 The scoring abbreviation for a penalty imposed under SI 17.9 and SI 17.10 will be SCP.

19. TITLES & PRIZES

- 19.1 Titles and prizes will be awarded according to the notice of race.

20. [DP] [NP] SAFETY

- 20.1 Rule 40.1 Personal Flotation Devices applies at all times afloat.
- 20.2 A competitor that retires from a race shall notify a race committee, safety or jury vessel as soon as reasonably possible and shall inform the race office immediately after returning to the shore.
- 20.3 Competitors not racing for any of the racing days shall inform the race office as soon as possible.
- 20.4 When the race committee displays flag V with repetitive sounds, all official and support vessels shall monitor the race committee channel 69 for area A, channel 71 for area B for instructions and assist in search and rescue operations.
- 20.5 If a boat is abandoned, it will be marked with a hazard tape tied through the bow eye to signal that the competitor is safe.

21. LOCATIONS OF IMPORTANCE

- 21.1 The important locations:

	Location
Race Office	At NCTH main building
Official Notice Board	https://onb.eurilca.roms.ar/ilca6europeans2022/index.php/en/
Official Flagpole	At the marina near the dock
Equipment Inspection	Ground floor next to restaurant
Hearing Room	At NCTH main building

22. OFFICIAL VESSELS

- 22.1 Official vessels will be marked as follows:

Vessel	Flag
Jury	Yellow flag with letters JURY or IJ
Race Committee	Orange flag with letter A for race area A and Yellow flag with letter B for race area B
Technical Committee	Yellow flag with letters MEASURER
Press, Media	Green flag with letters MEDIA

- 22.2 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).
- 22.3 Actions by the official boats or helicopters shall not be grounds for redress by a boat. This changes RRS 62.1(a).

23. SUPPORT VESSELS

- 23.1 Support persons shall comply with the Support Vessel Regulations. See Addendum D.

24. [DP] TRASH DISPOSAL

- 24.1 Trash may be placed aboard support or official vessels.

25. [DP] RADIO COMMUNICATION

- 25.1 While afloat, a competitor shall not carry equipment capable of making or receiving voice or data transmissions, except for equipment provided by the organising authority.
- 25.2 For purposes of safety, support vessels shall monitor the race committee working channel, but shall not transmit on this channel except in the case of an emergency.

26. DISCLAIMER OF LIABILITY

- 26.1 Competitors participate in the event entirely at their own risk. See RRS 3, Decision to Race. The organising authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the event.

ADDENDUM A – QUALIFYING & FINAL SERIES FORMATS

A1. INTRODUCTION

- 1.1 This addendum applies when boats are divided into fleets to sail a qualifying series and a final series.

A2. QUALIFYING SERIES

- 2.1 For the qualifying series boats will be assigned to fleets of, as near as possible, equal size and ability.
- 2.2 Initial assignments will be made by a seeding committee appointed by the organizing authority and will be posted by 2000 on the last day of registration.
- 2.3 In the qualifying series boats will be reassigned to fleets after each day of racing, except if only the first race of the event is completed. If all fleets have completed the same number of races, boats will be reassigned based on their ranks in the series. If all fleets have not completed the same number of races the series scores for reassignment will be calculated for those races, numbered in order of completion, completed by all fleets.
- 2.4 Reassignments will be made as follows:

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

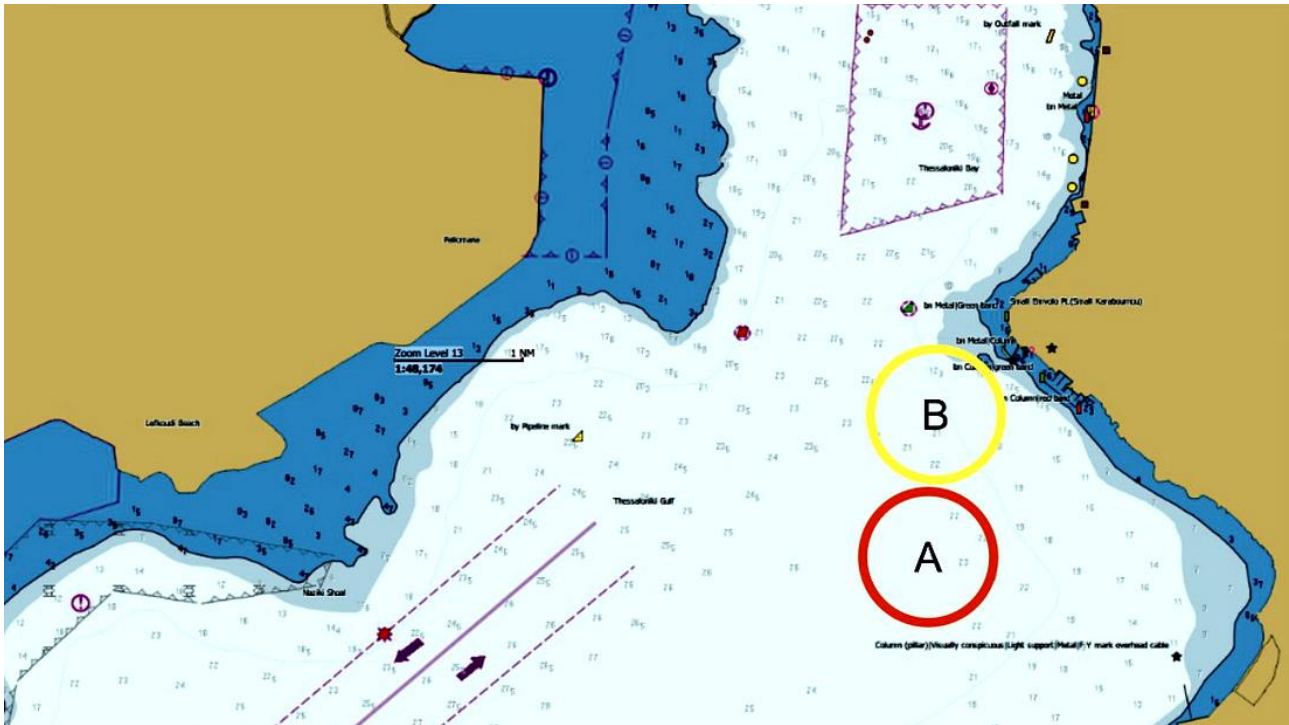
- 2.5 Reassignments will be based on the ranking available at 2000 that day regardless of protests or requests for redress not yet decided.
- 2.6 If all fleets have not completed the same number of races by the end of a day, the fleets with fewer races will continue racing the following day until all fleets have completed the same number of races. All boats will thereafter race in the new fleets.
- 2.7 If four races have not been completed on the last scheduled day of the qualifying series, the qualifying series will continue until the end of the racing day in which a fourth qualifying race is completed.
- 2.8 If at the end of the qualifying series some qualifying series fleets have more race scores than others, any extra races will be abandoned & cancelled so that all boats in the qualifying series have the same number of race scores.

A3. FINAL SERIES

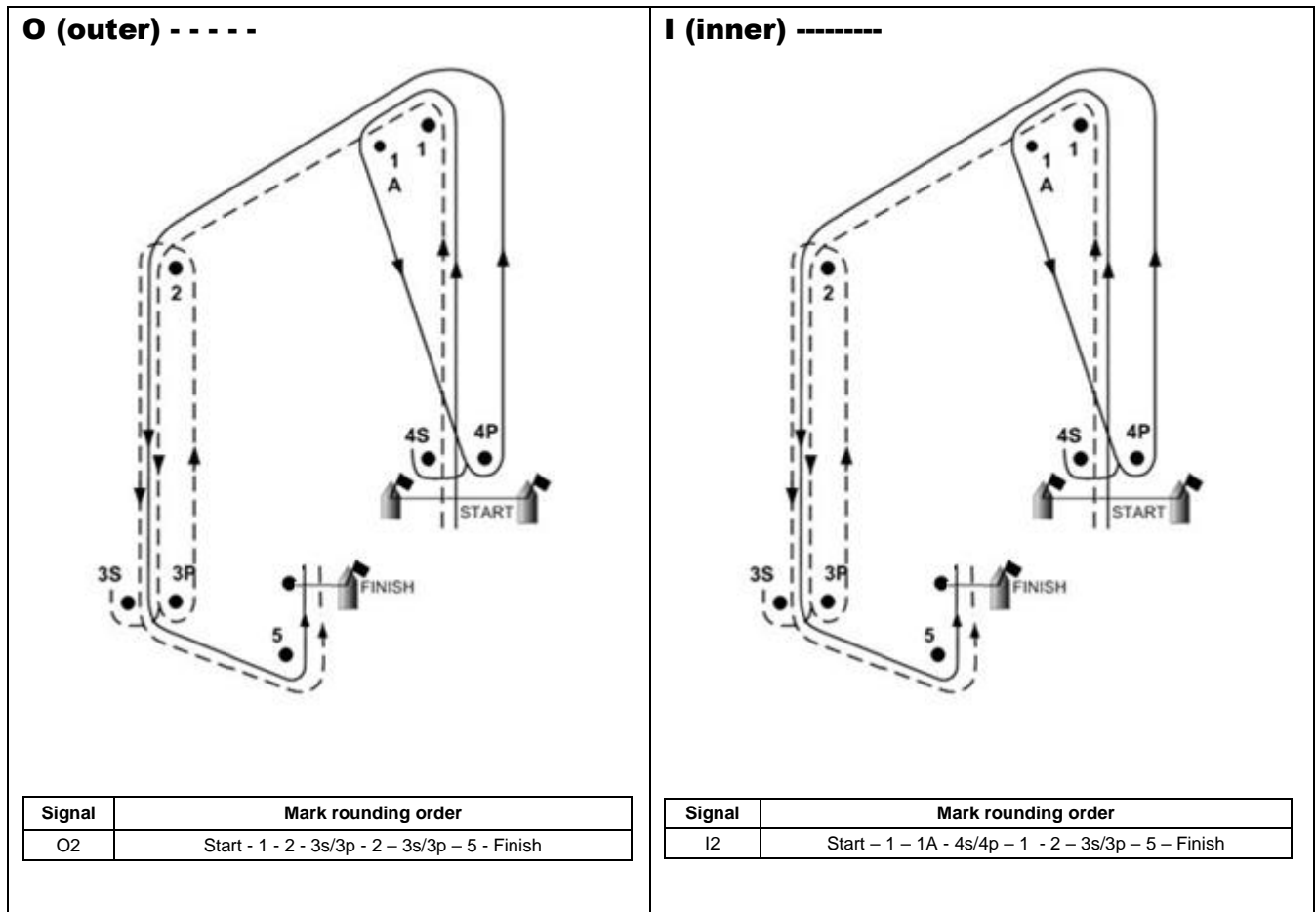
- 3.1 Boats will be assigned to final series fleets based on their ranks in the qualifying series.
- 3.2 There will be the same number of fleets in the final series as there were in the qualifying series.

- 3.3 The final series fleets will be, as nearly as possible, of equal size but so that the Silver fleet is not larger than the Gold fleet and the Bronze fleet (where it exists) is not larger than the Silver fleet and the Emerald fleet (where it exists) is not larger than the Bronze fleet. Boats with the best qualifying series ranks will race all final series races in the Gold fleet; boats with the next best qualifying series ranks will race in the Silver fleet; boats with the next best qualifying series ranks will race in the Bronze fleet (where it exists); and boats with the next best qualifying series ranks will race in the Emerald fleet (where it exists).
- 3.4 Any recalculation of qualifying series ranking after boats have been assigned to final series fleets will not affect the assignments except that a redress decision may promote a boat to a higher fleet.
- 3.5 Different final series fleets need not complete the same number of final races. Boats assigned to Gold fleet will be ranked higher in the event than competitors assigned to Silver fleet and so forth, except for a boat disqualified from a final series race under RRS 6, or 69.

ADDENDUM B – CHART SHOWING RACING AREA



ADDENDUM C – COURSE DIAGRAMS



ADDENDUM D – SUPPORT VESSEL REGULATIONS

D1. GENERAL

- 1.1 This Support Vessel Regulations (SVR) shall apply from first day of registration until the end of prize giving ceremony.
- 1.2 For the purposes of these regulations, a support vessel includes any vessel that is under the control or direction of a person who is or may provide physical or advisory support to an athlete, including the gathering of data that may be used at a later time.
- 1.3 The organizing authority may inspect vessels at any time to ensure that they comply with these regulations, and the person responsible for the vessel shall facilitate such inspection.
- 1.4 The organizing authority may change these regulations at any time. Any changes will be posted on the official notice board.
- 1.5 Each support vessel driver shall confirm registration of their vessels and submit the names and sail numbers of the boats they are supporting at the race office before the end of registration.
- 1.6 Each vessel shall be insured with valid third-party liability insurance with a minimum coverage of EUR 1,500,000 (or equivalent) per incident.
- 1.7 Only the registered person may be a designated driver.
- 1.8 The person registering the support vessel shall sign to confirm that:
 - 1.8.1 he / she holds a valid insurance certificate showing proof of third-party liability coverage as required by SVR 1.8;
 - 1.8.2 the designated driver has a motorboat driving license recognized by a national authority appropriate to that vessel.

D2. SAILING VENUE

- 2.1. Only support vessels that are registered will be allowed into the sailing venue.
- 2.2. 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 SVR apply.

D3. SAFETY

- 3.1. Support vessels shall carry on board:
 - 3.1.1. Life jackets / buoyancy aid for all passengers and the driver;
 - 3.1.2. First-aid kit;
 - 3.1.3. VHF radio;
 - 3.1.4. Device for making a sound signal;
 - 3.1.5. Compass;
 - 3.1.6. Adequate anchor and tackle for conditions and depth.
 - 3.1.7. Tow rope (minimum 15m long and 10mm thick);
 - 3.1.8. Operational engine kill cord (also known as a safety lanyard or automatic engine immobilizer);
 - 3.1.9. Knife.
- 3.2 The kill cord shall be used at all times when the engine is running.
- 3.3 Support persons are responsible for overseeing the safety of their support vessels on the water, including knowledge of who is afloat and ensuring their safe return to the venue.
- 3.4 At all times, the registered driver(s) of a support vessel shall comply with directions given by a race official. In particular, this includes assisting in rescue operations when requested to do so.

D4. GENERAL RESTRICTIONS

- 4.1. The registered driver(s) of a support vessel will be responsible for the control of the vessel at

all times and will be held responsible for any inappropriate behaviour, dangerous actions or improper practices, or actions affecting the fairness or safety of competition.

- 4.2. Support vessels shall not leave any device, piece of equipment, buoy, marker or similar item permanently in the water. Temporary use of floating objects is allowed for current measurement. These objects shall be removed as soon as the measurement has been taken.
- 4.3. Support vessels should take particular care to minimize their wash when transiting the course areas.

D5. SUPPORT VESSEL ZONE

Support vessel movement (NP)(DP)

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 less than 3 knots when crossing a line directly downwind starting at mark 5.

In addition, support vessels that are motoring above 3 knots shall remain at least 150 meters from any boat racing