



EurILCA EUROPA CUP 2023

ILCA 7 , ILCA 6 & ILCA 4 Classes

16th – 19th December 2023

Mellieha Bay, Malta



SAILING INSTRUCTIONS

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.
- 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 preference.
- 1.5. RRS Appendix P, 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 via the online notice board at <https://www.racingrulesofsailing.org/documents/7604/event?name=23rd-mapfre-euromed-international-championship-eurilca-europa-cup> . Notices may be posted in the vicinity of the Race Office for ease, however, these shall not be considered as an official notice board.
- 2.2. Coach meeting will be held the first day of racing at 0900 hrs in vicinity of the Race Office, Munchies Lido, Mellieha Bay, Malta.

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. Any reassignment of events or fleets to course areas will be posted before 0900 hrs 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 located in vicinity of the Race Office, Munchies Lido, Mellieha Bay, Malta.
- 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 a signal ashore is displayed over a racing area flag and/or fleet flag(s) it shall apply to that racing area/fleet(s) only.
- 4.4. [SP] Flag D with one sound means: 'The warning signal will not be made before the scheduled time or less than 45 minutes after flag D is displayed. Boats shall not launch into the water 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 race committee.
- 5.2. 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 race committee. The written permission of the 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

- 6.1. The ILCA class is divided in ILCA 7, ILCA 6 and ILCA 4 fleets and each fleet shall have separate starts which shall all race a single-series.

7. SCHEDULE OF RACES

- 7.1. The scheduled time for the first warning signal for the first race of the first day is 1100 hrs.

7.2.	<i>Date</i>	<i>Time</i>	<i>Description</i>	<i>Targeted No. of races</i>
	16/12/2023	1100	Racing	2
	17/12/2023	TBA	Racing	2
	18/12/2023	TBA	Racing	2
	19/12/2023	TBA	Racing	2

- 7.3. One extra races per day may be sailed, provided that the total number of races for the event shall not exceed 8 races.
- 7.4. The scheduled time of the races for each day shall be specified in a notice posted by 2000 on the day before it will take effect.
- 7.5. On the last day, no more than 2 races may be scheduled and no warning signal for any fleet will be made after 1500 hrs.

8. CLASS FLAGS

ILCA 7: Fleet Class flag (white flag with ILCA logo)

ILCA 6: Fleet Class flag (green flag with ILCA logo)

ILCA 4 : Fleet Class flag (yellow flag with ILCA logo)

9. RACING AREAS

- 9.1. The approximate racing area is located in accordance with Appendix 1.

10. THE COURSES

- 10.1. The SI Addendum A 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 Addendum A.

11. THE START

- 11.1. The starting line will be between a staffs displaying large orange flags on a race committee vessel on the starboard end and a mark displaying an orange flag at the port end.
- 11.2. **[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.
- 11.3. **[SP] [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.
- 11.4. A boat starting later than 4 minutes after her starting signal will be scored DNS without a hearing. This changes rules A.4 and A.5.
- 11.5. 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.
- 11.6. 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, U or Black flag)	1	sound
1 minute	Last minute	1	sound
0 minutes	Start	1	sound

11.7. Starting under Black Flag Rule Penalty

Rule 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 rule 28.1.

13. THE FINISH

The finishing line will be between a staff displaying a blue flag on a race committee vessel and a finishing mark displaying a blue flag.

14. TIME LIMITS AND TARGET TIMES

- 14.1.** 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).
- 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:

15.1.1. [SP] If a first penalty is signalled after a boat has crossed the finish line, the penalty will be a 10% Scoring Penalty without a hearing calculated as stated in RRS 44.3(c) but not more than a DSQ.

15.1.2. 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. Measurement Penalties

15.2.1. [NP] Measurement protests based for example on breaking class rules will only be accepted from technical committee, race committee or jury.

15.2.2. [SP] 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.

15.2.3. [SP] 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.

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

15.3. Scoring and arbitration penalties

15.3.1. Scoring penalties will be applied according to RRS 44.3c

15.3.2. The scoring abbreviation for an arbitration penalty is [ARB].

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

16. PROTESTS AND REQUEST FOR REDRESS

- 16.1. The Jury Office is located at the room 2119 at the DB Seabank Resort & Spa (Official Accommodation). The official jury notice board is located on <https://www.racingrulesofsailing.org/documents/7604/event?name=23rd-mapfre-euromed-international-championship-eurilca-europa-cup>.
- 16.2. Protests shall be delivered on paper at the Jury Office or on online system on <https://www.racingrulesofsailing.org/documents/7604/event?name=23rd-mapfre-euromed-international-championship-eurilca-europa-cup>, within the protest time limit. The protest time limit (separate for each fleet) is 60 minutes after the last boat has finished the last race of the day, or when AP over A, or N over A is displayed. 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.
- 16.3. 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 rule 61.1(b).
- 16.4. A list of boats that have been penalized under Appendix P will be posted on the official notice board.
- 16.5. [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.
- 16.6. On the last scheduled day of racing or of the qualifying series, (if applied) RRS 66.2 (a) will apply (30 minutes)
- 16.7. Decisions of the international jury will be final as provided in rule 70.5
- 16.8. [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)
- 16.9. [NP] denotes a rule that shall not be grounds for protests by a boat. This changes RRS 60.1(a)
- 16.10. [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;
- 16.11. A list of these breaches and the associated standard penalties will be posted on the Official Notice Board. However, the race committee may protest a boat when they consider the standard penalty to be inappropriate. This changes RRS 63.1 and Appendix A5.

17. ARBITRATION SYSTEM

Appendix T RRS 2021-24 will apply

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. 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. 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

- 21.1. 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.
- 21.2. [DP] [NP] Support boats shall be marked with a numbered "S" flag which shall be provided by the Race Office upon final registration.
- 21.3. Each support vessel is required to carry a VHF radio capable of transmitting and receiving all international ship-to-ship channels.
- 21.4. [SP] [DP] VHF Channel 72 will be used as communication channel between Race Committee and coaches/ team leaders on the water.
- 21.5. **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). Support vessels shall keep well clear of all marks, leaving at least 100m to leeward of Marks 3S/3P and 150m to windward of Marks 1 and 2.
- 21.6. Support vessel drivers and crews are advised to wear a personal flotation device or other adequate personal buoyancy securely fastened at all times when afloat especially in heavier weather. 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
- 21.7. When not in use, support vessels shall be appropriately berthed on a mooring in the areas marked in Appendix 2.
- 21.8. Support vessels shall comply with local harbour and marina regulations, including speed limits.
- 21.9. **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.

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 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.

24. RIGHTS TO USE NAME AND LIKENESS

By participating in this event, competitors automatically grant to the organizing authority, the Media services providers 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–EurILCA Europa Cup

1. MARKS

1.1. Marks 1, 2, 3S, 3P, 4S, 4P shall be red in colour and may be automated marks.

2. OFFICIAL BOATS

Official boats will be marked as follows:

Race Committee	With flag „RC“
Jury	With flag „J“ or “JURY”
Rescue / First Aid / Medical	With flag „S“ or Red Cross
Media / Press	With flag „Press“ or “P”

3. COURSE DIAGRAM

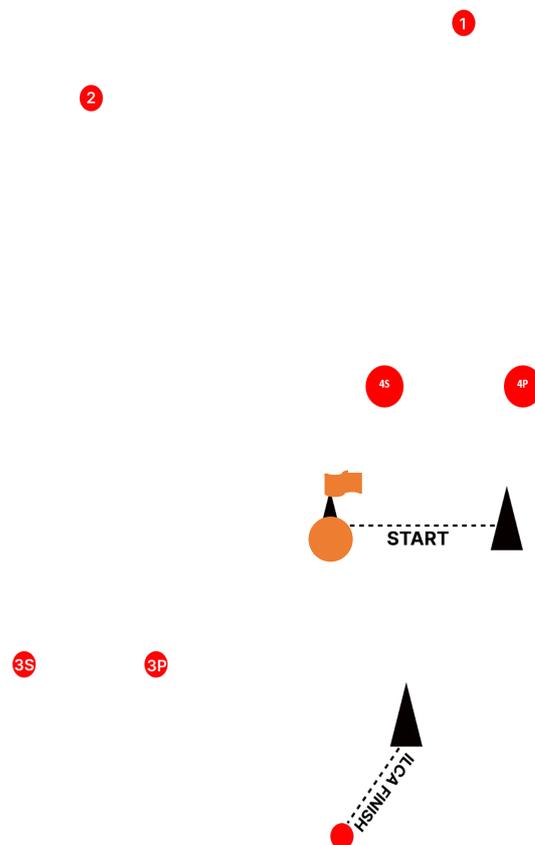
STANDARD COURSE

This course allows the consecutive starts of fleets.

Course 1 Outer Loop: “OL” shall be displayed on whiteboard onboard Race Committee Vessel.

Course 2 Inner Loop: “IL” shall be displayed on whiteboard onboard Race Committee Vessel.

ILCA



SIGNAL	COURSE
OL2	START – 1 – 2 – 3P/3S – 2 – 3P – FINISH
IL2	START – 1 – 4S/4P - 1 – 2 – 3P – FINISH

4. [DP] TRASH DISPOSAL

RRS 47 applies. Trash may be placed aboard support and race committee vessels.

5. [DP] ADVERTISING

5.1. Regulation WS 20 will be applied.

5.2. Boats shall display advertising supplied by the organizing authority if applicable.

6. PRIZES

6.1. Prizes are stated by the NOR 15.1.

6.2. Prizes will be assigned also if only one race will be sailed.

6.3. Additional prizes may be introduced.

7. [DP] RADIO COMMUNICATION

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.

Principal Race Officer: Bojan Gale

Jury Chair: Aleksander Prusinski

Race Organization: Malta Young Sailors Club – euromed@maltayoungsailors.com / sailing@maltayoungsailors.com

APPENDIX 1
Racing Area



APPENDIX 2

Coach/Support Vessel Mooring



Coaches may tie their support vessels to one of the moorings located in areas A and B. When weather conditions are between 15-25+ knots coming from 30° to 75°, it is advisable to tie support vessel on a mooring located at area A.