



## 2025 ILCA Masters European Championships

### SAILING INSTRUCTIONS

14 June – 20 June 2025

### *Hayling Island, United Kingdom*

*Organizing Authority: Hayling Island Sailing Club,*

*and EurILCA*

#### Preamble:

EurILCA reminds that sporting events are above all a space for exchanges and sharing open. Also accessible to all. As such, competitors and support persons are asked to behave in all circumstances, on land and on the water, in a courteous and respectful manner regardless of origin, gender or sexual orientation from other participants

#### **1. RULES**

---

- 1.1 The event will be governed by the 'rules' as defined in the Racing Rules of Sailing (RRS).
- 1.2 No RYA prescriptions will apply.
- 1.3 ILCA class rule changes:
  - 1.3.1 Class rule 7(a) is changed as follows: "Only one person (the registered competitor) shall be on board while racing."
- 1.4 RRS Appendix P, Special Procedures for Rule 42 will apply with the following changes:
  - 1.4.1 If a first penalty is signaled after a boat has crossed the finish line, the penalty will be a 10% Scoring Penalty calculated as stated in RRS 44.3(c). However, she shall not be scored worse than DSQ.
  - 1.4.2 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 60.2 (a) (1). 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 observers.
- 1.5 RRS Appendix T, Arbitration will apply.
- 1.6 In all rules governing this regatta.
  - 1.6.1 Both 'athlete' and 'competitor' mean a person competing or intending to compete in the regatta.
  - 1.6.2 **[SP]** denotes a rule for which a standard penalty may be applied by the Race Committee or Technical Committee without a hearing, or a discretionary penalty applied by the International Jury with a hearing (this changes RRS A 5.1 and A 5.2 )
  - 1.6.3 **[NP]** denotes a rule that shall not be grounds for protests by a boat and for which the International Jury may refuse to hold a hearing. This changes RRS 60.1 and 63.2(a).
- 1.7 If there is a conflict between languages the English text will take precedence.
- 1.8 RRS 90.3(e) applies.

## **2. [DP] [NP] FLEET AND RANK IDENTIFICATIONS**

---

- 2.1 Each boat in the following categories shall display a coloured sleeve of 30 cm long at the base of the mast, between the vang fitting and the boom, corresponding to the colour of the age category in which the competitor is sailing, as follows (each competitor should re-use the coloured race sleeve from a previous event or bring his own coloured sleeve). Apprentice, Green, Master: Red, Grand Master: Blue, yellow: Great Grand Master and Legend: White. **It is the sailor responsibility to bring his own sleeve.** It is possible to make his own sleeve This is to facilitate identification of trolleys. Use of trolley tags and sleeves is mandatory.
- 2.2 When the organizing authority supplies the ranking-coloured bib vests for event leaders (1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>), the competitors shall wear it when they are racing for that day and bring them back to the race office every day after racing.
- 2.3 A supplied bib vest shall be worn outside other clothing while racing. Competitors shall not deliberately cut or tear them.
- 2.4 All competitors will receive a bib vest and it is mandatory to wear it except when you wear one of the leaders' bibs as in 2.1.

## **3. NOTICES TO COMPETITORS**

---

- 3.1 Notices to competitors will be posted on the official notice board (ONB) which is the event website: (<https://2025-master.eurilca-europeans.org/>)

## **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 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.
- 5.3 Equipment inspection will take place at the boat park according to the schedule posted on the official notice board.
- 5.4 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 7.2 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, 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 flagpoles located on top of the Race Box.
- 6.2 [DP][NP] Flag D displayed with one sound means “The warning signal will be made not less than 60 minutes after flag D is displayed” No boat shall leave her berthing area until this signal is made.
- 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 It is the current intention of the OA for the ILCA 7 competitors to sail as a single fleet. The ILCA 6 competitors will also sail as a single fleet. This decision will be reviewed based upon final entry numbers per fleet. If a decision is made to split the classes into fleets, then Addendum A will apply.
- 7.2 There is a total of 10 races scheduled.

## 8. SCHEDULE

---

Day	Time	Time	Description
14.06	0830-1200	1300-1800	Equipment Inspection
14.06	900-1200	1300-1800	Race office open /Registration
15.06	08:30-1200	1300-1400	Equipment Inspection
15.06	0900-1200	1300-1800	Race office open / Registration until 1600
15.06	1800		Welcome ceremony and finger food
16.06	1200		First warning signal 2 races (Qualifying)
17.06	TBA.		First warning signal 2 races (Qualifying)
18.06	TBA		First warning signal 2 races (Qualifying)
19.06	TBA		First warning signal 2 races (Qualifying/Finals)
20.06	TBA		First warning signal 2 races (Qualifying/ Finals) 1830 prize giving ceremony and finger food

---

- 8.1 The schedule may be changed 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.
- 8.2 Each day succeeding races will start as soon as practicable after the finish of the previous race.
- 8.3 On the last day of the championship, no warning signal will be made after 16:00.

## 9. RACING AREAS

---

- 9.1 Addendum B shows the racing area. 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 diagrams, including the course signals, the order in which marks are to be passed or round, 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).
- 10.4 If one gate mark is missing the remaining mark will be left on port.

## 11. MARKS

---

- 11.1 Course marks 1, 2, 3s, 3p, 4s and 4p will be Orange marks with the word “Suzuki”. Mark 1A will be a black inflatable.
- 11.2 The starting marks will be race committee vessels displaying orange flags.
- 11.3 The finishing marks will be a race committee vessel and a pin end buoy with a blue flag.

## 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 2 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:

### Racing Area Alpha

Fleets	Fleet Flags	Start Sequence	Course
ILCA 7 Fleet	White with ILCA Logo	1 <sup>st</sup> Start	Outer
ILCA 6	Green with ILCA Logo	2 <sup>nd</sup> Start	Inner

- 12.4 The starting line will be between the staffs displaying orange flags on the starting marks.
- 12.5 Starting area is defined as an area extending 100 meters beyond starting marks and its extensions in which the boat would normally sail to approach starting line.
- 12.6 **[DP] [NP]** Boats whose warning signal has not been made shall sail at least **100** meters away from and to leeward of the starting line and the **extensions** during the start sequences for other fleets.
- 12.7 A boat starting later than 4 minutes after her starting signal will be scored did not start (DNS) without a hearing. This changes RRS A5.1 and A5.2.
- 12.8 Races will be started using either RRS 30.3 (U Flag Rule), or RRS 30.4 (Black Flag Rule).
- 12.9 RRS 30.4 (Black Flag Rule) is supplemented as follows:
  - 12.9.1 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.
  - 12.9.2 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. In case there are split fleets, races are named Q1 to Qn for the Qualifying series and F1 to Fn for the Final series.

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

---

- 13.1 A change of the next leg of the course will be made as in RRS 33.
- 13.2 The Original Marks will be moved to the new position.
- 13.3 Any action or no action by the race committee under SI 13 will not be grounds for redress under RRS 61.4(b)(1).

## 14. THE FINISH

---

- 14.1 The finishing line will be between a staff displaying a blue flag on the race committee vessel on port side and a Blue inflatable buoy on the starboard side 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) but not worse 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 61.1(a). 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”.

## 16. TIME LIMITS AND TARGET TIMES

---

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

<i>Race Time Limit</i>	<i>Finish Window</i>	<i>Race Target Time</i>
75	20	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, A5.1 and A5.2.
- 16.3 Failure to meet the target time will not be grounds for redress under RRS 61.1(a).

## 17. HEARING REQUESTS, ENQUIRIES AND PENALTIES

---

- 17.1 Hearing request forms are available on the Official Notice Board. Hearing requests shall be delivered there within the appropriate 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 61.2(b)(2) and 63.7(b)(2) 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 on the official notice board.
- 17.7 A list of boats that 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.
- 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 **nearest tenth of a point (0.05 rounded 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 63.2(a) 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 63.2(a) 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 [**DP**].
- 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://2025-master.eurilca-europeans.org/>
- 17.13 In case of technical issue, paper forms will be available at Jury room (hearing requests) and Race Office (all other forms).

## 18. TITLES & PRIZES

---

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

## 19. [DP] [NP] SAFETY

---

19.1 Rule 40.1 Personal Flotation Devices applies at all times afloat.

19.2 A safety tally system will be in operation for the event:

19.2.1. The tally control point will be in the at the top of each launching ramp

19.2.2. A Competitor's tally number will be allocated at registration.

19.2.3. Competitor's shall individually check-out before racing by personally going to the tally control point and giving their tally number to the tally person and advise they are going racing.

19.2.4 Competitors shall individually check-in immediately on returning to shore by personally going to the tally control point and giving their tally number to advise they are ashore. This must be done promptly

19.2.5 Competitors may be penalised for not tallying in or out. The penalty for failing to check-out or check-in as instructed above may be one point non excludable added to the boat's series score for each offence. This changes RRS 63.1 and A5.

19.3 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.

19.4 Competitors not racing for any of the racing days shall inform the race office as soon as possible.

19.5 When the race committee displays flag V with repetitive sounds, all official and support vessels shall monitor the race committee VHF 77 for instructions and assist in search and rescue operations. The race committee will also use this channel for communication with coaches on the water.

19.6 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. Hazard tape must be collected from the Race office.

## 20 LOCATIONS OF IMPORTANCE

---

20.2 The important locations:

	<b>Location</b>
Race Office	Near the entrance to the clubhouse
Official Notice Board	<a href="https://2025-master.eurilca-europeans.org/">/ https://2025-master.eurilca-europeans.org/</a>
Official Flagpole	Flag pole on top of the Race Box
Equipment Inspection	Scrutineering Shed
Hearing Room	Race Management suite – 2 <sup>nd</sup> floor of then main clubhouse.

## 21 OFFICIAL VESSELS

---

21.2 Official vessels will be marked as follows:

<b>Vessel</b>	<b>Flag</b>
Jury	Black flag with "JURY"
Race Committee	Flag with "RC"
Technical Committee	Flag with "M"
Safety Team	Orange flag with "SAFETY"
Mark Layers	Flag with "RC"
Press, Media	White flag with "PRESS"
PRO	White flag with "PRO"

21.3 Failure of an official vessel to fly an identifying flag shall not be grounds for redress by a boat. This changes RRS 61.1(a).

21.4 Actions by the official boats or helicopters shall not be grounds for redress by a boat. This changes RRS 61.1(a).

## **22 SUPPORT VESSELS**

---

22.2 Support persons shall comply with the Support Vessel Regulations. See Attachment 2 in the notice of race.

## **23 TRASH DISPOSAL**

---

23.2 Trash may be placed aboard support or official vessels.

## **24 [DP] RADIO COMMUNICATION**

---

24.2 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 RISK STATEMENT**

---

25.2 See NoR 25 .

## 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. Decisions of the seeding committee will be no grounds for redress (This changes RRS 61.1(a))
- 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:

	<b>2 fleets format</b>	<b>3 fleets format</b>	<b>4 fleets format</b>
Rank in Series	Fleet Assignment	Fleet Assignment	Fleet Assignment
1 <sup>st</sup>	1	1	1
2 <sup>nd</sup>	2	2	2
3 <sup>rd</sup>	2	3	3
4 <sup>th</sup>	1	3	4
5 <sup>th</sup>	1	2	4
6 <sup>th</sup>	2	1	3
7 <sup>th</sup>	2	1	2
8 <sup>th</sup>	1	2	1
9 <sup>th</sup>	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.

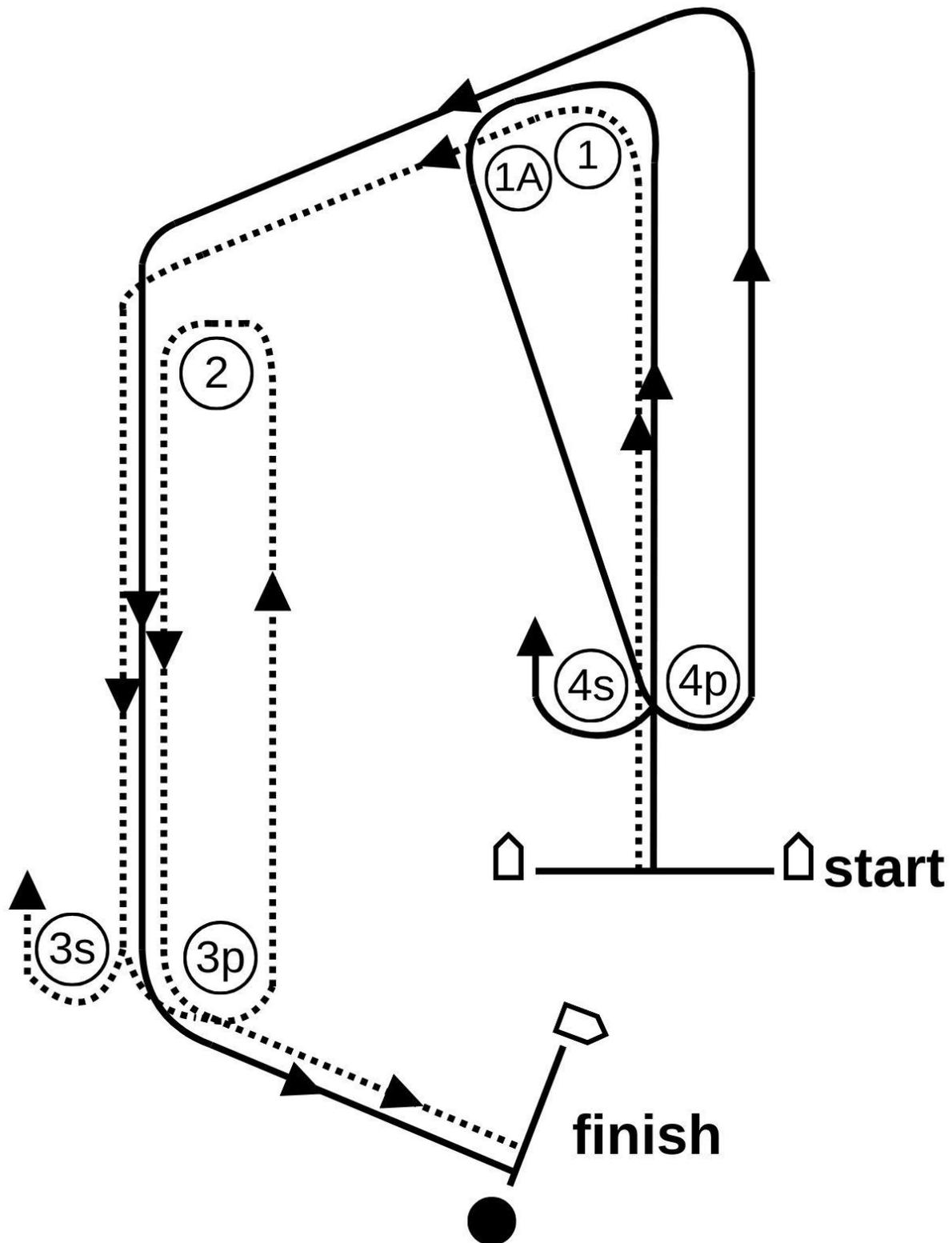
- 3.3 The final series fleets will be, as nearly as possible, of equal size but so that the Silver fleet is not larger than the Gold fleet and the Bronze fleet (where it exists) is not larger than the Silver fleet and the Emerald fleet (where it exists) is not larger than the Bronze fleet. Boats with 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



1. OUTER O2: START 1, 2, 3S/3P, 2, 3P, FINISH
2. INNER I2: START 1, 1A, 4S/4P, 1, 2, 3P, FINISH