



LASER EUROPA CUP 2011

LASER, LASER RADIAL & LASER 4.7 YOUTH GRAND PRIX 2011

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SERIES SAILING INSTRUCTIONS

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. Sails shall have the full sail number AND NATIONAL LETTERS in accordance with the Class Rules and RRS. The national letters shall denote the National Authority of which the sailor is a member in accordance with RRS 75.2. This changes RRS Appendix G 1.1.
- 1.5. If there is a conflict between languages the English text will take precedence.
- 1.6. The Series Sailing Instructions shall be complemented by Local Sailing Instructions specifying matters related to a given event.

2. NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board located near the race office.

3. CHANGES IN SAILING INSTRUCTIONS

Any changes to the Series or Local Sailing Instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be 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 signal mast near the race office.
- 4.2. When flag AP is displayed ashore, no boat shall go afloat and the '1 minute' is replaced with 'not less than 1 hour' in the race signal AP.

5. BOATS AND EQUIPMENT

- 5.1. All competitors shall use only one hull, sail, mast, boom, centerboard 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.
- 5.3. Women competitors shall place a red diamond on each side of their sail (back to back) in compliance with class rule 4(g). The diamond shall be 240mm high and 180mm wide +/- 5mm and shall be located in the centre of the sail immediately above the top batten. Please see http://www.laserinternational.org/sites/default/files/Womens_Policy.pdf for more information.

6. FORMAT OF RACING

- 6.1. The Laser Standard, Laser Radial and Laser 4.7 fleets will have separate starts. For the Laser Standard, Laser Radial and Laser 4.7 fleets, the regatta may consist of a single series or may be split. Whether a fleet is split or not shall be specified in the Local Sailing Instructions.
- 6.2. Competition Format (for Split Fleets – Groups).
(a) The organising authority will divide the boats in the split fleet(s) into 4 groups of, as nearly as possible, equal size. The groups are called Yellow, Blue, Red and Green, and will sail as follows, for each split fleet:

	1st Start	2nd Start
Day 1	Yellow & Blue	Red & Green
Day 2	Blue & Red	Yellow & Green



Day 3	Green & Blue	Yellow & Red
Day 4	Red & Green	Yellow & Blue (at 4 day events only)

(b) (i) 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. All boats will thereafter race in the new group combinations.

(ii) 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.

7. SCHEDULE OF RACES

7.1. There are 2 races a day for a 4 day racing series and 3 races a day on the first two days of a 3 day series with 2 races on the last day.

7.2. The scheduled time of the races for each day shall be specified in the Local Sailing Instructions.

7.3. The warning signal for the start of the second and subsequent race(s) each day will be made as soon as practicable after the finish of the last boat in the previous race for that fleet. This may be before all the fleets in the previous race have finished.

7.4. Starting Sequence **Example** for Non-Split fleets:

Laser Standard fleet

Laser Radial fleet

Laser 4.7 fleet

7.5. Starting Sequence **Examples** for Split fleets:

Example one:

1. Laser Standard 1st start

2. Laser Standard 2nd start

3. Laser Radial fleet

4. Laser 4.7 fleet

Example two:

1. Laser Standard fleet

2. Laser Radial 1st start

3. Laser Radial 2nd start

4. Laser 4.7 1st start

5. Laser 4.7 2nd start

The starting sequence will be signalled with warning signals (the class flag and two coloured flags of the same colour as the groups that are about to start) on the race committee starting vessel.

8. CLASS FLAGS

The Class Flags will be:

Laser Standard:

Laser Class flag (white flag with red Laser star)

Laser Radial:

Laser Radial Class flag (green flag with red Laser star)

Laser 4.7:

Laser 4.7 Class flag (yellow flag with red Laser star)

9. RACING AREAS

9.1 The approximate course area will be displayed on the official notice board.

9.1. Before the starting signal, the racing area is the area within 100 metres of the starting line.

After the starting signal, the racing area is the area within an imaginary line drawn 100 metres outside any point where a boat might sail during normal racing and includes the area bounded by marks 1, 2, 3 and 4 at all times when any boat of any fleet is still racing.

10. THE COURSES

10.1. The diagrams in Attachment A (below) show 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 on a board on the race committee boat as follows:

O1 - means outer loop

I1 - means inner loop

Note that the courses are different for the Laser 4.7 fleet.

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 a rounding mark provided 3 or more legs (excluding 1 to 1a) will have been sailed.
- 10.5. The leeward marks will always be set as gates.
- 10.6. When one gate mark is missing, the remaining mark shall be rounded to port.

11. MARKS

- 11.1. The colour and shape of marks 1, 1A, 2, 3 (gate), 4 (gate), 5, the starting and finishing marks, and any new marks shall be defined in the Local Sailing Instructions.
- 11.2. A race committee boat signalling a change of a leg of the course is a mark as provided in instruction 13.4.

12. THE START

- 12.1. The starting line will be between staff displaying orange flags on two race committee boats.
- 12.2. Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 12.3. 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

12.4. STARTING PENALTIES – BLACK FLAG RULE

- (a) Rule 30.3 is supplemented as follows:
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 sailing instruction 9.2, before the new preparatory signal. If she fails to do so, and is identified by the race committee or the international jury she shall be scored DNE without hearing.
 - (b) When the race committee decides that its application of rule 30.3 entitles a boat to redress under rule 62.1(a), it may give her redress by not displaying her sail number and not disqualifying her (change of rules 30.3, 60.2 and 63.1).
- 12.5. If possible, the sail numbers of boats disqualified under rule 30.3 will be displayed at Mark 1.

13. CHANGE OF THE NEXT LEG OF THE COURSE

- 13.1. To change the next leg of the course, the race committee will move the original mark (or the finishing line) to a new position.
- 13.2. 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.
- 13.3. A change of course after the start will be signalled before the leading boat has begun the leg.
- 13.4. 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.

14. ABANDONING A RACE

The race committee may abandon the race under rule 32.1 because of a major wind shift or irregular winds or when the wind speed drops below 5 knots (2.5 m/s). Action or no action by the race committee under this instruction will not be grounds for redress. This changes rule 62.1(a).

15. THE FINISH

The finishing line will be between a staff displaying a blue flag on a race committee boat and the port-end finishing mark. This instruction does not apply when rule 32.2 does.

16. TIME LIMIT AND TARGET TIMES

- 16.1. 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).
- 16.2. 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.

17. PENALTY SYSTEM

- 17.1. Appendix P will apply with the following changes:
 - (a) If a first penalty is signalled after she has finished, a boat will be given a scoring penalty of 8 points without a hearing.
 - (b) Appendix P3 is modified to read: "If a boat has been penalized for the first time under Appendix P1 and the race committee signals a postponement, general recall or abandonment, the penalty is cancelled, but it is counted to determine the number of times she has been



penalized during the regatta. If a boat has been penalized for the second or subsequent time under Appendix P1 and the race committee signals a postponement, general recall or the race is abandoned, the boat shall not sail in this race if it is restarted or re-sailed. If she does, she shall be disqualified without a hearing and her score shall not be excluded.”

(c) Action by the international jury under Appendix P shall not be grounds for a request for redress by a competitor. The international jury, however, may initiate redress. This changes rule 60.1(b), 60.2(b) and Appendix P4.

17.2. MEASUREMENT PENALTIES

- (a) If a boat is sailed without a centerboard 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 boat's score in the last completed race in which she was racing without the centreboard stopper or retention line in regattas with 20 or more competitors, and a 10 point penalty in regattas with less than 20 competitors. However, she shall not be scored worse than DSQ.
- (b) Any changes to the boat which have not been authorized as per SI 5.2. will result in the sailor's disqualification without a hearing from the last race completed with the changed/modified equipment or boat.
- (c) For any other measurement protest, the international jury may issue an alternative penalty to disqualification.
- (d) Sailing Instruction 17.2 changes rule 63.1.

18. PROTESTS

- 18.1. 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. Protest forms are available at the jury office. The end of protest time will be posted on the official notice board and may be different for each fleet. Protest hearings will be held in the protest room, the location of which shall be given in the Local Sailing Instructions.
- 18.2. 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.
- 18.3. Notices of protests by the race committee or international jury will be posted to inform boats under rule 61.1(b).
- 18.4. A list of boats that have been penalized under Appendix P will be posted on the official notice board located near the race office.
- 18.5. Breaches of instructions 1.4, 4.2, 12.2, 22, 24, 26 and 27 shall not be grounds for a protest by a boat. This changes rule 60.1(a). For these breaches the international jury may apply another penalty in place of disqualification.
- 18.6. On the last scheduled day of racing a request for reopening a hearing shall be delivered
 - (a) within the protest time limit if the requesting party was informed of the decision on the previous day;
 - (b) no later than 15 minutes after the requesting party was informed of the decision on that day;
 - (c) no later than 15 minutes after a signal to abandon racing is displayed ashore. This changes rule 66.
- 18.7. On the last scheduled day of racing a request for redress from a jury decision shall be delivered no later than 15 minutes after the decision was posted. This changes rule 62.2(a).

18.8. MEASUREMENT PROTESTS

Measurement protests shall only be accepted from the race committee or the international jury. This changes rule 60.1(a).

- 18.9. Decisions of the international jury will be final as provided in rule 70.5.

19. ARBITRATION SYSTEM

- 19.1. As an alternative to a complete protest hearing by the international jury, competitors may be given the choice of using an arbitration system. A condition for this 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.
- 19.2. 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 to 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 instruction 19.3 or a greater penalty.
- 19.3. If the arbitrators penalize a boat, she shall receive a 30% Scoring Penalty calculated as stated in RRS 44.3(c).



- 19.4. 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 any penalty score becomes a DSQ or more (DNE).

20. 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.

21. SCORING

- 21.1. For all classes, 2 races are required to be completed to constitute a regatta.
- 21.2. (a) When fewer than 4 races have been completed, a boat's regatta score will be the total of her race scores.
(b) From 4 to 7 races have been completed, a boat's regatta score will be the total of her race scores excluding her worst score.
(c) When 8 have been completed, a boat's regatta score will be the total of her race scores excluding her two worst scores.
- 21.3. If a points scoring penalty for a breach of rule 42 or under the Arbitration System would result in a score worse than DSQ, the penalty will be that corresponding to DSQ. The scores of other boats will not be changed.
- 21.4. The scoring abbreviation for a discretionary penalty imposed under SI 17.2 or 18.5 will be DPI.
- 21.5. The scoring abbreviation for an arbitration penalty is ARB, and the scoring abbreviation PTS means scoring penalty for a yellow flag after finishing.

22. SAFETY (and Check-Out and Check-In Procedures when relevant)

- 22.1. 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.
- 22.2. 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.
- 22.3. If considered necessary a competitor may be ordered by a race organisation boat to abandon his or her boat and board a rescue boat.
- 22.4. 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 protest desk on return ashore.
- 22.5. Check-Out and Check-In procedures may be implemented in the Local Sailing Instructions when appropriate.

23. EQUIPMENT AND MEASUREMENT CHECKS

A boat and equipment may be inspected at any time for compliance with the class rules, wet clothing rules and sailing instructions at the discretion of the class representative, race committee or international jury.

24. ADVERTISING

Boats shall display advertising supplied by the organizing authority. Details shall be specified in the Local Sailing Instructions.

25. OFFICIAL BOATS

Each race committee boat, rescue boat, mark laying boat, and Jury boat may display a flag as specified in the Local Sailing Instructions.

26. TEAM AND SUPPORT BOATS

- 26.1. Team and support boats shall, at all times when afloat, be clearly identified by the country name, national letters or national flag of the team they represent.
- 26.2. 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 instruction 9.2.
- 26.3. If a team or support boat does not comply with instruction 26.1 and/or 26.2 a penalty may be applied to some or all associated competitors.
- 26.4. Instruction 26.2 will not apply to rescue operations.



27. TRASH DISPOSAL

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

28. PRIZES

Prizes will be awarded in the following categories subject to entry numbers:

Laser Standard Rig: Overall, Youth Under 21, Youth Under 19.

Laser Radial Rig: Men, Women, Boys Under 19, Boys Under 17, Girls Under 19, Girls Under 17.

Laser 4.7 Rig: Boys Under 18, Boys Under 16, Girls Under 18, Girls Under 16.

Additional prizes may be introduced in the Local Sailing Instructions.

29. 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 and Laser Youth Grand Prix 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.

30. 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 and Youth Grand Prix event.

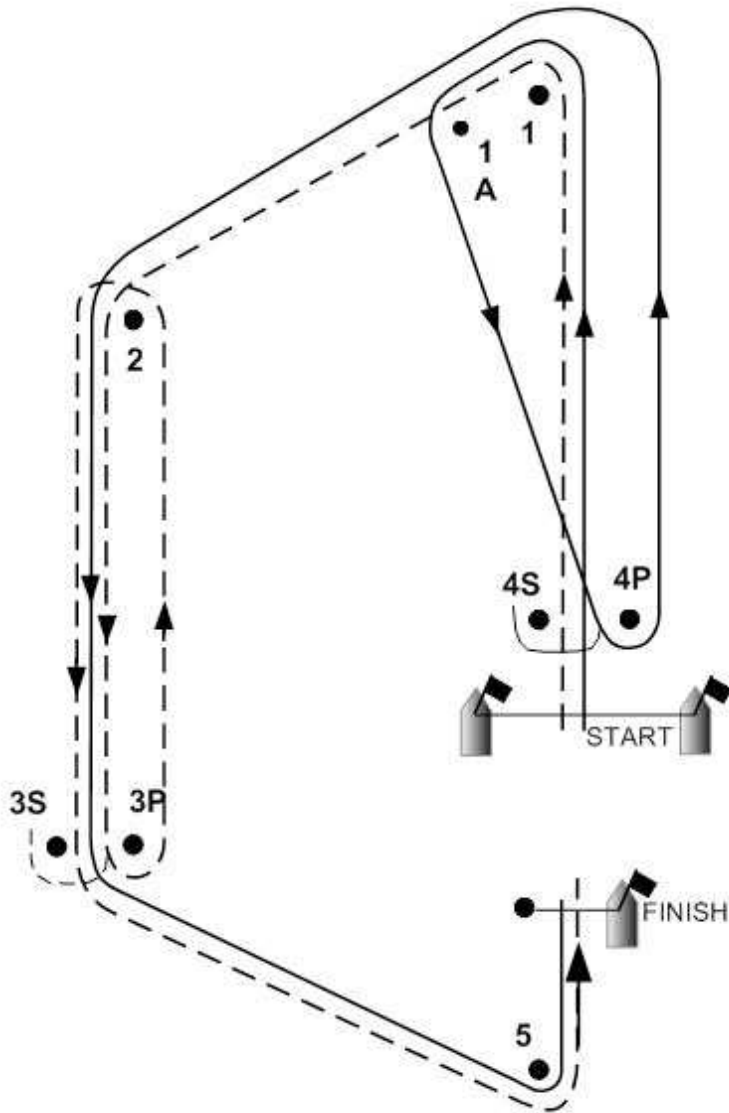
31. INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of 1.000.000 € per event or the equivalent.



Attachment A

Course for Laser Standard and Laser Radial (not to scale all angles are approximate)



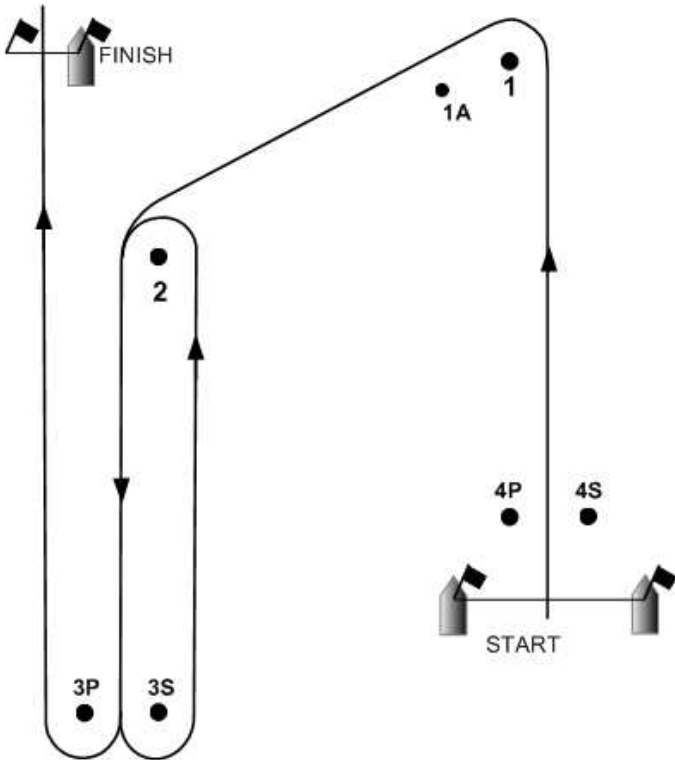
O1 Course Outer Loop

Start – 1 – 2 – 3P/3S – 2 -3P/3S – 5 - Finish

I1 Course Inner Loop

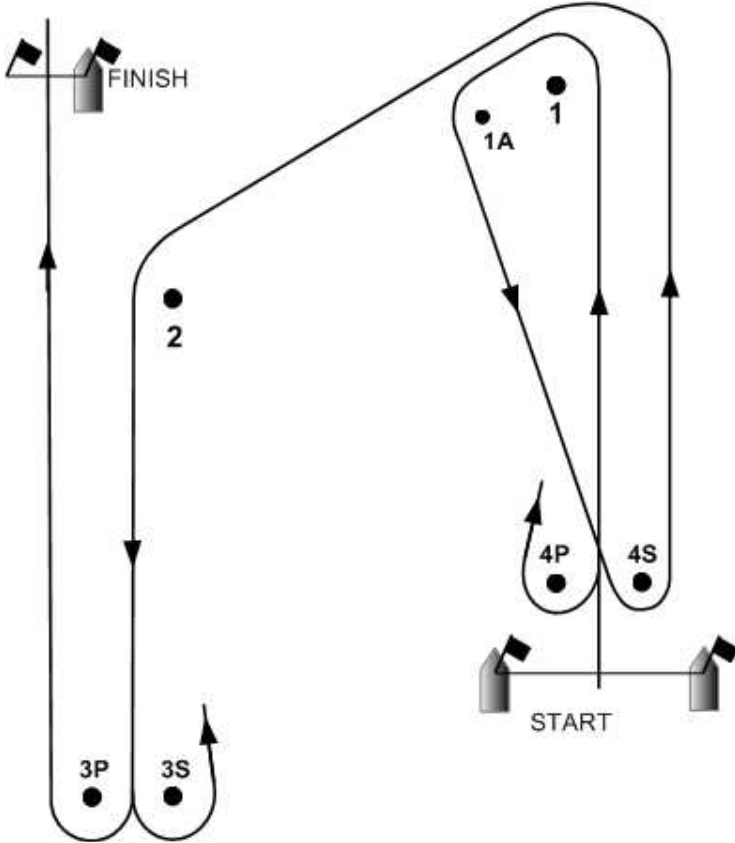
Start – 1 – 1A – 4P/4S – 1 – 2 -3P/3S – 5 – Finish

Recommended course for the 4.7 only: (not to scale all angles are approximate)



O1 Course Outer Loop

Start – 1 - 2 – 3P/3S – 2 – 3P/3S – Finish



I1 Course Inner Loop

Start – 1 - 1A – 4P/4S – 1 - 2 – 3P/3S – Finish