

CIRCOLO VELICO LAGO DI LUGANO

LASER EUROPA CUP LUGANO 2016

LASER, LASER RADIAL & LASER 4.7 Classes

Organizing Authority:

Circolo Velico Lago di Lugano, Foce del Cassarate 9, CH-6900 Lugano

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SAILING INSTRUCTIONS

CO-ORDINATING AUTHORITY

EurILCA: The International Laser Class Association (ILCA)
European Region, www.eurilca.org e.mail 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.
- 1.6. An Appendix with all the subjects related to the single event will be added to these Standard Sailing Instructions.

2. NOTICES TO COMPETITORS

- 2.1. Notices to competitors will be posted on the official notice board located near the race office.
- 2.2. Coach meeting will be held every morning.

3. CHANGES IN SAILING INSTRUCTIONS

- 3.1. Any changes to the Sailing Instructions will be posted before 09:00 hrs. 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 21:00 hrs. 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, with two sound signals (one when lowered), the first warning signal will be made not less than 30 minutes after **AP** is lowered.
- 4.3. Flag **D** with one sound means 'The warning signal will be made not less than 60 minutes after flag **D** is displayed.'
- 4.4. Flag **V** 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 **V** 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 com-

mittee 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 is **13:00** hrs.
- 7.4. On the last day of the regatta no warning signal for any fleet will be made after **16:00** hrs.

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

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

10. THE COURSES

- 10.1. The Appendix to these **SI** shows the courses 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. The course may be shortened to finish at any mark provided that 3 or more legs will have been sailed.
- 10.4. When one gate mark is missing, the remaining mark shall be rounded to port
- 10.5. Marks will be described in the SI Appendix.

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.

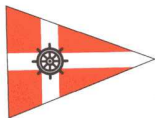
11.1.b. Boats whose warning signal has not been made shall sail at least 100 meters far and leeward starting line during the starting sequence for other races.

11.1.c. A boat starting later than 4 minutes after her starting signal will be scored DNS without a hearing. This changes rules A.4 and A.5

11.2. Starting timing

11.2.a. Races will be started as follows, according to RRS 26 as altered below:





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Time before start	Signal	Sound signal
5 minutes	Warning	1 sound
4 minutes	Preparatory	1 sound
1' 30"	(with U 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 OCS, but not if the race is restarted or re-sailed or postponed or abandoned before the starting signal. This changes rule 26. .

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.

11.2.c. Between the start of one class and the warning signal for the next class will be a break of 1 minute or more minutes..

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

13.1. The finishing line will be between a staff with blue flag and a small orange mark (or a race committee boat with a orange Flag).

14. TIME LIMITS AND TARGET TIMES

14.1. The length of the course will be set for a target time of 60 minutes.

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.

14.3. Failure to meet the target time will not be grounds for redress. This changes rule 62.1(a).

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.

15.2. 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, topmast, 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.

15.3. Scoring and arbitration penalties

15.3.a. Scoring penalties will be applied according to RRS 44.3c

15.3.b. "DPI" will be the scoring abbreviation for a discretionary penalty imposed under SI 15.2.

15.3.c. The scoring abbreviation for an arbitration penalty is ARB.

15.3.d. 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 in the clubhouse, 1th floor.

16.2. 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 limit will daily be decided and posted on the official notice board and may be different for each fleet.

Protest hearings will be held in the protest room.

16.3. Notices will be posted not 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, 11.1.b, 19, 21, 22, 23 and 25 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.

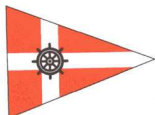
On the last scheduled day of racing (or of the qualifying series, if applied) a request for redress from a jury decision shall not be delivered no later than 15 minutes after the decision was posted. This changes rule 62.2(a).

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

16.9. Protests and requests for redress involving competitors eligibility shall not be lodged after the warning signal of the first scheduled race. This amends RRS 61.3.

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 ac-



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cept 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 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.

20. SCORING

20.1. Low Point System Appendix A will be applied.

20.2. When only 1 race has been completed, the regatta is 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. TEAM AND SUPPORT BOATS

21.1. While the orange flag is hoisted at the start or blue flag is hoisted at the finishing, team and support boats must stay 100 meters leeward to starting line and 100 meters windward finishing line.

21.2. Team leaders, coaches and other support personnel shall stay outside the racing areas as long as boats are racing until all have finished or retired or the race committee signals an abandonment.

21.3. 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.

21.4. 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 instruction 9.2.

21.5. If a team or support boat does not comply with instruction 21.1 and/or 21.2 a penalty may be applied to some or all associated competitors.

21.6. Instruction 21.4 will not apply to rescue operations.

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 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.

24. 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.

SAILING INSTRUCTIONS APPENDIX

1. COMPETITION FORMAT

1.1. Where a Laser fleet is bigger than 80 boats, (or close to 80 at discretion of the Race Committee) can be split into groups.

1.2. The organising authority will divide the boats in the split fleet(s) into groups of, as nearly as possible, equal size.

1.2.a. If in a fleet there are more than 40 girls or ladies a female group can be constituted,

1.2.b. Each appropriate Fleet will be split into 2 groups called Yellow and Blue or in 3 groups called Yellow Blue and Red; or in 4 groups with the green group.

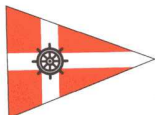
1.2.c. Boats will be possibly reassigned to groups each day after racing based on the overall available results.

1.2.d. The polling will be made with ZW scoring system, with the alternate option: 1st to Y, 2nd to B, 3rd to R, 4th to R, 5th to B, 6th to Y etcetera

1.3. The notice of groups will be posted on the official notice board as soon as possible before the first race of the day.

The starting signal will be made no earlier than 60 minutes after the time of the posted notice.

1.4. 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.



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1.5. 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. That S.I. will be applied also at the last day to define the groups for finals, see next S.I.

1.6. When at least 4 races were sailed for all groups, the last day the fleet will be divided in Gold and Silver fleets (and bronze and emerald if in case) and raced in "finals" format. See NOR 6.3. Different final-series groups need not have completed the same number of race.

2. GROUPS IDENTIFICATION

2.1. If a fleet is split into groups, the class flag for each group will be the class flag with a coloured flag corresponding to the group colour.

2.2. If a fleet is split into groups, each competitor in that fleet will be issued with a coloured band corresponding to the allocated group. The band shall be placed around the lower mast between the gooseneck and boom vang fitting.

2.3. Where one or more female group is constituted (App.1.2a) the warning signal flag will be "F" as Foxtrot.

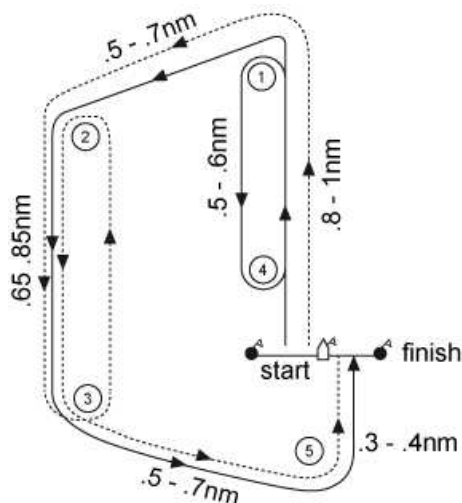
2.4. In case of finals both flags and coloured bands will be as per gold=yellow; silver=blue; and bronze=red; emerald=green.

3. OFFICIAL BOATS

Each race committee boat, rescue boat, mark laying boat, Jury boat and coaches boats may display a flag or a logo as follows:

- Each race committee boat, will display a white flag with **RC**.
- Jury boat will display a white or a yellow flag with **JURY**
- Coach boats will display the national Logo, like **SUI**, **GER**, **ITA**.

4. COURSE DIAGRAM A



4.1 **OUTER: START 1, 2, 3, 2, 3, 5, FINISH (PENNANT 1)**
INNER: START 1, 4, 1, 2, 3, 5, FINISH (PENNANT 2)
 Laser 4.7 fleet always sails the inner loop.

4.2. All indicated distances between marks are recommended: the minor up to 9 Kn wind speed; the longest over 9 Kn and have to be balanced considering of the current and all other conditions to reach the time target of 60 minutes.

5. MARKS

All Mark will be cylindrical orange Buoys

6. START

RR ISAF, REG 26

7. TRASH DISPOSAL

Boats shall not put trash in the water. Trash may be placed aboard support and race committee boats. **RR 55.**

8. ADVERTISING

- 8.1. Regulation ISAF 20 will be applied.
 8.2. Boats shall display advertising supplied by the organizing authority. Details shall be specified as follows:

9. PRIZES

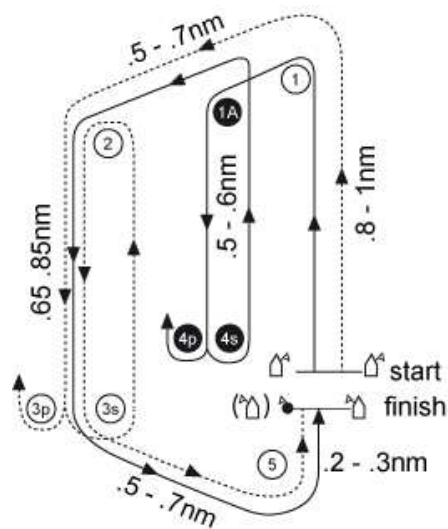
PRIZES WILL BE AWARDED IN THE FOLLOWING CATEGORIES SUBJECT TO ENTRY NUMBERS:

LASER STANDARD RIG: OVERAL, MASTERS

LASER RADIAL RIG: MEN, WOMEN

LASER 4.7 RIG: WOMEN, BOYS, YOUNGEST SAILOR

COURSE DIAGRAM B



OUTER: START 1, 2, 3p/s, 2, 3s, 5, FINISH (PENNANT 1)
INNER: START, 1, 1A, 4p/s, 1A, 2, 3s, 5, FINISH (PENNANT 2)