

# EUROSAF European Sailing Champions League - European Championships 2025

May 28 – June 1, 2025

## Sailing Instructions (SI)

Version 1.0 2025-05-22

### 1 Rules

Further to NoR 4:

#### 1.1 RRS 42.3(c) is changed to:

"When surfing (rapidly accelerating down the front of a wave), or planning is possible

(1) to initiate surfing or planing, each sail except the gennaker may be pulled in only once for each wave or gust of wind, and

(2) the gennaker sheet may be pulled in any number of times without any restrictions."

#### 1.2 RRS 43.1 is changed to add RRS 43.1(d):

"(d) A boat shall be exonerated from breaking RRS 31 if the umpires are satisfied that the breach is entirely due to a robotic mark adjusting its position."

#### 1.3 In RRS RACE SIGNALS, the race signals Orange flag and Blue flag are deleted.

#### 1.4 When in case of contact the umpires proceed under RRS Appendix UF1.3 they are guided by Addendum B of the SI, SCORING PENALTIES FOR CONTACT.

#### 1.5 In the second sentence of RRS 29.1 "four minutes after the starting signal" is changed to "three minutes after the starting signal."

### 2 Notices to Competitors

#### 2.1 Notices to competitors are posted on the on the online ONB (<https://in2theblue.com/eurosaf-scl/>).

#### 2.2 [NP] Persons in charge shall attend the first briefing on 30 May at 1030 and a morning briefing at 0900 on each other racing day at main pier in Punat.

### 3 Changes to the SI

#### 3.1 Amendments to the SI are posted on the ONB at least 30 minutes before the start of any race affected, except that.

(a) any change to the race schedule is posted not later than 2000 the day before it will take effect, and

(b) amendments concerning changes under NoR 10.5 made afloat may be posted not later than 10 minutes before the start of any race affected.

#### 3.2 If changes are made afloat, they are posted as stated in SI 3.1 and signalled by displaying flag Third Substitute with three sound signals on the signal vessel. An umpire or race committee (RC) representative may communicate these either verbally or in writing.

### 4 Signals Made Ashore

#### 4.1 Signals made ashore are displayed on the flag pole located at the main pier in Punat.

#### 4.2 When flag AP is displayed ashore, the warning signal is made no fewer than 30 minutes after removal. This changes race signal AP.

### 5 Boats and Sails

Further to NoR 12:

#### 5.1 Boats are identified by a number on the bow, the stern and the sail.

#### 5.2 Boats shall be exchanged in accordance with the pairing list and the race schedule.

#### 5.3 The OA or the RC may change the allocation of a boat due to breakdown or damage at any time.

#### 5.4 The sail combination to be used shall be signalled from the signal vessel with or before the warning signal. The signals have the following meanings:

##### Signal

no signal

flag W

##### Sail combination to be used

main sail, jib, gennaker

main sail, jib

#### 5.5 Other restrictions or instructions may be given to the boats verbally by a RC representative or an umpire and SI 3 does not apply.

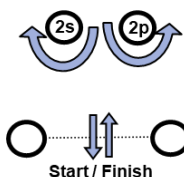
## 6

### 6.1 Configuration L2 (not to scale)



Mark 1 shall be left to port

Order in which marks shall be rounded or passed:  
Start - 1 – 2s/2p – 1 – Finish



### 6.2 Description of the Marks

- The starting and finishing line marks are either orange conical robotic buoys or a yellow conical robotic buoy displaying an orange flag together with an orange conical robotic buoy.
- Mark 1 is either an orange or a yellow conical robotic buoy.
- The gate marks 2s and 2p are either orange conical robotic buoys or a yellow conical robotic buoy displaying an orange flag together with an orange conical robotic buoy.

### 6.3 Starting/Finishing Lines

- The starting line and the finishing line is between the course sides of the starting/finishing line marks.

## 7 Restricted Areas

### 7.1 spare

## 8 Starting Procedure

- The next race number shall be displayed on or close to the stern of the signal vessel.
- The class flag is the numeral pennant 1.
- In RRS 26 the column "Minutes before starting signal" is changed as follows: "5" to "3" and "4" to "2".
- No later than the preparatory signal the RC shall signal the colour of mark 1 by displaying a flag with the same colour.
- A boat that does not start within 3 minutes after her starting signal shall be scored "Did Not Start" (DNS) without a hearing. This changes RRS A5.1 and A5.2.
- At the preparatory signal the average windspeed on the course shall be 4 knots or more.
- Each subsequent race is started as soon as practicable after the previous race.

## 9 Changes of the Windward Mark

### 9.1 RRS 33 is changed to:

"CHANGES OF THE WINDWARD MARK

If flag C is displayed together with a coloured flag and repeated sound signals at the gate, the position of mark 1 has changed or mark 1 has been substituted. The new mark 1 is the same colour as the flag."

This changes RRS Race Signals – Changing the Next Leg.

### 9.2 A change of the mark 1 is signalled from the signal vessel or another race committee vessel in the vicinity of the gate.

## 10 Shortening of the Course

The course shall not be shortened. This changes RRS 32.

## 11 Target Times and Time Limits

- The race target time is 15 minutes.
- The race time limit for the first boat is 20 minutes.
- Boats failing to finish within 5 minutes after the first boat sails the course and finishes shall be scored Did Not Finish (DNF) without a hearing. This changes RRS 35, A5.1 and A5.2.

## 12 Safety Regulations

- 12.1 If flag Y is displayed, RRS 40.1 applies at any time while afloat.
- 12.2 [NP] A boat that retires from a race shall notify the RC as soon as possible.

## 13 [NP] Crew Change

Teams shall be ready for pick up not later than the starting signal of the race preceding theirs at the shuttle/crew change dock as instructed by the RC.

## 14 Official Boats

- 14.1 The signal vessel is a vessel with the burgees of EUROSAF and In2theblue.
- 14.2 The boatman vessel and the photographer vessel display a flag with the letters "SERVICE".
- 14.3 Vessels used for crew changes display a flag with the letters "CREW CHANGE".
- 14.4 Other RC vessels display red flags with the letters "RC".
- 14.5 Umpire boats display white flags with the letters „UMPIRE“.

## 15 Radio and Data Communications

While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

## 16 Breakdowns and Time for Repairs

- 16.1 Within three minutes of changing into a new boat a team may display flag L to signal breakdown or damage to the boat, the sails or injury to the crew and request a delay to the next start. She shall proceed as soon as possible close to leeward of the signal vessel and remain there, unless otherwise directed.
- 16.2 The time allowed for repairs is at the discretion of the RC.
- 16.3 After the preparatory signal, a race shall not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 16.1. This changes RRS 27.3.
- 16.4 After racing a crew shall promptly signal identified technical defects or damages by hoisting the flag L.

## 17 Trash Disposal

Trash may be placed aboard support or official boats.

## 18 Code of Conduct

- 18.1 [NP] Competitors shall comply with any reasonable request from any official, including attendance at official functions, co-operation with event sponsors and shall not behave so as to bring the event into disrepute.
- 18.2 [NP] Competitors shall handle the boats and equipment with care and seamanship, in accordance with SI Addendum A, with any instructions for its use and without interfering with its functionality.
- 18.3 [NP] The following actions by skippers and/or crew while racing and during all pre-race or post-race activities may be considered a breach of sportsmanship under Appendix UF 3.4(a)(4) and may result in an umpire-initiated penalty under Appendix UF 3.4:
  - Excessive attempts to verbally coerce, coach or influence umpire decisions;
  - Repetitive or on-going objection to an umpire decision (verbal or otherwise);
  - Abuse of umpires before or after a decision.
- 18.4 Breaches of this SI 18 may also be referred to the PC. Any penalty is at the discretion of PC and may include exclusion from further participation in the event or the withholding of deposits.
- 18.5 Breaches of SI 18 may be referred to the PC for action under RRS 69 or the PC may consider action under RRS 69 for such breaches.

## ADDENDUM A – HANDLING BOATS

### 1 GENERAL REMARK

All reasonable steps are taken to equalize the boats.

### 2 PROHIBITED ITEMS and ACTIONS - Except in an emergency or in order to prevent damage or injury, or when directed by an umpire otherwise, the following are prohibited:

- 2.1 Any additions, omissions or alterations to the equipment supplied.
- 2.2 The use of any equipment for a purpose other than that intended or specifically permitted.
- 2.3 The replacement of any equipment without the sanction of the RC.
- 2.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 2.5 Moving equipment from its normal stowage position except when being used.
- 2.6 Boarding a boat without prior permission.
- 2.7 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC, or, on race days, while 'AP' is displayed ashore.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Marking directly on the hull or deck with permanent ink, or using any tape that leaves a residue/ use of duct tape.
- 2.10 Adjusting lifeline tension.
- 2.11 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.12 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.13 Using a winch to adjust the mainsheet, backstay or vang.
- 2.14 Lowering, bounding or wrapping the jib.
- 2.15 Attaching lines to the fabric of spinnakers.
- 2.16 Perforating sails, even to attach tell tales.
- 2.17 Except to report damage or injury or in response to a request from the RC or when using equipment provided by the RC a boat shall neither make radio transmission while racing nor receive radio communications not available to all boats. This restriction also applies to mobile phones and any other devices capable of sending and receiving any type of communication or connecting with the internet.
- 2.18 The use of electronic equipment while racing, unless permitted by SI A2.17 or A3.1(f).
- 2.19 [NP] Having the bowsprit extended, except when in the process of setting, flying or taking down the spinnaker. The bowsprit shall be fully retracted at the first reasonable opportunity after taking down the spinnaker. A boat that does not retract the bowsprit fully may be warned by the umpires and given an opportunity to correct the error.
- 2.20 [NP] Extending the bowsprit before the bow crosses the extension of the line from the previous mark through a rounding mark, after entering the zone without a spinnaker set.

### 3 PERMITTED ITEMS and ACTIONS – the following are permitted:

- 3.1 Taking on board the following equipment:
  - (a) basic hand tools
  - (b) adhesive tape
  - (c) line (elastic or otherwise of 4 mm diameter or less)
  - (d) marking pens
  - (e) tell tale material
  - (f) hand held compasses, watches (including watches with GPS functions), timers, mobile phones and small personal video devices such as GoPro.
  - (g) shackles and clevis pins
  - (h) velcro tape
  - (i) spare flags
  - (j) PFD's
- 3.2 Using the items in SI A3.1 to:
  - (a) prevent fouling of lines, sails and sheets
  - (b) attach tell tales
  - (c) prevent sails being damaged or falling overboard
  - (d) mark control settings
  - (e) make minor repairs and permitted adjustments

- (f) make signals as per SI 16 and Appendix UF3.3(a)
- (g) to measure the time, take compass bearings or to record videos. However, mobile phones may only be used in compliance with SI A2.17.
- (h) personal safety

#### 4 MANDATORY ITEMS and ACTIONS

A breach of items 4.5 and 4.6 are considered as damage and the cost of rectification are deducted from the damage deposit. The following are mandatory:

- 4.1 [NP] In case of damage, the completion of a written damage report on the official damage form before leaving a boat and submitting it to the RC. When boat swaps are carried out on the water and no forms are available, the report shall be made verbally to the RC as soon as possible and the form shall be completed as soon as possible but not later than after arriving ashore. Forms are available on the boat management vessel or at the race office.
- 4.2 [NP] When not flying the gennaker shall always be stored in the gennaker bag in the companionway.
- 4.3 [NP] After finishing teams shall prepare for crew change and furl the jib as soon as possible. The main sail shall remain set while swapping crew.
- 4.4 [NP] During racing and training, displaying the club logo tags on the mainsail.
- 4.5 [NP] At the end of each sailing day:
  - (a) folding, bagging and placement of the sails as directed
  - (b) leaving the boat in the same state of cleanliness as when first boarded that day
  - (c) releasing backstay tension
- 4.6 [NP] At the end of the final day, cleaning the boat (cabin and decks), removing all trash and removing all tape and marks.
- 4.7 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- 4.8 [NP] Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.

#### 5 CREW POSITIONING

- 5.1 [NP] A crew member shall not use the shrouds (including the inner shrouds) above the lower bottle screw (turnbuckle), the forestay and the backstay to facilitate tacking or gybing, or to aid the projection of a crew member outboard.
- 5.2 [NP] A crew member shall not sit on the stern pulpits unless having its legs inside the sheerline and its feet on the deck.
- 5.3 Lifelines  
For the purpose of RRS 49.2, the cockpit safety lines constitute lifelines. The deflections are defined and preset by the OA upon equalizing the boats.
- 5.4 Changes to RRS 49.2
  - (a) Add after the second sentence: "However, while
    - i. facing outboard with the waist inside the cockpit safety line, or
    - ii. sitting on the deck facing inboard with the cockpit safety line running on the backside of the spine
 a crew may have other parts of the torso outside the cockpit safety line."
  - (b) A crew member may hold on to the companionway and the boom to aid the projection of its body outboard even if any part of the torso is positioned outside the lifelines.
- 5.5 Alleged breaches of RRS 49.2 are not grounds for a protest by a boat. This changes RRS 60.1.

## ADDENDUM B – SCORING PENALTIES FOR CONTACT

Appendix UF1.3 permits the umpires to decide a point penalty without a hearing when there is contact. This document explains how contacts without or with damage are assessed and gives general guidance on the appropriate point penalty. When the protest committee has good reasons to do so, it may apply a different penalty.

Point penalties for contact are divided into 4 levels as shown in the table below:

Level	Type of Contact	Extent	Effect	Scoring Penalty
<b>Level A</b> no damage	between hulls	No damage resulted.	---	one point
<b>Level B</b> Minor damage	any kind of contact between boats or boats and objects that should be avoided	Does not significantly affect the value, general appearance or normal operation of the boat, or the object that should be avoided.	The boat may race without repair although some minor surface work may be required after the event. Or, the object may need some minor work. Repairs should not normally require more than 1 hour of work.	two points
<b>Level C</b> Damage	any kind of contact between boats or boats and objects that should be avoided	Affects the value and/or general appearance of the boat, or the object that should be avoided.	The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Or, the damage does not affect the normal operation of the object but may need some work. Requires more than 1 hour of work but should not normally require more than 3 hours of work.	four points
<b>Level D</b> Major Damage	any kind of contact between boats or boats and objects that should be avoided	The normal operation of the boat, or the object that should be avoided is compromised and its structural integrity may be impaired.	The boat will need some repair work before racing again. Or, the object will need some repair work. Requires more than 3 hours of work.	six points

If, in the same incident, multiple contacts occur between hulls but no damage results, only the penalty for one contact will apply.

If, in the same incident, multiple damages occur, the overall scoring penalty shall be determined by assessing the combined effects of all individual damages. The resulting damage level shall not exceed Level D. For example, if two separate damages would individually be classified as Level B and Level C, but together require more than 3 hours of repair, the total damage may be considered as Level D.

### Deductions from Damage Deposit

The assessment of the damage level is only for the purpose of scoring penalties and is not linked to any deductions from the competitor's damage deposits.

Any points penalty will be based on the assessment of damage level made on the water. Subsequent assessments of the damage level after closer inspection, whether the level turns out to be higher or lower, will have no effect on the points penalty given on the water.





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