



EUROPEAN CHAMPIONSHIP FIREBALL 2021

Piombino- Italy

11-17 September

SAILING INSTRUCTIONS

“The championship must be carried out according to the provisions on combating containment of the spread of covid 19 issued by the Italian Sailing Federation that the Organizing Committees will activate and to which all participants must comply under the supervision of the Organizing Committee itself. Any cases of covid 19 that may be detected during the event will be reported by the organizing committee to the competent health offices in charge”.

Preamble:

DP	Denotes a rule for which penalties are at discretion of the Protest Committee.
NP	A boat may not protest another boat for breaking that rule (<i>this change RRS 60.1(a)</i>)

1) RULES

1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing 2021-2024*

1.2 National Authority's prescriptions would not apply

1.3 Rule 20.8 of the Class Rules, “Sail Numbers” is altered as follows:

20.8.1 b & c - “Subject to the approval of the Race Committee a boat chartered or loaned for the events may declare at the time of entry or registration a sail number which may be different from the registered number of the hull provided that the number declared shall not be the sail number of any other boat competing in the regatta”

1.4 [DP] [NP] The “PROTOCOL FOR REGULATING MEASURERS FOR THE CONTRAST AND CONTAINMENT OF THE SPREAD OF COVID-19 IN AFFILIATED CLUBS AND ASSOCIATIONS”, current version hereinafter referred to as “PROTOCOL”. An infringement of the “Protocol” will result in the application of a penalty

1.5 [DP] [NP] The penalty for an infringement of point 1.4 of the Sis can be a maximum of 10% depending on the seriousness of the infringement committed. The percentage will be calculated with respect to the boat's finish position in all the races on the day in which the infringement was committed

1.6 Rule 23 of THE CLASS RULES -Limitations of the equipment- shall apply

1.7 Rule 24 of THE CLASS RULES -Event classification and Advertising- shall apply

1.8 Rule 25 of THE CLASS RULES -Propulsion- shall apply. This change RRS 42

1.9 RRS 40.1 will be in force

1.10 In case of conflict between the NoR and the S.is will be the latter will take precedence

1.11 If there is a conflict between languages the English text will prevail





2) CHANGES TO SAILING INSTRUCTIONS

2.1 Any change to the sailing instructions will be posted before 10.00 on the day it will take effect, except that any change to the schedule of races will be posted by 20.00 on the day before it will take effect

3) COMMUNICATIONS WITH COMPETITORS

3.1 Notices to competitors will be posted on the official notice board online <https://www.racingrulesofsailing.org/documents/2621/event> and can be viewed also at <http://fireballeuropeans2021.eu/>

3.2 The race office is located at Marina di Salivoli , telephone +39 388 902 5548 , e mail: cvp@info.it

3.3 If the race committee displays flag Victor, alternate VHF channel 71 will be used

4) CODE OF CONDUCT

4.1[DP] Competitors and support persons shall comply with reasonable requests from race officials

5) SIGNALS MADE ASHORE

5.1 Signals made ashore will be displayed at the flagpole located on the club's roof

5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in Race Signals AP

5.3 [DP] Flag D with one sound means 'Boats shall not leave the harbor until this signal is made. The warning signal will not be made before the scheduled time or less than 30 minutes after flag D is displayed'

6) SCHEDULE OF RACES

6.1 Dates of racing and number of races:

<u>Date</u>	<u>Number of races</u>	<u>Warning signal</u>
Sunday 12th september	2	14.00
Monday 13th september	2	tbd
Tuesday 14th september	2	tbd
Wednesday 15th september	Lay day	-
Thursday 16th september	2	tbd
Friday 17th september	1	tbd

6.2 One extra race per day may be sailed on any day, provided that the number of completed races shall not become more than one race ahead of schedule and the change is made according to SI 2.1

6.3 The scheduled time of the warning signal for the first race of the first day is at 14.00

6.4 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 a warning signal is made

6.5 On the last scheduled day of racing no warning signal will be made after 15.30

7) CLASS FLAG

7.1 The class flag will be square, with a red disc on a blue background

8) RACING AREA

8.1 The racing area is the stretch of water in front of Marina di Salivoli as indicated in point 9 of the NoR





9) COURSES

9.1 The diagram in SI Addendum 1 shows the course, 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

9.2 No later than the warning signal, the race committee signal vessel will display the approximate compass bearing for the first leg. The absence of the compass bearing will not be grounds for redress. This changes RRS 60.1(b)

9.3 Courses will be shortened only after the completion of the third leg. This changes RRS 32

10) MARKS

10.1 Marks are as follows: Pin end mark of the starting line (P) mark 1 and 2 yellow cylindrical inflatable; finish mark (F) and change of the course mark orange cylindrical inflatable

11) OBSTRUCTIONS

11.1 There are no area line or object designated as obstruction in the racing area

12) THE START

12.1 Races will be started using RRS 26 with the warning signal made 5 minutes before the starting signal

12.2 The starting line is between a staff displaying an orange flag on the signal vessel at the starboard end and the course side of the port-end starting mark

12.3 A boat that does not start within 4 (four) minutes after the starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2

13) CHANGE OF THE NEXT LEG OF THE COURSE

13.1 To change the next leg of the course the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced it will be replaced by an original mark

14) THE FINISH

14.1 The finishing line is between a staff displaying a blue flag on the race committee signal vessel at the port end and the course side of the starboard end finishing mark

15) PENALTY SYSTEM

15.1 Appendix P will apply as changed by instruction 1.8

15.2 RRS P2.3 does not apply and RRS P2.2 is changed so that it applies to any penalty after the first one

16) TIME LIMIT AND TARGET TIMES

16.1 The mark 1 time limit, race time limit and finishing window are shown in the table below:

Mark 1 Time Limit	Race time limit	Finishing window
20 minutes	90 minutes	15 minutes

16.2 If no boat has passed the first mark within the mark 1 time limit, the race will be abandoned





- 16.3 The finishing window is the time for boats to finish after the first boat sails the course and finishes: Boats failing to finish within the Finishing windows will be scored Did Not Finish (DNF) without a hearing. This changes Rules 35 A4 and A5
- 16.4 The target time will be 50/60 minutes, depending on weather conditions; failure to meet the Target time will not be grounds for redress. This changes RRS 62.1(a)

17) HEARING REQUESTS

- 17.1 Protest time limit is 60 minutes after the last boat finishes the last race of the day or the race committee signals no more racing today, whichever is later
- 17.2 Hearing request shall be filed only to the Official Notice Board online <https://www.racingrulesofsailing.org/documents/2621/event> . Please click on “+” blue button and use the menu. Only in case of a clear, well-recognized failure of the system, please contact the Race Office to be allowed to send the hearing request by mail. This changes RRS 61.2, RRS 62.2 and RRS 66
- 17.3 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. Hearings will be held in the protest room located near the race office
- 17.4 A list of boats that have been penalized for breaking RRS 42 under Appendix P will be posted
- 17.5 The right of appeal from a protest committee decision is denied as provided in Rule 70.5 (a)(b)(c)

18) SCORING

- 18.1 Three (3) races are required to be completed to constitute a series
- 18.2 (a) When fewer than 4 races have been completed, a boat's series score is the total of her race scores
(b) When from 4 to 8 races have been completed, a boat's series score is the total of her race scores excluding her worst score.
(c) When 9 races have been completed, a boat's series score is the total of her race scores excluding her two worst scores.

19) SAFETY REGULATIONS

- 19.1 [DP] Check-in and check-out procedures:
the helmsman's signature will be affixed twice on a specific form located near the slides; the first time on leaving the marina and the second time on returning within the time limit for protests
- 19.2 [DP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity. Promptly after returning to shore, the boat shall complete a retirement declaration form, which is available at race office

20) REPLACEMENT OF CREW OR EQUIPMENT

- 20.1 [DP] Substitutions of competitors is not allowed without prior written approval of race committee
- 20.2 [DP] Substitution of damaged or lost equipment is not allowed unless authorized in writing by the Race Committee. Requests for substitution shall be made to the committee at first reasonable opportunity, which may be after the race

21) EQUIPMENT AND MEASUREMENT CHECKS

- 21.1 A boat or equipment may be inspected at any time for compliance with the class rules, Nor and SIs





21.2 [DP] When instructed by a race official on the water, a boat shall proceed to a designated area for inspection

22) SUPPLIED BOATS

22.1 This service is not available from the organizing committee

23) OFFICIAL VESSELS

23.1 Official vessels will be identified as follows:

“Race committee” signal boat with a white flag and black letters RC, “Jury” boats with a yellow flag and black letter J, “Safety” boats and mark-layers boats with a white flag and red-letter S

24) [DP] SUPPORT TEAMS

24.1 Support teams, including all support persons and support person vessels, shall comply with the Support Team Regulations at SI Addendum 2

24.2 Team leaders, coaches and other support persons shall stay outside areas where boats are racing from the time of the preparatory signal for the first start until all boats have finished or retired or the race Committee signals a postponement, general recall, or abandonment

24.3 Support person vessels shall be identified by a white flag with black numbers

25) TRASH DISPOSAL

25.1 Trash may be placed aboard official or support persons vessels

26) PRIZES

26.1 Prizes will be given as per point 13 of NoR

27) RISK STATEMENT

27.1 RRS 3 states: ‘The responsibility for a boat’s decision to participate in a race or to continue to race is hers alone.’ By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury.

“Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes”.

28) INSURANCE

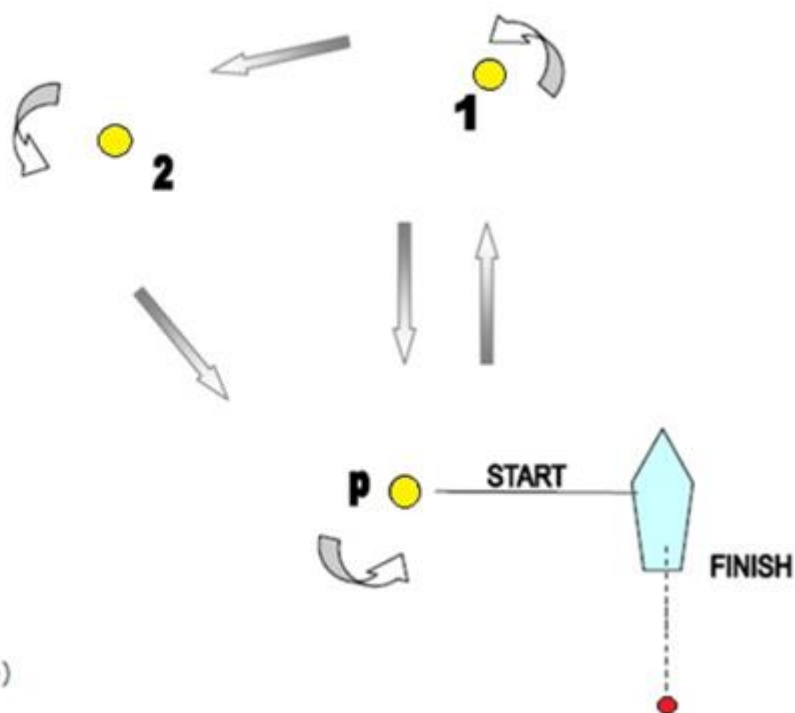
28.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of € 1.500.000 per incident or the equivalent





ADDENDUM 1

COURSE AND MARKS



(indicative, not in scale)

Mark P, 1 and 2 yellow cylindrical inflatable; finish mark and change of the course mark orange cylindrical inflatable

Course: start-1-2-P-1-P-1-2-P-finish

Marks P-1-2 are to be rounded to port; the finish mark is to be left to starboard

Angles between the legs: between first and second leg 45°; between second and third leg 90°; between third and first 45°



ADDENDUM 2

SUPPORT TEAMS REGULATIONS (extract)

1. General

- 1.1. These Support Team Regulations (STR) shall apply at all times while support persons are at the venue, shore or on the field of play.
- 1.2. In these STR and the rules governing the regatta, the following definitions apply:
 - 1.2.1. "Support person" has the meaning given in the RRS.
 - 1.2.2. "Support team" means all the support persons associated with a National Authority and its competitors.
 - 1.2.3. "Support vessel" means any vessel that is under the control or direction of a support team member.
- 1.3. The penalties available under RRS 64.5(a)(3) include instructing the Organizing Authority (OA) to withdraw accreditation and access rights for specific periods.
- 1.4. The OA may inspect support vessels at any time to ensure that they comply with these regulations, and the person responsible for the support vessel shall facilitate such inspection.
- 1.5. The OA may change these regulations at any time. Any changes will be posted on the Official Notice Board.
- 1.6. A valid insurance certificate showing proof of third-party liability coverage as required by 1.9.1 has been obtained; and
- 1.7. All Team Leaders and support team members will be required to sign a declaration that they will comply at all times with the STR

8. Sailing Venue

- 8.1. Support vessels shall use the designated slipway/area for launching. Once launched, trailers shall be moved immediately to their assigned trailer parking place, removed from the venue, or placed in a container
- 8.2. Only registered support vessels will be allowed into the sailing venue
- 8.3. When not in use, support vessels shall be appropriately berthed at the sailing venue in its allocated berth in the designed area for support vessels

9. Safety

3.1 Support vessels shall carry on board:

- 3.1.1 life jackets / buoyancy aid for all passengers and the driver;
 - 3.1.2 first-aid kit;
 - 3.1.3 VHF radio which shall be used only as permitted by STR 7.4;
 - 3.1.4 device for making a sound signal;
 - 3.1.5 compass;
 - 3.1.6 tow rope (minimum 15m long and 10mm diameter);
 - 3.1.7 engine safety cut out switch and tether (kill chord), also known as a safety lanyard or automatic engine immobilizer;
 - 3.1.8 hand pump or bailer;
 - 3.1.9 knife; and
 - 3.1.10 any additional safety equipment required by local maritime law
- 3.2 It is mandatory that PFDs shall be worn at all times when afloat
- 3.3 The engine safety cut out switch and tether (kill chord) shall be securely attached to the driver at all times when the engine is running and in gear. It is strongly recommended that the kill cord is used at all times when the engine is running
- 3.4 The maximum plated / certified passenger limits for the vessel shall not be exceeded
- 3.5 At all times, support persons including the registered driver(s) of a support vessel shall comply with directions given by or under the authority of a race official. This includes assisting in rescue operations when requested to do so





10. General Restrictions

10.1. The driver(s) of a support vessel will be responsible for the control of the vessel at all times and will be held responsible for any inappropriate behavior, dangerous actions or improper practices, or actions affecting the fairness or safety of competition

10.2. Support team members shall not leave any device, piece of equipment, buoy, marker, or similar item permanently in the water

10.3. Temporary use of floating objects is allowed for current measurement. These objects shall be removed as soon as the measurement has been taken

10.4. Support vessels shall take particular care to minimize their wash when transiting the Race Areas

5. Drones

5.1 The use of drones is prohibited

6. Special Safety Rules

7.1 When the race committee displays flag V with one long sound, all official and support vessels shall monitor the race committee channel for that Race Area for search and rescue instructions. The race committee will announce "Flag Victor" using the designated VHF channel.

7.2 From the time of the warning signal for the first fleet to start until all boats have finished or retired or the Race Committee signals a postponement or abandonment, support vessels shall stay outside areas where boats are racing. Such areas are defined as:

- ☒ not closer than 100m to any boat racing (except a boat in distress or requiring assistance);
- ☒ within 100m of the starting line and marks from the time of the preparatory signal until all boats have left the starting area or the Race Committee signals a postponement, general recall or abandonment;
- ☒ between any boat racing and the next mark of the course;
- ☒ between the inner and outer trapezoid courses when boats are racing on both courses;
- ☒ within 100m of any mark of the course while boats are in the vicinity of that mark; and
- ☒ within 100m of the finishing line and marks while boats are finishing.

7.3 Support vessels shall proceed around the Race Area in such a way to minimize the effect their wash on boats racing and official vessels. Support vessels that are motoring above five knots shall remain at least 150m from any boat racing.

