

DRAFT

THE INAUGURAL EUROPEAN IF-BOAT CHAMPIONSHIPS

To be held at St. Mawes, Cornwall, UK from 10 to 12 September 2020

Organising Authority: St Mawes Sailing Club

NOTICE OF RACE

1. INTRODUCTION

- 1.1. The inaugural European IF-Boat Championships are due to be held in St Mawes 10-12 Sep 2020. This early publication of the Notice of Race is intended to make potential participants aware of the details needed to inform personal decision making on participation and planning.
- 1.2. ~~Further drafts of Amendments to~~ this NoR will be published as details of the event become available. As the Organising Authority, St Mawes Sailing Club will host the latest current information related to this event through a link on their website at <https://www.stmawessailing.co.uk/sailing/racing/>. In addition, each national representative on the Race Committee will receive updates for distribution as they see fit.
- 1.3. For the benefit of potential overseas participants, this NoR includes administrative and domestic information not normally associated with a NoR.

~~1.3.1.4.~~ Intent. Whilst all racing will be conducted under RRS, the intent of this inaugural event is more focussed on participation than competition.

~~1.4.~~

2. RULES

- 2.1. The regatta will be governed by the Racing Rules of Sailing 2017-2020.
- 2.2. Racing rules 44.1, 60.1(a) & 64.1(a) will be changed as follows:
 - 2.2.1. Rule 44.1 – Two-Turns Penalty replaced by One-Turn Penalty.
 - 2.2.2. Rule 60.1(a) – A boat's right to protest or request redress will be limited.
 - 2.2.3. Rule 64.1(a) – Protest committee may impose penalties lesser or greater than disqualification.
- 2.3. The changes will appear in full in the Sailing Instructions. The Sailing Instructions may also change other racing rules.
- 2.4. In the event of a conflict between this Notice of Race and the Sailing Instructions then the Sailing Instructions shall take precedence.

3. ADVERTISING

- 3.1. Advertising shall be displayed ~~ayed~~ in accordance with ~~ISAF~~ World Sailing Regulation 20.

4. ORGANISATION

- 4.1. The Race Committee includes the following national representatives:

- DA - Magnus Reitzel magnus_reitzel@hotmail.com
- DE - ~~Peter~~ Grönlund ~~IF Peter~~ seacamper@seacamper.net
- NL - ~~Michiel~~ Veldkamp, ~~dhr. ir. M. (Michiel)~~ veldkampm@noord-holland.nl
- NO- Morten Mero formann@ifklubben.no
- SE - Karin Harding karin.harding@bioenv.gu.se
- UK - Alan Macklin alandmacklin@gmail.com

The national representative should be the first point of call for anyone interested in participating.

5. ELIGIBILITY AND ENTRY

Comment [N1]: Rather than issue amendments you could simply make this a first draft then issue a succession of further drafts until the final version.

Comment [Am2]: Good idea

Comment [N3]:

Comment [Am4]: 2 comments from you here but no text!

Comment [N5]:

Comment [N6]: This is not a rule and therefore better in the Introduction

Comment [Am7]: Fair point

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Comment [N8]: In view of overseas entries, need to add something between 2.1 & 2.2 about the national prescriptions that are relevant to the event. I believe these are 3, 67, 70.5, Appendix R & Regulation 20. Usual to reproduce these in an appendix.

Comment [Am9]: Ah. I shall have to check

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Comment [N10]: Mix of name formats, i.e. Firstname Surname or Surname Firstname

Comment [Am11]: Good spot - thanks

- 5.1. The regatta is a closed event. Entrants will be selected by the Race Committee from names put forward by the National Representative on the Race Committee to whom individual applications should be made. All entries will be required to be a member of their National Association.
- 5.2. Boats will be provided by the host nation with other boats taking part by arrangement with the Race Committee.
- 5.3. Entry fee: The fee to enter the regatta is *(to be set by the Race Committee)*. In addition, all helms are to bring a Euro300/£250 damage deposit fee (see Insurance below).
- 5.4. Formal entry forms will be sent to entrants once selected by the Race Committee.

6. EQUIPMENT

- 6.1. All boats are considered to comply with UK IF-Boat Class Association Rules. Non-compliance shall not form grounds for protest.
- 6.2. All boats will be supplied equipped with mainsail, genoa and fitted for (including spinnaker boom) but not with a spinnaker. Each crew is to bring their own spinnaker: the Race Committee is yet to decide whether crews will take their spinnaker with them between boats or leave it in the first boat of that day's race.
- 6.3. All competitors are to bring and shall wear a buoyancy aid or life-jacket at least complying with EN 393 – 50 Newtons at all times whilst afloat.
- 6.4. Whilst all boats are fitted with a marine VHF radio, competitors are advised to bring their own hand-held marine VHF radio.
- 6.5. Some boats may come with the owner (or owner's representative) on board whilst racing. There are no restrictions on the use of such an additional crew member. The number of crew is not regulated.

Comment [N12]: What's the issue here? If they have to leave their spinnaker on the first boat of the day then is there any point in bringing it?

Comment [Am13]: The thinking here is: 1. Spinnaker is most vulnerable sail and therefore they should bring 'skin in the game'. 2. My preference is that they then take their won spinnaker with them on each move so they always fly 'their own' kite. Some concerns that this may complicate things (I don't see why)

7. RACING

7.1. Schedule

Thu 10 Sep	<u>Warm Up Day.</u> Up to 4 races back-to-back with short break between 2 & 3. Warning Signal for first race not before 1100hrs. Participation voluntary and races not to count towards the Championships.
Thu 10 Sep	<u>Briefing.</u> 1830 race briefing in St Mawes Club house
Fri 11 Sep	<u>First Championship Day.</u> Up to 5 races back-to-back with short break for lunch between 2 & 3. Warning Signal for first race not before 1000hrs.
Sat 12 Sep	<u>Second Championship Day.</u> Up to 5 races back-to-back with short break between 3 & 4. Warning Signal for first race not before 1000hrs.

- 7.2. Format.** The format of the championships will involve crews changing boats between each race, according to a pre-determined sequence determined by lot, and sitting out some races. The details of this will be refined when the number of boats available is known (plans assume 7-10 boats) and the Race Committee has decided on the number of participating crews to be allowed from each nation. This information will be provided through an Amendment to this NoR in due course.
- 7.3. Handicapping.** Although not all boats in the fleet are the same (for example, some have inboard engines), there will be no time handicapping applied: crew rotation between boats will be used to give all crews a fair chance in racing.
- 7.4. Scoring.** The RRS Scoring System will be used. The number of discards permitted will be decided by the Race Committee and published in the Sailing Instructions.

7.5. **GPS tracking.** Each crew ~~is to shall~~ bring a mobile phone with a Power Bank and run the app RaceQ to upload their tracks online for discussions after sailing. The tracks will not be accepted at any protest meeting and are only intended for social and learning purposes.

7.6. ~~Intent - Whilst all racing will be conducted under RPS, the intent of this inaugural event is more focussed on participation than competition.~~

Comment [N14]: This is not a rule and therefore better in the Introduction

Comment [Am15]: Fair point

8. SAILING INSTRUCTIONS

8.1. Sailing Instructions will be available by Fri 4 Sep 2020 on the StMSC Website.

9. VENUE AND COURSES

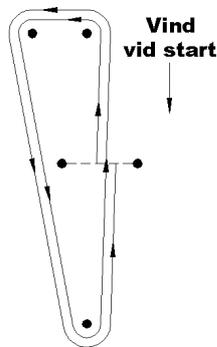
9.1. Racing will take place in Falmouth Bay (or Carrick Roads) depending on the weather (see over page).

9.2. Courses will be Windward-Leeward-Triangle (old Olympic course) using a combination of laid marks and PoFSA and navigational fixed marks or a course with one or two leeward marks and two windward marks and the starting/finishing line in the middle.

Comment [N16]: One windward mark and one spreader mark?

Comment [Am17]: Probably – this was a direct incorporation of a colleague’s offering. Any problem with running this sort of course? (Sounds like windward/leeward with a wing!)

Comment [N18]: “Vid vid start” ???? Where’s the wing mark?



. Leg lengths of laid courses will be set to give a target duration of 45 minutes.



10. DOMESTIC & SOCIAL

10.1. Unless driving to St Mawes, participants are recommended to fly to Newquay. This is a small local airport with many UK airport connections (eg London and Manchester) but few direct flights to Europe (direct to Copenhagen). Coordination of transport to St Mawes will be made when arrival plans are known.

10.2. Bed & Breakfast accommodation in St Mawes will be planned for participants once needs are known.

10.3. Social Schedule

Thu 10 Sep	Join 'Sailors Supper' event in St Mawes Clubhouse after 1830 race briefing
Fri 11 Sep	Euro Championships Social in St Mawes Clubhouse
Sat 12 Sep	Prize giving supper in local restaurant

11. RISK STATEMENT

11.1. Rule 4 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone".

11.2. Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

(a) they are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;

(b) they are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;

(c) they accept responsibility for any injury, damage or loss to the extent caused by their own actions and omissions;

(d) their boat is in good order, equipped to sail in the event and they are fit to participate;

(e) provision of a race management team, patrol boats and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;

(f) provision of safety boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;

(g) it is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any safety briefing held for the event.

12. INSURANCE

12.1. All boats will come with insurance cover but each participating skipper is required to hold valid third-party liability insurance with a minimum cover of £2,000,000 (or equivalent) per incident for personal claims.

12.2. To cover minor damage, each skipper is required to bring a Euro300/£250 damage deposit fee (for payment in the event on minor damage that cannot be repaired by the crews.

13. FURTHER INFORMATION

13.1. For further information please contact Alan Macklin alandmacklin@gmail.com or St Mawes Sailing Club office@stmawessailing.co.uk

Comment [N19]: I think £3M is the insurance industry standard cover now. But have you taken advice on this? Boat insurance usually covers any authorised driver so why make them take out personal insurance? What if the skipper is not helming at the time of an incident?

Comment [Am20]: Clearly I need to take that advice!