

Standard Sailing Instructions IM-XVIYRA

Valid from August 1st, 2020

Competitors:

All who have paid entry fee, membership fee, have showed valid third party liability insurance proof to the racing committee **prior to registry on site**. The confirmation of insurance must be in English, the covering sum must be at least **€ 1.500.000,-**, the confirmation must clearly show that this insurance covers sailing with iceboats including race events and training races and covers the region of Europe including Baltic Sea.

Rules:

- NIA's racing rules
- Sailing instructions and instructions given on the skippers meeting.

Course:

The 8-course is used.

Last lap towards the finish line:

On the last leg of the course; towards the finish line, the leeward mark is a mark of the course that can be passed on either side. Sailing between the mark and darling mark is not allowed.

The sailing:

Opening Ceremonies: Sunday at 16.00 o clock.

Skippers meetings: **several every day**, the first on Monday at 09:00/10.00 o clock.

First start as soon as possible

Number of races:

Standard is 4 races per day.

- Any participant can suggest to sail more than four races in a day.
- 2/3 of the participants can vote for a 5th race, that must be organized.
- 100% of the participants can vote for a 6th race in one day.

For World Championship no more than 9 races.

For European Championship no more than 9 races.

For European Cup no more than 4 races.

For Baltic(**or other**) Cup no more than 4 races.

When there are **more** than 3 races, the worst race will be erased, and when more than 7 races the two worst will be erased.

Minimum 3 races is needed for a complete regatta, **unless the Board decides otherwise**.

In order to count a valid world championship, at least one XV Monotype must participate, which is registered outside of Europe.

Schedule:

The order of importance in the monotype-XV is: European championship first, World championship second, European cup third and Baltic (**or other**) cup fourth. This is also the order in which they are to be sailed.

In the standard situation; when there is no world championship, the organizers shall try to organize practice races on the Sunday, the arrival day. Starting Monday, The European championship shall be sailed in 9 races. If a minimum of 7 races have been sailed on Thursday night, the European championship is finished, So the Friday can be used for another cup.

If there is a world championship, the organizers shall try to organize practice races on the Sunday, the arrival day. Starting on Monday, the European championship shall be sailed in 9 races. If a minimum of 7 races have been sailed on Wednesday night, the European championship is finished, So the world championship can start on Thursday. The numbers in this paragraph are all for A fleet and excluding qualifier races.

Scoring:

International DN Iceboat Low Point System will be used.

DNF (Did Not Finish), DNS (Did Not Start), DSQ (Disqualified): The number of registered iceboats +1. DSQ may be disregarded.

Split fleet system:

If the commodore (or his substitute), after evaluating the number of entrants and the characteristics of the sailing site, deems it necessary, he can decide to put this section in effect before the first race.

The races shall be sailed in two groups; A fleet and B fleet of equal size, or A fleet one bigger than B fleet. Pre-qualified for A fleet are the teams that have finished in the top ten in the final result of both the previous European championships.

The remaining competitors will be divided in two groups in alternating order from the previous years final results, the pre-qualified teams excluded, The teams that are not in either group at this point shall be divided over the two groups by the commodore (or his substitute) in such a way that the two groups are of as equal as possible strength and size. These two groups shall sail one race each in order to be determined by the PRO(**Principal Race Officer**). From both these races the first n1 teams will qualify for A fleet. The number n1 must be chosen so that after these two races A fleet is up to full size minus two if the qualifying fleets are of equal size, three otherwise (The number chosen here is n2 from now on). The two qualifying fleets and the numbers n1and n2 shall be clearly published to all competitors before the skippers meeting of the first day. The PRO shall use a high standard of fairness with regards to windshifts and windstrength in those two qualifying races and shall abandon and resail either race until the PRO is satisfied both races were good fair races. After these two qualifying races and ample time for repairs (to be discussed with and decided by the PRO) the first race of the European championship is the first race in B fleet. The first n2(from earlier in the procedure) finishers are to be deleted from the results of this race and to be added to A fleet. After these two or three teams have picked their remaining start numbers and signal that they are ready to start, the first race in A fleet can be started. .. For any next cup sailed, the A and B fleet shall be reconsidered. If still needed, the total results of the EC after the most recent day shall be used, with A and B fleet combined and all non-competitors for the cup in question removed. The first half(rounded up if not a whole number) of the remaining list minus four will be in A fleet, the remaining in B fleet. B fleet will sail the first race, from which the first four finishers will be added to A fleet, the remaining teams are scored in that first race.

Grand prix finishing system:

The scorers will record the order in which each team starts the second and third lap, determined on the line between the leeward mark and the finishers position between the start and finishing line.

At the time the first team finishes the race, the time T1 will be recorded and there will be an F or clear stripe under the lap starters before continuing the recording. The finishers will be recorded for no more than twenty more minutes, so T1+20. The ones not having started the last lap before T1 (so recorded under the F or stripe) are not recorded at the finish. The race finish recording is then completed as follows: First the race finishers in order. Below that, the third lap starters in order, excluding the finishers. Below that, the second lap starters (that are not recorded as finishers or third lap starters) in order. This is then the final race result, before jury decisions.

Ties:

In the case of a tie, the tie is broken in favour of the team that has finished ahead of the other more times. If that still does not break the tie, it is broken in favour of the team that has finished ahead of the other in the last valid race.

Measuring:

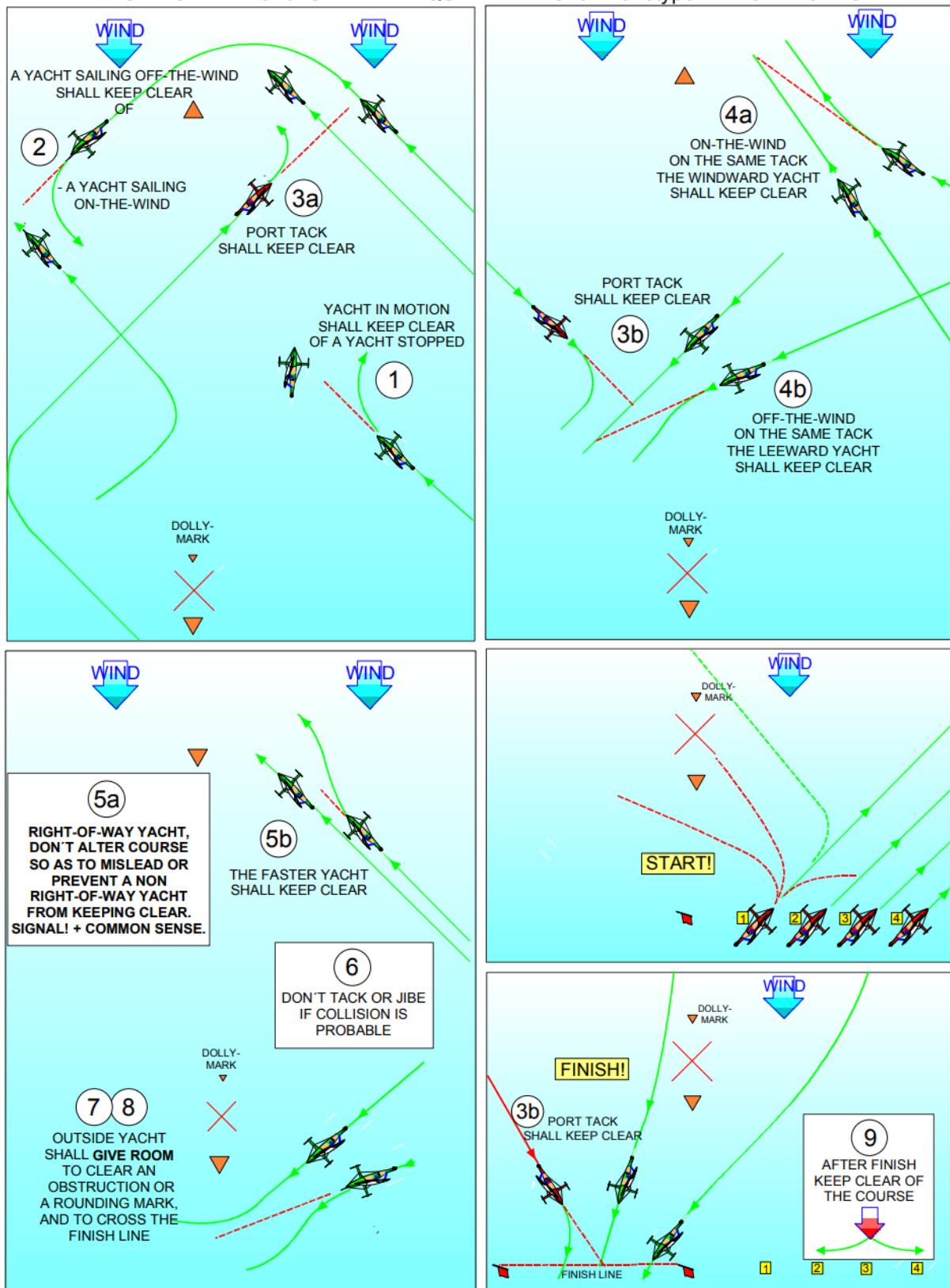
Some measuring can be done before, during and after the Championships. Any part can be measured at any time during the regatta.

Procedure in any case of crash or collision:

Safety is the most important reason in a Monotype XV icesailing regatta. The procedure for sailors and the Race Committee in case of crash or collision especially during a race in progress should be as follows : Sailors involved in a crash or collision must show other sailors and the RC that everybody is OK and safe doing a walk one time around or near the iceboat. In case of injury or other serious problem they should make signals waving their hands over the head. Having that information, the Race Committee has to decide whether to continue or stop (abandon or cancel) the race, and how to organize help for them (rescue, transport to the starting line, transport injured sailors to the shore, organize hospital help). Black flag posted near the windward and leeward mark will signal that this race is stopped. The race can be continued if all involved sailors are OK and crashed boats do not disturb other boats in the race course. Each yacht must render every possible assistance to any yacht or person in peril, even if the person in peril is not racing. A yacht that renders assistance may file a written request for compensatory points and the Judges may award her points equal to : her series average, or her position at the last mark counted.

Official rules for Monotype-XV valid from April 1st, 2017

RIGHT OF WAY and SAFETY REQUIREMENTS for Monotype-XV ICEYACHTS



ACT IN TERMS OF COMMON SENSE, SAFETY AND GOOD SPORTSMANSHIP!

DATE: 2005-02-11
vaj.regel2.dsf

Skipper Meetings:

Attendance is mandatory.

Darling Mark:

It is **always** forbidden to sail between "Darling Mark" and lee-ward mark and to sail between "Darling Mark" and wind-ward mark.

Starting times

Announced at skippers meeting.

Starting and finish signals:

Announced at skippers meeting.

Time limit (new table january 2017):

Maximum time limit for the first monotype-XV to cross the finish line after 3/2/1 rounds is announced prior to first start.																					
The table below shows suggested time limits [mm:ss] based on 20 km/h for 3/2/1 rounds at different distances between windward and leeward marks.																					
Km	2,50	2,45	2,40	2,35	2,30	2,25	2,20	2,15	2,10	2,05	2,00	1,95	1,90	1,85	1,80	1,75	1,70	1,65	1,60	1,55	1,50
3 rnds	45:00	44:06	43:12	42:18	41:24	40:30	39:36	38:42	37:48	36:54	36:00	35:06	34:12	33:18	32:24	31:30	30:36	29:42	28:48	27:54	27:00
2 rnds	30:00	29:24	28:48	28:12	27:36	27:00	26:24	25:48	25:12	24:36	24:00	23:24	22:48	22:12	21:36	21:00	20:24	19:48	19:12	18:36	18:00
1 rnd	15:00	14:42	14:24	14:06	13:48	13:30	13:12	12:54	12:36	12:18	12:00	11:42	11:24	11:06	10:48	10:30	10:12	09:54	09:36	09:18	09:00

Wind limit:

The race committee has the right to postpone the race if the wind speed average exceeds 10 m/s. The race committee must postpone the race if the wind speed average exceeds 12 m/s.

Hitting/touching sailmarks:

Any sailmark(s) that is hit or touched by XV or crew during race = DSQ in that race. You MUST notify race manager urgently.

Protest procedure

Intention to protest must be informed to the race committee as soon as possible after the incident which will be protested against. A written protest in English must be handed to the regatta office within two (2) hours after the last race the same day. If not: Section V of NIA rules will take effect. Protest forms will be available on the ice.

Safety zone:

It is not allowed to sail or park the iceyacht in the safety zone at any time. Safetyzone is between right finishline and startposition 1.

Sailing in the safety zone means DSQ**Safety helmet:**

It is mandatory to use crash helmet for both crew and sailor in all training and competition.

Sailing without helmet means DSQ**Alcohol.**

Consuming any form of alcohol on ice is strictly forbidden.

Consuming alcohol on ice means DSQ**Steering**

Racemanager may prohibit start of iceyacht with steeringmechanism in obvious bad condition
Steeringmechanism also include runner, wires and steeringwheel.

Sailing forbidden:

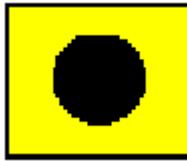
Ice yacht sailing is forbidden when signalflag "Sailing Forbidden" is hoisted on the signal mast.



Yellow/Red

Sailing postponed:

Ice yacht sailing is postponed when signalflag "Sailing Postponed" is hoisted on the signal mast.



Yellow/Black

Sailing cancelled:

Ice yacht sailing is cancelled when signalflag "Sailing Cancelled" is hoisted on the signal mast.



Blue/White

Starting positions:

Will be given on the ice.

Last race starting time:

Announced on ice. Attention signal An attention signal from a megaphone will be given when the race committee has some important information to give.

Medical care, safety equipment:

First Aid Kit shall be available in the starting area.

Equipment allowed during WC, EC, E-cup & B-cup:

3 set of runners

1 mast

2 booms

1 fuselage

1 runner plank

2 sails

Damaged material may only be replaced with the knowledge and approval of the racing committee.

Announcements:

Changes and general information will be announced at skippers meetings.

Challenge Trophies:

- European Championship Cup
- Golden Runner
- European Cup
- Baltic Cup
- Sponsor Cup

Rules concerning all cups above:

The recipient is expected to maintain the trophy in its original condition as received, keeping in mind its unique value.

Should the trophy become damaged while in the custody of the recipient, the recipient shall be responsible for notifying the Commodore who will guide the recipient in the restoration of the trophy to its original condition at the recipient's expense.

Should the trophy be lost or destroyed while in the custody of the recipient, the recipient will be held responsible for obtaining an exact reproduction of the original or if this is not possible, one of equal value as approved by the Commodore.

The recipient shall return the trophy clean and undamaged in its wrappings, or case (if one was provided) While every effort will be made to remind the recipient of the trophy's return, it is the sole responsibility of the recipient to see that the trophy is returned on time.

Should the recipient move or relocate from the area while in the possession of the trophy, the recipient shall immediately advise the Commodore.

The recipient agrees to the above conditions by accepting the cup.

All additions and adjustments to the Sailing Instructions made in 2026 are in red