



**2012 INTERNATIONAL FLYING DUTCHMAN CLASS  
OPEN EUROPEAN CHAMPIONSHIP  
30th March to 6th April.  
Club Náutico Altea.  
Altea, Spain.**

**SAILING INSTRUCTIONS**

**1. PLACE**

The European Championship of Flying Dutchman Class 2012 will be held from the 30th of March to 6th April 2012 in the waters of the Altea Bay and is organized by the Altea Yacht Club in conjunction with the IFDCO, RFEV and FVCV.

**2. RULES**

2.1 The regatta will be subject to:

- a) The Regulations Racing Rules of Sailing of the I.S.A.F. 2009-2012 (RRS) and the Notice of Race;
- b) The Prescriptions of the Royal Spanish Sailing Federation;
- c) The FLYING DUCHTMAN CLASS Rules;
- d) The Measurement Rules;
- e) The Notice of Race, except when modified by the Sailing Instructions;
- f) The Sailing Instructions, which can modify some rules of paragraphs a) and c);

2.2 The regatta is designated as 20.3.1.2 ISAF Publicity.

2.3 Alternative Penalties due to any breach of a rule of Part II of the RRS.

- i) The penalty for 720 ° Turn will be applied.
- ii) The boat accepting an alternative penalty shall fill out and submit a form of acknowledgement of breach at the Race Office within the protest time limit.

**3. ENTRIES**

Only boats that have completed registration according to the Notice of Race could participate.

All competitors must fulfil the eligibility requirements of the ISAF and the prescription of the Royal Spanish Sailing Federation in this Appendix.

#### **4. CHANGES TO SAILING INSTRUCTIONS AND NOTICES TO COMPETITORS**

- 4.1 Any change to the sailing instructions will be announced on the Official Notice Board, two hours before the warning signal of the first start of the day, except any change to the schedule of races, which will be announced before 20.00 on the day before it will take effect.
- 4.2 Notices to competitors will be announced in the Official Notice Board located on the notice boards of the race office of the Altea Yacht Club (see APPENDIX II).

A notice in the Official Notice Board replaces any individual notice to every competitor.

#### **5. SIGNALS MADE ASHORE**

- 5.1 Signals made ashore will be displayed at the main signal post between 09.30 a.m. and 20.00 p.m. every day (see APPENDIX II).
- 5.2 Apart from what is established in the “Race Signals” section of the RRS, the following special signals will be used:

a)The “Y” flag of the International Signal Code means:

“Use life jackets while you are afloat”.

b)The “D” flag of the International Signal Code means:

“Competitors can go to the race area”.

Boats cannot leave the port before this signal is displayed. The next warning signal will be displayed at least 45 minutes after hoisting this signal.

#### **6. SCHEDULES OF RACES AND COMPETITION FORMAT**

- 6.1 A maximum of nine races are scheduled; they are scheduled as follows:

Date	First Start	
Sunday, April 1	12.00	Races.
Monday, April 2	12.00	Races
Tuesday, April 3	12.00	Races.
Wednesday, April 4	Reserve Day	
Thursday, April 5	12.00	Races.
Friday	12.00	Races

6.2 Races will be consecutively numbered according to the order in which they have been sailed.

### 6.3 Competition format

The competition format will be Fleet

## 7. CLASS FLAGS

The class flag will be flag “K” of the International Signal Code.

## 8. RACE AREAS AND IDENTIFICATION OF OFFICIAL VESSELS

8.1 The situation of the Race Area is stated in the attached CHART. This situation could be modified, and if so any modification will be notified:

- a) by publishing it, in the Official Notice Board, before letting down the “L” flag of the International Signal Code.
- b) in the water, by means of a boat of the Race Committee, which will let down the “L” flag of the International Signal Code that means:

“The situation of the race area is modified. Follow this boat to the new situation.”

Repeated acoustic signals will be made.

As far as possible, the boat of the Race Committee will show the approximate compass bearing to the new situation.

8.2 The race area is defined as the surface of a polygon, the edge of which exceeds by 50 metres the theoretical shortest course that a yacht could sail in race .

The Starting Area is defined as the rectangle covering a surface of 50 metres to windward and leeward of the starting line, and 50 metres outwards of each end of the line.

8.3 The boats of the Race Committee will have a square YELLOW flag.

8.4 The boats of the Jury will have a white flag with the word “JURY” in black letters.

8.5 The boats of the Measurement Committee will have a square white flag with a black “M”.

## 9. COURSE

9.1 The APPENDIX III shows the course, the order in which marks are to be passed and the side on which each mark is to be left.

The Race Officer will prepare a course that may be covered approximately in 90 minutes. A longer or shorter duration shall not be a reason to apply for a reconsideration.

## 10. MARKS

10.1 Marks will be cylindrical and orange.

Starting Marks: Signal Boat of the Race Committee at the starboard end of the starting line and a vessel with yellow flag at the port end.

Finishing Marks: Signal Boat of the Race Committee at the starboard end of the finishing line and mark with blue flag at the port end.

The mark for a change in the course will be yellow.

## 11. STARTING SIGNALS AND STARTING LINE

11.1 The Class will start as follows:

Meaning	Visual	Minutes for leaving
Warning	Flag K, hoisted	5
Preparatory	“P” or “I” or “Z” or “Black” flag of the International Signal Code, hoisted	4
	“I” or “Z” or “Black”, lowered	1
Starting	Lowered flags	0

11.2 No boat will start later than four minutes after its starting signal.

11.3 The starting boat of the Race Committee could stay in motor position.

## 12. CALLS

12.1 In the case of an individual call, the letter “X” of the International Signal Code will be lowered two minutes after the start if all the boats that have prematurely started have not gone back yet.

12.2 If possible, a vessel of the Race Committee, located near the first mark of the course after the start, will get the attention of the OCS boats which have not been properly exonerated by marking them with the “X” or “Z” flag of the International Signal Code and of the boats by marking them with a black flag and shouting out its sail number. Repeated phonic signals can be made to get the attention.

### **13 CHANGES TO THE COURSE**

13.1 When changing the course after the start, the Race Committee will anchor a new mark and raise the original mark as soon as it will be useful. In order to maintain the original configuration of the course, any mark to be rounded after passing the new mark could be relocated.

13.2 Boats will pass between the Race Committee boat signalling the change of course, which will be considered as a course mark, and the nearby mark, leaving the mark on the port side and the Race Committee boat on the starboard side.

13.3 If as a result of a new change of course a new mark must be changed, it will be replaced by a mark in the same colour and shape as the original one.

### **14. FINISHING LINE**

14.1 The finishing line will be between a staff with blue flag on board of any boat of the Race Committee boat and mark with blue flag.  
Committee could maintain the position using the engine.

### **15. BOAT THAT RETIRES AFTER FINISHING (RAF) BOAT THAT DOES NOT FINISH (DNF) BOAT THAT DOES NOT COME TO THE STARTING AREA (DNC)**

15.1 A boat that retires after finishing (RAF) must submit a form of Retired in the Race Office within the protest time limit.

15.2 A boat that leaves the race area at any moment (DNF) will notify it by any means whatsoever to the Race Committee and must submit a form of DNF in the Race Office within protest time limit.

15.3 Boats that have not come to the starting area or that have not left the club for daily races (DNF) will notify it in the Race Office before the warning signal.

### **16. TIME LIMIT**

16.1 The time limits are shown below. If no boat has rounded mark 1 within the Time Limit for the First Mark, the race will be cancelled. A boat that does not finish within the 20 minutes after the finish of the first of its class will be classified as “Did Not Finish” (DNF).

CLASS	Time Limit for the First Mark	Time Limit for the first boat
	45	120

16.2 The expected duration is only approximate. A longer or shorter duration of the race will not be a reason to apply for a redress.

16.3 There will be no start after 15.00 p.m. on Friday, 6 april.

## 17. PROTESTS

17.1 Protests will be in writing protest forms that are available in the Race Office and will be submitted in this Office within the protest time limit.

### .2 Protest Time Limit:

a)The protest time limit will end one hour after finishing the last race of each day. The resulting hour will be announced in the Official Notice Board.

b)The closing time to submit an application for redress due to other facts than those taking place in the sea will finish half an hour after the statement of the placings of the day, if these placings take place before 20.30 p.m., or at 09.30 a.m. on the following day if the placings are made subsequently.

This closing time will end the last day of the Regatta half an hour after the statement of the general placings in the Official Notice Board.

c)the last day of the regatta, a reopening of the hearing of a protest held

(i) the day before will be submitted within the protest time limit;

(ii) the last day will be submitted no later than 30 minutes once the decision regarding this last protest has been notified.

.3 Notices informing the parties involved in the protests about the order established for the hearings and their time will be announced in the Notice Board as soon as possible and no later than half an hour after finishing the protest time limit. Unless it is otherwise established, protests will be dealt with in the approximate order of receipt and the parties are required to stay around the protest rooms in order to speed up the hearings.

The hearings of the protests will be held in the rooms of the Protest Committee (see APPENDIX II).

.4 Breaches of the Sailing Instructions number 19 (MOORING AND DRY-DOCKING), 20 (REPLACEMENT OF COMPETITORS), 21 (SAFETY REGULATIONS) and 24 (DUMPING OF SCRAPS AND RUBBISH) shall not be a reason for a protest by a boat against another boat, but they may cause a protest by the Race Committee or the Protest Committee.

## 18. SCORING

18.1 All the boats will sail a series of 9 races, and at least two of these races must be completed so that the regatta is valid. If 5 races are completed, there will be one discard.

18.2 The Low Point Scoring System will be applied. of RRS

## **19. MOORINGS AND DRY-DOCKING**

19.1 Boats will be aground only in their officially designated places.

## **20. REPLACEMENT OF COMPETITORS**

20.1 Only crew member can be replaced (not the helmsman).

20.2 A replacement requires a prior consent in writing from the Race Committee, which will only grant this consent in case of illness, accident or other special circumstances.

20.3 The applications for replacement will be made through the Race Office before 10.00 a.m. of the day on which the race will be held, but, in case of emergency, it may be retrospectively granted after this time.

20.4 In case of illness or accident, the Race Committee may require a medical certificate.

20.5 The Race Committee will expressly state the duration of this replacement.

## **21. SAFETY REGULATIONS**

21.1 Any boat that is obliged to land in a point different from the club and cannot reach the club by its own means will immediately inform about these circumstances and phone to: +34.96.584.21.85 or 96.584.15.91

21.2 All the competitors will carefully comply with this sailing instruction. Otherwise, they could be required to pay for the expenses of search and rescue operations.

## **22. PRIZES**

The list of prizes will be stated in the Official Notice Board.

## **23. LIABILITY**

23.1 Competitors participate in the European Championship Flying Dutchman 2012 at their own risk and liability.

23.2 The Organizing Committee or any person or authority involved in the organization of the event will not accept any liability for losses, damages, injuries or inconveniences that may

happen to people or material, both in the ground and in the sea, as a result of the participation in the races pursuant to these sailing instructions.

23.3 We must bear in mind Main Rule 4, Sailing Decision, of Part 1 of the RRS that establishes:

“A boat is the only responsible for its decision to start or not to start or to continue in the regatta.”

## **24. DUMPING OF SCRAPS AND RUBBISH**

Dumping rubbish into water during the whole event is strictly forbidden. The penalty regarding the breach of this instruction will be decided by the Protest Committee and can cause the disqualification of a boat in all the races.

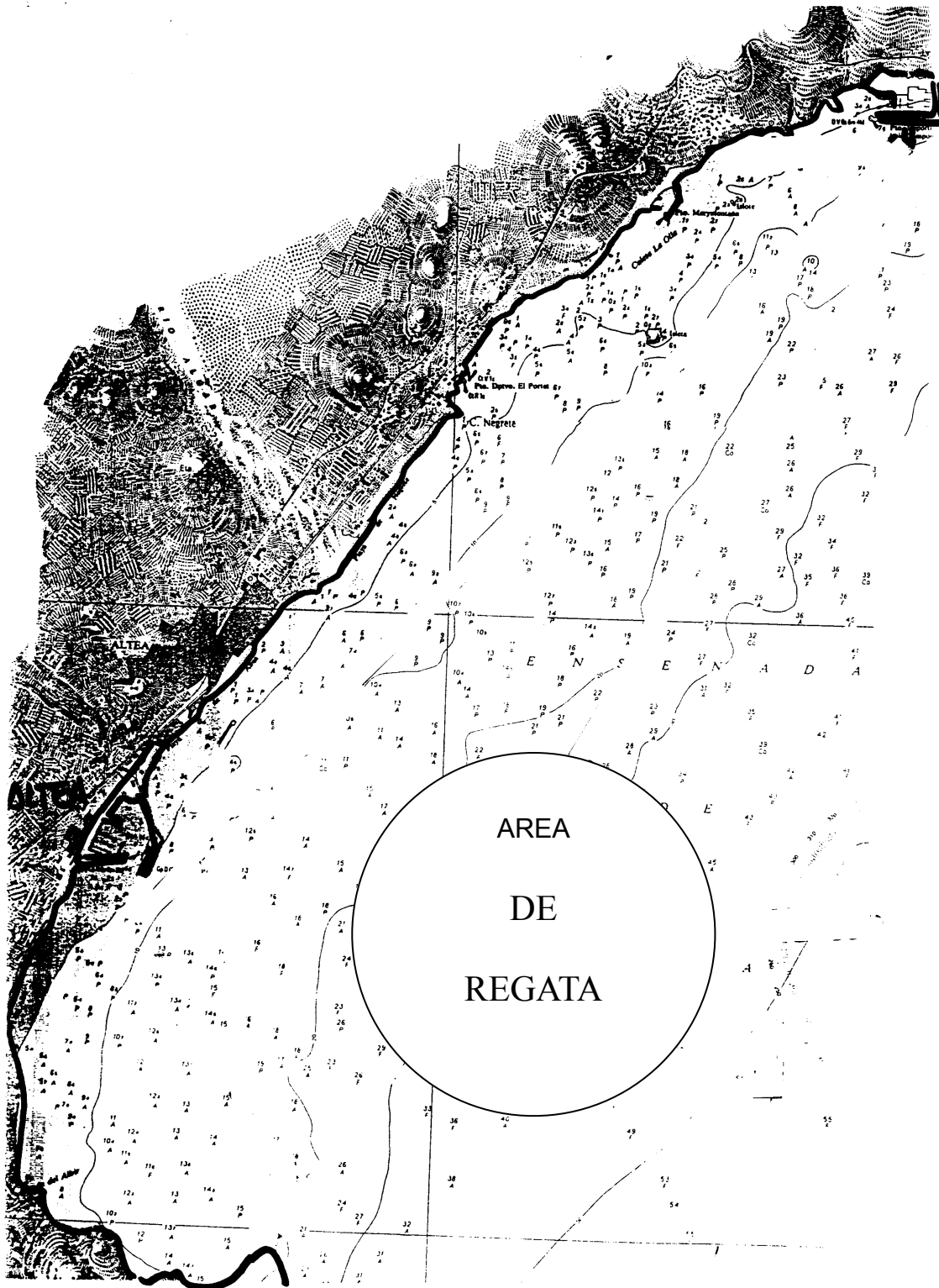
## **25. SPECIAL RULES**

The use of a carbon rig is allowed for this regatta according to the class rules dated in March 2005.

## **ANEXO I**

\*CARTA DE LA ZONA / SAILING AREA



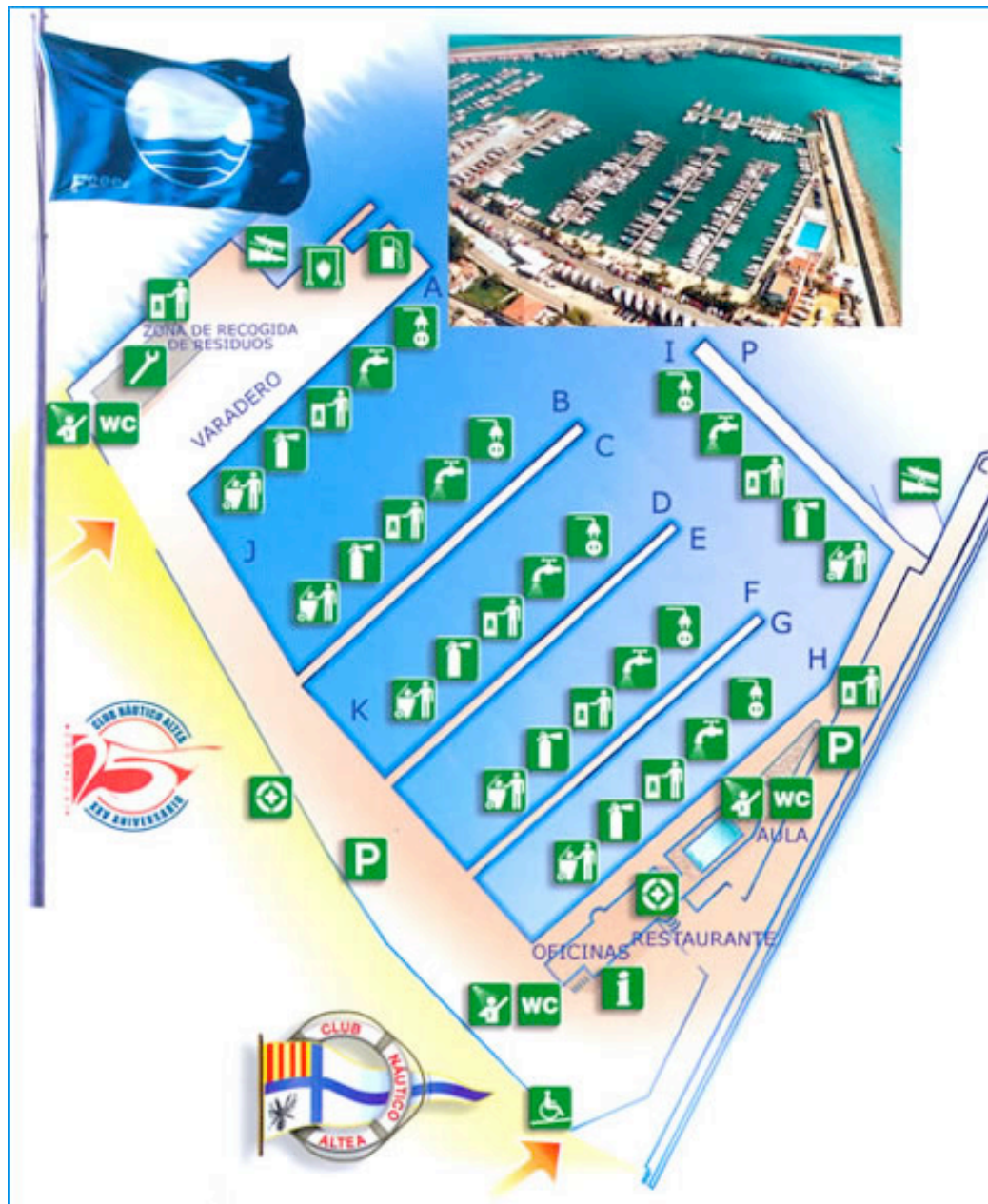


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## ANEXO II

\* PLANO DEL CLUB \* CLUB MAP

1. Mástil de señales / Signal Mast
2. Tablón Oficial de Avisos (TOA)
3. Tablón Oficial de Protestas / *Jury TOA*
4. Oficina de Regatas / RACE Office
5. Oficina Comité de Regatas / Judge Office
6. Oficina Comité de Protestas / Umpire Office



ANEXO III

Clase FD (Orange Colour)

1. COURSE

a) Start - 1 - 2 - 3 - 1 - 3 - Finish Line

Windward-Leeward-Triangle Course

Start - 1 - 2 - 3 - 1 - 3 - Finish.

