



# **NOTICE OF RACE & SAILING INSTRUCTIONS (NoR/SI)**

## **2024 iQFOiL YOUTH&JUNIOR INTERNATIONAL GAMES #2**

7<sup>th</sup> – 11<sup>th</sup> May, 2024  
Campione del Garda, Italy

*Organising Authority: Univela Sailing in conjunction with Federazione Italiana Vela and International iQFoil Youth&Junior Class Association*

## 1. RULES

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- 1.1. The regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS).
- 1.2. The National prescriptions that will apply will be posted on the Official Notice Board.
- 1.3. RRS Appendix B will apply, however RRS B5 61.1(a) and B8.A8 are deleted.
- 1.4. RRS Appendix T - Arbitration - will apply.
- 1.5. Supplemental Sailing Instructions (SSI) will be published and may change or supplement rules in these NoR/SI
- 1.6. In all rules governing this regatta:
  - 1.6.1.[SP] denotes a rule for which a standard penalty may be applied by the race committee or technical committee without a hearing, or a discretionary penalty applied by the International Jury with a hearing as per NoR/SI 21. This changes RRS 63.1 and A5.
  - 1.6.2.[NP] denotes a rule that shall not be grounds for protests by a board. This changes RRS 60.1(a).
- 1.7. If there is a conflict between languages the English text will take precedence.
- 1.8. Decisions on protests concerning class rules: RRS 64.4(a) shall not apply.
- 1.9. For Medal Races, World Sailing Appendix Q (RRS APPENDIX MR) will apply and takes precedence over any conflicting instructions.
- 1.10. An International Jury (IJ) may be appointed in accordance with RRS N1. IJ's decisions will be final as provided by RRS 70.5.
- 1.11. Add new RRS rule 27.4 as follows:

The race committee may signal that boards shall sail on a specific tack during the 10 seconds before and 10 seconds after the starting signal is made, by displaying a green flag for starboard tack or a red flag for port tack, before or with the warning signal.
- 1.12. Add new RRS rule 29.3 as follows:

When, at the warning signal, the course to the first mark is approximately ninety degrees from the true wind then,

  - (a) When at the starting signal the race committee identifies a board on the course side of the starting line, the race committee shall signal a general recall.
  - (b) If the race committee acts under NoR/SI rule 1.12(a) and the board is identified, she shall be disqualified without a hearing, even if the race is abandoned. The race committee shall hail or display her sail number, and she shall leave the course area immediately. If the race is restarted or resailed, she shall not sail in it.
- 1.13. Add new pre-start zone definition as follows:

*Pre-start zone:* The area formed by the starting line and the extensions of the lines from the first mark to the starting marks. During a starting sequence, the pre-start zone is part of the course area.
- 1.14. Add new RRS rule 23.4 as follows:

When, at the warning signal, the course to the first mark is approximately ninety degrees from the true wind, during the last 30 seconds before the starting signal:

  - (a) all boards sailing inside the pre-start zone shall in the direction of the starting line;
  - (b) a board approaching from outside the pre-start zone is not entitled to room or mark-room and shall keep clear of board inside that area;
  - (c) a board that stops, slows down significantly, or one that is not making significant forward progress shall keep clear of all others, except when accidentally capsized.

When rules 23.4(b) and 23.4(c) apply between two boards, Section A rules do not.

## 2. [SP] ADVERTISING & SAIL INSIGNIAS & NATIONAL FLAGS

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- 2.1. Sails and competitors may be required to carry advertising for event sponsors, which will be supplied by the local organising committee in accordance with World Sailing Regulation 20 - Advertising Code.
- 2.2. On the sail the event sponsor's branding shall be placed immediately below batten #5 (on the 8.0 Youth sail), below batten #3 (on the 7.0, 6.0 or 5.0 Junior sail) and as close to the leech as possible but without overlapping the sail corner reinforcement. Competitors shall not cut or adapt the stickers in any way.
- 2.3. Competitors shall provide their own self-adhesive National Flags on the sail and any replacements.

## 3. [SP] [NP] ADDITIONAL IDENTIFICATION

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- 3.1. For fleet or group identification, the Organising Authority may supply the event bib vests, the competitors shall wear it while racing.
- 3.2. When the Organising Authority supplies the ranking-coloured bib vests for event leaders (1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>), the competitors shall wear it when they are racing for that day.
- 3.3. Bib vest shall be worn outside other clothing while racing. Competitors shall not deliberately cut or tear them.
- 3.4. When the Organising Authority supplies the coloured group ribbons the competitors shall apply it to the end of the second top batten of the sail or at the top of the mast.

## 4. ELIGIBILITY AND ENTRY REGULATIONS

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- 4.1. All entries shall meet the requirements of World Sailing Regulation 19 - Eligibility Code.
- 4.2. The *2024 iQFOiL Youth & Junior International Games Campione del Garda* shall be open to competitors of all nationalities within the limits of World Sailing statement concerning the situation in Ukraine – 1<sup>st</sup> of March 2022.
- 4.3. U19 age division shall be open to all competitors entered in the *2024 iQFOiL Youth & Junior International Games Campione del Garda* but only if that competitor is under 19 years of age on 31 December 2024 (born on 2006 or later).
- 4.4. U17 age division shall be open to all competitors entered in the *2024 iQFOiL Youth & Junior International Games Campione del Garda* but only if that competitor is under 17 years of age on 31 December 2024 (born on 2009 or later).
- 4.5. U15 age division shall be open to all competitors entered in the *2024 iQFOiL Youth & Junior International Games Campione del Garda* but only if that competitor is under 15 years of age on 31 December 2024 (born on 2010 or later). They will race with the U17 fleet. Events shall run concurrently.
- 4.6. A minimum of 5 (five) entries is required for each event to constitute a valid series.
- 4.7. The deadline for valid online entries is by 2400hrs (UTC) on **15th April 2024**.
  - 4.7.1. Entries may be accepted, subject to the Quotas according to NoR/SI 4.6, after this deadline at the discretion of the International iQFOiL Class Association (ICA).
- 4.8. Competitors shall have a World Sailing Sailor ID before their entry.
- 4.9. A competitor shall be a member of a National Class Association (NCA) or a Member National Authority (MNA) which is a registered member of the International iQFOiL Class Association (ICA). Class membership formalities can be completed at the event venue at registration.
- 4.10. Eligible competitors shall [enter online](#) with payment in euros before the entry deadline, unless extended by the ICA.
  - 4.10.1. An entry is not valid until paid.
  - 4.10.2. 50% of entry fees may be refundable if accompanied by a medical certificate issued by a medical doctor stating a valid reason why the competitor cannot compete.

- 4.11. The following documentation will be required at Registration on site:  
4.11.1. Proof of valid third-party liability Insurance  
4.11.2. Proof of age (passport).
- 4.12. A completed [Parental Permission Form](#) for entries under the age of 18 years is required. This form may be completed online but a printed copy shall be brought to registration
- 4.13. Coaches shall [enter online](#) with payment in euros.

## 5. FEES

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- 5.1. The Entry Fee for sailors is **200** euros.
- 5.2. The Entry Fee paid after **15<sup>th</sup> April 2024** shall be **250** euros.
- 5.3. The Entry Fee for coaches is **80** euros.
- 5.4. Payment should be done online when entering through the website ([sailor](#), [coach](#)) or from the 'Pay now' button on the website [entry list](#)

## 6. CAMERAS AND ELECTRONIC EQUIPMENT

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- 6.1. **[DP] [NP]** Competitors may be required to carry on their board's cameras, sound equipment or positioning equipment as specified by the Organising Authority. Those competitors competing in the same race that are not issued with such equipment shall carry an equivalent weight in the same position as issued by the Organising Authority.
- 6.2. **[SP]** Competitors shall collect the equipment stated in NoR/SI 6.1 from the Race Office before racing on each day.
- 6.3. **[SP]** On return to shore, competitors shall return the equipment stated in NoR/SI 6.1 to the Race Office within a protest time limit.
- 6.4. **[NP]** Personal Cameras and their attachments may be carried provided that they do not affect the function or use of any existing part of the board or associated equipment.
- 6.4.1. Any footage or recording is to be made available to the iQFOiL Class Association upon request.
- 6.5. In accordance with CR C.4.2 the use of tracking and GPS devices is permitted.
- 6.6. The use of motion pictures by the LOA and the iQFOiL Class Association as referred to in NoR/SI 34 also relates to video taken by competitors.

## 7. NOTICES TO COMPETITORS

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- 7.1. Notices to competitors will be posted online on the [Official Notice Board](#)
- 7.2. The organizers will set up a WhatsApp group where they intend to communicate complementary information. The link to join the group will be published in SSI.

## 8. CHANGES TO NOTICE OF RACE & SAILING INSTRUCTIONS

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Any change to the Notice of Race & Sailing Instructions is subject to the approval of the Class Course Representative and will be posted no later than 60 minutes before the warning signal of the race on the day it will take effect, except that any change to the schedule of races will be posted by 2100 or by the end of protest time limit (whichever is later) on the day before it will take effect.

## 9. SIGNALS MADE ASHORE & AFLOAT

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- 9.1. Signals made ashore will be displayed at the Official Flagpole. The location will be described in the SSI.
- 9.2. **[SP] [NP]** When Flag AP is displayed ashore competitors shall not go afloat and '1 minute' is

- replaced with 'not less than 20 minutes' in the race signal AP. This changes RRS Race Signals.
- 9.3. Depending on which format will be sailed (Course Racing, Slalom or Marathon) the RC will display the Format flag (described in the SSI) ashore at least 20 minutes before Warning Signal or afloat not later than Warning Signal.
  - 9.4. A signal displayed at the finish vessel applies only to the fleet/group/heat that is finishing. This changes RRS Race Signals preamble.
  - 9.5. **[SP] [NP]** When D flag is displayed ashore it means: 'the warning signals will be made not less than 20 minutes after flag D is displayed or not before the scheduled time, whichever is later'. Boats shall not leave the venue or the assigned launching areas until this signal is displayed.

## 10. **[DP] EQUIPMENT REGISTRATION AND INSPECTION**

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- 10.1. **[NP]** Each competitor shall complete an online Equipment Registration Form (ERF) and submit it before the close of registration. An additional analogue registration system may be used.  
Youth Form [HERE](#)  
Junior Form [HERE](#)
- 10.2. Only registered equipment shall be used at this event.
- 10.3. Registered equipment shall not be removed from the venue, the racing area and the waters leading to them, without prior written permission of the Technical Committee. The venue will be defined, and that definition placed on the Official Notice Board (ONB).
- 10.4. There will be an official inspection of equipment before the first race. The information on the inspection will be posted on the Official Notice Board (ONB).
- 10.5. Equipment may be inspected at any time during the event for compliance with the class rules and the NoR/SI according to the following procedures:
  - 10.5.1. A competitor may be instructed by the Technical Committee, either ashore or on the water, to proceed immediately to the Inspection Area for inspection.
- 10.6. Until permission is given by the Technical Committee, a competitor once instructed to proceed for inspection, shall have no unauthorized contact with any support personnel, no person shall join or leave the board, no equipment or other item shall be taken on or off that board and the board shall not leave the Inspection Area.
- 10.7. On the last scheduled day of the Opening Series, there will be a post-race equipment inspection to the 15 boards that are ranked highest in the Opening Series. The number of boards inspected may be increased or decreased, at the discretion of the Technical Committee. Any penalty imposed for any infringement arising from the inspection will apply in the race(s) of the Opening Series sailed nearest in time to that infringement. This changes the last sentence of RRS 64.2.
- 10.8. There will be no pre-race race equipment inspection before the Medal Series.

## 11. **[DP] REPLACEMENT OF EQUIPMENT**

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- 11.1. Substitution of damaged or lost equipment will not be allowed unless authorized by the Technical Committee.
- 11.2. **Replacement ashore:** Requests for substitution of damaged or lost equipment shall be submitted [online](#) on the Event website, for Technical Committee's consideration. Any request shall be made at the first reasonable opportunity.
- 11.3. **Replacement afloat:** When an item of equipment is damaged or lost shortly before a race and is replaced, the competitor shall notify the Technical Committee or Race Committee before the warning signal. As soon as practicable after coming ashore and within the protest time limit, the competitor shall comply with NoR/SI 11.2 and the replaced item shall be presented to the Technical Committee.

## 12. FORMAT OF RACING

- 12.1. The event consists of an Opening Series (which may include any or all of following disciplines: Course Racing, Sprint Slalom, Marathon) and a Medal Series. If the event is split into groups, the Opening Series will be divided into a Qualifying Series and a Final Series.
- 12.2. The intention is to sail all three disciplines over the course of the event on the basis of wind conditions and forecast and it is at the discretion of Class Course Representative. This is not ground for redress. This changes RRS 62.1(a).
- 12.3. Men and Women will start separately
- 12.4. Any other division(s) referred to in the NoR/SI will race in the fleets of the main event.
- 12.5. If the fleet is split into groups:

### Qualifying Series

- 12.5.1. Boards will be assigned to Yellow, Blue and Red (if applicable) groups of, as nearly as possible, equal size and ability. Those assignments will be posted by 2100 on the day before the first scheduled race.
- 12.5.2. Boards will be reassigned to groups after each day of racing, except if on the first day of racing fewer than two races are completed by both groups. If all groups have completed the same number of races, boards will be reassigned on the basis of their ranks in the series. If all groups have not completed the same number of races, the series score for reassignment will be calculated for those races, numbered in order of completion, completed by both groups. Reassignments will be made as follows:

Rank in Series	Group Assignment (2 groups format)	Group Assignment (3 groups format)
First	Yellow	<b>Yellow</b>
Second	Blue	<b>Blue</b>
Third	Blue	<b>Red</b>
Fourth	Yellow	<b>Red</b>
Fifth	Yellow	<b>Blue</b>
Sixth	Blue	<b>Yellow</b>

and so on. If two or more boards have the same rank, they will be entered in the left column in the order of groups according to this NoR/SI.

- 12.5.3. Group assignments will be based on the ranking available at 2100 that day regardless of protests or request for redress not yet decided.
- 12.5.4. If all groups have not completed the same number of races by the end of a day, the groups with fewer races will continue racing the following day until all groups have completed the same number of races. All boards will thereafter race in the new groups. At the end of the qualifying series if all groups have not completed the same number of races, the races not sailed by the groups shall be abandoned.

### Final Series

- 12.5.5. Boards will be assigned to the Gold, Silver and Bronze (if applicable) groups on the basis of their ranks in the Qualifying Series (discards applied) but with no ties broken.
- 12.5.6. The group lists shall be posted at least 2 hours before the first scheduled warning signal of the first race of the Final Series.
- 12.5.7. When racing in two groups the top 50% of sailors will race in Gold group, with the rest in Silver group. When racing in 3 groups then top 34% will sail in Gold group, next

33% in Silver and last 33% in Bronze Group.

12.5.8. In the case of an indivisible number of competitors Gold group shall be larger than Silver group and Silver group shall be larger than Bronze (if applicable).

12.5.9. In Final Series there will be the same number (and approximate size) of groups as in Qualifying Series

12.5.10. Any recalculation of Qualifying Series overall rankings after competitors have been assigned to Final Series groups will not affect the assignments except that a redress decision may promote a competitor to a higher group.

12.6. Boards will be assigned to sprint slalom heats based on the number of entries following the principles outlined in NoR/SI 12.5

12.6.1. When the event has been split into two or three groups, then the same groups will be used to seed into heats.

12.6.2. The fleet/group will be divided into equal heats of up to a maximum 24 (twenty-four) competitors.

12.6.3. Initially boards will be assigned to heats, as nearly as possible, of equal size and ability according to their **2023 Y&J World Championships ranking**, and finally in random order.

12.6.4. Boards will be reassigned to heats after each day of racing and the reassignment will be as follow:

a) For the first two sprint slalom of the day based on the below table:

Rank in Series/rank in group	Heat Assignment (2 heat format)	Heat Assignment (3 heat format)	Heat Assignment (4 heat format)
First	Heat 1	Heat 1	Heat 1
Second	Heat 2	Heat 2	Heat 2
Third	Heat 2	Heat 3	Heat 3
Fourth	Heat 1	Heat 3	Heat 4
Fifth	Heat 1	Heat 2	Heat 4
Sixth	Heat 2	Heat 1	Heat 3
Seventh	Heat 2	Heat 1	Heat 2
Eight	Heat 1	Heat 2	Heat 1

b) For the third and onwards sprint slalom of the day will be based on following formula:

Two heat format	ABBA-BAAB
Three heat format	ABCCBA-CBAABC
Four heat format	ABCDDCBA-DCBAABCD



### **Medal Series.**

- 12.6. The first 10 (ten) overall ranked boards from the Opening Series shall advance to the Medal Series

## **13. SCHEDULE**

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### 13.1. Event Schedule:

<b><u>Date</u></b>	<b><u>Day</u></b>	<b><u>Times</u></b>	<b><u>Event</u></b>
May 7th	Tuesday	14.00-18.00	Registration & Equipment check
May 8th	Wednesday	9.00-11.00 11.00 12.30 18.00	Registration & Equipment check Coaches/Skippers Meeting First possible warning signal for Opening series Races Opening Ceremony
May 9th	Thursday	8.00 9.00	Coaches/Skippers Meeting First possible warning signal for Opening series Races
May 10th	Friday	8.00 9.00	Coaches/Skippers Meeting First possible warning signal for Opening series Races
May 11th	Saturday	8.00 9.00  18.00 Followed by	Coaches/Skippers Meeting Medal series Races  Last possible warning Prize Giving

- 13.2. A daily schedule will be published on ONB.
- 13.3. 12 (twelve) Opening series races are scheduled.
- 13.4. The maximum number of races sailed per day for each fleet/group will be 4 (four), unless behind schedule or in order to complete qualification or Final Series to move into Medal Series, then the maximum number of races per day will be increased to 5 (five).
- 13.5. Qualifying Series will consist of a maximum of 10 (ten) races and a minimum of 6 (six) races, scheduled for a minimum of 2 (two) days. If 6 (six) races have not been completed by the end of the second scheduled racing day, the qualifying series will continue until the end of the racing day in which a sixth qualifying race is completed for each group in fleet.
- 13.6. Final Series will consist of a minimum of 2 (two) races before progressing to a Medal Series.
- 13.7. A single fleet opening series will consist of a minimum of 8 (eight) races before progressing to a Medal Series.
- 13.8. On the last scheduled day of racing no warning signal will be made after 18.00. Except as a consequence of a general recall.

## **14. FLEETS, CLASS FLAGS & COLOURS**

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The description of Class flags and ribbons will be described in the SSI.



## 15. RACING AREAS

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- 15.1. The map with the location of the Racing areas will be published in the SSI.
- 15.2. The racing area is defined as an area extending 150 meters beyond the entire course in which a competitor would normally sail while racing.
- 15.3. **[DP]** For reaching starts, a board not racing shall not be too windward of the area where boards may be racing.
- 15.4. **[DP]** Boards not racing shall avoid the racing area.

## 16. COURSES

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- 16.1. For the Opening Series: Course racing and Marathon courses will be, at the discretion of Class Course Representative, either Trapezoid or Windward-Leeward, with variations depending on venue specifics. Sprint slalom courses will be downwind slalom or U slalom.
- 16.2. For the Medal Series: the courses will be, at the discretion of Class Course Representative, either MR1 or downwind slalom MR2.
- 16.3. The courses to be sailed are shown in NoR/SI Addendum A. The diagrams will show the order in which marks are to be passed, and the side on which each mark is to be left. The course diagram for Marathon will be published on the ONB before the race.
- 16.4. If one of the gate marks is missing and has not yet been replaced by an object displaying the M flag, the remaining mark shall be left to port.

## 17. MARKS

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- 17.1. The starting, finishing and rounding or passing marks will be described in the SSI.
- 17.2. A vessel that is a mark may not be anchored, but held in place by the use of an engine. This will not be grounds for request of redress, provided the vessel remains close to her correct position. This changes RRS 60.1(b).

## 18. THE START

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- 18.1. All races will be started by using the following signals:

<i>Minutes before Starting signal</i>	<i>Visual signal</i>	<i>Sound signal</i>	<i>Means</i>
3	Class flag displayed Heat number displayed (if applicable)	One	Warning signal
2	U or Black flag displayed	One	Preparatory signal
1	U or Black flag removed	One long	One-minute signal
0	Class flag removed	One	Starting signal

This changes RRS B3 26.1 and 26.2.

- 18.2. For Course races and Sprint Slalom races, the starting line will be between the staff displaying an orange flag on the race committee vessel and either
  - 18.2.1. The course side of the laid starting mark, or
  - 18.2.2. A staff displaying an orange flag on the race committee pin-vessel.
- 18.3. For Marathon races as an alternative a Rabbit start may be used: at the starting signal a Rabbit

(object or vessel displaying the Marathon discipline flag) will proceed at high and constant speed from the starting mark to the race committee vessel. The starting line will be between the course side of the starting mark and the course side aftermost point of the Rabbit. To inform competitors that the Rabbit start will be used the notice will be published on ONB before the race.

- 18.4. **[DP]** When a starting sequence is in progress, competitors whose warning signal has not been made shall avoid the starting area. The starting area is defined as a rectangle 75 meters from the starting line and marks in all directions.
- 18.5. A competitor starting later than 3 minutes (or 1 minute for Sprint Slalom) after her starting signal will be scored Did Not Start (DNS) without a hearing. This changes RRS A4 and A5.
- 18.6. The warning signal for each succeeding race will be made as soon as practicable after the finish of the previous race.
- 18.7. To alert boards that a race or sequence of races will begin soon, the orange starting line flag will be displayed (with one sound) for at least 2 minutes before a warning signal is made.
- 18.8. For the purpose of RRS 30.4, NoR/SI 1.12 and RRS 36
  - a) When the fleet consist of more than 24 competitors, races sailed in different disciplines (course racing, marathon, sprint slalom) are not considered as resailed or restarted of the previously attempted race.
  - b) When the fleet consist of 24 and less competitors, races sailed in different disciplines are considered as resailed or restarted of the previously attempted race with the exception for the marathon.

## **19. CHANGE OF THE NEXT LEG OF THE COURSE**

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To change the next leg of the course, the race committee will move a mark (or move the finishing line)

## **20. THE FINISH**

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The finishing line will be between the staff displaying a blue flag on the finishing mark and the course side of the laid mark (or the flag staff on this mark if present) at the other end of the finish line.

## **21. PENALTY SYSTEM**

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- 21.1. Penalties for breaches class rules or rules in the NoR/SI marked [DP] or [SP], should the case go to a hearing, are at the discretion of International Jury.
- 21.2. For breaches of NoR/SI marked [SP] and breaches of the Class Rules: C.1.1.(a), C.3.2.(a) (i) (ii) (iii), C. 3.3.(i), C.3.4, C.10.2.(b)(c), D.2.(a), the race committee or technical committee may apply a standard penalty without a hearing to the race(s) closest in time to the incident. The scores of other boards shall not be changed; therefore, two boards may receive the same score. However, the race committee or technical committee may protest a board when they consider the standard penalty to be inappropriate. A board that has been penalized with a standard penalty can neither be protested for the same incident by another board nor can another board request redress for this race committee action. This changes RRS 60.1, 63.1 and Appendix A5.
- 21.3. Addendum C includes the list of breaches and the associated standard penalties

## **22. TIME LIMITS AND TARGET TIMES**

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- 22.1. Time limits and target times for races are in minutes and as follows:

<b>Opening series</b>	<b>Target Time</b>	<b>Time Limit</b>	<b>Finish Window</b>
Course Racing	16	23	10
Sprint Slalom	4-5	7	4
U Slalom	6	8	4
Marathon	60	90	30
<b>Medal Series</b>	<b>Target Time</b>	<b>Time Limit</b>	<b>Finish Window</b>
MR1	6	9	5
MR2	4-5	7	4

22.2. Not meeting the target time will not be grounds for redress. This changes RRS 62.1(a).

22.3. Boards failing to finish within the time stated in the Finish Window, after the first competitor in that group sails the race according to RRS 28, will be scored Did Not Finish (DNF). This changes RRS 35, A4 and A5.

## 23. HEARING REQUESTS

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23.1. Hearing request forms are available [online](#) at the Event website. Protests and requests for redress or reopening shall be submitted there within the protest time limit.

23.2. The protest time limit is 60 minutes after the last competitor has finished the last race of the day for that fleet or group or when the race committee signals no more racing today, whichever is later.

23.3. Notices will be posted within 20 minutes of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses.

23.4. Hearings will be held in the Hearing Room.

23.5. On the last scheduled day of a competitor's Series (Qualification or Final/Opening), a request for reopening a hearing shall be delivered within the protest time limit if the requesting party was informed of the decision on the previous day, or no later than 30 minutes after the requesting party was informed of the decision on that day. This changes RRS 66.2.

23.6. On the last scheduled day of a competitor's Series (Qualification or Final/Opening), request for redress from an International Jury decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.

## 24. SCORING

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24.1. A minimum of 3 (three) races are required for a valid Championship.

24.2. Score for the age division U21 will be extracted from the overall score without recalculation.

24.3. A race will be scored as follows:

24.3.1. A Course racing race will be scored as one race in a Series;

24.3.2. A Sprint Slalom Round (each Fleet or Group has sailed one Heat) will be scored as one race in a Series. When the Fleet or Group is divided into the Heats, the boards will be scored as follows:

Finishing Position	Score	Finishing Position	Score
1	1	13	25
2	3	14	27
3	5	15	29
4	7	16	31
5	9	17	33
6	11	18	35
7	13	19	37
8	15	20	39
9	17	21	41
10	19	22	43
11	21	23	45
12	23	24	47

24.3.3. A Marathon race will be scored as two races in a Series.

- a) When the Marathon is sailed in the Qualifying series, the boards finishing position will be divided by the number of groups in the series and applied to each of these two races.

*For example, an event of 90 competitors, where fleet has been split into two groups, and where a board finishes in 70th position, the board's score will be recorded as 35th for both races.*

- b) When the Marathon is sailed in the Final series, the score will be the boards finishing position and applied to each of these two races.

24.4. A competitor's series score will be the total of her race scores excluding her worst score(s) as follows:

24.4.1. When racing in a single fleet:

Opening Series Races	Discards	Comments
1-2	0	No score excluded
3-7	1	One worst score excluded
8-15	2	Two worst scores excluded
16 or more	3	Three worst scores excluded

24.4.2. When racing in a split fleet

Qualifying Series Races	Discards	Comments
1-2	0	No score excluded
3-7	1	One worst score in Qualifying Series excluded
8-10	2	Two worst scores in Qualifying Series excluded

<i>Final Series Races</i>	<i>Discards</i>	<i>Comments</i>
1-2	0	No score excluded
3-7	1	One worst score in Final Series excluded
8 or more	2	Two worst scores in Final Series excluded

- 24.5. To request correction of an alleged error in posted results, a competitor shall complete a Scoring Enquiry Form available [online](#) on the Event website.
- 24.6. For Qualification Series, scores are based on the number of competitors assigned to the largest group in that Series. This changes RRS A5.2.
- 24.7. When racing in heats, board that did not start, did not sail the course, did not finish retired or was disqualified shall be scored points for the finishing place two more than the number of boards assigned to the largest heat in the Series. This changes RRS A5.2
- 24.8. If no race in Final Series is completed, the overall ranking in Qualification Series will be established and this shall count as the official result.
- 24.9. If no race in Medal Series is completed, the rankings in Opening Series will be established and this shall count as the official result.
- 24.10. When racing in multiple groups, competitors assigned to Gold group will be ranked higher in the regatta than competitors assigned to Silver group and so for the Silver group over bronze group.
- 24.11. Competitors assigned to compete in the Medal Series will be ranked highest in the event except for a competitor disqualified from a Medal Series under RRS 6 or RRS 69.
- 24.11.1. There will be no point scoring in the Medal Series. A board's score in a race will be based on her finishing order in that series.
- 24.11.2. The Medal Series races shall not be excluded neither will the Final races trigger any discards from results in Opening Series.
- 24.11.3. The fourth to tenth overall ranked boards from the Opening Series shall sail in the Quarter Final race.
- 24.11.4. The first 2 (two) ranked boards in the Quarter Final race and the second and third overall ranked board from the Opening Series shall advance to the Semi Final. The last 5 boards in the Quarter Final race shall be scored in positions 6th to 10th in the Event. If no Quarter Final is completed, boards will be ranked according to overall scores in Opening Series.
- 24.11.5. The first 2 (two) ranked boards in the Semi Final race and the first overall ranked board from the Opening Series shall advance to the Grand Final. The last 2 boards in the Semi Final race shall be scored in positions 4th and 5th in the Event. If no Semi Final is completed, the winner of the Event is the first overall ranked board from Opening series, the second is the second overall ranked board from Opening series and the third is the third overall ranked board from Opening series, 4th and 5th will be ranked according to their positions in Quarter Final.
- 24.11.6. The winner of the Grand Final race is the winner of the Event. The second ranked board shall be scored 2nd place and the third ranked shall be scored 3rd place in the Event. If no Grand Final is completed, the winner of the Event is the first overall ranked board from Opening series and 2<sup>nd</sup> and 3<sup>rd</sup> place will be ranked according to their positions in Semi Final.
- 24.11.7. If there is a series-score tie between two or more boards, in any stage of the Medal Series, it shall be broken in following order in favor of the board which:
- was qualified to sail in the later stage of the Medal Series
  - was ranked higher in the previous stage where the tied boards sailed together.
- This change RRS A8.

## 25. [DP] [NP] SAFETY REGULATIONS

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- 25.1. A competitor that retires from a race shall notify the Race Committee as soon as possible and shall complete a declaration form available [online](#) on the Event website, within the protest time limit.
- 25.2. Competitors not racing for any of the racing days shall inform the Race Office.
- 25.3. [SP] Sign-out/Sign-in system may be used. The procedure will be described in the SSI.

## 26. LOCATIONS OF IMPORTANCE

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The Location of importance will be described in the SSI.

## 27. OFFICIAL VESSELS

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The identification of the Official vessels will be described in the SSI.

## 28. SUPPORT BOATS

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- 28.1. Support Persons shall comply with the Support Boat Regulations. See NOR/SI Addendum B.
- 28.2. All Support Persons shall be registered on event website. A registration is not valid until paid.
- 28.3. The following documents shall be brought to the event Race Office before the First Race: Proof of valid third-party liability Insurance. Boat driving license (if applicable).

## 29. ENVIRONMENTAL RESPONSIBILITY

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- 29.1. It is recalled the Basic Principle which states: "Participants are encouraged to minimize any adverse environmental impact of the sport of sailing", it is recommended that care be taken to protect the environment at all times during and after the event. Especially attention is drawn to intentionally put trash in the water. This rule applies at all times while afloat. The penalty for a breach of this rule may be less than disqualification".
- 29.2. [DP] Trash may be placed aboard support and Committee vessels.

## 30. [DP] RADIO COMMUNICATION

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- 30.1. While on the water, a competitor shall not carry equipment capable of making radio transmissions or receiving radio communications, except for equipment provided by the Organizing Authority. This restriction also applies to mobile telephones.
- 30.2. For purposes of safety, support vessels may monitor the Race Committee working channel, but cannot transmit on this channel except in the case of an emergency. The official channel of the race committee will be published in the SSI.

## 31. PRIZES

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- 31.1. Medals for the *2024 iQFOiL Youth & Junior International Games Campione del Garda* will be awarded to the first 3 (three) Junior U15 Men and Women extracted from the U17 fleet, and trophies/prizes to the 4<sup>th</sup> and 5<sup>th</sup> place U15 Men and Women events.
- 31.2. Medals for the *2024 iQFOiL Youth & Junior International Games Campione del Garda* will be awarded to the first 3 (three) Junior U17 Men and Women, and trophies/prizes to the 4<sup>th</sup> and 5<sup>th</sup> place U17 Men and Women events.
- 31.3. Medals for the *2024 iQFOiL Youth & Junior International Games Campione del Garda* will be awarded to the first 3 (three) Youth U19 Men and Women, and trophies/prizes to the 4<sup>th</sup> and

5<sup>th</sup> place U19 Men and Women events.

31.4. Other prizes may be awarded at the discretion of the iQFOiL Class Administration

## **32. DISCLAIMER OF LIABILITY**

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32.1. Rule 3 of the RRS states: "The responsibility for a board's decision to participate in a race or to continue to race is hers alone." 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:

32.1.1. They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves and their board to such inherent risk whilst taking part in the event;

32.1.2. They are responsible for the safety of themselves and their board and their other property whether afloat or ashore;

32.1.3. They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;

32.1.4. Their board is in good order, equipped to sail in the event and they are fit to participate;

32.1.5. The provision of a race management team, patrol vessels and other officials and volunteers by the race organizer does not relieve them of their own responsibilities;

32.1.6. The provision of patrol vessel cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;

32.1.7. The fact that the Race Committee or Technical Committee conducts inspections, or not, of a vessel does not reduce the responsibilities of each competitor set out in this NOR/SI.

## **33. INSURANCE**

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32.2. Each participating competitor shall be insured with valid third-party liability insurance with a minimum cover of €1.500.000 per event or the equivalent.

32.3. Support vessel drivers shall also have valid third-party liability insurance with a minimum cover of €1,500,000 per event or the equivalent.

## **34. TELEVISION AND MEDIA**

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In registering for the event, competitors automatically grant to the OA and the iQFOiL Class Association the right in perpetuity to make, use and show from time to time at their discretion, any motion pictures, still pictures and live, taped or filmed television and other reproductions of them, taken during the period of the event as defined in the NoR/SI in which he/she participates, without compensation.

## **35. [NP] OFFICIAL CEREMONIES AND DRESS CODE**

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35.1. Competitors should attend the Opening Ceremony, Prize Giving and Closing Ceremony, if held.

35.2. Smart casual clothes shall be worn.



## **FURTHER INFORMATION (not part of NoR/SI)**

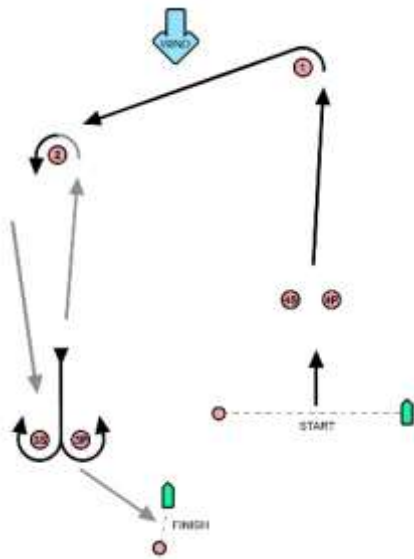
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For issues related to travel, transfers and accommodation, please visit the relevant page on the event website: <https://www.campioneunivela.it/en/accomodation/>

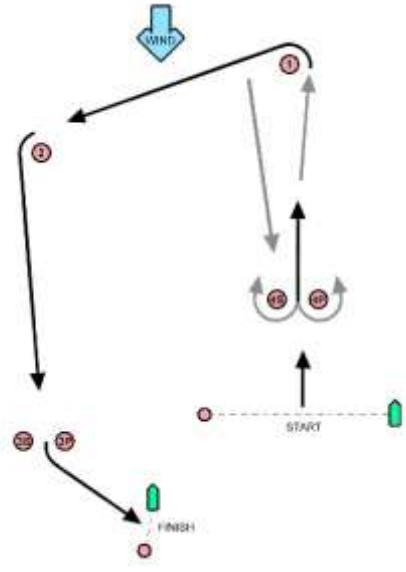
Neither the LOA nor International iQFOiL Class Association take responsibility for travel and accommodation arrangements made in error.

## ADDENDUM A - COURSE DIAGRAMS

Course racing – Trapezoid course

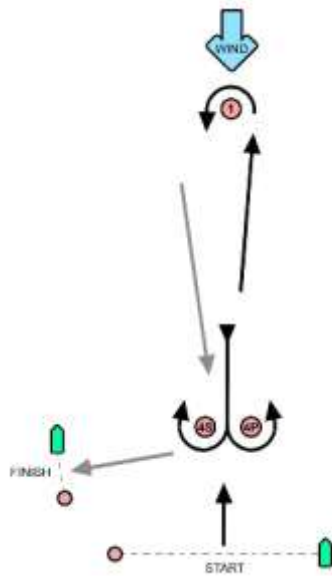


Signal	Mark rounding order
O2	Start-1-2-3S/3P-2-3P-Finish

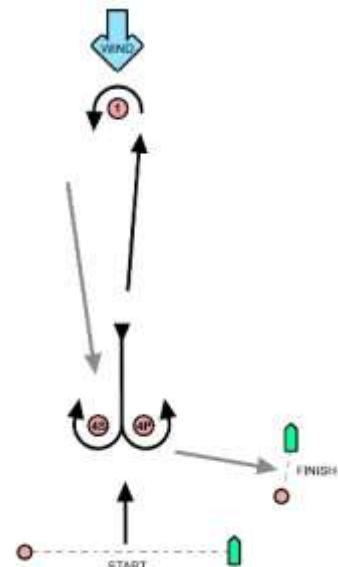


Signal	Mark rounding order
I2	Start-1-4S/4P-1-2-3P-Finish

Course racing – W/L course

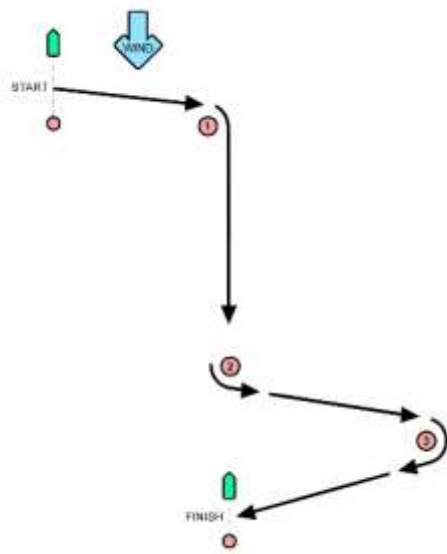


Signal	Mark rounding order
LG2	Start-1- 4S/4P-1-4S-Finish

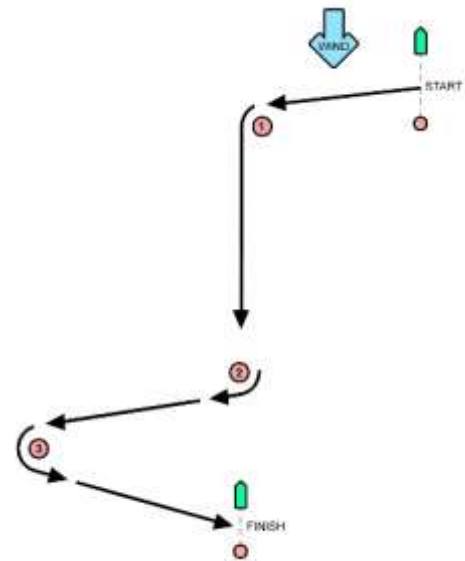


Signal	Mark rounding order
LR2	Start-1- 4S/4P-1-4P-Finish

Sprint Slalom – Downwind slalom course (MEDAL SERIES MR2)

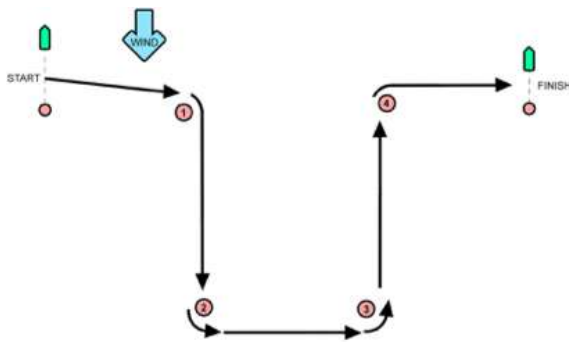


Signal	Mark rounding order
PD3	Start-1- 2-3-Finish



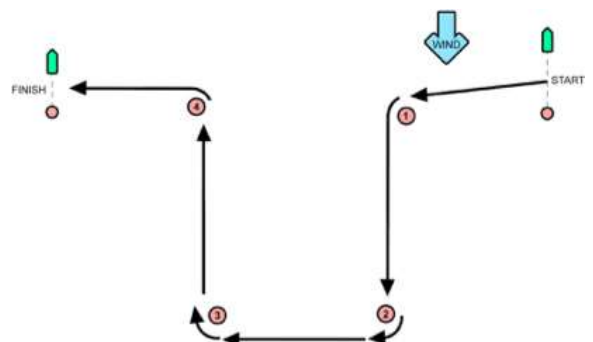
Signal	Mark rounding order
SD3	Start-1- 2-3-Finish

Sprint Slalom – U slalom course



U Slalom: **PU4**  
Mark roundings: Start, 1, 2, 3, 4, Finish

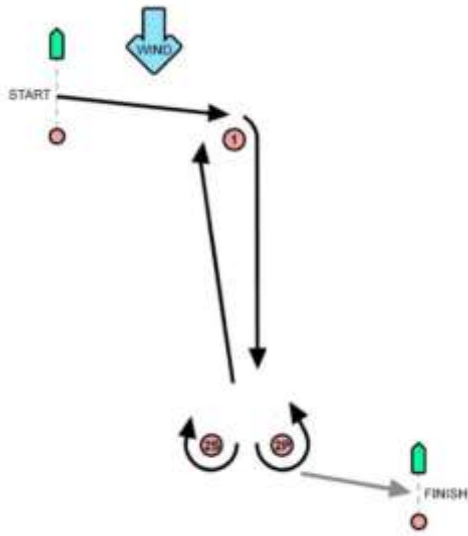
Signal	Mark rounding order
PU4	Start-1- 2-3-4-Finish



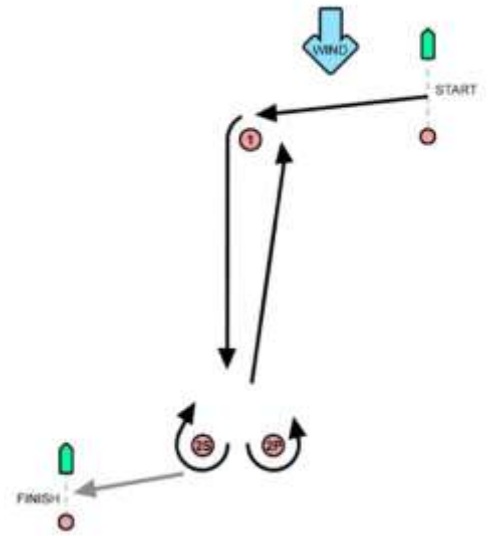
U Slalom: **SU4**  
Mark roundings: Start, 1, 2, 3, 4, Finish

Signal	Mark rounding order
SU4	Start-1- 2-3-4-Finish

MEDAL SERIES MR1 Course



Signal	Mark rounding order
PM1	Start-1-2S/2P-1-2P-Finish



Signal	Mark rounding order
SM1	Start-1-2S/2P-1-2S-Finish

## **ADDENDUM B – SUPPORT BOAT REGULATION**

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### **1. GENERAL**

1. This Support Boat Regulations (SBR) shall apply from 12.30 on Wednesday 8<sup>th</sup> May until 1800 on Saturday 11<sup>th</sup> May 2024.
2. For the purposes of these regulations, a support boat includes any boat that is under the control or direction of a person who is or may provide physical or advisory support to an athlete, including the gathering of data that may be used at a later time.
3. The Organizing Authority may inspect boats at any time to ensure that they comply with these regulations, and the person responsible for the boat shall facilitate such inspection.
4. An alleged breach of any of these regulations may be referred to the International Jury for a hearing. As a result of the hearing, the International Jury may instruct the Organizing Authority to withdraw accreditation and access rights from the offending party, with or without the option of substitution, either for a specified period or for the remainder of the competition.
5. The Organizing Authority may change these regulations at any time. Any changes will be posted on the Official Notice Board.
6. Support boats and designated drivers shall be registered at the Regatta Office either before leaving the venue by water for the first time or by 18:00 on the day before the first race of a competitor that it is supporting, whichever is earlier.
7. Each boat shall be insured with valid third-party liability insurance with a minimum coverage of € 1,500,000 euro (or equivalent) per incident.
8. Only the registered person may be a designated driver.
9. The person registering the support boat shall sign to confirm that:
  - 9.1. he / she holds a valid insurance certificate showing proof of third-party liability coverage as required by SBR 1.7;
  - 9.2. the designated driver has a motorboat driving license recognized by a national authority appropriate to that boat;
  - 9.3. anyone who will be using a radio has an appropriate radio operation license recognized by a national authority.
10. Support boats shall be marked as follows:
  - 10.1. the three-letter NOC code shall be clearly displayed on both sides of the boat in strongly contrasting colors at all times while afloat;
  - 10.2. the minimum height for the letters shall be 200mm. The letters will not be provided by the Organizing Authority.

### **2. SAILING VENUE**

1. Support boats shall use the designated slipway/area for launching. Once launched, trailers shall be moved immediately to the trailer park or as otherwise directed by the Organizing Authority.
2. Only support boats that will be registered will be allowed into the sailing venue.
3. When not in use, support boats shall be appropriately berthed at the sailing venue in the allocated areas for support boats for the entire time that these SBR apply.

### **3. SAFETY**

1. Support boats shall carry on board:
  - 1.1. Life jackets / buoyancy aid for all passengers and the driver (it is recommended that they are worn at all times when afloat);
  - 1.2. First-aid kit;
  - 1.3. VHF radio;

- 1.4. Device for making a sound signal;
  - 1.5. Compass;
  - 1.6. Adequate anchor and tackle for conditions and depth;
  - 1.7. Tow rope (minimum 15m long and 10mm thick);
  - 1.8. Operational engine kill cord (also known as a safety lanyard or automatic engine immobilizer);
  - 1.9. Knife.
2. Kill cords shall be used at all times when the engine is running.
  3. Team leaders are responsible for overseeing the safety of their support boats on the water, including knowledge of who is afloat and ensuring their safe return to the venue.
  4. At all times, the registered driver(s) of a support boat shall comply with directions given by a Race Official. In particular, this includes assisting in rescue operations when requested to do so.

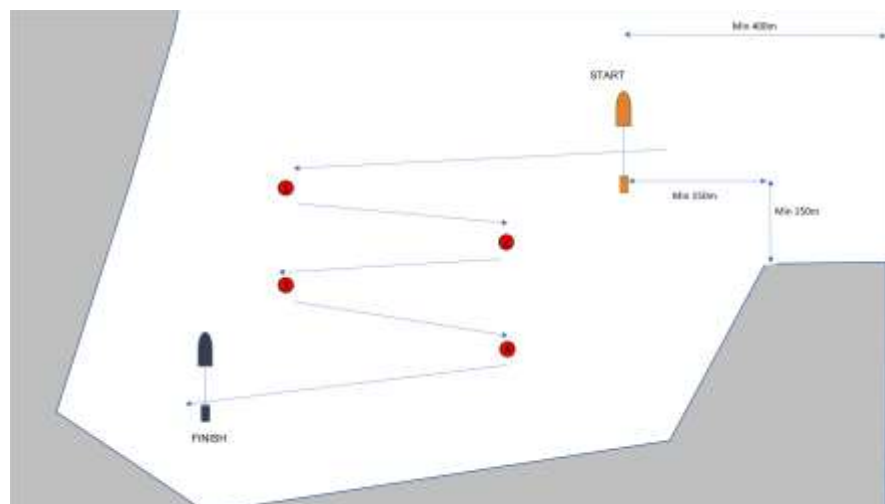
#### 4. GENERAL RESTRICTIONS

1. The registered driver(s) of a support boat will be responsible for the control of the boat 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.
2. Support boats shall not leave any device, piece of equipment, buoy, marker or similar item permanently in the water. Temporary use of floating objects is allowed for current measurement. These objects shall be removed as soon as the measurement has been taken.
3. Support boats should take particular care to minimize their wash when transiting the course areas.

#### 5. SUPPORT BOAT ZONE

1. Support Boats shall not be positioned:
  - 1.1. Closer than 150 meters of any board racing;
  - 1.2. Within 150 meters of the starting line and marks from the time of the preparatory signal until all boards have left the starting area, or the race committee signals a postponement, general recall or abandonment;
  - 1.3. Between any board racing and the next mark of the course;
  - 1.4. Between the inner and outer trapezoid courses when boards are racing on both courses;
  - 1.5. Within 150 meters of any mark of the course while boards are in the vicinity of that mark;
  - 1.6. Within 150 meters of the finishing line and marks while boards are finishing.
2. For reaching starts, support boats shall not be positioned to windward of any areas where boards may be racing and within 400m of the approach to the starting line.

Example:



## ADDENDUM C – STANDARD PENALTIES

In accordance with the NoR/SI 21, the Race Committee will initially apply the following Standard Penalties:

Event bib/Leaders' bib not worn as instructed	One point scoring penalty for each race where instruction has been broken
Event advertising not displayed as prescribed	One point scoring penalty for each race where instruction has been broken
Coloured ribbon not displayed as instructed	One point scoring penalty for each race where instruction has been broken
No sign out or not collected a tracking module or camera or other electronic equipment if so prescribed	One point scoring penalty for the first race of the day
No sign in or not returned a tracking module or camera or other electronic equipment if so prescribed	One point scoring penalty for the last race of the day. (If no sign out and sign in only one point will be applied)
Leaving when D flag is not displayed ashore	Five points scoring penalty for the race closest in time.

In accordance with the NoR/SI 21, the Technical Committee will initially apply the following Standard Penalties:

Helmet - did not wear	Five points scoring penalty for the race where rule has been broken
Whistle - did not carry	Five points scoring penalty for the race where rule has been broken
Impact vest – did not wear	Five points scoring penalty for the race where rule has been broken
Harness – above 2,5kg	Five points scoring penalty for the race where rule has been broken
Personal Equipment – above 8,5kg	Five points scoring penalty for the race where rule has been broken
Personal Flotation Device (if required) according to CR/RRS	Five points scoring penalty for the race where rule has been broken
Sail Numbers/ National letter not applied according to CR	Two points scoring penalty for the race where rule has been broken
National Flag not applied according to the CR	Two points scoring penalty for the race where rule has been broken
QR Sticker missing	One point scoring penalty for the race where rule has been broken