

Sailing Instructions

2026 Tornado European Championship

Open, Mixed & Youth

Campione (Garda Lake), 1th – 6th September 2026



The Organizing Authority is: Univela on behalf of the International Tornado Class Association (ITA) under the Authority of the Italian Sailing Federation (FIV) together with WORLD SAILING

Univela
Via R. Cozzaglio, 1
Tremosine sul Garda 25010 (BS)
Ph: +39 0365 791 105
Email: info@univela.org

SAILING INSTRUCTIONS (SIs)

*The notation **[NP]** in a rule in the Sailing Instructions ("SI") means that a breach of that rule shall not be grounds for protest by a boat. This changes RRS 60.1.(a)*

*The notation **[DP]** in a rule in the SI means that a breach of that rule may, at the discretion of the protest committee, be less than disqualification.*

*The notation **[SP]** in a rule in the SI means that a breach of that rule denotes a rule may, at the discretion of the race committee, be a standard penalty without a hearing or, a discretionary penalty applied by the International Jury with a hearing.*

1 RULES

- 1.1 The event is governed by the rules as defined in The Racing Rules of Sailing (RRS) and the rules as listed in NoR 1 - RULES.
- 1.2 If there is a conflict between a rule in the Notice of Race (NoR) and these Sailing Instructions (SIs), the Sailing Instructions shall take precedence. This changes RRS 63.5(c).
- 1.3 Appendix T - Arbitration will apply.

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the Sailing Instructions will be posted no later than 120 minutes before the scheduled warning signal of the race affected by the change(s), except that any change to the schedule of races will be posted by 20:00 on the day before it takes effect.
- 2.2 Any changes to the Sailing Instructions and the schedule of races shall be subject to approval by the International Tornado Association (ITA) representative.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located at Club website: <https://www.campioneunivela.it/en/regattas/2026/tornado-european-champion-ship/>
- 3.2 A WhatsApp group (<https://chat.whatsapp.com/LioFGWLqb9X848rPiTi9CK>) will be used by the Organizing Authority to communicate complementary information. The link to join the group will be posted on the Official Notice Board and in the race office. A failure to post any type of communication in the Whatsapp group shall not be grounds for a request for redress. This changes rule 61.1(a).
- 3.3 The race office is located at Univela Via R. Cozzaglio, 1 Tremosine sul Garda 25010 (BS)
- 3.4 On the water, the race committee intends to monitor and communicate with support persons on VHF radio channel 77.

4 [DP] CODE OF CONDUCT

- 4.1 **[NP]** Competitors and support persons shall comply with reasonable requests from a regatta official.
- 4.2 Competitors and support persons shall handle any equipment or place advertising provided by the Organizing Authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.
- 4.3 **[SP]** Boats not racing shall avoid the area where boats are racing and stay clear of any official vessel.

5 SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed at Univela flag pole in front of the Univela building.
- 5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 45 minutes' in Race Signals AP. This changes Race Signals.

- 5.3 [SP] [NP] Flag D with one sound means 'Boats shall not leave their assigned places until this signal is made. The warning signal will not be made before the scheduled time or less than 45 minutes after flag D is displayed.'

6 SCHEDULE

6.1 Dates of racing:

Date	Series	Time of 1st Warning Signal
<i>Tuesday 1/09</i>	Practice Race	<i>14:00</i>
<i>Wednesday 2/09</i>	Opening Series	<i>13:00</i>
<i>Thursday 3/09</i>	Opening Series	<i>TBA</i>
<i>Friday 4/09</i>	Opening Series	<i>TBA</i>
<i>Saturday 5/09</i>	Opening Series	<i>TBA</i>
<i>Sunday 6/09</i>	Reserve Day	<i>TBA</i>

- 6.2 The maximum number of races sailed per day will be three (3). However, one (1) or more extra races per day may be scheduled if behind schedule.
- 6.3 The Reserve Day will be used if the event is behind schedule and the minimum required number of races to constitute a series has not been completed.
- 6.4 The warning signal for each succeeding race will be made as soon as practicable
- 6.5 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 (5) minutes before a warning signal is made.
- 6.6 On the first racing day, a skippers' meeting will be held in front of the flag pole at 11:00. For succeeding days, a skippers' meeting will be held at the flag pole 2 hours before the 1st warning signal of the day.

7 CLASS FLAG

OMISSIS

8 RACING AREA

SI Addendum C shows the location of the racing area(s)

9 THE COURSES

- 9.1 The diagram(s) in SI Addendum C show(s) the course(s), 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 of the first leg.

- 9.3 Courses will not be shortened. This changes RRS 32.
- 9.4 A race shall be abandoned if the wind is continuously below 3 knots for any 15-minute period before the first boat that sails the course finishes. The wind has to be measured at the deck of the RC – boat. This changes RRS 32.
- 9.5 If a gate mark is missing and has not been replaced by an object displaying the M flag, the remaining mark shall be left to port.

10 MARKS

- 10.1 Marks are as follows

Mark	Color Shape	New Mark
1	Red Triangular	Red Triangular
1A	Red Triangular	Red Triangular
2P/2S	Red Triangular	Red Triangular

- 10.2 The starting marks will be Yellow Triangular
- 10.3 The finishing marks will be Yellow Triangular
- 10.4 A Race Committee vessel signaling a change of the course is a mark as provided in SI 13.

11 THE START

- 11.1 The starting line is between a staff displaying an orange flag on the Race Committee signal vessel and the course side of the other starting mark.
- 11.2 [DP] A buoy may be attached to the Race Committee signal vessel anchor line just below daggerboard depth. Boats shall not pass between this buoy and the Race Committee signal vessel at any time. This buoy is part of the Race Committee signal vessel ground tackle.
- 11.3 [DP] [NP] Boats whose warning signal has not been made shall avoid the starting area. The starting area is defined as a rectangle 100 m meters from the starting line and starting marks in all directions.
- 11.4 If any part of a boat's hull is on the course side of the starting line during the two minutes before her starting signal and she is identified, the race committee will attempt to broadcast her sail number on VHF channel 77. Failure to make a broadcast or to time it accurately will not be grounds for a request for redress. This changes RRS 62.1(a).
- 11.5 A boat that does not start within ten (10) minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This changes RRS A4, A5.1 and A5.2.
- 11.6 No race shall be started if the average wind speed, measured at the deck of the Race Committee starting vessel, is less than 6 knots or more than 25 knots at any time between the warning signal and the starting signal.

12 CHANGE OF THE NEXT LEG OF THE COURSE

- 12.1 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.

If Mark 1 is moved, Mark 1a will also be moved to maintain the configuration of the course.

If Mark 1 is moved, Mark 1a will not be laid.

- 12.2 When the direction of the next leg is changed, both the new compass bearing and a green triangle for a change to starboard or a red rectangle for a change to port shall be signaled. This changes RRS 33(a).
- 12.3 Any action or no action by the Race Committee under this Sailing Instruction will not be grounds for redress under RRS 61.1(a).
- 12.4 Except at a gate, boats shall pass between the Race Committee vessel signaling the change of course and the nearby mark, leaving the mark to port and the Race Committee vessel to starboard. This changes RRS 28.1.

13 THE FINISH

The finishing line is between a staff displaying a blue flag on the Race Committee finish vessel and the course side of the other finishing mark.

14 PENALTY SYSTEM

A boat that has taken a penalty or retired under RRS 44.1 shall complete an acknowledgement form at the race office within the protest time limit.

15 TIME LIMITS AND TARGET TIMES

- 15.1 The Mark 1 Time Limit, Race Time Limit (see RRS 35), and the Finishing Window are shown in the table below.

Mark 1 Time limit	Race Target time	Race time limit	Finishing Window
15 minutes	35 minutes	50 minutes	10 minutes

- 15.2 If no boat has passed the first mark within the Mark 1 Time Limit, the race will be abandoned.
- 15.3 Failure to meet the Target Time will not be grounds for redress. This changes RRS 61.1(a).

16 HEARING REQUESTS

- 16.1 For incidents observed in the racing area, the 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. The time will be posted on the official notice board.
- 16.2 Hearing request forms are available online at <https://www.racingrulesofsailing.org/schedules/15682/event>
- 16.3 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 at classroom 3 beginning at the time posted.
- 16.4 A list of boats that have been penalized for breaking RRS 42 under Appendix P will be

posted.

- 16.5 The right of appeal from a protest committee decision is denied as provided in rule 70.3(a).

17 SAFETY REGULATIONS

- 17.1 A sign-out and sign-in system may be organized. The check is carried out on departure and return (including on return to land signaled by an AP/H or N/H flag, in accordance with the following procedures:
- 17.2 Sign-in will be opened one hour before the scheduled time of the first warning signal of the day and will be closed at the time of the first warning signal.
- 17.3 Sign-out will be open at the time of arrival of the first competitor of the last race of the day and until the end of the protest time limit posted on that day or one hour after the AP/A, AP/H or N/H flags are displayed on the water.
- 17.4 In case a boat will fail to comply with the requirements of SI 17.1, the following penalties will be applied without a hearing:
- 17.5 No Sign-in penalty of 5 points for each race sailed the same day
- 17.6 No Sign-out penalty of 5 points for each race sailed the same day
- 17.7 **[DP]** A boat that retires from a race shall notify the race committee at the first reasonable opportunity. Furthermore, the boat shall communicate to the race office within the protest time limit.

18 REPLACEMENT OF CREW OR EQUIPMENT

- 18.1 **[DP]** Substitution of competitors is not allowed without prior written approval of the race committee. Requests for substitution shall be made to the committee using the online system.
- 18.2 **[DP]** Substitution of damaged or lost equipment is not allowed unless authorized in writing by the technical committee. Requests for substitution shall be made to the committee at the first reasonable opportunity, which may be after the race. Requests for substitution shall be made to the committee using the online system.

19 EQUIPMENT AND MEASUREMENT CHECKS

- 19.1 A boat or equipment may be inspected at any time for compliance with the class rules, notice of race and sailing instructions.
- 19.2 **[DP]** When instructed by a race official on the water, a boat shall proceed to a designated area for inspection.

20 OFFICIAL VESSELS

Official boats are under the authority of the Race Committee and marked as follows:

Race Committee	Jury	Safety	Inspection	Media
<i>White with Univela Flag</i>	<i>Rib with J flag</i>	<i>Rib with S flag</i>	<i>Rib with M flag</i>	<i>Rib with P flag</i>

21 TRASH DISPOSAL [DP]

Trash may be placed aboard official or support person vessels.

22 BERTHING [DP]

Boats shall be kept in their assigned places in the boat park.

23 SCORING

23.1 The official event Tornado 2026 European championship includes the AUS and non-Europeans event. There will be a final official ranking list for:

- the Official Tornado European Championship
- the Open Championship, including competitors from non-European countries;
- the Mixed Tornado European Championship,
- the Youth Tornado European Championship, and
- the Classic Global Tornado Cup. (if any)

23.2 Mixed and Youth Championship rankings will be based on the Open Tornado Championship results without recalculation.

24 PRIZES

Described in the Notice of Race

25 RISK STATEMENT

17.1 RRS 3 states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone". The participants are aware that the sailing activity falls within those governed by article 2050 of the Italian Civil Code therefore all Italian participants must have a valid FIV membership, included medical validation, that guarantees accident coverage, including death and permanent disability.

Non Italian competitors must comply with the requirements of their MNA, if any, and be in possession of accident coverage, including death and permanent disability.

Italian competitors must comply with the requirements of Italian MNA, and be in possession of accident coverage, including death and permanent disability as per current FIV regulations.

26 ALTERATIONS AND ADDITIONS

Alterations or additions to these sailing instructions shall only be with the prior agreement of the ITA Representative.

27 RACE OFFICIALS

Race Committee Chairman: Giorgio Battinelli

Equipment Inspector: Martin Daum

Jury Chairman: Ion Echave

ITA representative: Andrea Trere

ADDENDUM A – Venue Map

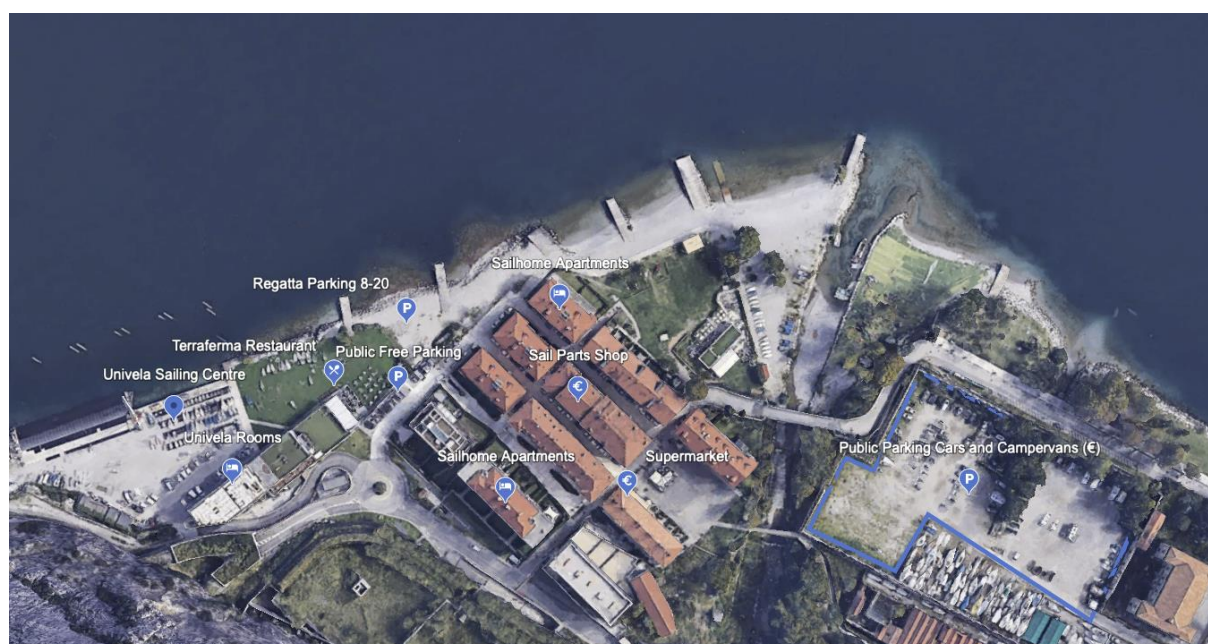
2026 Tornado European Championship

BOAT STORAGE



Information & utilities and early arrivals

[Click to open Campione interactive map](#)



Campione del Garda is a small lakeside hamlet on the western shore of Lake Garda, set between steep rock walls and the water, with access concentrated along the lakeshore road and tunnel sections of the Gardesana.

Travel by air is typically via Verona Villafranca or Milan Bergamo airports, with further options from the wider Milan and Venice area depending on flight availability.

By rail, the most practical stations are Desenzano del Garda Sirmione and Peschiera del Garda on the southern shore, plus Rovereto for the northern area of the lake.

Public transport along the western shore is supported by bus services that connect Desenzano, Salò, Gargnano, Limone and Riva del Garda, and local stops close to Campione.

Ferries are available between major Garda towns, useful for spectators and day trips, and services and seasonal timetables are managed by the official lake navigation operator.

Logistically, Campione is compact and walkable once you arrive, but road space is limited and traffic can build up at peak hours, especially on summer weekends. For teams with boats, trailers and support vehicles, the practical approach is to arrive with clear loading and unloading plans and to minimize non-essential vehicle movements during the event week.

For the first week of September 2026, you should expect late summer conditions: warm days and cooler evenings, typically around the low to mid 20s Celsius during the day with nights often in the mid-teens, plus a rising chance of showers or thunderstorms compared to mid-summer. ☒ Wind patterns on the northern half of Lake Garda remain driven by the classic thermal cycle, with a northerly morning breeze and a southerly afternoon breeze, generally building after midday.

Restaurants & Accommodations

Univela Rooms, campioneunivela.it, +39 0365 791 102, info@campioneunivela.it

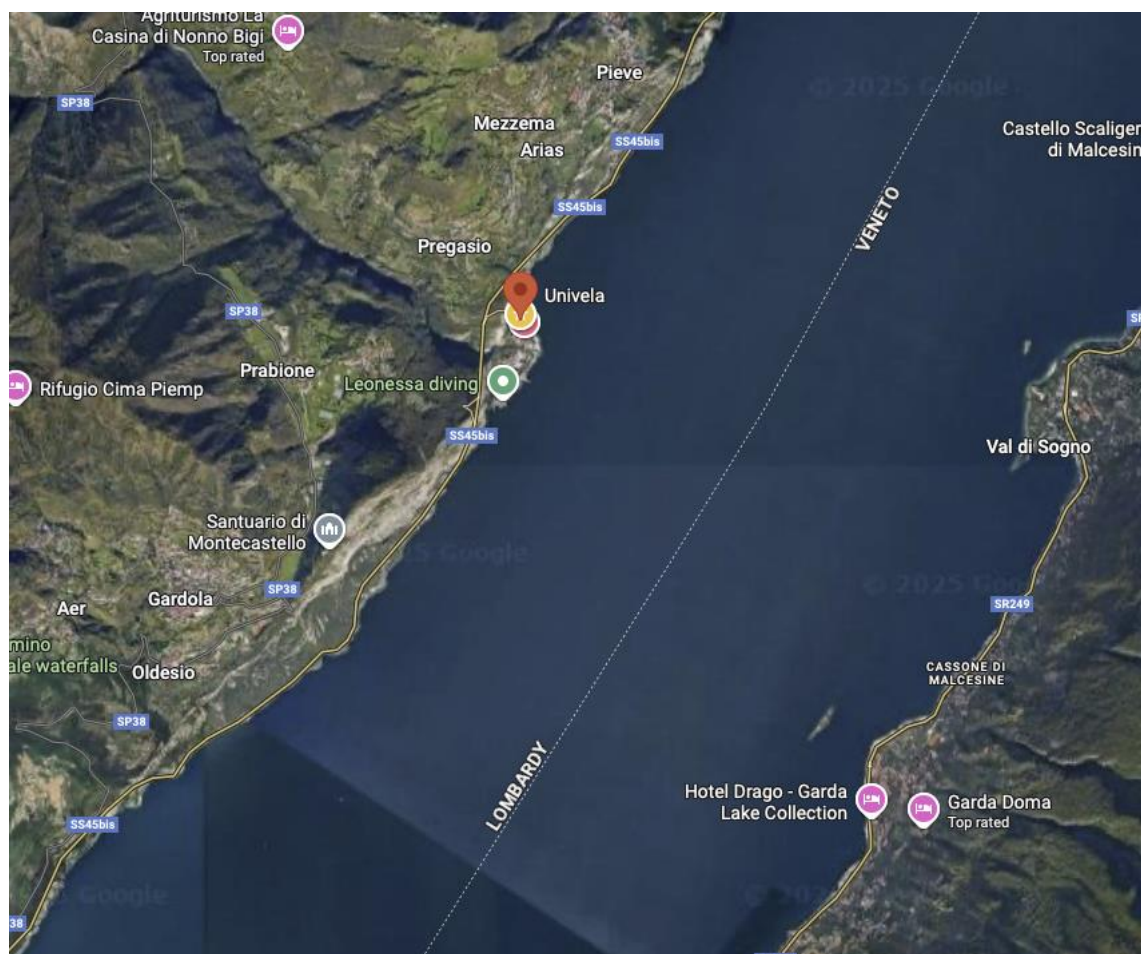
Sailhome Apartments, sailhome.it, +39 0365 791 105, info@sailhome.it

Area for the campervans

Campervans can use the public camper parking in Campione, within short walking distance from Univela. It is essentially a large lakeside gravel parking area with payment at the onsite parking meters. Services are limited and it should be treated as a parking facility, not a campsite, so do not expect full camper services such as waste water disposal. Reported in season rates are typically around EUR 18 per 24 hours, but teams should always follow the signage and the parking meter instructions, since tariffs and rules can change.

ADDENDUM B – Race Area

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ADDENDUM C – CHAMPIONSHIP COURSE

1. The Course:

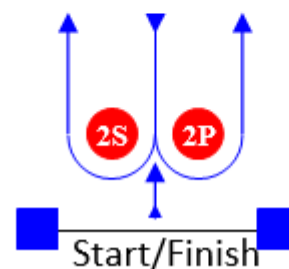
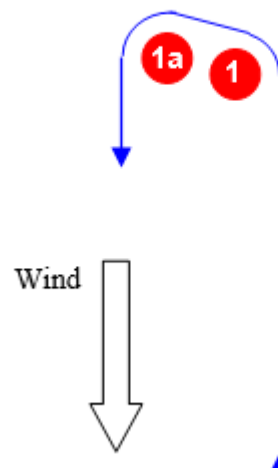
- for the new rig Tornado is:

Start – 1 – 1A – 2S / 2P – 1 – 1A – Finish

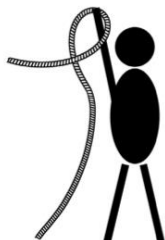
- for the Classic Tornado is:

Start – 1 – 1A – 2S/2P – 1 – 1A – Finish

- Marks 1 & 2, the windward marks, shall be rounded to port.
- Mark 2 shall be set approximately 100 meters to port of Mark 1. The bearing to Mark 2 from Mark 1 shall be approximately 70 degrees to port of the bearing to Mark 1 from the Start or previous leeward gate.
- Marks 3S/3P may be disregarded on the first windward leg and on the final downwind leg.
- Marks 3S and 3P, the leeward marks, shall be set as a gate.
Mark 3S shall be rounded to starboard *or*
Mark 3P shall be rounded to port.
- The Course length shall normally be set so the race will last approximately **35 minutes** in the anticipated wind conditions. Failure to comply with this paragraph will not be grounds for a request for redress.



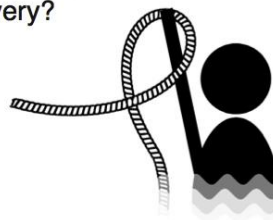
ADDENDUM D - Emergency Signals



I need to be tugged:
put up tow-line or any
other line



Thumb up:
I'm good - no help required



Capsize rope up:
I need help!



keep distance:
Go away sign - move open
hand away from body



I need help from motorboat:
Move both hands up and down