

SAILING INSTRUCTIONS

2024 MICRO MAGIC EURO CUP



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1 Location:

The High Tech Campus, Eindhoven, The Netherlands

Sailing area is at the north side of the lake, near the flag poles

Club house: Building HTC61 "de Boerderij"/" The Farmhouse"

Parking (can be used for navigation destination aswell): High Tech Campus P6, 5656 AE Eindhoven

Please note the specific [High Tech Campus rules & regulation](#) on safety, parking etc. A summary will be send by e-mail to all participants.

2 Date:

Friday 6th September from 12:00, Saturday 7th September and Sunday 9th September 2024.

3 Organized by:

Vereniging Micro Magic Nederland

4 Racing committee

Wijbrand Siedenburg (Head Race Officer)

Jeannette de Best (R.O.)

Peter van Ginneken (R.O.)

Hans Schwalbach (R.O.)

Lisette Appelo

5 Rules

5.1 ISAF Rules

The regatta will be governed by the ISAF Racing Rules of Sailing 2021-2024 (RRS), Appendix E (RADIO SAILING RACING RULES) of the RRS, these Sailing Instructions, the Micro Magic International Class Rules and the Heat Management System (HMS 2022).

The English language versions of these documents shall prevail. In case of conflict between the documents above, these Sailing instructions shall prevail.

Above all the race committee is free to act outside these documents if it feels appropriate to do so. Participants have no right to protest against any decision(s) of the Race committee and the Race Officer/Observer.

5.2 Avoid collisions

It is every sailor's responsibility to avoid collisions.

5.3 Infringing the rules

Any boat that infringes the rules must take a penalty turn (one tack & one gibe).

However, a minor contact where no boat has been disadvantaged may be ignored if the infringed boat is happy to let both boats continue without calling for a penalty turn.

Racing takes place under the basic principle of sportsmanship. A 'minor contact' is hard to define, but a boat must not be significantly impeded by the unlawful actions of a fellow competitor, so if in doubt please take a penalty turn without being asked. We are aiming for fun, fair and friendly racing.

Obvious 'mid ship' collisions will always be rewarded with a penalty turn of the 'offender', not complying can be a call for a DSQ.

5.4 Sportsmanship

The basic principle of competition sailing is sportsmanship. A small contact is difficult to define, but a boat shall not be affected by an illegal action of another participant. In the event of doubt, therefore it is best to always rotate a penalty button. The intention is that the game is for everyone to enjoy sailing.

5.5 Calls

If in the eyes of a participant, an offence is committed by another participant, the participant calls and requests a penalty.

5.6 Call manner

Given the international nature of this 2024 Micro Magic Euro Cup, in the event of an offence, the only way a participant can protest is;

A participant calls first his/her own sail number followed by 'protest' followed by the sail number of the 'offender'.

This is the only valid calling manner for all types of offences.

5.7 Race Officer/Observer

Appendix A (Race Officer/Observer) of these Sailing Instructions will be applied.

5.8 Protests

Protests – Appendix A of these Sailing Instructions will apply. This replaces Part 5 and Appendix E Part 6 of the RRS

5.9 Mark room (Rule 18)

All references to the 'Zone' shall be taken to be 4 hull lengths (approximately 2 meters).

The MM is only a short boat, but a zone of 4 boat lengths still gives enough time to decide if you have an overlap, or not, and then to take appropriate action to avoid a collision. In short, if there is no overlap before a competitor enters the 'Zone', or at the entering of the 'Zone', a competitor has no right for 'Room' at a mark.

5.10 Touch a mark

A boat's hull or rigging may touch a mark of the course provided that mark has been rounded correctly as described on the course board.

5.11 Taking a penalty (Rule E4.3)

Rule E4.3 (Penalties for breaking a rule of Part 2) is changed to read:

Throughout Rule 44 the penalty shall be the One-Turn Penalty (One tack and one gibe).

However, if a boat does not voluntarily take a penalty for breaking a rule of Part 2 and a Race Officer/Observer has to award a penalty, that penalty shall be Two-Turns (two tacks and two gibes). This will be confirmed verbally by the Race Officer/Observer when announcing the penalty.

Failure to take a penalty requested by a Race Officer/Observer will lead to that boat being disqualified from that race.

5.12 Damage caused

If the boat caused serious damage, or as a result of breaking a rule of Part 2 she caused another boat to become disabled and retire, her penalty shall be to retire.

6 Class rules

6.1 Compliancy

All boats will have to comply with the International Micro Magic One Design Rules.

6.2 Hull, keel and rudder

Each competitor may only use one Hull, one Keel and one Rudder during the whole event.

Exceptions may be allowed, only by a decision of a 'Head Race Officer', for instance in the event of proven damage.

6.3 Boat check

All boats are subject to checks for compliance against the current MMI class rules, during registration and throughout the whole event.

6.4 Sail Identification

The MMI class rules shall replace RRS E8; not complying with these rules can lead to DSQ!

7 Notice to competitors

Notices to competitors will be posted on the official notice board(s) located at the 'Race Office' or given verbally at a briefing.

8 Location of the Race centre

The race Centre is located in the "Boerderij".

9 Changes to Sailing instructions

Any change to the Sailing Instructions shall be either posted on the official notice board, given verbally at the briefing, or at a skippers meeting called by a "Head Race Officer" during the event.

10 Program & race schedules

Friday

12:00 - 16:00 Registration and compulsory boats checks

13:00 - 17:00 practice racing.

Saturday

09:00 - 10:00 final registration and compulsory boat check

10:00 Competitors Briefing

10.30 Start of the first race

13.00 - 14.00 Lunch at the "Boerderij"

17.15 ultimate start of last race of the day

19.00 Dinner at the "Boerderij"

Sunday

09.30 Competitors Briefing

10.00 Start of the races

13.00 – 14.00 Lunch at the "Boerderij"

15.00 ultimate start of last race!

16.00 Price giving and Awards Ceremony

11 Racing area

The racing area will be notified to competitors at the competitors' briefings.

11.1 Racing area

Participants, who do not start in a relevant race, must under no circumstances uphold themselves in the Racing area. Not complying with this rule can result in a DSQ!

11.2 Practice area

If required, there will be a designated practice area.

12 The Courses

The course and the marks will be shown on the **course board** at the race centre as required by RRS E 3.3 If this is not possible, it will be verbally described by a 'Head Race Officer'.

13 Course change

During a heat, shortening of the course shall be signalled by two sound signals followed by verbal announcement.

Confirmation of the new finish line on the leg before the leading boat approaches the shortened finish. The new finish line will be in the vicinity of one of the course marks.

14 Number and size of heats

When the number of participants is 21 or less all boats will race in one fleet. For 22 or more participants the HMS 2022 will be used and the races will have two fleets (A and B) with 4 or 6 boats promotion.

15 The Start

15.1 Rule 26

Races will be started by using Rule 26, as amended by Rule E3.4.

15.2 Race call

The Race Committee will call for the race, and heat number, followed by horn signal, which indicates the start off the countdown. The race start timer will be started with 2 minutes countdown to the start.

When HMS is used the sail numbers for the next sailing group will be indicated on the board near the racing area. For multi-fleet events sail numbers for the heat to be sailed will be displayed near the racing area. It is the responsibility of all competitors to start in their assigned heat. Failure to do so will result in that boat being scored DNS and will not be grounds for redress.

15.3 Start next race

The following race starts up to 2 minutes after the finish of the last boat in the previous race, except when 'repair time' has been requested and given.

15.4 Repair time

Repair time can be requested only at the race officer in the vicinity of the race track and gives a maximum of 3 minutes & 30 seconds after the finish of the last boat until commencing the next start procedure. This complies only with competitors who have to start in the next race.

15.5 Promotion when using HMS

From race 2 onwards, a number of boats can be promoted to a higher group, the number of boats will be announced during the briefing and depends on the number of participants. These boats are going to start immediately in the higher group. If necessary, a 'Head Race Officer' can decide otherwise.

15.6 Relegation when using HMS

From race 2 onwards, a number of boats demote to a lower group, the number of boats will be announced during the briefing and depends on the number of participants. These boats will be added to a lower group. In that group, they will start the next race. If necessary, a 'Head Race Officer' can decide otherwise.

15.7 30 second rule

The racing committee can decide at all times to use the 30-seconds rule or 'Black Flag'.

When the 30-seconds rule, 'Black Flag', is effective, the participants of that race are not allowed during the period of 30 seconds before the race start signal, to be in the area windward or course side of the starting line and inside the lay lines. If a participant finds him/herself in the 'forbidden zone' within the 30 seconds from the start the participant has to go round the ends off the starting line to re-enter the race!

15.8 Individual call (outside rule during false start)

If there is an individual call for a false start the caller has return in full to the starting side of the course by sailing along the starting line, go outside the starting buoy and cross the starting line again to re-enter the race.

16 The Finish

After the finish of a participant, his boat shall leave the race area as soon as possible, and not interfering with another participant. If, for whatever reason, a participant crosses the finish line more than once the last time will be the participants definitive finish position for that race!

16.1 End of a race

After the last participant of a race has finished, or the 5 minutes after the first finisher has expired, a audio signal will be sound. This will also be the sign that the race area is free for the next race.

The Head Race Officer can shorten a race, if so, this will be announced to the participants.

16.2 Time limit

Boats failing to finish within 5 minutes after the boat that sails the correct course and finishes first, will be scored Did Not Finish (DNF). The Racing Committee may change this time limit.

This changes Rules 35 and A5.

The Time limit does not apply to Race 1 where there is no time limit (HMS 2.2).

17 Behaviour and Attitude of Competitors

Any dispute(s) still unresolved after a race finish will be dealt with by a Race Officer/Observer, in accordance with Appendix A. This replaces RRS Part 5 and E5.

Please resolve all disputes on the water so the event may run as smoothly as possible. Disputes resolved after a race finish may result in a participant or both participants being scored DSQ. Much better to take a quick penalty turn during the race.

1. Continuing badgering about a dispute solved or not, can result in a/both participant(s) being scored DSQ. The first time shall a warning been given, two warning results in DSQ!

18 Results

18.1 HMS 2022

For multi-fleet events the Heat Management System (HMS 2022) shall apply. A copy will be available at the race office.

18.2 Discard races

There will be 1 discard for every 4 races sailed (HMS 2022 1.6)

18.3 Ties

Any ties shall be resolved in favour of the boat with the most first places. If the tie still exists, the most second places and so on.

18.4 Micro Magic Euro Cup Team Prize 2024

The Euro Team Prize will be based on the accumulated results of the top three finishers of one country.

The total points accumulated by the top free finishers of a nation.

The winning Nation team will be the team with the least amount of points accumulated by the top three finishers of that country.

18.5 Ties Micro Magic Euro Cup Team prize

Any ties shall be resolved in favour of the team with the greatest number of race wins recorded by its three top finishers.

If the tie still exists then the number of second places etc., until it is resolved.

19 Disclaimer of Liability

Competitors participate in the regatta entirely at their own risk. See Rule 4, Decision to Race. The organizing authority and any other party involved in the organization of the regatta will not accept any liability whatsoever for loss of material or personal damage (including but not limited to death, injury, consequential damages etc.) sustained in conjunction with or prior to, during, or after the regatta.

20 Insurance

Each participating boat has to be insured with valid third-party liability insurance.

APPENDIX A The Race Officer/Observer SYSTEM FOR MICRO MAGIC RACING

A1 Self-governed

We use the term 'Race Officer/Observer' in place of Judge or Referee.

To a large extent the racing is self-governed, if all competitors respect the rules and take penalty turns as required, the 'Race Officer/Observer' will observe the race in the background and focus on the good conduct of the competitors.

All members of the Racing committee are appointed as 'Race Officer/Observer' for the 2024 Micro Magic Euro Cup.

The race officers will act as parents. The principal race officer may appoint extra parents. This will be notified on the course board.

A2 Authorized actions of a 'Race Officer/Observer'

A2.1 Impose a penalty

A 'Race Officer/Observer' may impose a penalty (a two turns penalty 720 degrees) if he/she observes an incident where a penalty turn was requested but not executed by the offending boat, or an incident where no penalty was requested but the 'Race Officer/Observer' considers one is appropriate. He/she may impose the penalty on either, or both boats involved.

A 'Race Officer/Observer' may impose a further penalty on a boat that infringed a rule and did a penalty but still gained a significant advantage after taking that penalty. In both cases the 'Race Officer/Observer' may call for either a one or two turn penalty.

Only to contribute to a good and friendly racing atmosphere.

A2.2 Disqualify and re-dress

A 'Race Officer/Observer' has the right to disqualify, give a redress, or expel a competitor.

A2.3 Inform

A 'Race Officer/Observer', or a fellow competitor, may inform a competitor, at any time that he/she has not sailed the correct course.

Under the RRS this would be called 'outside assistance' and not allowed.

By allowing this call to be made, MMI deems it as 'advice freely available to all competitors' for the sake of these Sailing Instructions.

A2.4 Not sailing the correct course

At all the marks of the sailing course a 'Race Officer/Observer' can control if a competitor is sailing the correct course. If a competitor is observed not to sail the correct course and after the competitor is informed, he/she is not correcting his rounding of the mark, the concerning competitor will receive a DSQ.

A2.5 Complaints

Competitor's complaints can be addressed to a 'Race Officer/Observer'.

A2.6 'Race Officer/Observer' decision

A 'Race Officer/Observer' decision is final and cannot be subject to appeal.

A3 Protests

A3.1 Protests

Protests are not allowed. This replaces RRS Part 5 and E6.

A3.2 Conflict is not resolved

If competitors cannot resolve a dispute during the race, they can take their dispute, with a witness, if possible, to a 'Race Officer/Observer' as soon after the race finishes as possible. The 'Race Officer/Observer' will hear both sides and take a decision. That decision will be final and may result in DSQ, redress, or no penalty being applied.

Above all, **Micro Magic racing is fun** – Please keep it that way!