

**Date: 03/04/2024**

## **GENERAL INFORMATION**

Organizing Authority: Deutscher Segler-Verband e.V. (OA)

Organizing League: Deutsche Segel-Liga e.V. (OL)

Executive Committee: Deutsche Segel-Bundesliga GmbH (EC)

## **ABBREVIATIONS**

PC: Protest Committee	RC: Race Committee
NA: National Authority	SI: Sailing Instruction
RRS: Racing Rules of Sailing	ONB: Official Notice Board
IJ: International Jury	NoR: Notice of Race

## **1. RULES**

- 1.1.** The regatta will be governed by the rules as defined in “The Racing Rules of Sailing” (RRS), with the exception of class rules, as well as by the rules concerning the handling of the boats as described in Attachment B to these sailing instructions.
- 1.2. APPENDIX UF UMPIRED FLEET RACING, Deutsche Segel-Bundesliga Edition,** attached to these Sailing Instructions as Attachment E and posted on the official notice board will apply and takes precedence over any conflicting instructions.
- 1.3.** RRS 62.1(a), (b) and (d) are deleted.
- 1.4.** If there is a conflict between languages the English text will take precedence. For the national prescriptions of the German Sailing Federation (DSV) and the Notice of Race the German text will take precedence.
- 1.5.** There will be an Event Sailing Instruction for each regatta.

## **2. NOTICES TO COMPETITORS**

Notices to competitors will be posted on the official notice board located on the side of the DSBL Sprinter.

## **3. CHANGES TO SAILING INSTRUCTION**

Changes to the Sailing Instructions (SI) will be posted on the official notice board (ONB) or distributed to all teams no later than 30 minutes before they will take effect, except that any

change to the time schedule of races will be posted by 21.00 hrs the day before it will take effect.

#### **4. SIGNALS MADE ASHORE**

- 4.1. Signals made ashore will be displayed on the flagpole. The location of the flagpole will be posted on the official notice board.
- 4.2. When flag signal AP is displayed ashore, the next warning signal will be made earliest 20 min after removal of AP ashore. This changes RRS Race signal AP.

#### **5. DRAWING OF GROUPS AND BOATS, TECHNICAL DEFECTS**

- 5.1. The drawing of groups and boats will be done before the event. Order and number of races will result from the pairing list. The pairing list will be published before the event.
- 5.2. If the race committee or the repair service are unable to prepare a boat within a reasonable time, the race committee may start the race without this boat. The team associated with this boat will be scored RDG with the average of all other races sailed in compliance with RRS A9(a) in this race. This changes RRS 63.1, A5.1 and A5.2.
- 5.3. The pairing list may be changed if a team fails to compete or if boats need to be withdrawn due to technical defects.

#### **6. TIME SCHEDULE**

- 6.1. The race office will be the DSBL Sprinter near the water and has the following opening hours:  
Racing day 1: 9:00 - 18.00  
Racing day 2: 9:00 - 18.00  
Racing day 3: 9:00 - 16.00
- 6.2. The first skippers briefing will be one hour before the first starting signal of each "Spieltag" in front of the DSBL Sprinter.
- 6.3. Further skippers meetings will be announced on the official notice board.
- 6.4. The first warning signal will be made at 11.00 hrs on the first racing day. The following races will be sailed subsequently, with changes of boats and crews, according to the pairing list, on the water.
- 6.5. The time of the first warning signal on the second and third racing days will be posted on the official notice board by the race committee on the previous day after the racing has concluded, latest at 19.00hrs.
- 6.6. On the last racing day the last possible warning signal for the last race of the day will be at 15:30 hrs.
- 6.7. A flight consists of three consecutive races according to the pairing list, in which each entered team races once.

#### **7. RACE COURSE**

Attachment A shows the course including the order in which marks are to be passed, and the side on which each mark is to be left. If a gate mark is missing, the remaining mark shall

be rounded on the port side.

## **8. MARKS**

- 8.1.** Rounding marks will be inflatable marks, in compliance with Attachment A.
- 8.2.** Starting and finishing marks will be a race committee boat and a spare buoy displaying an orange flag.
- 8.3.** Shape and colour of the marks will be posted on the official notice board.

## **9. START**

- 9.1.** The starting line will be between staffs displaying orange flags on the starting marks or staff displaying an orange flag on the starting vessel on the starboard end and the course side of the port-end starting mark.
- 9.2.** RRS 26 is changed as follows:
  - 3 minutes before the starting signal: Warning signal, displaying a black flag with a white number 3
  - 2 minutes before the starting signal: Preparatory signal, removing the black flag with number 3, displaying a grey flag with a white number 2
  - 1 minute before the starting signal: One-minute signal: removing the grey flag with the number 2, and displaying a white flag with a black number 1
  - Starting signal: removing the white flag with the number 1
- 9.3.** The visual signals will be accompanied by a sound signal. Times will be taken from the visual signals. The absence of a sound signal shall be disregarded.
- 9.4.** A boat starting later than 3 minutes after her starting signal will be scored DNS or DNC without a hearing. This changes RRS A5.1 and A5.2.
- 9.5.** No later than the “one-minute signal”, the race committee shall signal the colour of mark 1 by displaying a flag of the same colour.

## **10. CHANGE OF COURSE**

RRS 33 is replaced by: “If flag C is displayed together with a coloured flag and repeated sound signals at the gate, the position of mark 1 has changed. The new mark 1 has the colour of the flag displayed.”

## **11. SHORTENING THE COURSE**

The course will not be shortened. This changes RRS 32.

## **12. FINISH**

The finishing line will be between staff displaying an orange flag on the signal vessel on the port end and the course side of the starboard-end mark. This changes RRS Race Signals – Blue Flag.

### **13. PENALTY SYSTEM, PROTESTS AND REQUESTS FOR REDRESS**

- 13.1.** All races will be umpired as described in Attachment E to these Sailing Instructions.
- 13.2.** Breaches of the following Sailing Instructions will not be grounds for protest by a boat: SI 17.1 and SI 19.
- 13.3.** Identification of Boats scored OCS, UFD or BFD

An umpire displaying flag X with one long sound means 'A boat has been scored OCS, UFD or BFD by the race committee'. The umpire will hail or signal to identify each such boat. The identified boat shall promptly leave the course area. This signal may be given any time after 3 minutes after the starting signal.

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

- 14.1.** Target time is 15 minutes. Failure to meet the target time shall not be ground for redress. Time limit for the first boat is 20 minutes.
- 14.2.** Boats failing to finish within 10 minutes after the first boat has sailed the course and finished will be scored DNF without a hearing. This changes RRS 35, A5.1 and A5.2.

### **15. SCORING**

- 15.1.** At least six races for each team are required to constitute a regatta.
- 15.2.** DNC, DNS, OCS, DNF, RET, DSQ all score 1 point more than the number of boats entered in the largest race of the current flight. This changes RRS A5.2.
- 15.3.** A team's series score will be the total of its race scores. No score will be excluded.
- 15.4.** If at the end of the regatta teams have sailed uneven number of races due to incomplete flights, the teams missing a race will be scored according to RRS A9(a) in the missing races.

### **16. SECURITY**

- 16.1.** RRS 40.1 applies. All participants must carry personal flotation devices according to DIN EN 393 or ISO DIN EN ISO 12402-5 on board. This changes RRS 40.1.
- 16.2.** A boat retiring from the race shall immediately inform the race committee.

### **17. REPLACEMENT OF CREW AND EQUIPMENT**

- 17.1.** Substitution of crew members will only be allowed in reasonable, exceptional cases and after approval of the EC. The new crew member shall be a member of the same club of the replaced crew member.
- 17.2.** Substitution of damaged or lost equipment and repairs may only be done by the repair service of the EC, or under their management.

### **18. CREW CHANGE**

- 18.1.** Every team shall be ready for boat/crew changing at the shuttle base or on a change raft not later than the time of the preceding start.

**18.2.** After finishing a race, the boats shall roll up their jibs and mainsails hoisted to allow the shuttle boat coming alongside for the crew change.

**18.3.** During the two minutes following the change, the new crew shall inspect the boat and display flag E if there is damage. An objection about a boat raised after two minutes have passed will not postpone the next race.

## **19. ADVERTISEMENT**

Advertising displayed on the boats by the teams is limited to the flag at the stern and must comply with Attachment C of these Sailing Instructions. Failure to attach the flag at the stern before racing leads to a penalty (one additional point to the score of the race) in this race without a hearing. This changes RRS 63.1, A5.1 and A5.2.

## **20. OFFICIAL BOATS**

Official boats will be marked with white flags carrying black letters as follows:

Race committee: "RC"

Umpire: "J" or "JURY"

Press: "P" or "PRESS" or "Presse"

Repair service: "S" or "REPAIR"

Shuttle:

1<sup>st</sup> division: blue DSBL Logo on white background

2<sup>nd</sup> division: white DSBL Logo on blue background

Media / TV: "Media"

## **21. ELECTRONIC DEVICES**

While racing, a team shall neither make radio transmissions nor receive radio information not available to all teams. Navigation aids are not permitted.

## **22. SUPPORT BOATS AND COACH BOATS**

Support boats and coach boats shall be registered beforehand with the EC.

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**23. TECHNICAL FAULT AND DAMAGE**

- 22.1.** When a boat has a technical fault, it shall display flag E latest immediately after finishing the race in order to alert the Repair Service.
- 22.2.** If there is a damage on a boat, the participant shall complete a damage report as described in Attachment D to these Sailing Instructions at the first reasonable opportunity after getting back ashore.
- 22.3.** Each team is responsible for the damage or a loss to their boat unless responsibility is otherwise assigned by the umpires.
- 22.4.** The costs definition will be the responsibility of the repair service team.
- 22.5.** In the event that a deduction is made from the deposit, the skipper/club will be required to restore the deposit to the original value to maintain eligibility. If the damage deposit is used up after a race, every club is obliged to restore the deposit to the original value after the event. For every incident the whole deposit could be used. The damage deposit is the limit of liability of each skipper for each incident.

**ATTACHMENTS:**

Attachment A: Course

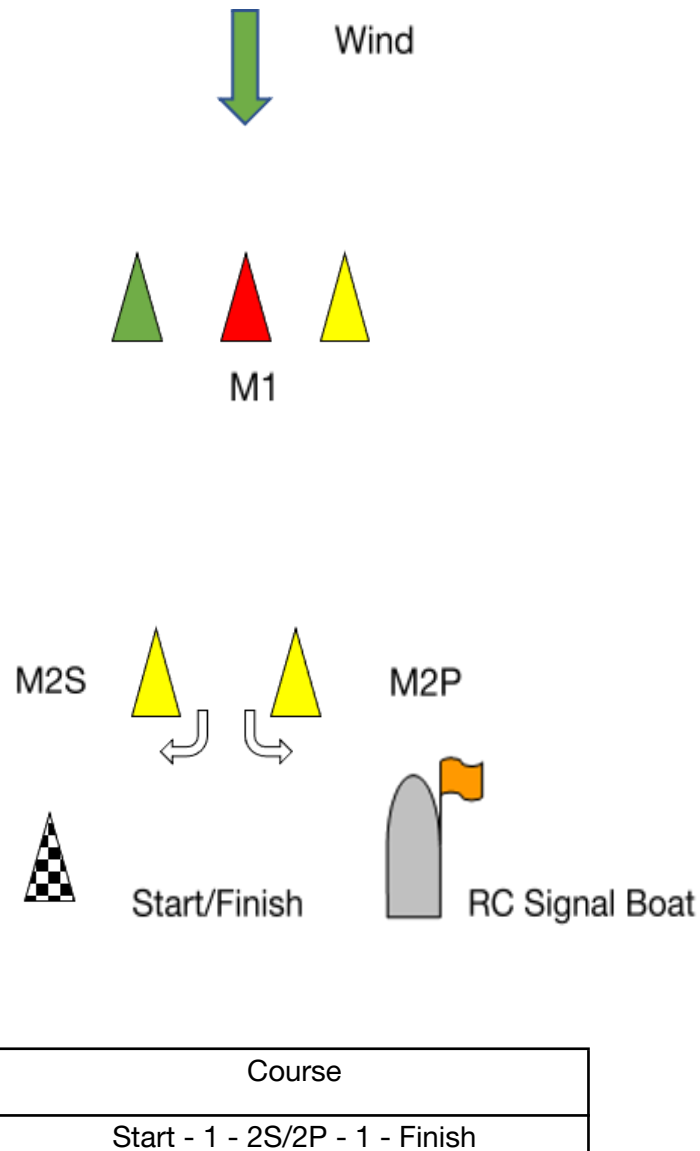
Attachment B: Rules for Handling of the Boats

Attachment C: Advertising

Attachment D: Damage Report

Attachment E: Umpired Fleet Racing

Attachement A: Courses



The colour of the mark that shall be rounded will be displayed with a coloured flag at the starting vessel no later than the “one-minute signal”. This flag will be removed in case of a course change.

Mark 1/1S/1P will be located upwind, seen from the starting line.

Mark 1 shall be passed on the port side.

Marks 2S and 2P are gate-marks

Colour and shape of the marks may differ from the drawing and are not binding for the regatta. At the start, the pin end may be a race committee boat as well as a buoy.

The course is determined by the event sailing instructions.

## **Attachment B: Rules for Handling the Boats**

### **B1 General**

Variations in the boats despite all measures for equalization will not be grounds for redress. This changes RRS 62.

The technical committee can check the boats for any changes that are in breach of instructions B2 or B6 on a random basis. If they find such change, they will inform the protest committee. The protest committee may penalize the boat with one additional point without a hearing. This changes RRS 63.1, A5.1 and A5.2.

### **B2 Prohibited actions**

In order to prevent damages and injuries:

B2.1 The following actions are prohibited unless in case of emergency or directed by the race committee or umpires:

- (a) Sailing in a manner that could cause serious damage or injury.
- (b) Tying in, binding or dropping the jib.
- (c) Any additions or alterations to the equipment supplied.
- (d) Use of equipment for a purpose other than that intended.
- (e) Moving equipment from its normal stowage position except when being used as intended.
- (f) Replacement of any equipment. Exception: damage. In this case, the replacement may be carried out only by the repair service.
- (g) Marking of sails, boat or arranged equipment, perforation of sails or attachment of further tell-tails to the sails.

### **B3 Handing over / leaving boats**

B3.1 A boat may only be handed over to the following team in the presence of a race committee member, or afloat or at the changing area, as prearranged.

B3.2 Before handing over a boat to the next crew, the boat's original condition shall be restored by the crew.

B3.3 Before handing over a boat to the next crew, the crew sailing the boat shall report any damage or problem with the boat.

B3.4 When a crew receives a boat, it has 2 minutes to check the boat and report possible problems or damages to RC (hail to either signal boat, repair boat or an umpire boat) and display flag E.

### **B4 Crew positioning**

B4.1 The crew shall not hang, push or pull on the standing rigging to promote the manoeuvre or to bring weight outboards. It is allowed to use the mast or the companionway for promoting the manoeuvre.

B4.2 The cockpit lines may be used with the exception that hanging on to the cockpit lines from the outside is prohibited.

B4.3 The crew shall not stand, sit or lie on the cockpit lines or the pushpits.



### **B5 Bowsprit**

B5.1 Having the bowsprit extended, except when in process of setting, flying or taking down the gennaker is prohibited. The bowsprit shall be fully retracted at the first reasonable opportunity after taking down the gennaker. A boat that does not retract the bowsprit fully may be warned and given an opportunity to correct the error.

B5.2 Extending the bowsprit before getting on the new leg of the course, after entering the zone of a rounding mark without a gennaker set is prohibited.

### **B6 Shrouds and forestay**

It is prohibited to adjust shrouds and forestay tension at all times while afloat. Backstay tension may be adjusted while racing.

### **B7 Boat handling before/after the event**

The boat must be

- transported to the venue
- assembled
- and disassembled by the crew specified in the logistics plan.

**Attachment C: Advertising**

The pushpit flags will be only produced by the DSBL GmbH.



**Attachment D: Damage Report**

If you detect any damage when taking over a boat, please notify the race committee before starting the race.	
Boat number and club name	
Skipper	
Date and race number	
Damage description	
Reason for damage	
Skipper signature	

For organising authority only:

Damage protocol received (date and time)	
Has the reparation been executed satisfactorily?	Yes/No
Estimated repair cost in Euro	
Comments	

Attention:

In case of damage, every skipper is obliged to submit a complete damage report to the organising authority whenever he detects damage or loss.

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**Attachment E: Umpire Fleet Racing**

APPENDIX UF[1]

**UMPIRED FLEET RACING**

**Segel-Bundesliga Edition 2024**

Version: 14 March 2023

Umpired fleet races shall be sailed under The Racing Rules of Sailing as changed by this appendix. Races shall be umpired. The rule changes in UF1 have been approved by World Sailing under Regulation 28.1.5(b) on the condition that only the provided options are used. This appendix applies only when it is referred to in the Notice of Race and made available for all competitors.

UF 1 CHANGES TO THE DEFINITIONS, THE RULES OF PART 1 AND 2, AND RULE 70

UF 1.1 Add to the definition Proper Course: 'A boat taking a penalty or manoeuvring to take a penalty is not sailing a proper course.'

UF 1.2 Add new rule 7 to Part 1:

**27 LAST POINT OF CERTAINTY**

The umpires will assume that the state of a boat, or her relationship to another boat, has not changed, until they are certain that it has changed.'

UF 1.3 SPARE

UF 1.4 When rule 20 applies, the following arm signals are required in addition to the hails:

(a) for room to tack, repeatedly and clearly pointing to windward; and

(b) for 'You tack', repeatedly and clearly pointing at the other boat and waving the arm to windward.

UF 1.5 Rule 70 is deleted.

UF 1.6 SPARE

UF 2 CHANGES TO OTHER RULES

UF 2.1 Rule 28.2 is changed to:

**28 SAILING THE COURSE**

28.2 A boat may correct any errors in sailing the course, provided she has not rounded the next mark or crossed the finishing line to finish.

UF 2.2 Rule 31 is changed to:

**31 TOUCHING A MARK**

While racing, neither the crew nor any part of a boat's hull shall touch a starting mark before starting, a mark that begins, bounds or ends the leg of the course on which she is sailing, or a finishing mark after finishing. In addition, while racing, a boat shall not touch a race committee vessel that is also a mark.

UF 2.3 SPARE

UF 3 ON WATER PROTESTS AND PENALTIES

UF 3.1 In this appendix, 'a penalty' will mean the following:

A One-Turn Penalty taken in accordance with rule 44.2.

UF 3.2 The first sentence of rule 44.1 is changed to: 'A boat may take a penalty when, in an incident while racing, she may have broken one or more of the rules of Part 2 (except rule 14 when she has caused damage or injury), rule 31 or rule 42. However, when she may have broken a rule of Part 2 and rule 31 in the same incident, she need not take the penalty for breaking rule 31'.

UF 3.3 On the Water Protests by Boats and Penalties

(a) While racing, a boat may protest another boat under a rule of Part 2 (except rule 14) or under rule 31 or rule 42; however, a boat may only protest under a rule of Part 2 for an incident in which she was involved. To do so she shall hail 'Protest' and conspicuously display a Y flag at the first reasonable opportunity for each. She shall remove the flag before, or at the first reasonable opportunity after a boat involved in the incident has taken a penalty voluntarily or after an umpire's decision.

(b) A boat that protests as provided in rule UF3.3(a) is not entitled to a hearing. Instead, a boat involved in the incident may acknowledge breaking a rule by voluntarily taking a penalty. An umpire may penalise any boat that broke a rule and was not exonerated, unless the boat took a penalty voluntarily.

UF 3.4 Penalties and Protests Initiated by an Umpire

(a) When a boat

(1) breaks rule 31 and does not take a penalty,

(2) breaks rule 42,

(3) gains an advantage despite taking a penalty,

(4) commits a breach of sportsmanship, or

(5) fails to comply with rule UF3.6 or to take a penalty when required to do so by an umpire,

(6) breaks course limits instructions if any and NoR F2, F4 or F5.

(7) fails to comply with rule UF2.1 (rule 28.2) an umpire shall disqualify her under rule UF3.5(c),

an umpire may penalise her without a protest by another boat. The umpire may impose a penalty or more, each signalled in accordance with rule UF3.5(b), or disqualify her under rule UF3.5(c), or report the incident to the protest committee for further action. If a boat is penalised under rule UF3.4(a)(5) for not taking a penalty or taking a penalty incorrectly, the original penalty is cancelled.

(b) An umpire who decides, based on his own observation or a report received from any source, that a boat may have broken a rule, other than rule UF3.6 or rule 28 or a rule listed in rule UF3.3(a), may inform the protest committee for its action under rule 60.3. However, he will not inform the protest committee of an alleged breach of rule 14 unless there is damage or injury.

UF 3.5 Umpire Signals

An umpire will signal a decision as follows:

(a) A green and white flag with one long sound means 'No penalty.'

(b) A red flag with one long sound means 'a penalty is imposed or remains outstanding.' The umpire will hail or signal to identify each such boat.

(c) A black flag with one long sound means 'A boat is disqualified.' The umpire will hail or signal to identify the boat disqualified.

#### UF 3.6 Imposed Penalties

(a) A boat penalised under rule UF3.5(b) shall take a penalty.

(b) A boat disqualified under rule UF3.5(c) shall promptly leave the course area.

#### UF 4 RACE COMMITTEE ACTIONS

UF 4.1 At the finishing line, the race committee will inform the competitors about each boat's finishing place or scoring abbreviation. After this has been done, the race committee will promptly display flag B with one sound. Flag B will be displayed for at least two minutes and then removed with one sound. If the race committee changes the scoring information provided at the finishing line while flag B is displayed, it will display flag L with one sound. Flag B will continue to be displayed for at least two minutes after any changes are made.

#### UF 5 PROTESTS; REQUESTS FOR REDRESS OR REOPENING; APPEALS; OTHER PROCEEDINGS

UF 5.1 No proceedings of any kind may be taken in relation to any action or non-action by an umpire.

#### UF 5.2 SPARE

UF 5.3 A boat intending to

- (a) protest another boat under a rule other than rule UF3.6 or rule 28, or a rule listed in rule UF3.3(a), (b) protest another boat under rule 14 if there was contact that caused damage or injury, or (c) request redress shall inform the race committee in the following way: hail the race committee before or during the display of flag B.

UF 5.4 The time limit defined in rule UF5.3 also applies to protests under rule UF5.10. The protest committee shall extend the time limit if there is good reason to do so.

UF 5.5 The race committee will promptly inform the protest committee about any protests or requests for redress made under rule UF5.3.

UF 5.6 The third sentence of rule 61.1(a) and all of rule 61.1(a)(2) are deleted.

UF 5.7 The first three sentences of rule 64.2 are changed to: 'When the protest committee decides that a boat that is a party to a protest hearing has broken a rule, it may impose penalties other than disqualification, and may make any other scoring arrangement it decides is equitable. If a boat has broken a rule when not racing, the protest committee shall decide whether to apply any penalty to the race sailed nearest in time to that of the incident or make some other arrangement.'

UF 5.8 Hearings except for a hearing under rule 69.2

- (a) Protests and requests for redress need not be in writing.
- (b) The protest committee may inform the protestee and schedule the hearing in any way it considers appropriate and may communicate this orally.
- (c) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.

(d) If the protest committee decides that a breach of a rule has had no effect on the outcome of the race, it may impose a scoring penalty of points or fraction of points or make any other arrangement it decides is fair, which may be to impose no penalty.

(e) If the protest committee penalises a boat in accordance with rule UF5.7 or if a standard penalty is applied, all other boats will be informed about the change of the penalised boat's score.

UF 5.9 The race committee will not protest a boat.

UF 5.10 The protest committee may protest a boat under rule 60.3. However, it will not protest a boat for breaking rule UF3.6 or rule 28, a rule listed in rule UF3.3(a), or rule 14 unless there is damage or injury.

UF 5.11 SPARE

UF 5.12 Rule 66.2 is changed to 'A party to the hearing under this appendix may not request a reopening.'