

O.M. INTERNATIONAL LEDRO MATCH RACE 2025 WORLD MATCH RACING TOUR EVENT World Sailing Grade 2 Event 27th June – 29rd June 2025

SAILING INSTRUCTION

Abbreviations:

| | |
|-------------------------------|-----------------------------|
| OA – organising authority | RC – race committee |
| NA – national authority | IJ – international jury |
| SI – sailing instructions | NoR – notice of race |
| RRS – racing rules of sailing | RCV – race committee vessel |

1 RULES

- 1.1 The event is governed by the rules as detailed in NoR 1.
- 1.2 When the umpires proceed under RRS C8.7 they will be guided by SI Addendum D.
- 1.3 Further to NoR 1.4, the RRS is changed as follows:
 - (a) When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 15 minutes' in Race Signals AP.
 - (b) RRS 32 is deleted and replaced with: 'After the starting signal, the RC may abandon or shorten any match for any reason, after consulting with the match umpires when practical.'
 - (c) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only. This changes Race Signals.

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the SI made ashore will be posted at least 15 minutes before the start of any match affected and will be signed by the RC and the IJ representatives.
- 2.2 Flag L will be displayed ashore on the day it will take effect until the boats have departed for the race course.
- 2.2 Changes to a SI may be made on the water. These will be signalled by the display of flag 3rd substitute with three sound signals from the Race Committee Vessel ('RCV'). An umpire may communicate these RC changes either verbally or in writing.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located near the Regatta Office.
- 3.2 Skippers shall attend the first briefing, which will be at 9.00 am on the 27st June, at the Regatta Office, unless excused by the OA.
- 3.4 The first meeting with the umpires will be following the first briefing.
- 3.5 A daily morning meeting for RC, umpires and competitors will start at 9.00 am at the Regatta Office.

4 BOATS AND SAILS

- 4.1 Boats will be identified by numbers (1 to 8) placed on the hull.
- 4.2 The mainsails shall display names as provided by the OA.
- 4.3 The sail combination to be used will be signalled from the RCV with or before the attention signal. The signals will have the following meanings:
- | | |
|----------------------|---|
| <u>Signal</u> | <u>Sail combination to be used</u> |
| T | No spinnaker |

5 FLIGHTS AND MATCHES

Further to NoR 7:

- 5.1 The event format is detailed in SI Addendum E.
- 5.2 All competitors will receive a pairing list for each stage.
- 5.3 The next flight and matches to be sailed in that flight will be displayed in order of starting on the RCV.
- 5.4 In a knock-out series between two skippers:
- they will alternate assigned ends for each match
 - when the series has been decided, further matches between these two will not be sailed.
 - crews will exchange boats after odd matches of the series, unless otherwise agreed by both skippers.
- 5.5 The racing days are scheduled as June 27th to June 29th.
- 5.6 The latest time for an attention signal on the last day of racing will be 4.30 pm.
- 5.7 The number of matches to be sailed each day will be determined by the RC.
- 5.8 The RC may change the format, terminate any stage or the event when, in its opinion, it is impracticable to attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favour of later stages.
- 5.9 The intended time of the first attention signal each day is 10.00 am.
- 5.10 Each subsequent flight will be started as soon as practicable after the previous flight.
- 5.11 When, in a knock out series, a winner of a particular series has been determined, subsequent starts will be brought forward to eliminate blank starts. Competitors will be so advised verbally by an umpire.
- 5.12 The RC may change the order of matches within a flight to allow starts to be brought forward to eliminate blank starts or to add a delayed match start to the end of a flight. The RC, or an umpire on behalf of the RC, will advise Competitors of any such change verbally.

6 COURSE

6.1 Configuration, Signals and Course to Be Sailed

Configuration (not to scale)

Mark W o

Mark L o

Start/Finish Lines

Start



Finishing line

6.2 Signals and Course to be Sailed

Course signals will be displayed from the RCV, at or before the warning signal. Marks W and L shall be rounded to starboard.

| <u>Signal</u> | <u>Course</u> |
|---------------|----------------------------|
| No Signal | Start - W - L - W - Finish |
| S | Start - W - Finish |

7 MARKS / STARTING AND FINISHING LINE

- 7.1 Mark W will be yellow, orange, green or white inflatable mark. The RC will signal the colour of mark W for each match together with preparatory signal for that match.
- 7.2 Mark L will be an orange inflatable mark
- 7.3 The starting/finishing line marks will be buoys with an orange flag.
- 7.4 The RCV will be identified by the Associazione Vela Lago d Ledro (AVLL) insignia.
- 7.5 When looking up the course, the starting line will be a straight line between the staff with AVLL insignia on the RCV at the starboard end and the course side of a buoy with an orange flag mark at the port end.
- 7.6 When looking up the course, the **finishing line** will be a straight line between the staff with AVLL insignia on the RCV at the port end and the course side of a **buoy** with an orange flag mark at the **starboard end**.
- 7.7 A buoy may be attached to the RCV anchor line just below keel depth. Boats shall not pass between this buoy and the RCV at any time. This buoy is part of the RCV ground tackle.

8. CHANGE OF THE NEXT LEG OF THE COURSE

- 8.1 To change the next leg of the course, the RC will signal the colour of the mark that is now ending the next leg.

RRS 33 and Race Signals are changed as follows:

- (a) A coloured flag on board means: 'The windward mark has been moved. Sail to a mark the same colour as the flag on board.'
- (b) When a change of course after starting only affects some matches, these will be designated by the appropriate numeral pennant.
- (c) The **finishing line mark may be moved** without any signal to square the line to the wind direction prior to boats being on that leg.
- (d) When a change of course is signalled after the first leg it will be displayed from a boat in the vicinity of leeward mark and will be followed by a series of repetitive sound signals.

9. *blank (ex- Obstructions)*

10 BREAKDOWN and TIME FOR REPAIRS

- 10.1 Before the attention signal of a flight or within two minutes of finishing or within five minutes of changing into a new boat, whichever is later, a boat may display flag L to signal breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to a position just to leeward of the RCV and remain there, unless otherwise directed.
- 10.2 The time allowed for repairs will be at the discretion of the RC.
- 10.3 After the attention signal of a flight, a match will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 10.1.



10.4 Except when RRS 61.4 (b) (2) or (3) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 61.

11 TIME LIMIT

A boat that does not Finish within 5 minutes after her opponent has Sailed the Course has retired from that race.

12 RISK STATEMENT

Refer to NoR 13.

14 DISCLAIMER

All those taking any part in the event do so at their own risk. The OA, its associates and appointees accept no responsibility for any loss, damage, injury or inconvenience incurred, howsoever caused.

CHAIRMAN RACE COMMITTEE

Fabio Barrasso

CHIEF UMPIRE

Martin Clasen

SI ADDENDUM A – LIST OF ELIGIBLE SKIPPERS

| | Name, SURNAME | NATIONALITY | World Sailing ID | World Sailing Rank. 06.2025 |
|-----------|----------------------|--------------------|-------------------------|------------------------------------|
| 1. | Attili Rocco | ITA | ITARA27 | 7 |
| 2. | Delerce Ange | FRA | FRAAD93 | 13 |
| 3. | Zbroja Patryk | POL | POLPZ3 | 18 |
| 4. | Bal Lennard | NED | NEDLB5 | 20 |
| 5. | Foucher Tom | FRA | FRATF14 | 27 |
| 6. | Allix Martin | FRA | FRAMA41 | 29 |
| 7. | Sepp Mati | EST | ESTMS33 | 35 |
| 8. | Gryglewski Michał | POL | POLMG11 | 41 |
| 9. | Finnegan Ruairi | IRL | IRLRF14 | 52 |
| 10 | Torre Marcello | AUS | AUSMT33 | 53 |
| 11 | D'Amodio Julia | FRA | FRAJD71 | 92 |
| 12 | Rajar Bojan | SLO | SLOBR1 | 160 |

SI ADDENDUM B – HANDLING of BOATS

1 GENERAL

[NP] Other restrictions or instructions may be given to the boats verbally by the RC or via an umpire. Flag 3rd substitute is not required.

2 [NP] PROHIBITED ACTIONS

Except in an emergency or in order to prevent damage or injury, or when directed by an umpire otherwise, the following are prohibited:

- 2.1 Any additions, omissions or alterations to the equipment supplied.
- 2.2 The use of any supplied equipment for a purpose other than that intended or specifically permitted.
- 2.3 The replacement of any equipment without the sanction of the RC.
- 2.4 Modifying or sailing the boat in a manner that it is reasonable to predict that damage, or significant further damage, would result.
- 2.5 Moving equipment from its normal stowage position except when being used.
- 2.6 Boarding a boat without prior permission.
- 2.7 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC, or, on race days, while 'AP' is displayed ashore.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Marking directly on the hull or deck with permanent ink, using duct tape or using any tape that leaves a residue.
- 2.10 Using a reef line as an outhaul.
- 2.11 Cross winching foresail sheets.
- 2.12 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.13 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.14 Using a winch to adjust the mainsheet, backstay or vang.
- 2.15 Using the spinnaker pole to wing out the foresail.
- 2.16 Radio transmission and using a mobile telephone while racing, except to report damage, or to communicate with the RC, or in an emergency.
- 2.17 *blank (ex- main boom position)*
- 2.18 The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or gybing, or to aid the projection of a crew member outboard **while not seated on the deck** is prohibited.
- 2.19 *blank (ex- spinnaker on offset leg)*
- 2.20 *blank (ex- bowsprit)*
- 2.21 *blank (ex- bowsprit)*
- 2.22 Fixing a spinnaker sheet catcher at the bow that extends the length of the boat more than 100 mm or requires any repair after removal. Note: a spinnaker sheet catcher that satisfies this rule is allowed.
- 2.23 A breach of **SI 2.18** is subject to action by Umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

3 PERMITTED ITEMS— only the following are permitted:

3.1 Taking on board the following equipment:

- (a) Clothing and personal items suitable for the conditions and time on the boat.
- (b) Food and drink suitable for the conditions and time on the boat.
- (c) basic hand tools
- (d) adhesive tape (**please ask at the regatta office**)
- (e) line (elastic or otherwise of 4 mm diameter or less)
- (f) marking pens
- (g) telltale material
- (h) hand held compasses, watches, timers and small personal video devises such as GoPro
- (i) shackles, halyard clips, and clevis pins
- (j) velcro tape
- (k) bosun's chair
- (l) spare flags
- (m) Items to make a spinnaker sheet catcher at the bow.
- (n) Items with the approval of the OA, Race Committee or Umpires.

3.2 Changing the number of mainsheet purchases.

3.3 **Jib must be single-sheeted only.**

4 MANDATORY ACTIONS – the following are required:

4.1 The completion of a written damage report before leaving a boat and submitting it to the RC, even if no damage or loss is recorded. Reports shall include any evidence of matters which could cause damage or disadvantage to the boat in future matches. When boat swaps are carried out on the water, the report should be made verbally to the RC as soon as possible.

4.2 At the end of each sailing day:

- (a) folding, bagging and placement of the sails as directed
- (b) leaving the boat in the same state of cleanliness as when first boarded that day
- (c) releasing backstay tension

4.3 At the end of the final day for a particular boat, cleaning the boat (cabin and decks), removing all trash and removing all tape and marks.

4.4 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.

4.5 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.

4.6 *blank (ex- engine gear lever)*

4.7 A breach of items 4.2 and 4.3 will be considered as damage and the cost of rectification will be deducted from the damage deposit.

SI ADDENDUM C – EQUIPMENT LIST

The following non-fixed items, provided by the OA, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported on the daily damage report.

SAILS and SAILING EQUIPMENT

- Mainsail and set of battens
- Small headsail
- Large headsail
- Spinnaker
- One winch handle
- One spinnaker pole
- Two spinnaker sheets
- Two headsail sheets
- Tiller extension
- Genoa cars

SAFETY GEAR

- Life jackets for each crew member
- Boat hook
- Bucket and lanyard

TOOLS

- Any supplied tools

MOORING LINES and FENDERS

- Two mooring lines
- Two fenders

GALLEY EQUIPMENT

- Lunch box
- As provided by the organisers

FUEL and WATER

- As provided by the organisers

SI ADDENDUM D – DAMAGE PENALTIES

Match Racing Penalties for Damage resulting from contact between boats

Appendix C6.6 and C8.7 permits the umpires or protest committee to decide the penalty when a boat breaks RRS 14. This document explains how damage will be assessed and gives general guidance on the appropriate penalty. When the protest committee has good reasons to do so, it may apply a different penalty.

Damage will be divided into 3 levels as shown in the following table:

| Level | Extent | Effect |
|------------------------|---|---|
| Level A - Minor Damage | Does not significantly affect the value, general appearance or normal operation of the boat. | Boat may race without repair although some minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work. |
| Level B - Damage | Affects the value and/or general appearance of the boat | The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Requires more than 1 hour of work but should not normally require more than 3 hours of work. |
| Level C - Major Damage | The normal operation of the boat is compromised and its structural integrity may be impaired. | The boat will need some repair work before racing again. Requires more than 3 hours of work. |

Point Penalties - to be applied without a hearing (this amends RRS C8.7);

| Level | Round Robin | Knock Out |
|----------|-------------|---------------------------|
| A | None | None |
| B | Half point | Three quarters of a point |
| C | One point | One point |

When both boats break RRS 14, they should both receive a points penalty. If a competitor requests a hearing when a points penalty is imposed, the protest committee may decide (in the hearing) to give a greater penalty.

Deductions from Damage Deposits

The assessment of damage level is only for the purpose of points penalties, and is not linked to any deductions from the competitor's damage deposits.

Any points penalty will be based on the assessment of damage level made on the water. Subsequent assessments of the damage level after closer inspection, whether the level turns out to be higher or lower, will have no effect on the points penalty given on the water.

SI ADDENDUM E – EVENT FORMAT

1 First Stage – Round Robin

- (a) All skippers will sail a single round robin. Competitors might be divided in two groups if so stated by the RC.
- (b) The 4 highest scoring skippers (or 2 from each group, if groups are used) shall qualify for the next stage.
- (c) Boats will be assigned by draw.

2 Second Stage – Knock-out series, Semifinals

- (a) The skipper placed 1st (winning skipper determined by draw, if groups are used) has the right to choose the opponent and the remaining two skippers shall race each other.
- (b) The skipper who first scores at least 3 points in each pair wins the Semi-finals.
- (c) Boats will be assigned by draw.
- (d) The crew with the higher rank in the First Stage will be assigned as yellow for the 1st flight.

3 Third Stage – King of the Castle

- (a) Skippers placed 5th – 12th after First Stage will sail in pairs to define places 5th to 12th in “King of the castle” format (12th vs 11th, winner against 10th and so on).
- (b) Boats will be assigned by the OA.
- (c) Crew higher in the First Stage will be assigned as yellow.

4 Fourth Stage – Knock-out series, Finals

- (a) **Petit-Final:** losers in the Semifinals will race for the 3rd place, and the one who first scored at least 2 points wins the 3rd place overall. The other is fourth placed.
- (b) **Grand-Final:** winners in the Semifinals will race for the 1st overall place, and the one who first scores at least 3 points is the winner of the event. The other is second placed.
- (c) Boats will be assigned by draw.
- (d) First entry side will be assigned by draw.