
SAILING INSTRUCTIONS

Micro Magic Eurocup 2010

Lake Balaton, Balatonkenese, BFYC port (<http://www.bfyc.hu>)
October 2 and 3

Organised by : Hungarian Micro Magic Association (MMMSZ)
and
Micro Magic International (MMI)

Race committee

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SAILING INSTRUCTIONS

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Sections shown in italics are explanations of how these sailing instructions have been written to fit within the 'spirit' of Micro Magic racing

1 RULES

- 1.1 The regatta will be governed by the ISAF Racing Rules of Sailing 2009-2012 (RRS), Appendix E of the RRS, these Sailing Instructions, the Micro Magic International Class Rules and the Heat Management System (HMS 2007).

The English language versions of these documents shall prevail. In case of conflict between the documents above, these Sailing instructions shall prevail above HMS 2007 and Appendix E.

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 of the Race committee and its parents.

- 1.2 MM Racing is fun and all sailors are expected to conduct themselves in a sportsmanlike manner at all times.

- 1.3 It is every sailor's responsibility to avoid collisions.

- 1.4 Any boat that infringes the rules must do a penalty turn (one tack & one gybe).

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.

- 1.5 Appendix A (Parents) of these Sailing Instructions shall apply.

- 1.6 Protests – Appendix A of these Sailing Instructions shall apply. This replaces Part 5 and Appendix E Part 5 of the RRS.

- 1.6 Mark Room (Rule 18).

All references to the 'Zone' shall be taken to be 6 hull lengths (approximately 3metres).

The MM is only a short boat, but a zone of 6 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.

- 1.7 A boats hull or rigging may touch a mark of the course provided that mark has been rounded correctly as described on the course board.

At distance it is easy to see if your boat has gone round the mark on the correct side, but it can be hard to tell if it had a minor contact with the mark. It is easier for competitors and race officials to allow touching marks as it can only slow you down to do so.

1.8 Rule E4.4 (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 gybe).

However, If a boat does not voluntarily take a penalty for breaking a rule of Part 2 and a Parent has to award a penalty, that penalty shall be a minimum of Two-Turns (two tacks and two gybes). This will be confirmed verbally by the Parent when announcing the penalty.

Failure to take a penalty requested by a parent will lead to that boat being disqualified from that race.

2 CLASS RULES

2.1 All boats will have to comply to the International Micro Magic one design rules: http://www.micromagic.info/MMI_rule.pdf with the following addition: Reworking the trailing edge of the hull on the MKI hull to provide a clean sharp edge, is permitted as long as there is no significant increase in waterline length +/- 2mm.

It is the skipper's responsibility to ensure his, or her, boat complies with the class rules at all times when racing.

2.2 Each competitor may only use one keel and rudder during the whole event. Exceptions are allowed in the event of demonstrable damage

2.3 All boats can be subject to checks for compliance to the class rules

2.4 If there is a conflict between languages the English text will prevail

2.5 When it is doubtful whether a boat complies with the rules or not, the class Parents can raise a vote among all competitors to decide if a boat can compete or not.
When 2/3 of the fleet votes YES the boat can compete, otherwise it should be modified or withdrawn

2.6 Sail Identification: The MMI class rules shall replace RRS E6.

3 NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board(s) located at the race centre

4 CHANGES TO SAILING INSTRUCTIONS

Any change to the Sailing Instructions will be posted before 10.00h on the day it will take effect

5 SIGNALS MADE ASHORE

All signals are made ashore at the race centre.

6 SCHEDULE OF RACES

Racing is scheduled as follows:

Friday October 1	14.00h to 18.00h Registration and Practice 19.00h dinner
Saturday October 2	09:00 to 09:30 Registration 09.30h Briefing 10.00h Start of the races 13.00h to 14.00h Standing lunch ±18.30h End of the races; no race will start after 18:00
Sunday October 3	09.30h Briefing 10.00h Start of the races 15.30h End of the races; no race will start after 15:00 16.30h Awards Ceremony

7 CLASS FLAGS

N/A

8 RACING AREAS

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

9 THE COURSES

The course will be shown on the course board at the race centre as required by RRS E 3.2

During a heat, shortening of the course shall be signalled by two sound signals followed by verbal confirmation of the new finish line on the leg before the leading boat approaches the shortened finish.

10 MARKS

See courses

11 THE START

11.1 Races will be started by using rule 26, as amended by rule E3.5

11.2 The Race Committee will call for the race and heat number followed by a one or two minutes signal and count down to start. Sail numbers for the heat to be sailed will be displayed on the course board. Only for race numbers 1 and 2 will individual sail numbers be called for the heat about to be sailed. For all further races the sail numbers will be posted on the notice board and 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.

12 THE FINISH

See course board.

13 TIME LIMITS

Boats failing to finish within 5 minutes after the first boat sails the course and finishes will be scored Did Not Finish (DNS). This changes Rules 35 and A5 and HMS

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

14 Behaviour and attitude of competitors

Protests are not allowed. Any dispute still unresolved after the race finishes will be dealt with by a Parent, 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 finishes may result in a boat being scored DSQ. Much better to do a quick penalty turn during the race.

15 SCORING

15.1 The heat management system (HMS2007) shall apply. A copy will be available at the race office.

15.2 There will be 1 discard for every 5 races sailed

15.3 The Euro Team Prize will be based on the accumulated points of the first three finishers from a nations squad. The winners will be the team with the lowest total points score of its top three finishers.

Any ties shall be broken in favour of the team with the most number of race wins recorded by its four top finishers. If the tie still exists then the number of second places etc, until it is resolved.

Unfortunately, nations with less than three competitors will not be eligible for the Team Prize. This is to stop a freak result were a nation with only one competitor could win the 'team' award.

16 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 organisation of the regatta will not accept any liability whatsoever for loss, 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.

17 INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of € 500.000 per event or the equivalent.

APPENDIX A

THE PARENT SYSTEM FOR MICRO MAGIC RACING

A1 DEFINITIONS

- A1.1** We use the term 'Parent' 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 Parent will observe the race in the background and focus on the good conduct of the competitors.

The principle race officer will act as a parent

Beside the principal race officer MM Hungary will appoint a minimum of two Parents for this event.

MMI will also appoint a minimum of two Parents, these can be competitors, people from the organising committee or external people.

There will be a minimum of two parent overseeing each heat.

A2 AUTHORISED ACTIONS OF A PARENT

- A2.1** A Parent may impose a penalty If he or she thinks it is appropriate for the situation and necessary to keep a good and friendly racing atmosphere
- A2.2** A Parent has the right to ask for any penalty he or she thinks appropriate, from a minimum penalty of 2 turns. Allowed penalties include disqualification, giving redress to, or expelling of a competitor.
- A2.3** A Parent, or a fellow competitor, may inform a boat, at any time, that it 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 deem it as 'advice freely available to all competitors' for the sake of these Sailing Instructions.
- A2.4** Competitor's complaints can be addressed to a Parent.
- A2.5** A Parents decision is final and cannot be subject to appeal.

A3 PROTESTS

- A3.1** Protests are not allowed. This replaces RRS Part 5 and E5.