



6 Metre International Class European Championship

Sanxenxo (Spain), September 27 - October 5, 2024

SAILING INSTRUCTIONS (SI)

The **European Championship of the International 6 Metre Class** will be held in the waters of the Ría de Pontevedra from **September 27 to October 5, 2024 (inclusive)**, organized by the **Real Club Náutico de Sanxenxo (RCNS)** by delegation of the Real Federación Española de Vela (RFEV), approved by the Consejo Superior de Deportes (CSD), and supported by the Real Federación Gallega de Vela (RFGV), the International Six Metre Association (ISMA), and Nauta Sanxenxo.

The notation [NP] means that a breach of this rule will not be grounds for protests between boats, and the international jury may refuse to hold a hearing. This modifies RRS 60.1(a) and 63.1.

1. RULES

1.1 The regatta will be governed by the rules as defined in the 2021-2024 Racing Rules of Sailing (RRS).

1.2 [DP] World Sailing's Equipment Rules.

1.3 [DP] The International 6 Metre Class Rules.

1.4 The ISMA Rules for European Championships.

1.5 RRS 90.3(e) will apply.

1.6 The following RFEV prescriptions will apply to Spanish boats or those representing a Spanish yacht club, except for article (c), which applies to all boats:

a) WS Regulation 20.2.3.3. The RFEV automatically grants approval to boats of recognized dinghy classes, Windsurf, and Kiteboard. All other boats must obtain prior authorization from the RFEV to display individual advertising.

b) WS Regulation 20.8.2. If the person in charge of a boat wishes to display individual advertising, they must pay the fees published on the RFEV website: <http://rfev.es>.

c) RRS 67 DAMAGES: "The RFEV prescribes that:

1. Any issue regarding liability or claims for damages resulting from an incident occurring while a boat is subject to the Racing Rules of Sailing will be submitted to the ordinary civil jurisdiction and will not be heard by the Protest Committee or the Appeals Committee."



2. That a boat penalizes itself or withdraws does not imply acceptance of responsibility for damages or admission of having broken a rule.

d) **RRS 75 ENTERING A REGATTA:** "The RFEV prescribes that:

1. To enter any regatta held in Spain, any competitor of Spanish nationality or with legal residence in Spain must possess the current year's federation sports license.
2. All crew members of any boat competing in Spain, whether flying the Spanish flag or a foreign flag representing or competing for a club affiliated with the RFEV, must hold the current year's federation sports license."

e) **RRS 88.2 CHANGES TO PRESCRIPTIONS:** "The RFEV prescribes that its prior written approval is required to modify or delete its prescriptions."

1.7 [DP] The Measurement Instructions, which are part of the Sailing Instructions and are published on the ONB. (Appendix C – Minimum Required).

1.8 [NP][DP] Special Rules:

(a) Boats shall not throw trash into the water. It must be kept onboard and deposited in containers ashore.

(b) Participants may be required to carry onboard cameras, sound equipment, and positioning devices as required by the Organizing Authority.

(c) Each boat must carry onboard a smartphone with the tracking app (eStela) installed and functioning during the races. The organization will provide each boat with an access key.

1.9 [NP][DP] Every sailor and support person shall follow any reasonable instruction given by a race official.

1.10 In case of discrepancy between languages, the English text will prevail.

2. NOTICES TO PARTICIPANTS

2.1 Notices to participants will be posted on the Official Notice Board (ONB), located at the Race Office on the ground floor of the Real Club Náutico de Sanxenxo, and on the VIRTUAL ONB available on the official event website: www.6meuropeans2024.com.

3. CHANGES TO SAILING INSTRUCTIONS

3.1 Any changes to the Sailing Instructions will be announced at least two hours before the scheduled Warning Signal of the first race of the day affected, except that any changes to the racing schedule will be announced before 20:00 on the previous day on the physical ONB and the VIRTUAL ONB.

4. SIGNALS MADE ASHORE

4.1 Signals made ashore will be displayed from the Official Signal Mast (OSM) located on the terrace on the third floor of the main building of the Real Club Náutico de Sanxenxo.



4.2 When the CIS flag "AP" is hoisted ashore, the term "1 minute" in the AP race signal rule is replaced by "no earlier than 40 minutes" (this modifies the AP race signal of the RRS).

4.3 A white flag with the number 1 or 2, accompanied by a sound signal, hoisted at least 60 minutes before the scheduled time for the first Warning Signal or no later than when the AP signal is lowered, whichever comes later, means: "The races are scheduled to be sailed in race area 1 or 2, respectively."

5. SCHEDULE OF RACES

5.1 The schedule will be as follows:

Regata Rey Juan Carlos, El Corte Inglés Master (There will be a separate Notice of Race available at www.regatareyjuancarlos.com)		
Day 1	Friday, September 27	Rey Juan Carlos Regatta races, registration, and measurement for the European Championship.
Day 2	Saturday, September 28	Rey Juan Carlos Regatta races, registration, and measurement for the European Championship (<i>the last race held this day will be the official practice race for the European Championship</i>).
Day 3	Sunday, September 29	Registration and measurement for the European Championship, European Championship Opening Ceremony.
2024 6mR European Championship		
Day 4	Monday, September 30	Race 1 - Race 2
Day 5	Tuesday, October 1	Race 3 - Race 4
Day 6	Wednesday, October 2	Race 5
Day 7	Thursday, October 3	Race 6
Day 8	Friday, October 4	Race 7
Day 9	Saturday, October 5	Race 8, Awards Ceremony

5.2 For the 6mR European Championship, eight races are scheduled. Extra races may be scheduled due to exceptional circumstances, provided no more than one race is ahead of the schedule.

5.3 The Warning Signal for the first race each day is scheduled for 12:00.

5.4 On Saturday, October 5, no Warning Signal will be made after 15:00 (it is understood that the Warning Signal for one of the divisions implies the continuation of the procedure for the other division).

5.5 There will be separate starts for both divisions (Open or Modern and Classic), with an interval of 10-minute interval between both starts. The Race Committee may adjust this interval if deemed necessary.



5.6 The Warning Signal for a subsequent race on the same day will be made as soon as possible. To alert boats that a race or sequence of races will begin shortly, an orange flag (with one sound signal) will be hoisted for at least FIVE minutes before the Warning Signal.

6. CLASS FLAGS

6.1 The Class Flag for the Open Division will be: CIS Flag D (Delta).



6.2 The Class Flag for the Classic Division will be: CIS Flag E (Echo).



7. RACING AREA

7.1 Appendix A shows the approximate location of the racing area, established near the Ría de Pontevedra.

7.2 The starting area will be located as indicated in Appendix A, in one of the two possible race areas (1 and 2). The designated race area will be communicated in accordance with SI 4.3.

7.3 The starting zone is defined as the rectangle covering a surface of 100 meters windward and leeward of the starting line and 50 meters outward from each end of the starting line.

7.4 The racing area is defined as the surface of a polygon whose edge extends 100 meters beyond the theoretical shortest course a boat might take in the race.

8. COURSES

8.1 Appendix B shows the Windward-Leeward courses, including the order in which marks must be passed and the side on which each must be left.

8.2 Before the Warning Signal, the Race Committee may display the approximate compass bearing to Mark 1 from the start, and will also announce it on VHF Channel 69.

8.3 Depending on weather conditions, the distance of each leg (except for 1-2) will range between 1.3 and 2.0 nautical miles to achieve the desired race duration.

8.4 Courses may be shortened as long as at least 3 legs are completed (not counting the leg from 1 to 2).

8.5 The gate (3S/3P) may be replaced by a single mark, in which case the mark shall be left to port.

9. MARKS

9.1 COURSE MARKS: Marks 1, 2, and 3 (S/P) will be conical YELLOW buoys.

9.2 COURSE CHANGE MARK: The course change mark will be a conical RED buoy.

9.3 STARTING MARKS: The Race Committee boat at the starboard end of the line and the pin-end boat at the port end, both flying an Orange Flag.

9.4 FINISHING MARKS: The Race Committee boat will display a Blue Flag, and the finish mark will be an Orange cylindrical buoy.



10. THE START

10.1 The Starting Line: The Starting Line will be between the masts displaying orange flags on the starting marks.

10.2 Starts will be given using the following signals:

Minutes before the start signal	Visual Signal Hoisted	Visual Signal Lowered	Sound Signal	Meaning
5	Class Flag		1	Attention Signal
4	Flag P, I, U, or Black		1	Preparatory Signal
1		Flag P, I, U, or Black	1 long	1 minute
0		Class Flag	1	Start Signal

10.3 Any boat that does not start within four minutes after its start signal will be classified as Did Not Start (DNS) without a hearing. This modifies RRS A4 and A5.1.

10.4 [NP] (DP) Boats not racing or whose attention signal has not been hoisted shall remain well clear of the starting area and its extensions (see IR 7.3).

11. CHANGE OF THE NEXT LEG OF THE COURSE

11.1 To change the next leg of the course, the Race Committee will position a new mark of RED color (or shift the gate marks or the finishing line) and remove the original mark as soon as possible.

11.2 A change in the position of Mark 1 will result in the removal of Mark 2 (Offset).

12. THE FINISH

12.1 The finish line will be between a staff on a Race Committee boat displaying a Blue flag and an Orange Cylindrical mark.

13. PENALTIES

13.1 Rule 44.1 is modified so that the Two-Turn Penalty is replaced by the One-Turn Penalty.

13.2 Insert after the first sentence of rule 44.2: However, if there is an offset mark, a boat cannot take its penalty within the zone of mark 1 or on the leg between mark 1 and mark 2 (offset), until it has cleared the zone of mark 2. This modifies rule 44.2.

13.3 The international jury may impose penalties other than disqualification for infringements of rules not part of RRS Part 2. This modifies rule 64.1.



14. TIME LIMIT AND TARGET TIME

14.1 The time limits and target times are as follows:

Division	Time Limit	Mark 1 Time Limit	Target Time
Open	150 min	50 min	80 min
Classics	150 min	55 min	80 min

14.2 If no boat has passed mark 1 within the time limit for mark 1, the race will be abandoned. Failure to meet the intended race time will not be grounds for a request for redress. This modifies rule 62.1(a).

14.3 Boats that do not finish within 30 minutes after the first boat in their division, having sailed the course and finished, will be scored Did Not Finish (DNF) without a hearing. This modifies RRS 35, A4, and A5.1.

15. REQUESTS FOR HEARINGS

15.1 A boat that finishes and intends to protest must inform the Race Committee vessel at the finish line immediately after finishing, either verbally or via VHF radio on channel 69, until the Race Committee acknowledges the protest. The boat must also identify the boats it intends to protest (Addition to rule 61.1(a)).

15.2 A boat that retires or does not finish and intends to protest must notify the Race Office (located on the ground floor of the RCN Sanxenxo social building) immediately after returning to shore, indicating the sail number of the boat it plans to protest against.

Hearing request forms will be available at the Race Office. Protests and requests for redress or reopening must be submitted there within the relevant time limit.

15.3 The protest time limit is 120 minutes after the last boat in each division has finished the final race of the day, or the Race Committee has signaled that there are no more races for the day, whichever is later. The resulting time limits will be posted on the VIRTUAL NOTICE BOARD.

15.4 No later than 30 minutes after the protest time limit has expired, a notice will be posted on the official notice boards to inform participants of the hearings in which they are involved, either as parties or witnesses.

15.5 The decisions of the International Jury will be final and cannot be appealed as per rule 70.5 of the RRS.



16. SCORING

16.1 Eight races are scheduled, of which five must be completed for the European Championship to be valid.

16.2 a) When fewer than six races have been completed, a boat's series score will be the total of all its race scores.

b) When six or more races have been completed, a boat's series score will be the total of all its race scores, excluding its worst score.

16.3 Two separate rankings will be established: Open and Classics.

16.4 To request a correction for a possible error in the published results of a race or series, a boat must complete a "Results Review Form" available at the Regatta Office.

17. SAFETY REGULATIONS [NP][DP]

17.1 Boats that, for any reason, reach a shore point other than the Real Club Náutico de Sanxenxo must immediately notify:

RCN Sanxenxo Coordination	+34 609 98 88 86	VHF 09
Race Officer	+34 608 82 30 36	VHF 69
Maritime Rescue Coordination Center	+34 900.202.202	VHF 10 / 16

17.2 Boats that do not leave the harbor for the day's races, do not start, or retire from a race must inform the Race Committee as soon as possible. If they are on the water, they will do so via VHF channel 69.

17.3 Boats shall return only to their assigned berths or moorings.

17.4 To facilitate search and rescue operations, any boat requesting assistance is required to report its position and identifiable external details.

17.5 The Maritime Rescue Coordination Center broadcasts a local weather report daily on VHF channel 11 at the following local times:

08:15 hrs. | 12:15 hrs. | 16:15 hrs. | 20:15 hrs.

17.6 All participants must strictly adhere to this sailing instruction. Failure to do so may result in them being charged for the costs of the search and rescue operations.

18. REPLACEMENT OF PARTICIPANTS AND EQUIPMENT [NP][DP]

18.1 Boats may replace one crew member with another properly registered crew during the championship by informing the Race Committee. No other crew changes are allowed without the prior permission of the Race Committee.

18.2 The replacement of damaged or lost equipment that must be measured will only be permitted with the approval of the Technical Committee.



19. MEASUREMENT AND EQUIPMENT INSPECTIONS

19.1 A boat may be checked or inspected by the Technical Committee at any time to establish compliance with the Class Rules.

20. OFFICIAL BOATS

20.1 Official boats will be identified by the following flags:

Race Committee Boat	Yellow Flag
Protest Committee Boats	White Flag with "JURY" in Black Letters
Technical Committee Boats	White Flag with "TC" in Black Letters

21. SUPPORT BOATS [NP][DP]

21.1 Support boats shall display an orange flag with a black numeral, provided by the regatta administration. Team leaders, coaches, and other support personnel must not remain in the racing area from the attention signal of the first division to start until all boats have finished or until the Race Committee signals a Postponement, General Recall, or Abandonment.

22. HAUL-OUT RESTRICTIONS [NP][DP]

22.1 From 20:00 hours on the day before the start of the European Championship races, no boat shall be hauled out except under conditions established in prior written authorization from the Principal Race Officer.

22.2 In case of urgent need to haul out, the person in charge of the boat will make every effort to communicate by radio, telephone, or other means with the Principal Race Officer, and if unsuccessful, authorization may be requested retroactively.

23. COMMUNICATIONS [NP] [DP]

23.1 Except in case of emergency or to comply with a rule, no boat shall make or receive transmissions while racing, except those allowed by SI 1.9 and SI 23.2 and that are not available to all boats.

23.2 The Race Committee will use VHF Channel 69 for its communications to participants.

23.3 Thirty minutes before the scheduled warning signal of the 1st race of the day, the Race Committee will, if possible, issue a time check on Channel 69.

24. PRIZES

24.1 The winning boats in the Open and Classic divisions will be officially recognized as European Champions in their respective divisions.



24.2 The trophies that will be awarded in accordance with the International 6 Metre Class Rules for the European Championship are:

The **Coppa Giovanelli** is awarded to the yacht winning the Open division.

The **President Woodrow Wilson Trophy** is awarded to the highest-ranked Classic yacht. For this trophy, a Classic is defined as a boat built and/or first certified before December 31, 1965, and constructed in accordance with Class rules and guidelines. Replicas of these boats, whose construction has been approved by the Technical and Classic Committees of the International Six Metre Association, may also compete. Yachts with a certificate issued under the provisions of Appendix A of the Class Rules are not eligible for this trophy.

The **Tim Street Perpetual Trophy** is awarded to the highest-ranked Classic yacht with a certificate issued under the provisions of Appendix A of the Class Rules. For the purpose of this trophy, a Classic is defined as a boat built and/or first certified before December 31, 1965, and constructed in accordance with Class rules and guidelines. Replicas of such yachts are not eligible for Appendix A and, therefore, are not eligible for this trophy.

The **Lucie Trophy** is awarded to the highest-ranked yacht that includes a woman as helm or crew. To qualify, the same woman must be on board for all races. In the event of a tie, the tied yacht with the most women on board will win the trophy. If two or more yachts remain tied, the scores will be resolved by the methods described in Appendix A - Scoring of the Racing Rules of Sailing to determine the winning yacht. If the tie persists, the trophy will be jointly awarded, and each yacht will have the right to engrave its name on a plaque.

The **Nelson Trophy** is awarded to the highest-ranked yacht in the Open division built for the first time between January 1, 1966, and September 6, 1979 (the date of the first race of the 1979 World Championships), inclusive, and that has not undergone any alteration to its underwater shape except for permitted rudder modifications. If such a modification has been made, the rudder must have a maximum thickness (width dimension) of no more than 95mm.

The **IYRS Astor Cup** is awarded to the highest-ranked yacht at the end of the regatta that includes a person aged 25 or younger as helm or crew. To qualify, the same person must be on board for all races. In the event of a tie, the Cup will be awarded to the yacht with the most victories. If the tie persists, the tied scores will be resolved by the method reasonably and fairly determined by the Race Committee of the event.

The **Robbe & Berking Trophy** is awarded, in accordance with the Deed of Gift dated February 3, 2022, to the highest-ranked Classic yacht using white sails (mainsail, genoa, or jib) and a wooden mast, boom, and spinnaker poles.



August Ringvold Memorial Trophy is awarded to the highest-ranked Classic yacht built under the First (1907-1919) or Second (1919-1933) International Rule that retains its original underwater configuration. All yachts in this category must carry a valid and updated measurement certificate.

The **Merula Trophy** is awarded to the highest-ranked Classic yacht built under the First International Rule (1907-1919) that retains its original underwater configuration. All yachts in this category must carry a valid and current measurement certificate.

The **Shipshape Trophy** awarded to the winning yacht of the last race of the Regata Rey Juan Carlos, El Corte Inglés Máster, training regatta, in the Open Division.

The **Maharajah of Djeezupuhr Trophy** awarded to the winning yacht of the last race sailed in the Regata Rey Juan Carlos, El Corte Inglés Máster, training regatta, in the Classics Division.

The **Trophée Pierre-Paul Heckly (Open)** and the **May Be VI Classic Corinthian Trophy (Classic)** are awarded to the highest placed Corinthian entrant in each of the Open and Classic divisions. To qualify as Corinthian, a boat must sail with no more than one professional sailor on board, who shall not helm the boat. Additionally, to prove Corinthian status, each amateur crew member must present proof of their of current World Sailing Category 1 status, which shall remain valid throughout the championship. Crew members without a valid World Sailing Categorisation shall be treated as Category 3.

The regatta organizers will record the classification data of each crew member eligible for the Lucie Trophy and the IYRS Astor Cup and will verify Category 1 status for sailors on boats wishing to qualify for the Corinthian trophies.

The complete list of awards will be posted on the Official Notice Board (ONB).

24.3 Similarly, the social events scheduled during the race days will be posted on the ONB.

25. DECISION TO RACE

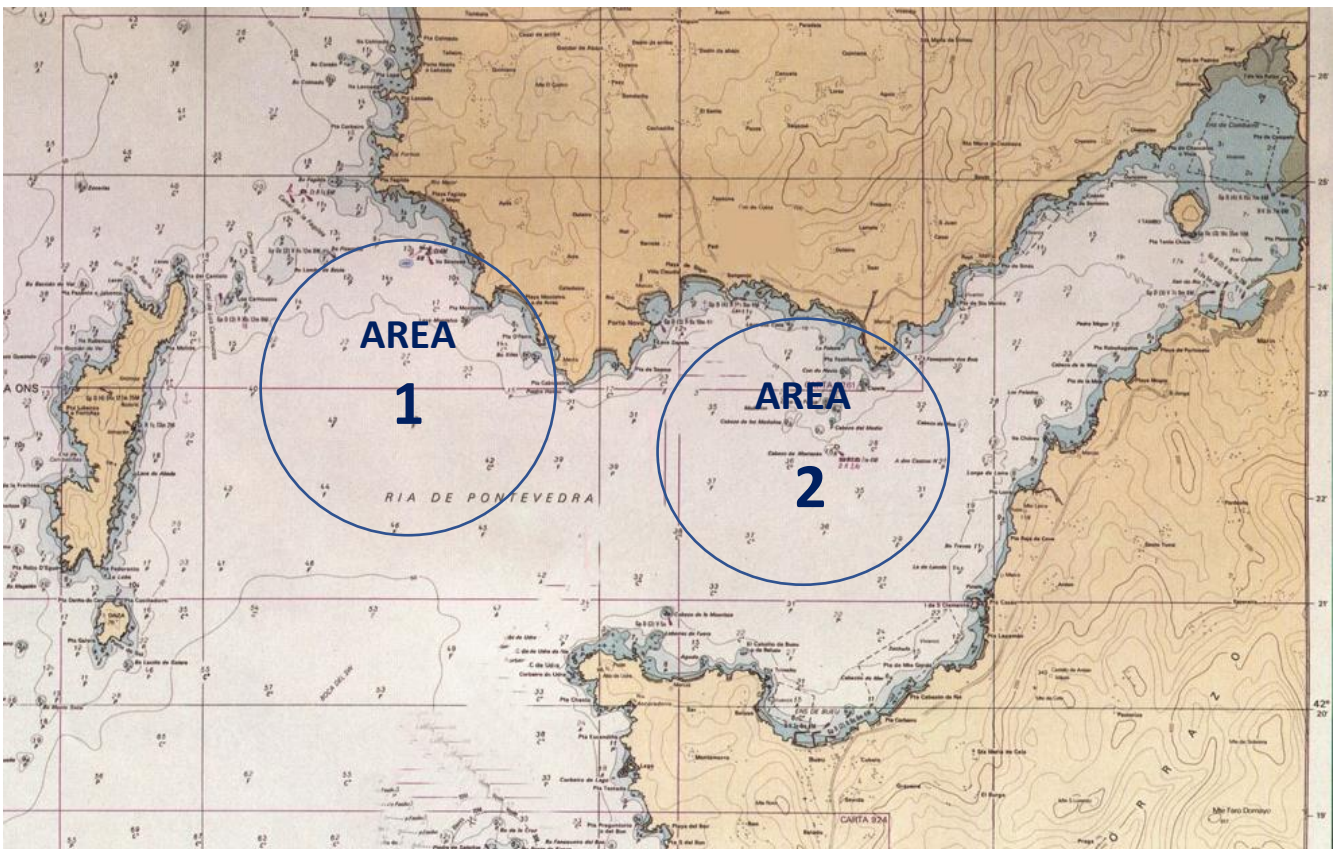
25.1 All competitors participating in the regatta do so at their own risk and full responsibility. Attention is drawn to Fundamental Rule 3 of the Racing Rules of Sailing (RRS), **DECISION TO RACE**.

APPENDIX A

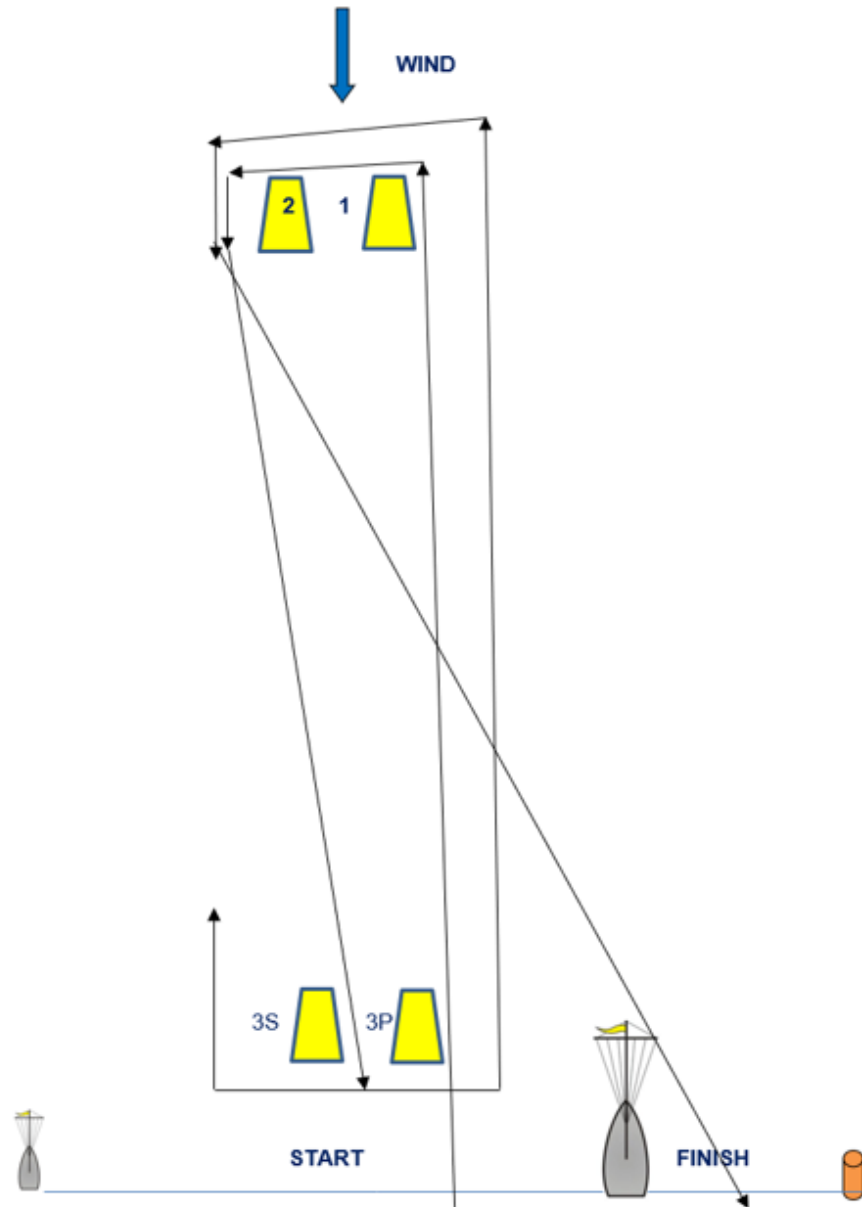
Racing Areas

1 = Flag with No. 1

2 = Flag with No. 2



APPENDIX B
COURSE



Race Course:

Start - Mark 1 – Mark 2 - Mark 3S/3P (Gate) - Mark 1 – Mark 2 - Finish

Marks 1, 2 & 3P shall be left to port

Mark 3S shall be left to starboard



[DP] APPENDIX C

Mandatory Minimum Safety Equipment

1	Anchor (10 kg or more) with 30 meters of rope (minimum 10mm)
2	Winch handle(s)
3	Hatch covers (for those who need them)
4	Companionway boards (in their normal use position)
5	Portable VHF
6	Fixed or portable bilge pump (discharging overboard)
7	Towline (minimum 15 meters)
8	Smartphone (eStela tracking)
9	Boat hook and/or oar
10	Life jackets (minimum 50 N and 1 per crew member)