

## NOTICE OF RACE

The **International Six Metre European Championship** will be held in the waters of the Pontevedra estuary from the **27<sup>th</sup> of September to 5<sup>th</sup> of October 2024** (both included), organized by the **Real Club Náutico de Sanxenxo** (RCNS) by delegation of the Real Federación Española de Vela (RFEV), and supported by Consejo Superior de Deportes (CSD), Real Federación Gallega de Vela (RFGV) and the International Six Metre Association (ISMA), Nauta Sanxenxo.

### 1. RULES

1.1 The Regatta will be governed by the *rules* as defined in the latest Racing Rules of World Sailing (RRS). <https://d7qh6ksdplczd.cloudfront.net/sailing/wp-content/uploads/2022/12/10102248/2021-2024-RRS-with-Chgs-and-Corrns-v1to-4-Jan-1-2023.pdf>

1.2 [DP] The Equipment Rules of Sailing (ERS).  
[https://www.sailing.org/tools/documents/EquipmentRulesofSailing20212024-\[26661\].pdf](https://www.sailing.org/tools/documents/EquipmentRulesofSailing20212024-[26661].pdf)

1.3 [DP] The International Six Metre Class Rating Rules.  
<https://d7qh6ksdplczd.cloudfront.net/sailing/wp-content/uploads/2023/01/11104514/6M-CR-2024-01Jan-01.pdf>

1.4 The ISMA European Championship Rules.  
<https://int6metre.files.wordpress.com/2022/04/european-championship-rules-march-2022.pdf>

1.5 RRS 90.3(e) will apply

1.6 The following prescriptions of the RFEV will apply to Spanish boats or boats that compete representing a Spanish yacht club, with the exception of article (c) which applies to all boats. :

[http://www.rfev.es/uploaded\\_files/Document\\_3219\\_20210101121551\\_es.pdf](http://www.rfev.es/uploaded_files/Document_3219_20210101121551_es.pdf)

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

b) W.S. Regulation 20.8.2. When a boat responsible, intends to display individual advertising, this one will have to pay the fees published on the RFEV website:

<http://rfev.es>

c) RRS 67 DAMAGES “The RFEV prescribes that:

1. Any question about liability or claim for damages resulting from an incident occurring while a boat is subject to the Racing Rules of Sailing shall be submitted to ordinary civil jurisdiction and shall not be examined by the Protest Committee or

the Appeals Committee

2. The fact that a boat is penalized or retires does not imply that it accepts responsibility for damages or that it has infringed a rule”.

d) RRS 75 ENTERING A RACE: “The RFEV prescribes that:

“The RFEV prescribes that:

1. To enter in any race that is held in Spain, any competitor of Spanish nationality or legal residence in Spain must be in possession of the federation sports license of the current year.

2. All crew members of any boat competing in Spain, both Spanish flag and foreign flag representing or competing for a club affiliated to the RFEV, shall be the holders of the federation sports license of the current year.”

e) RRS 88.2 CHANGES TO PRESCRIPTIONS: “The RFEV prescribes that its prior written approval is required to change or delete their prescriptions.”

1.7 In all rules governing this regatta, the notation [NP] means that a breach of that rule will not be ground for protests by a boat. (This changes RRS 60.1a).

1.8 If there is a conflict between languages the English text will take precedence.

## **2. (NP) (DP) ADVERTISING AND PROVIDED EQUIPMENT**

2.1 Competitor advertising will be governed by ISMA class rule 30.

2.2 Boats may be required to display advertising chosen and supplied by the organizing authority (AO) in compliance with World Sailing Regulation 20. If the Rule has been broken, the regulation World Sailing (WS) 20.9.2 applies.

2.3 An electronic tracking system may be required to track the position of participating boats during the race and competitors should collaborate in the installation of those tracking devices on their boats. The organizing authority may use the information received from the system for media coverage of the racing as well as for technical and safety purposes. Competitors shall be responsible for the devices while onboard and shall return them to the regatta office when required. Competitors may be assessed a fee if the tracking devices are not returned on request.

2.4 In participating in the Regatta a competitor expressly and automatically grants, without any demand for compensation, the Organizing Authority and sponsors of the Regatta the right, in perpetuity, to make, use and show at any time, and at their sole discretion, any still or motion pictures and live, filmed or taped television and other reproductions taken during the Regattas.

### 3. ELIGIBILITY AND ENTRY

3.1 The European Championship is open to all boats of the International 6 Metre Class holding a valid measurement certificate, having completed registration and paid the entry fee before the entry deadline, which is at midnight CET on Sunday 15<sup>th</sup> of September 2024. Exceptionally, and at the discretion of the Organizing Authority, entries submitted after the deadline could be accepted.

3.2 On 1 March 2022, World Sailing published the following recommendations in reaction to the situation in Ukraine: <https://www.sailing.org/2022/03/01/world-sailing-statement-6/>. After this, the Consejo Superior de Deportes of Spanish Government and Real Federación Española de Vela published recommendations in the same line. To help preserve the integrity and safety of this event the organizing committee does not accept competitors, holding only Russian or Belarussian nationality. The Organizing Authority will be monitoring the situation and will adapt recommendations and measures according to future developments for this event."

3.3 Boats may be registered in either the Open or Classic fleets, as specified by the class rules.

3.4 Entries shall be made by using the entry form available on the event's website [www.6meuropeans2024.com](http://www.6meuropeans2024.com) at the section ENTRIES.

3.5 All the competitors with Spanish nationality, legal residents in Spain or sailing in boats representing a Spanish club must be in possession of the Sailing Federation License for 2024. Foreign sailors will have to prove to own an accidents and illness insurance that cover regattas, valid in Spain. Only will be considered valid polices in Spanish or English.

3.6 All competing yachts shall have paid their 2024 membership dues to their ISMA affiliate national association or, for those entrants whose home port is outside the countries of the ISMA affiliate national associations, directly to ISMA.

3.7 An entry is not valid until:

- a) The entry fee has been fully paid,
- b) The registration form has been correctly completed,
- c) A valid measurement certificate is filed, and a copy has been sent to ISMA. Competitors may send copies of their certificates directly by e-mail to [ISMASecretary@6metre.com](mailto:ISMASecretary@6metre.com)
- d) A proof of being up to date with the class membership duties is filed
- e) A document from the insurance company that certifies the participating boat is insured with valid third-party liability insurance including the coverage of risks at regattas with a minimum cover of 1.500.000 € per

incident or the equivalent; and proof that the insurance policy is up to date with the payment are filed.

f) Crew with Spanish nationality, legal residents in Spain or sailing in boats representing a Spanish club, have provided to the OA a valid RFEV Sailing Federation license.

g) A parental (or guardian) consent form and declaration has been submitted for crew under 18 years of age; the form will be available for download at the Championships Official Webpage <http://www.6meuropeans2024.com/>

h) The Acceptance of Responsibility form has been duly filled in and signed by each crew member.

i) If advertising displayed, authorisation from the RFEV for the display of individual advertising shall be required (only for Spanish boats or boats representing a Spanish yacht club).

#### 4. FEES

4.1 The standard entry fee for the International European Championship is 3.000 Euros and will be accepted up to Sunday 15<sup>th</sup> of September 2024 at 00:00 CET. A 20% surcharge (600 Euros) could be applied to inscriptions registered or paid after Sunday 15<sup>th</sup> of September 2024 at 00:00 CET.

4.2 The entry fee covers mooring from Sept 23<sup>rd</sup>, 2024 to Oct 8<sup>th</sup> 2024, and tickets to the main social events for five crew members per boat.

Additional tickets will be available for purchase from the Real Club Náutico de Sanxenxo's Administration Office during the championship.

4.3 Payment may be processed using the payment platform installed on the Championship's webpage [www.6meuropeans.com](http://www.6meuropeans.com)

#### 5. PROGRAMME

##### 5.1 Racing programme

<b>King Juan Carlos, El Corte Inglés Máster Regatta</b> (Tune up race. There will be a separate Notice of Race for this regatta available at <a href="http://www.regatareyjuancarlos.com">www.regatareyjuancarlos.com</a> )		
Day 1	Friday, 27 <sup>th</sup> September	Registration & Measurement for Europeans
Day 2	Saturday, 28 <sup>th</sup> September	Registration & Measurement for Europeans

Day 3	Sunday, 29 <sup>th</sup> September	Registration & Final Measurement for Europeans
<b>2024 6mR European Championship</b>		
Day 4	Monday, 30 <sup>th</sup> September	Race 1 - Race 2 Opening Ceremony
Day 5	Tuesday, 1 <sup>st</sup> October	Race 3 - Race 4
Day 6	Wednesday, 2 <sup>nd</sup> October	Race 5
Day 7	Thursday, 3 <sup>rd</sup> October	Race 6
Day 8	Friday, 4 <sup>th</sup> October	Race 7
Day 9	Saturday, 5 <sup>th</sup> October	Race 8 Prize Giving Ceremony

5.2 Eight races are scheduled. Additional races may be sailed each day due to exceptional circumstances on condition that the racing programme of the event will not become more than one race ahead of schedule.

5.3 The scheduled time of the warning signal for the first race each day is 12h00.

5.4 On Saturday 5<sup>th</sup> of October no warning signal will be displayed after 15h00.

5.5 There will be separate starts for both divisions (Open or Modern and Classics).

## 6. MEASUREMENT [NP][DP]

6.1 Each boat shall produce a valid measurement certificate at registration. Competitors are advised that it is a condition of entry that all certificates are open to public inspection, and each competitor will be required to provide a copy of their certificate to ISMA. Copies may be sent by email direct to [ISMASecretary@6metre.com](mailto:ISMASecretary@6metre.com)

6.2 All required hull and spar measurements marks shall be affixed to the boat. In addition, weight, flotation and sails may be checked and any other items that the international jury and equipment inspectors deem appropriate.

6.3 Random spot checks may be carried out at any time during the Regatta including on the water.

6.4 Sails should be measured and stamped by an approved measurer before the Regatta and shall have the ISMA Class sail label affixed.

6.5 All yachts shall carry on board a towline of minimum 15 metre length and personal

flotation devices (minimum 50 Newtons) for every crew member on board.

## **7. SAILING INSTRUCTIONS**

7.1 A preliminary version of the Sailing Instructions (SI) may be posted on the event website [www.6meuropeans2024.com](http://www.6meuropeans2024.com) at not later than Friday 27<sup>th</sup> September 2024 at 15:00 local time.

7.2 The final SI will be available at registration at the race office and also posted on the event website.

## **8. THE COURSES**

8.1 The Racing area will be in the waters of Sanxenxo. (see Appendix A).

8.2 The course will be 2 windward legs and 2 leeward legs of approximately 2 nautical miles each, with a finish at the leeward area; and it will be adapted to suit local conditions with the approval of ISMA (see Appendix B).

8.3 A gate may be laid as the Leeward Mark. A diagram will be included in the Sailing Instructions.

## **9. PENALTY SYSTEM**

9.1 Rule 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

9.2 Decisions of the International Jury will be final as provided in rule RRS 70.5.

## **10. SCORING**

10.1 Eight races are scheduled. The European Championship will be valid if five races have been completed.

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

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

## **11. (DP) [NP] SUPPORT BOATS**

11.1 Team leaders, coaches and other support personnel shall stay outside areas where boats are racing from the time of the warning signal for the first class to start until

all boats have finished or the race committee signals a postponement, general recall or abandonment.

11.2 Support and Coaches boats shall be registered at the Race Office at Registration and comply with the Support Boat Regulation for the regatta, which will include at least the following requirements:

- Obligation of having a valid third-party liability insurance including the coverage of risks at regattas with a minimum cover of 1.500.000 € per incident or the equivalent.
- Captain of the support boat must have a valid licence to drive the boat, if it is required.

11.3 Support and Coaches boats will be part of the security arrangement for the event.

11.4 Support boats shall display an orange flag with a black numeral, provided by the regatta administration.

## **12. (DP) [NP] BERTHING**

Boats shall be kept in their assigned places in the harbour. Arrangements of the harbour master must be respected.

## **13. (DP) [NP] HAUL-OUT RESTRICTIONS**

Boats shall not be hauled out during the European Championship, except with and according to the terms of prior written permission of the Race Committee.

## **14. (DP) DIVING EQUIPMENT AND PLASTIC POOLS**

Underwater breathing apparatus and plastics pools or their equivalent shall not be used around keelboats between the preparatory signal of the first race of the European Championship and the end of the Regatta. For the purpose of this requirement, the words 'underwater breathing apparatus' shall include any device, including snorkels, which allows the user to breath underwater.

## **15. (DP) RADIO COMMUNICATION**

Except in an emergency, a boat shall neither make transmissions while racing nor receive communications not available to all boats.

The Race Committee may make use of a marine VHF international channel to make announcements to competitors, including during the pre-start period. The Race Committee may communicate with the competitors through VHF channel 69. Any announcement or failure to make an announcement shall not be cause for redress. This changes RRS 62.1(a).

## 16. PRIZES FOR THE EUROPEAN CHAMPIONSHIP

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

Trophies will be awarded in accordance with the International Six Metre Championship Rules for the European Championship:

The **Coppa Giovanelli** awarded to the winning yacht in the Open Division.

The **President Woodrow Wilson Trophy** awarded to the highest placed Classic yacht. For the purpose of this trophy, Classic is defined as a boat first constructed and/or certificated before December 31, 1965, and built according to Class rules and guidelines. Replicas of such yachts whose construction has been endorsed by the International Six Metre Association Classics and Technical Committees are also eligible to compete. Yachts which hold a certificate issued using the provisions of Appendix A of the Class Rule are not eligible for this trophy.

The **Tim Street Perpetual Trophy** shall be awarded to the highest placed Classic yacht which holds a certificate issued under the provisions of Appendix A of the Class Rule. For the purpose of this trophy, Classic is defined as a boat first constructed and/or certificated before 31 December 1965 and built according to Class rules and guidelines. Replicas of such yachts are not eligible for Appendix A and hence not eligible for this trophy.

The **Lucie Trophy** shall be awarded to the highest placed yacht that includes a woman as helmsperson or crew. To qualify, the same woman must be on board for every race. In the event of a tie, the tied yacht with the most women on board wins the Trophy. If two or more yachts remain tied, the tied scores shall be resolved by the methods outlined in the Racing Rules of Sailing, Appendix A - Scoring to determine the winning yacht. If the result remains a tie, the trophy shall be held jointly and each yacht will have the right to engrave their name on a plaque.

The **Nelson Trophy** shall be awarded to the highest placed yacht in the Open division among those first constructed between 1 January 1966 and 6 September 1979 (the date of the first race of the 1979 World Championships) inclusive, and which has had no alteration to its underwater shape other than permitted modifications to the rudder. Should such modification have been carried out, then the rudder shall have a maximum thickness (athwartship dimension) of no more than 95mm.

The **IYRS Astor Cup** shall be awarded to the highest placed boat at the end of racing which includes a person aged 25 years or under as helmsperson or crew. To qualify, the same person must be on board for every race. In the event of a tie, the Cup will be awarded to



the yacht with the most wins. If the result remains a tie, the tied scores shall be resolved by the method reasonably and fairly determined by the Race Committee of the event.

The **Robbe and Berking Trophy** shall be awarded, in accordance with the Deed of Gift for the trophy dated 5 October 2008, to the highest placed Classic yacht that uses white or cream sails, and wooden mast, boom and spars.

The **August Ringvold Memorial Trophy** awarded to the highest placed Classic yacht built to the First (1907-1919) or Second (1919-1933) International Rule which retains its original underwater configuration. All yachts in this category must also carry a valid and current measurement certificate.

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

The **Shipsshape Trophy** awarded to the **King Juan Carlos, El Corte Inglés Máster Regatta, tune up race**, winning yacht in the Open Division.

The **Maharajah of Djeezupuhr Trophy** awarded to the **King Juan Carlos, El Corte Inglés Master Regatta**, tune up race, winning yacht for the Classic Division.

The **Corinthian Trophies** for the highest placed boat in each division to be awarded to the highest placed Corinthian entrant in each of the Open and Classic divisions. In order to qualify as a Corinthian entry a boat shall sail with no more than one professional sailor on board, who shall not steer the boat. In addition, to demonstrate Corinthian status, each amateur crew member shall be required to produce evidence of current World Sailing Category 1 status which shall remain valid for the duration of the championship. Crew members without a valid World Sailing Categorization shall be treated as Category 3.

The regatta administration will capture qualifying details for each crew member qualifying for the Lucie trophy and the IYRS Astor Cup, and check evidence of Category 1 for sailors in boats wishing to qualify for Corinthian trophies.

## 17. RISK STATEMENT

17.1 Competitors participate in the regatta entirely at their own risk. See Rule 3, Decision to Race. Sailing is by its nature an unpredictable sport and therefore involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

17.1.1 They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event.

17.1.2 They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore.

17.1.3 They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions.

17.1.4 By participating in any race, they are satisfied that their boat is in good order, equipped to sail in the event and they are fit to participate.

17.1.5 The provision of a race management team, patrol vessels, umpires and other officials and volunteers by the organiser does not relieve them of their own responsibilities.

17.1.6 The provision of patrol vessel cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.

The organizing authority will not accept any liability for material damage or personal injury, or death sustained in conjunction with or prior to, during, or after the regatta.

## **18. INSURANCE**

Each participating boat and each support boat shall be insured with valid third-party liability insurance including the coverage of risks at regattas with a minimum cover of 1.500.000 € per incident or the equivalent. Only policies in Spanish or English language will be considered valid.

## **19. FURTHER INFORMATION**

19.1 Separate details will be posted on the website [www.6meuropeans2024.com](http://www.6meuropeans2024.com) covering general information.

19.2 The Organizing Authority may be contacted at:

**Real Club Náutico de Sanxenxo**

Puerto Deportivo Juan Carlos I, 26

36960 Sanxenxo

Pontevedra (Spain)

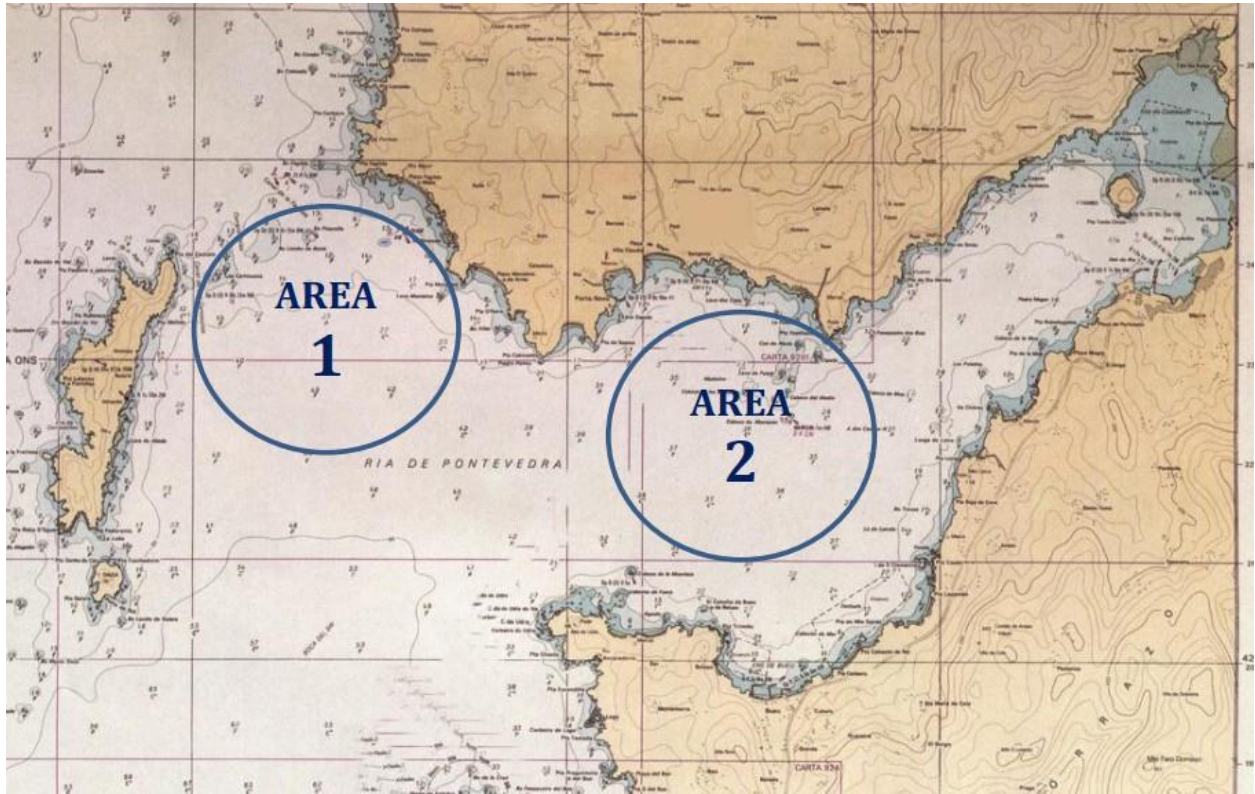
Phone: +34 986 803 400

Email: [info@rcnsanxenxo.com](mailto:info@rcnsanxenxo.com)

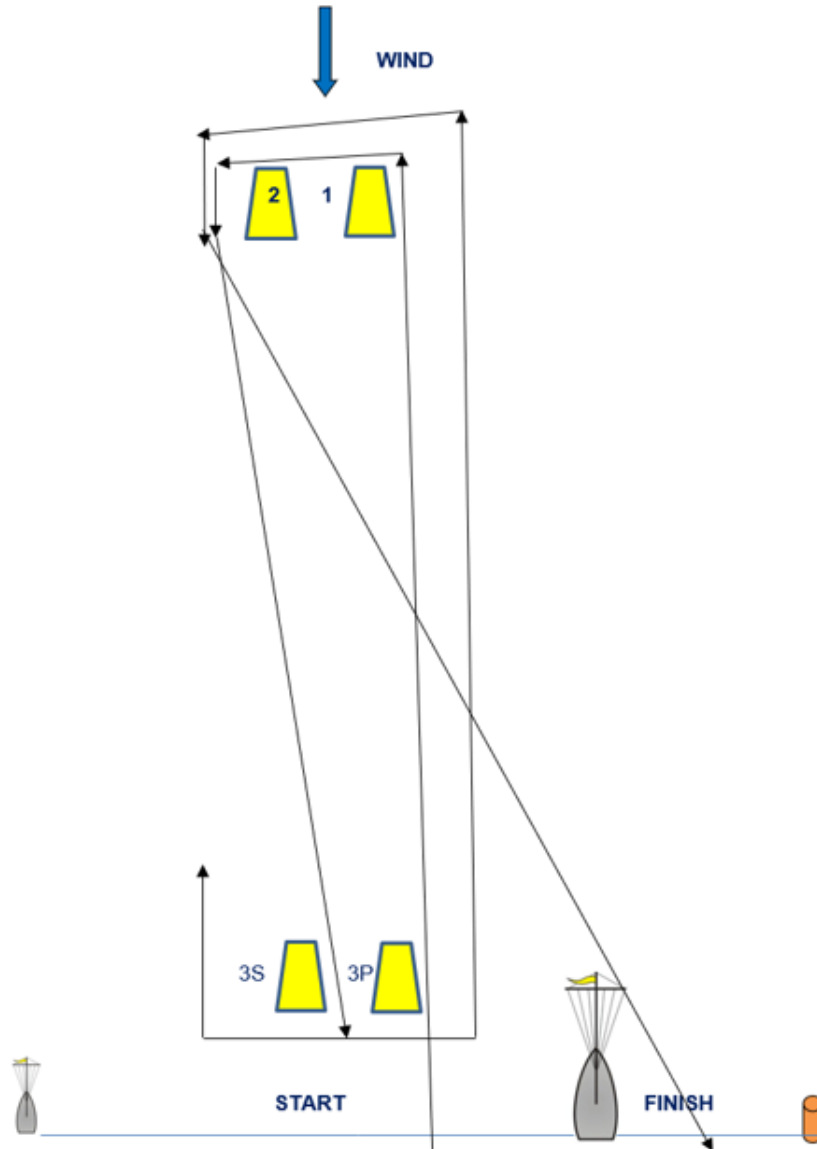
Web: [www.rcnsanxenxo.com](http://www.rcnsanxenxo.com)

For any further information on the event, please visit the regatta's website at [www.6meuropeans2024.com](http://www.6meuropeans2024.com)

APPENDIX A: RACING AREA



APPENDIX B RACECOURSE



**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