



Vienna
International
Sailing Club

Summer Regatta

Vienna International Sailing Club

28 June 2025

Hofbauer powered by Boats2Sail, An der oberen Alten Donau 185, 1220 Wien

Sailing Instructions (SI)

The VISC Summer Regatta 2025 will take place on 28 June 2025 on the Alte Donau.

The Organising Authority is VISC and Boats2Sail.

1. RULES

- 1.1 The event is governed by the rules as defined in The Racing Rules of Sailing, except as modified below.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the sailing instructions will be posted before 9am on the day it will take effect, except that any change to the schedule of races will be posted by 8pm on the day before it will take effect.
- 2.2 Changes to a sailing instruction may be made at the briefing or on the water by the Race Committee.
- 2.3 Notices to competitors will be posted on the VISC WhatsApp group.

3. COMMUNICATIONS WITH COMPETITORS

Communication with the competitors will be exclusively via the VISC WhatsApp groups unless otherwise stated by the Race Officer of the Day.

4. CODE OF CONDUCT

- 4.1 Competitors and support persons shall comply with reasonable requests from the Race Committee.

5. SCHEDULE OF RACES

- 5.1 The scheduled time of the warning signal for the first race on 28 June 2025 is 10:25.
- 5.2 Five races are planned.
- 5.3 No warning signal will be made after 16:30.

6. COURSE

- 6.1 Racing will take place on the Alte Donau within the area permitted by Boats2Sail. The start will be between inner and outer temporary marks (bouys) in the vicinity of the Hofbauer east jetty. The north mark (N) is the permanent orange mark positioned in the middle of the Alte Donau approximately 800 m NW from the start and the south mark (S) is the permanent red/white cone mark near the U-Bahn bridge. The course may be shortened by the placement of an additional temporary middle orange mark (M) between the start and the north mark.
- 6.2 Each race will normally be two rounds. It is not required to cross the start line on the leeward legs, but it must be crossed on all windward legs.
- 6.3 The course length is approximately 3200 m. The temporary mark M will be placed to shorten the course in accordance with the wind and expected race time. The course may be shortened after the start of the race to one round by displaying the finish line flag (blue) before the lead boat has passed the start position on the downwind leg. The finish will be at the next upwind crossing of the start line, such that one complete round is sailed.
- 6.4 The course direction is normally Start – N/M – S – Finish. The course may be reversed (Start – S – N/M – Finish) as required by the wind direction.
- 6.5 The rounding marks (S, N/M) shall be left to port.

7. START

- 7.1 The start sequence shall be as in RRS 26. The Class flag (VISC flag on white background) will be shown at 5 minutes before the start, preparatory flag at 4 minutes, preparatory removed at 1 and class flag removed at start.
- 7.2 There will be no sound signals. This modifies RRS 26, 29.1 and 29.2.
- 7.3 Rule 30.1 may be in force for any race where it may be difficult to determine if boats are over the line at the start. “If any part of a boat’s hull, crew or equipment is on the course side of the starting line or one of its extensions during the last minute before her starting signal, she shall sail across an extension to the pre-start side before starting.” Application of Rule 30.1 will be indicated by flag I (black circle on yellow ground) flown before or with the start sequence.

- 7.4 A boat that does not start within 5 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS 60.
- 7.5 All participants to the regatta shall wear a personal floatation device (PFD) if the flag Y is flown (yellow and red diagonals) before the start sequence (RRS 40). All participants are recommended to wear a PFD at all times whilst afloat. PFD are available to borrow from B2S.

8. RECALLS

- 8.1 If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to hail her sail number. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for a request for redress. This changes RRS 62.1(a).
- 8.2 If the individual boats across the starting line at the start cannot be identified a general recall will be made (First Substitute).

9. THE FINISH

- 9.1 The finish is between the inner and outer distance marks used for the start, in the windward direction.
- 9.2 If the race committee is absent when a boat finishes, she should report her finishing time, and her position in relation to nearby boats, to the race committee at the first reasonable opportunity.

10. TIME LIMITS AND TARGET TIMES

- 10.1 The North/Middle Mark Time Limit, Race Time Limit, and the Finishing Window are shown in the table below.
- North/Middle Mark Time Limit 30 minutes
- Race Time Limit 60 minutes
- Finishing Window 15 minutes
- 10.2 If no boat has passed the N/M mark within the North/Middle Mark Time Limit, the race will be abandoned.
- 10.3 The Finishing Window is the time for boats to finish after the first boat sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing

place one more than the points scored by the last boat that finished within the Finishing Window. This changes RRS 35.

- 10.4 Failure to meet the Target Time will not be grounds for redress. This changes RRS 62.1(a).

11. HEARING REQUESTS

- 11.1 The protest time limit is 30 minutes after the last boat finishes the race to which the protest relates or the race committee signals no more racing today, whichever is later. Hearings will be held in the Boats2Sail premises.

12. SUPPLIED BOATS

- 12.1 Boats will be supplied by Boats2Sail. See SI Addendum.

13. RISK STATEMENT

- 13.1 RRS 3 states: ‘The responsibility for a boat’s decision to participate in a race or to continue to race is hers alone.’ By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.

SI ADDENDUM

BOATS SUPPLIED BY BOATS2SAIL

A1 BOATS

- A1.1 Boats will be supplied for all competitors, who shall not modify them or cause them to be modified in any way except that
- (a) a compass may be tied or taped to the hull or spars;
 - (b) wind indicators, including yarn or thread, may be tied or taped anywhere on the boat;
 - (c) hulls, centreboards and rudders may be cleaned, but only with water;
 - (d) adhesive tape may be used anywhere above the water line; and
 - (e) all fittings or equipment designed to be adjusted may be adjusted.
- A1.2 All equipment supplied with the boat for sailing purposes shall be in the boat while afloat.
- A1.3 The penalty for not complying with one of the above instructions is disqualification from all races sailed in which the instruction was broken.
- A1.4 Competitors shall report any damage or loss of equipment, however slight, to the organizing authority's representative immediately after securing the boat ashore. The penalty for breaking this instruction, unless the protest committee is satisfied that the competitor made a determined effort to comply, is disqualification from the race most recently sailed.
- A1.5 Class rules requiring competitors to be members of the class association do not apply.