



Sailing Instructions EC MM 2025

Page 1

General

- 1.1 The races will be held according to the “MMI-Class-Rules-2020”, the “ISAF-Racing-Rules-Appendix-E” and these Sailing Instructions.
- 1.2 In the event of ambiguity, these sailing instructions EC MM 2025 take precedence over all other rules mentioned and can be changed by the race director. Such changes will be announced at least 10 minutes before the race by notice and announcement. No protest this is admissible.
- 1.3 All participating boats must have sail numbers according to the MMI rules on both sides of the mainsail so that they can distinguish and clearly record the finishes. Changing the sail number requires the approval of the race committee. Only one sail number is valid for each starter, replacement/change boats must always have the same sail number.
- 1.4 Each participant is responsible for using the remote-control frequencies.
- 1.5 Other notifications from the race director than those according to point 1.2 are made by posting them at the starting point and by shouting out.

Safety regulations

- 2.1 The Organizer accepts no responsibility or liability whatsoever for loss of life or property, personal injury or damage to property caused or resulting from participation in the Regatta. Each participant is liable for damage caused by his actions on the regatta grounds. A private liability insurance to cover such cases is required for each participant.
- 2.2 If a remote-control is not operating in the 2.4 GHz range, the remote-control frequencies specified by the participant in the notification will be allocated to the best of our ability. If the frequency changes during the race, the race director must be informed or asked for permission.
- 2.3 During the time when he is not sailing, every participant must leave his transmitter switched off if possible, during another running race to avoid interference.
- 2.4 Participants not taking part in a race must leave the defined area for the active sailors.

Boat control

During the registration on Friday and Saturday the boats will be checked. This ensures that they comply with the “MMI-Class-Rules-2020”.

Scoring

- 3.1 If the number of participants reaches only up to 20 sailors, we will deviate from the HMS/MMS scoring system according to the “ISAF-Racing-Rules-Appendix-E”. All races will be sailed in a single group. A race is evaluated by:
 - adding the individual points (1st = 1 point, 2nd = 2 points, 3rd = 3 points etc). of the races sailed
 - DNF = Points of last Place + 1 Point
 - DNS = Points of last Place + 2 Points
 - DSQ = Points of last Place + 3 Points



Sailing Instructions EC MM 2025

Page 2

Start

- 4.1 The start takes place with freely sailing boats (From the moment the start sequence is started no pushing from the shore).
- 4.2 The race officer calls the sailors to use the boats (sound signal and announcement: "Next start run no. XX in 2 minutes")
- 4.3 After the start time has expired, the start time is announced by a starting tape: "2 minutes left until the start, 1.5 minutes left, 1 minute left, then seconds: 50-40-30-20-10-9-8-7- 6-5-4-3-2-1 start".
- 4.4 Each participant is responsible for getting onto the water in good time before the start (i.e., no more than 4 minutes after the call).
- 4.5 The starting line is formed by two starting marks. The respective course and thus also the starting direction will be determined before the start of the run, announced by posting boards at the starting point and by proclamation.
- 4.6 If an early starter is recognized by the race director, the race director shall announce his sail number by calling out. Without interfering with other ships, the early starter sails back around the outside of the starting mark, behind the starting line, and starts again. If the early starter does not restart according to the rules, he will be scored as a DSQ in that race.
- 4.7 In the event of a mass early start, the race officer may recall the entire field and restart.
- 4.8 If a competitor does not start in a run, he should announce this to the race director when the call to the start is made.

Regatta tracks

- 5.1 The regatta course is formed by mark buoys. The sequence of the marks to be sailed is usually: start-windward-leeward-windward-leeward-finish. An overview of the mark buoys and the planned course layout will be posted at the starting point.
- 5.2 The course to be sailed and any other changes will be posted on site by the race director before the start of a race at the starting point or announced by proclamation.
- 5.3 Buoy touching is allowed (but not recommended...).

Finish line

- 6.1 The finish line is formed by two finish line marks, please call out the sail number loudly and clearly when crossing.
- 6.2 The first "touch" of the finish line counts for the evaluation of the finish entrance; the boat does not have to cross it completely.
- 6.3 Finished boats (as defined in 6.2) must leave the regatta area immediately and must keep clear of following boats still racing. However, if an obstruction occurs, the obstructing boat may be disqualified.



Sailing Instructions EC MM 2025

Page 3

6.4 A boat retiring from a race must immediately notify the race officer and then leave the regatta area as well.

End of the race

7.1 The end of a race will be announced by a sound signal from the race director.

7.2 A race can be terminated at any time by the race director for safety or other reasons.

7.3 The race director can cancel a race at any time if, in his opinion, due to changes in the wind conditions or other general conditions, there are no longer comparable sailing conditions for all sailors.

7.4 After the first boat has crossed the finish line, the following boats have 10 minutes to complete the race. After that, the order of the boats on the water will be counted as the result for the race.

Alternative penalties, protests

8.1 There are possibly two observers who support the race director, among other things, in clarifying obstructions and violations of the right of way during the race.

8.2 Nevertheless, the handling of a disability or violation of the right of way is fundamentally a matter for the skipper! In such an incident, the skipper of the affected boat calls for a squiggle of apology by loudly announcing "Protest boat no. XXX against boat XXX because of XXX". The offending boat must make a full circle (full circle with 360°) to apologize for its obstruction. It must announce the relief loop loudly and always perform it in open water on the same leg between the two marks where the obstruction/violation of the right of way occurred. You have no right of way when you circle. If another boat is obstructed while executing the full circle, the full circle must be repeated and another full circle made.

8.3 Unless a protest is settled directly among the skippers in accordance with point 8.1, observer and race committee assistance may be requested. If they have observed the incident and can therefore confirm it, they will ask the skipper causing the impairment to make a ring of apology. If he does not comply with the request, 2 relief circles are required. Failure to take an exoneration penalty will result in disqualification from the race.

8.4 Problem regulations according to points 8.2 and 8.3 must be made during the race. Protests about this after the finish are not allowed.

8.4 In matters other than items 8.2 and 8.3, a skipper may request a protest hearing. He must then tell the race director immediately after crossing the finish line what he intends to protest.

8.5 Such a protest will be dealt with by the race officer and observers immediately after the end of a race. The protesting party and any witnesses must therefore be ready to avoid an unnecessary delay.

8.6 Compensation after a race failure through no fault of one's own, e.g., by getting caught with another boat, is only given in exceptional cases in which the disadvantaged party can prove that he had no chance of avoiding the failure. Alternatively, a middle placement in the group will be given.