



RS Aero European Championship 2025

Circolo Vela Arco, Lago di Garda, Italy

24-27th April, 2025

<https://www.circolovelaarco.com>

NOTICE OF RACE

ORGANISING AUTHORITY

This event will be organised by **Circolo Vela Arco** in conjunction with the **RS Aero International Class Association**

The following abbreviations are used in this Notice of Race and in subsequent Sailing Instructions:

- ONB - Official Notice Board
- NOR - Notice of Race
- PC - Protest Committee
- RC - Race Committee
- ICS - International Code of Signals
- OA - Organising Authority
- TC - Technical Committee
- SI - Sailing Instructions
- RRS - World Sailing Racing Rules of Sailing
- RO - Race Office
- WS - World Sailing

Notations to Rules:

[NP] Denotes that a breach of this rule will not be grounds for a protest by a boat (changes RRS 60.1).

1	Rules
1.1	The event will be governed by the rules as defined in the Racing Rules of Sailing.
1.2	The Italian National Sport Regulations will apply: https://tinyurl.com/SpasnFIV
1.3	RRS Appendix P "Special Procedure for Rule 42" applies as amended at #13)
1.4	RRS 40.1 "Personal flotation devices" shall apply at all times while afloat (changes RRS 40).
2	Sailing Instructions
2.1	The sailing instructions will be available at : https://www.racingrulesofsailing.org/documents/10712/event by 17 th April 2025.
3	Communication
3.1	The Online Notice Board (ONB) is located at https://www.racingrulesofsailing.org/documents/10712/event

3.2	[DP] While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.																				
4	Eligibility and Divisions																				
4.1	The regatta is open to the following Classes: RS Aero 5, RS Aero 6, RS Aero 7, RS Aero 9																				
4.2	All competitors shall be a member of their National Sailing Authority and of the International RS Aero Class and born before 2014																				
5	Entry																				
5.1	To be considered an entry for the event all sailors have to enter via: https://www.circolovelaarco.com/cva/regate/2025/rs-aero-european-championship and pay the entry fee (see #6.1).																				
5.2	Deadline: By the 17 th April 2025 Late entries after 17 th April 2025 will only be accepted at the discretion of the Organising Authority.																				
5.3	Competitors have to send the following documents to race.office@circolovelaarco.com or upload at the time of registration: - Italian sailors must have a valid FIV membership 2025 including the health certificate - Copy of the third-party liability insurance in English or Italian (see #21), or the FIV Plus card for FIV sailors, or Class Insurance on www.ascobskiff.com - Any competitors aged under 18 on 24 th April 2025 shall complete an Under 18s Consent Form which you can download during the registration.																				
5.4	It is not permitted to change Class (sail size) after Registration closes.																				
6	Fees																				
6.1	Pre Entry Fee (until 28th February 2025) <ul style="list-style-type: none"> • Youth (Under 22 years) Euro 150,00 • Adult Euro 250,00 Entry Fee (until 31st March 2025) <ul style="list-style-type: none"> • Youth (Under 22 years) Euro 200,00 • Adult Euro 300,00 Late Entry Fee (from 1st April 2025) <ul style="list-style-type: none"> • Youth (Under 22 years) Euro 300,00 • Adult Euro 400,00 (Ages are at 31 st December 2025) The entry fee must be paid via the website at the following link: https://www.circolovelaarco.com/cva/regate/2025/rs-aero-european-championship within 17 th April 2025 by credit card (Stripe)																				
6.2	Entry fee for the <i>registration</i> of a rib (<i>support boats, see annex 1</i>) has to be complete at the Race office in cash or credit card at a cost of EURO 50,00																				
6.3	Refund policy: Registrations can be refunded until 31 st March 2025 by sending an email to info@circolovelaarco.com , less a 50 Euro admin fee.																				
6.4	Extra person dinner cost = 25,00 Euro																				
7	Format of Racing																				
7.1	If the entry for any class exceeds 80 boats, the Organising Authority may decide to split the class into fleets with a qualifying and final series.																				
8	Schedule																				
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	Sun 27 th April	TBD After Racing	First warning signal, 2 races Prize Giving & Closing Ceremony							
8.2	The OA reserves the right to get up to one race ahead of schedule set out in #8.1.									
8.3	Any changes to the schedule will be posted on the Official Notice Board no later than 20:00 on the preceding day									
8.4	No warning signal will be made after 15:00 on the last scheduled day.									
8.5	Races: <table border="1" style="margin-left: 20px;"> <thead> <tr> <th>Max. races per day</th> <th>Total races scheduled</th> <th>Target time</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">4</td> <td style="text-align: center;">11</td> <td style="text-align: center;">40 min</td> </tr> </tbody> </table>				Max. races per day	Total races scheduled	Target time	4	11	40 min
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9	Equipment Inspection									
9.1	Boats may be inspected at any time by the Class appointed measurement officers for compliance with Class Rules.									
10	Advertising									
10.1	Advertising is permitted in accordance with WS Regulation 20 and Class Rule C2.									
10.2	[DP] Boats shall display advertising chosen and supplied by the Organizing Authority. If this rule is broken, World Sailing Regulation 20.9.2 applies.									
11	Venue									
11.1	Annex 2 shows the location of the regatta base and the intended racing area.									
12	Courses									
12.1	The races will be sailed on trapezoid courses with the configuration varying for each class.									
13	Penalty System									
13.1	RRS Appendix P "Special Procedure for Rule 42" applies with P2.1 and P2.2 changed and P2.3 deleted as follows:									
13.2	P2.1 First and Second Penalty When a boat is penalized under rule P2.1 for the first or second penalty during the event, her penalty shall be a Two-Turns Penalty under rule 44.2. If she fails to take the penalty she shall be disqualified without a hearing.									
13.3	P2.2 Third and Subsequent Penalties When a boat is penalised a third or subsequent time during the event, she shall promptly retire. If she fails to do so she shall be disqualified without a hearing and her score shall not be excluded.									
13.4	P2.3 is deleted.									
14	Scoring									
14.1	Results will be scored as separate Classes for the RS Aero 5, 6, 7 & 9. The Youth, Female and Master categories shall be awarded from those overall results.									
14.2	Only one race completed is required to constitute a series									
14.3	The Low Point System will apply as follows: (a) When fewer than 4 races have been completed, a boat's series score will be the total of her race scores. (b) When 4 to 7 races have been completed, a boat's series score will be the total of her race scores excluding her worst score. (c) When 8 or more races have been completed, a boat's series score will be the total of her race scores excluding her two worst scores.									
14.4	Points will accrue to the registered helmsman and not the entered boat.									
14.5	The scoring system to be used if a qualifying series and final series is used will be detailed in the sailing instructions.									
15	[DP] Support Person Vessel and Support Person									
15.1	<p>Motorboats are generally prohibited in the Northern part of Lake Garda. For this event a temporary permit may be issued.</p> <p>All support vessels shall register to the Race Office and will be required to comply with event support vessel regulations. Fill in the registration form available at https://www.circolovelaarco.com/regate declaring:</p> <ul style="list-style-type: none"> • the characteristics of assistance boat; • acceptance of the "rules for assistance boats of Support Persons" described in Annex 1 of Notice of Race; • the names and sail numbers of the accompanied competitors; • to be in possession of VHF (see #15). • A maximum of 2 people can stay on board the motorboat <p>Accredited support persons will be subject to the technical directives of the RC and the Jury.</p>									
15.2	The permit may be issued only if the following documents have been sent or delivered personally to the race office: <ol style="list-style-type: none"> a. engine registration document of the rib (engine brand name – engine serial number); b. current insurance of the engine; 									

	<p>c. driver's identity document or navigation license, if the engine is 40.8 HP or more.</p> <p>Each support person vessel shall display the proper yellow flag with a black S, provided by the Club. For the flag a refundable deposit of 20,00 € will be required.</p> <p>[DP] Identifying marks (flags, stickers, etc.), if provided by the OC, must be visible throughout the races</p>
15.3	Support vessel should have a VHF marine radio on board, use a kill cord, and life jackets for all the crew with maximum 2 people on board, unless exception by OA.
16	Prizes
16.1	<p>Prizes may be given as follows, subject to entry numbers:</p> <p>RS Aero 5 RS Aero 6 RS Aero 7 RS Aero 9 Youth- RS Aero 5 Youth Male & Female (under 17 & 22 years), RS Aero 6 Youth Female (under 22 years), RS Aero 7 Youth Male (under 22 years) Female- RS Aero 5 & 6 Master- RS Aero 6 & 7 (Male- 55 years and over, Female- 45 years and over) Ages are at 31st December 2025</p>
16.2	The RS Aero European Champion trophies and titles shall be awarded to the first competitor from a European nation or with their main residence within a European nation.
17	Media Rights
17.1	By participating in this event, competitors grant to the Organizing Authority and its sponsors the right in perpetuity to make, use and show, from time to time at their discretion, any motion pictures and live, taped or filmed television and other reproductions of the athlete and the boat, produced during the period of the competition without compensation.
18	Data Protection
	The Class Data Protection Policy is available on the RS Aero class website.
19	Risk Statement
	<p>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. The risk of permanent and serious injuries or death by drowning, trauma, hypothermia or other causes is inherent in the sport of sailing. It is therefore responsibility of competitors and their Support Persons to decide, on the basis of their abilities, the strength of the wind, the state of the sea, the weather forecast and everything else that shall be foreseen by an expert sailor, whether to participate the regattas, to continue them or to give up.</p> <p>The Organizers, the RC, the PC and those who collaborate in the event, decline any and all responsibility for damages that people and / or things may suffer, both on land and in water, as a consequence of their participation in the regatta referred to in this Notice.</p>
20	[DP][NP] Trash disposal
	The Basic Principle says: "Participants are encouraged to minimize any adverse environmental impact of the sport of sailing". Therefore all sailors are asked to follow RRS 47-Trash disposal- before, during and after the event : "Competitors and support persons shall not intentionally put trash in the water. This rule applies at all times while afloat. The penalty for a breach of this rule may be less than disqualification"
21	Insurance
21.1	<p>Each participating 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.</p> <p>Italian competitors may use the FIV Plus <i>card or insurance</i> of the Class on www.askobskiff.com</p>

FURTHER INFORMATION

Charter RS Aeros

RS Sailing, in conjunction with Negri Nautica, will offer a limited supply of Charter RS Aeros 5/6/7/9. The booking of Charter RS Aeros will be prioritised to distant long-haul travellers from outside Europe. European competitors should plan to bring their own RS Aeros. Enquiries to RS Sailing at info@rssailing.com

Contacts

For further information please contact

Local Logistics- email; info@circolovelaarco.com, Web; <https://www.circolovelaarco.com/>

RS Aero Class- email; manager@rsaerosailing.org, Web; <https://www.rsaerosailing.org/index.asp?p=event&eid=3003>

Annex 1 [DP][NP]

RULES FOR SUPPORT BOATS FOREWORD FOR ESCORTS OF COMPETITORS

THE BASIC PRINCIPLE IS:

Sports behavior and rules

In the sport of sailing, competitors are governed by a set of rules that they are expected to observe and enforce. A fundamental principle of sportsmanship is that when a boat breaks a rule and she is not exonerated it shall promptly take an appropriate penalty or appropriate action, which can also be withdrawing.

The above principle is the first teaching to be transmitted by the yachting educators, whatever their specific task is, to their learners. Teaching it to young people is fundamental!

In this event, even before the Officers of the Regatta have intervened to sanction possible violations of the rules by the participants, they shall promptly intervene (team-leaders, coaches, instructors, etc.) inducing its participants who have committed a violation of a rule to carry out the prescribed penalty, or, depending on the case, to withdraw from the trial or event having, also and in any case, the foresight not to generalize the withdrawal to all its companions.

- A.1 The support staff to obtain permission to navigate in the Area reserved for them shall be accredited with the OA declaring which boats they are connected to and acceptance of the rules that concern them. They will receive written permission and an identification sign to be displayed on their boats. Starting from the hoisting of the warning signal of the first race and during the start procedures (ie until all the races have started), the boats shall be downwind of the starting line by at least 50 meters.
- A.2 Irregular behavior in this context may be sanctioned with a penalty.
- A.3 In addition to the above point A.1 above, the support staff to observe the boats during a race, can move from leeward to the wind through the port side, keeping well out of the racing area. Support boats shall not pass and stop near the finish line. When a member of the race committee or member of the Jury shows to a support boat to move farther from the racing area, this boat shall do so immediately. This does not apply where there is a need to provide assistance or rescue to a boat in difficulty.
- A.4 Competitors, in the interval between the arrival of one race and the departure of the next, will only be able to approach accredited boats (see the previous point A.1).
- A.5 All accredited boats shall help the organization's boats in safety operations and provide maximum assistance to all competitors.
- A.6 Coaches are requested to have a functioning VHF device and register their telephone number in the secretariat for urgent communications.
- A.7 All support persons, always when in the water, must wear the Personal Flotation Device.

Annex 2

The location of the regatta harbour and racing area.

