



SSL CITY GRAND SLAM 2016

3rd - 7th MAY
HAMBURG, GER

50. Erich F. Laeisz-Preis

85 Years Hamburg Fleet

35 Years Luebeck Bay Fleet

GENERAL INFORMATION AND SAILING INSTRUCTIONS



STAR SAILORS LEAGUE

SSL CITY GRAND SLAM IS SUPPORTED BY:

Premium Partner:



Event Partner:



We’d like to thank all our partners for their great support. Furthermore we’d like to thank all members of the Starclass family for their time, power and financial support.



CONTENT

Welcome Message, Olaf Scholz4

Welcome Message, Andreas Christiansen5

Welcome Message, Star Sailors League6

Welcome Message, Hamburg- & Luebeck Bay Fleet7

Sailing Schedule8

Social Event Program9

Clubhouse – Gastronomy & Catering10

Good to Know, Chart A11

Clubhouse12

Erich F. Laeisz-Preis14

Sailing Instructions16

SSL Regatta - Knock Out - Format42



WELCOME MESSAGE – OLAF SCHOLZ, MAYOR OF HAMBURG



Olaf Scholz
Mayor of Hamburg

A handwritten signature in blue ink, appearing to read 'Olaf Scholz', written on a white background.

Dear competitors of the First SSL City Grand Slam,

Hamburg, the green metropolis on the Elbe waterfront and gateway to the world, is a city in which sailing has a century-old tradition. It would perhaps be a nice idea to freshen up this ancient tradition by being a bit more innovative.

That’s exactly what the Norddeutsche Regatta Verein and the Star boat fleets of Hamburg and Lübeck in cooperation with the Star Sailors league provide. They will be hosting the first ever SSL City Grand Slam on Hamburg’s Outer Alster Lake from March 3rd to March 7th and will celebrate three jubilees: Hamburg’s Star boat fleet 85th anniversary, Lübeck’s Star boat fleet 35th anniversary and the Erich F. Laeisz prize will be awarded for the 50th time. Dedicated sailing aficionados certainly know: Laeisz was one of Germany’s first Star boat sailors.

As patron of this event, I’m delighted to welcome more than 100 teams from over 15 countries here in Hamburg. The best of luck and “fair winds” to all sailors!

WELCOME MESSAGE – NORDDEUTSCHER REGATTA VEREIN

Dear Star boat sailors, dear sailing enthusiasts,

a very warm welcome to Hamburg and to the Norddeutscher Regatta Verein! We are delighted and very proud to organize the first ever SSL City Grand Slam in the world.

The Norddeutscher Regatta Verein has organized uncountable national and international regattas in various boat classes in the last 150 years. However, this particular event represents a very unique milestone for our Club and its members. Owing to the fact that the Star boat first came to Hamburg through Erich F. Laeisz, former Commodore and Admiral of the NRV, who at the beginning of the previous century discovered the Star boat in the United States and took it back to Hamburg with him. This is how the success story of the Star boat in northern Europe began. Many of his fellow club members followed his lead and, as a consequence, Hamburgs Star boat league solely consisted of NRV members for a certain period of time. Ever since Walter “Pimm” von Hütschler won the Star boat World Championships in 1938 and 1939, NRV Star boats took part in almost every European and World Championship and the Olympics and often came out with great results.

Watching more than 100 Star boats sailing our grounds on the Alster Lake in May 2016 is going to be a one of a kind event – for our members as well as for the citizens of Hamburg who will be able to come right up close and watch the races. Another special appeal of this event is that winners of the Olympics and World Champions compete against amateurs and locals.

We would like all of you to have a wonderful experience here in Hamburg and in the NRV and discover the charm of our sports-passionate city.

Without the many volunteers, we would not be able to pull through successful races and great on-shore events smoothly. Therefore, I personally would like to thank everyone involved and express my utmost appreciation.

I wish all contestants a successful week of racing and all spectators exciting on-water action and a lot of fun at the SSL City Grand Slam in Hamburg!



Andreas Christiansen
*Commodore of the
Norddeutscher Regatta Verein*

A handwritten signature in blue ink, appearing to read 'Andreas Christiansen', written on a white background.

WELCOME MESSAGE – STAR SAILORS LEAGUE



*Dennis Conner -
Honorary member of SSL*

*Xavier Rohart -
Commodore of SSL*

Dennis: “I look forward to seeing you on the 7th of May at the prize giving party and closing ceremony at the International Maritime Museum in Hamburg.”

Xavier: “With the coming SSL City Grand Slam in Hamburg, the Star Sailors League steps into the next gear. The caliber for this race is going to be very special in the „Sailing Arena Lake Alster“ in the heart of Hamburg. Besides nearly all of SSL Top ten ranking, many Olympic medalists and World champions are participating. It will be nothing else but a high level competition on one of the best city race courses in the world! “

WELCOME MESSAGE – HAMBURG FLEET AND LUEBECK BAY FLEET

Dear Sailors,

we are delighted to welcome you all to the first SSL City Grand Slam in Hamburg. The Hamburg and Luebeck Bay Starfleets are proud to sail this regatta as a combined event with the 50th Erich F. Laeisz-Prize during 3rd - 7th May 2016 on Lake Alster. The jubilees of the Hamburg (*1931) and Luebeck Bay (*1981) Starfleets will be celebrated at the same time. The motto is: “From sailors for sailors in the spirit of the stars”.

This regatta is organized in close cooperation between the Star Sailors League (SSL), the Norddeutscher Regatta Verein (NRV) as hosting club and all members of the

Hamburg and Luebeck Bay Starfleets. For the fleets, as for all, it was hard work and a life time experience!

We would like to thank all sponsors and supporters to make this regatta event possible!

We wish good luck and a memorable experience to all competitors, the race officers, the jury and all other people involved in this regatta.

Fair sailing and may the best team win!



Marko A. Hasche
Captain Hamburg Fleet

A handwritten signature in blue ink that reads "Marko Hasche".



Andreas Kärger
Captain Luebeck Bay Fleet

A handwritten signature in blue ink that reads "Andreas Kärger".



Britta Gräfin von Luckner
Secretary Hamburg & Luebeck Bay Fleet

A handwritten signature in blue ink that reads "Britta Gräfin von Luckner".



SAILING SHEDULE

Saturday	30. April	Check-in & Crane
Sunday	01. May	Check-in & Crane
Monday	02. May	Check-in & Crane until 14:00 h
Tuesday	03. May	Fleet Race, 1. Round Start 09:00 h
Wednesday	04. May	Fleet Race 1. Round
Thursday	05. May	Fleet Race 1. Round
Friday	06. May	Fleet Race, 2. Round (Top 30)
Saturday	07. May	Fleet Race, 2. Round (Top 30) No warning signal after Saturday, May 7 th 11:30 h Followed by: Medal Races-Quarter, Semi, Final No warning signal will be made after Saturday May 7 th 2016, 19:30 h

STAR SAILORS LEAGUE

SOCIAL EVENTS

Saturday	30. April	Dance to the May at the NRV with BBQ, and DJ (to be paid private)
Sunday	01. May	10:00 h Brunch at NRV, 16,50 €
Monday	02. May	12:45 h First Boat is leaving from NRV to the town hall 14:00 h Guided tour (english & german) through town hall (optional for all participants and guests; sign up at check-in) 14:00 h International Press Conference at “Reederei Laeisz” (press only) 14:15 h Last Boat is leaving from NRV to the town hall 15:00 h -17:00 h Opening Ceremony at town hall (dresscode: blazer & tie) Afterwards Group foto to be taken in front of the town hall
Tuesday	03. May	11:00 h Ladies Welcome, Race-Watching with drinks at „Kajüte“ “Hamburger” Aftersail Party at the NRV given by the HF & Lub
Wednesday	04. May	19:00 h Four “Private Parties” for Starsailors hosted by Starsailors from Hamburg
Thursday	05. May	HNV Trophy – Prize Giving and After Sail BBQ at the NRV
Friday	06. May	19:30 h Gala Dinner, Hotel „Atlantic“, (dress code: black tie optional)
Saturday	07. May	Prize Giving at the NRV – 1 st SSL City GS & 50 th Erich F. Laeisz-Preis 21:00 h Prize Giving Party at the „International Maritime Museum“ (dress code: smart casual)
Every Day		8:00 h Sailors Breakfast at the NRV, 12,50 € 12:00 h Sailors Lunch at the NRV, 13,50 €



Welcome to the Sailors kitchen

Sailors breakfast buffet Monday - Saturday from 08:00 h - 11:00 h. Start your day with a healthy breakfast and lots of coffee for 12,50 €

Sailors lunch Monday - Saturday from 12:00 h - 15:00 h Refuel with one fine dish and a soft drink for 13,50 €

NRV Brunch Sundays from 10:00 h - 14:00 h. Our fabulous and varied NRV Brunch will be taking place on Sundays for 16,50 €. For larger groups, please make a reservation in advance.

Local dishes, pizza and daily specials are served from noon until the night in our restaurant.

Snacks and drinks can also be purchased outside at the tent – cash only.

Restaurant registration

If you want to open a guest account for you and your entourage during the SSL week, please sign up at the restaurant registration and provide us with your payment data.

Vouchers for the Sailors kitchen are purchasable in advance at the restaurant registration. Spontaneous eaters are welcome as well – please check in with our service staff.

Lunch boxes can be ordered in advance at the restaurant registration.

Restaurant opening hours during the SSL week

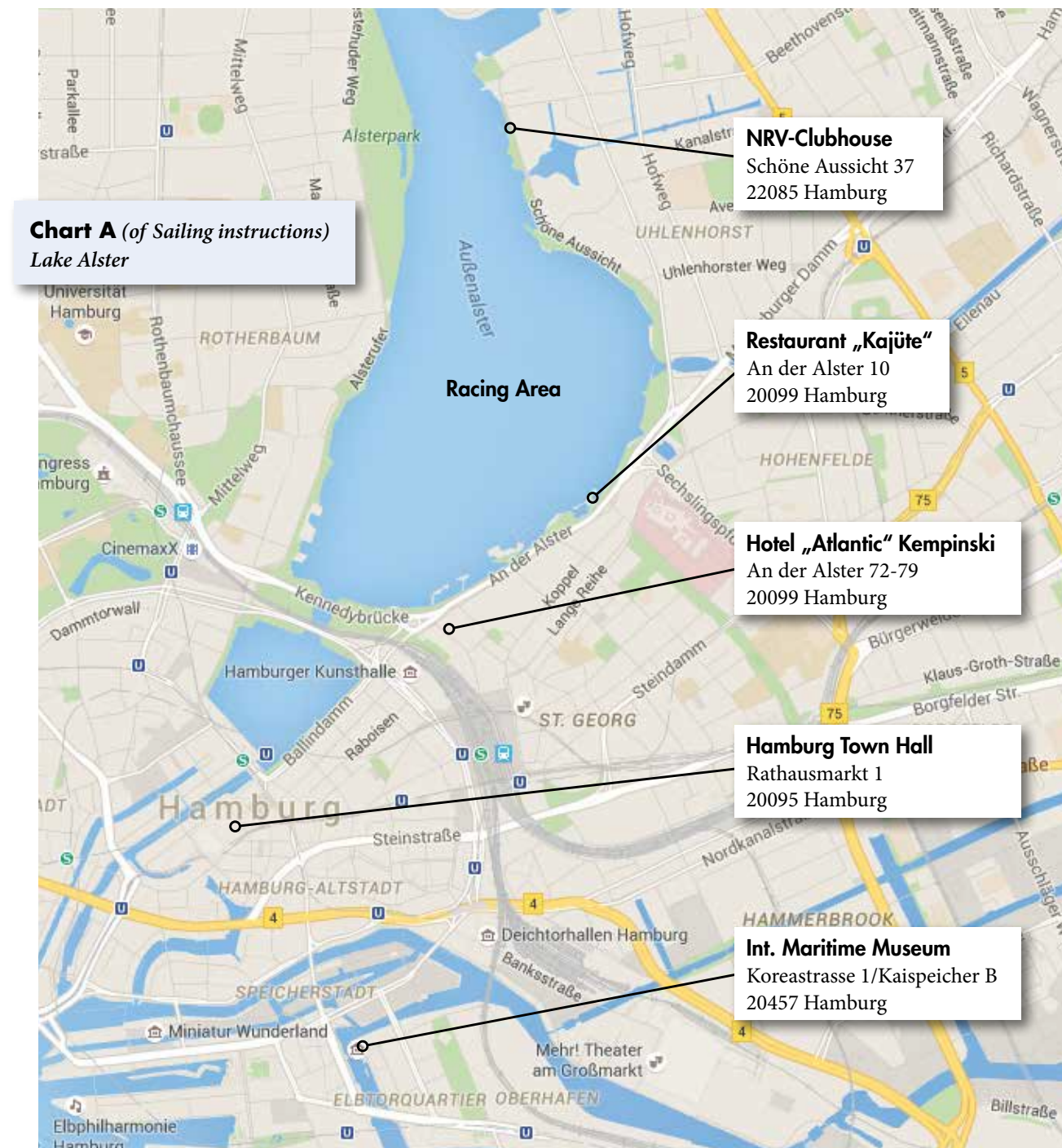
Monday - Saturday 08:00 h - 22:00 h · Sundays 09:00 h - 21:30 h

We accept EC card, creditcard (Master, Visa, Amex) and cash.

Phone: +49 (0)40 - 55 77 99 5 -280 · email: kontakt@oekonomie-nrv.com



Chart A (of Sailing instructions) Lake Alster



Sail Repair

CLOWN SAILS (24 hour repair)
Frank Schönfeld
040 / 800 78 29

NORTH SAILS
Markus Koy
040 / 357 17 855

Spars - Booms - Rigging Service

Alexander Hagen
0172 / 543 76 70

Ship-Yard Alster

Uwe Küntzel
040 / 221 600

NRV Office

040 / 55 77 99 50

Habour master: Peter Köhl:
040 / 55 77 99 5-11

Taxi

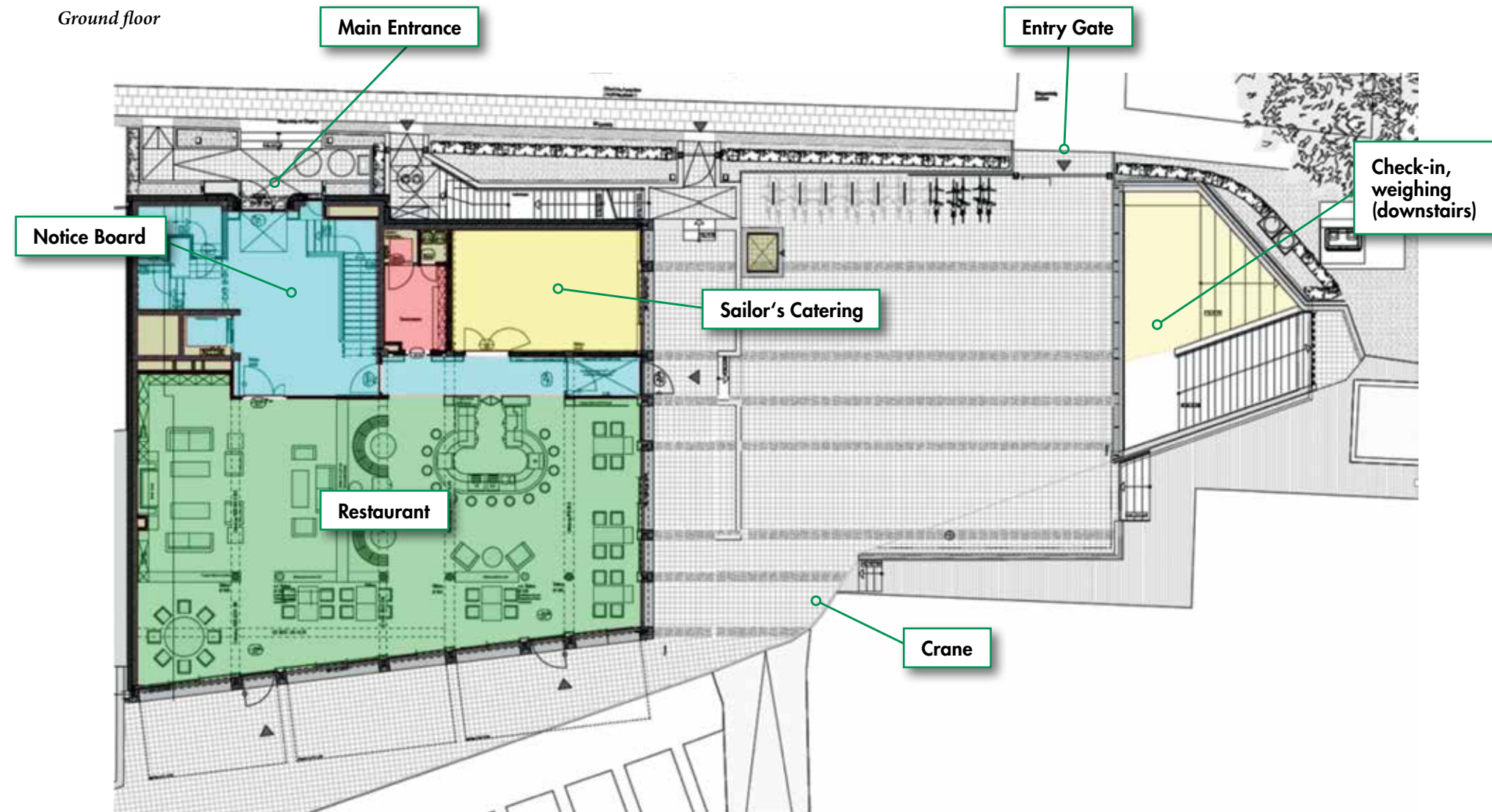
040 / 211 211 Hansa Taxi
040 / 66 66 66 Taxi Hamburg
or My Taxi App

Emergency Call Germany

Police: 110
Fire brigade & Ambulance: 112

CLUBHOUSE

Ground floor



CLUBHOUSE

1st floor



HISTORY OF 50 YEARS “ERICH F. LAEISZ-PREIS”

By Uwe von Below and Marko A. Hasche



Erich F. Laeisz, who founded the Hamburg fleet in 1931, was a ship owner and for many years the Commodore of the NRV, President of the DSV as well as taking part in the 1928 Olympics. In the 1930th, he already promoted the Dragon and Star and supported Pimm von Hütschler, who as first European, won the World Championship of the Starclass 1938 in San Diego and only one year later 1939 in Kiel just before the beginning of World War II.

After World War II, when sailing on lake Alster started again, Erich Laeisz crewed for Bimmy Fischer on his own Star “PAKA IV”. Later Bimmy sailed with Klaus Wunderlich, who was newsreader at the NDR the north German TV broadcast company.

In 1955, Erich Laeisz ordered a Lippincot Star for Bimmy with the sail number 3328, named “PAKA V”. That was the chance for Uwe von Below to sail “PAKA IV”. In winter 54/55 Peter Widenmann as crew and skipper Uwe von Below, first sanded and painted the boat in a factory warehouse in Billstedt and then paddled her to lake Alster. They rigged up the mast and moored her at Karl Reich, to-day Bobby Reich.

The boat was fitted out seamanlike with a linnen deck and many clamps, breakwater, toe pads, towing and anchor lines, a winch to trim the jib, floor boards and a wooden nose at the poller to lead the mainsheet to a clamp either on port or starboard tack. No boom-vang, no bailers or pumps, only a bucket to empty the boat which was sometimes even used when tacking. The mastbend was controlled with wooden pegs in the

deck and the jibstay as well as the upper forestay by spindels beneath the foredeck.

Downwind the boat was sailed with the crew sitting on the boom. In heavy weather, the boom raised towards the sky and it was nearly impossible to jibe. Trailers were not known at that time, instead the boats were transported on a cradle by railway. They stayed in the water all season and to clean the hull beneath the waterline, underwater the boat had to be heeled over. Boats had cotton sails, jibs with hanks, which had to dry after sailing. Good yachtsmen had three sets of sails for light, medium and heavy weather.

“PAKA IV” was sold in 1957 to Dierk Thomsen, later two times President of the ISCIRA and today Commodore.

When Joe Duplin (USA) signed up for Kiel Week in 1958, he arrived on board of a US destroyer two days late. The destroyer anchored in the bay of Strande and the Star was lowered into the water with rigged mast and towed to the port. Joe raced hiking with sheets tied around his back to hold on to, whereas all others were still lying on the deck side. Joe could put much more power in the sail and sailed faster to windward. He won the rest of the races and walked around in grey US Navy underwear, not everybody was amused. He later won the World Championship in 1963.

In 1959, Uwe von Below went to the United States. Settled back in Hamburg in 1965, Uwe ordered his first own Star from Abeking & Rasmussen together with Peter. The boat had a white stabdeck and was called “HERO” with the number 5048. Uwe and Peter took over the fleet from Bimmy, Uwe became captain and Peter the secretary. At this time, Gerd Fischer and Bimmy Fischer were the only ones sailing internationally, Baron von Stempel und Max von Gleichenstein only sailed eventually and Hunerle Dehmlow only when the sun was shining. But the Hamburg Star sailors wanted real competition. So in the winter, Uwe visited other fleets and agreed regular exchange

regattas to help rebuilding Star fleets in Germany.

Finally in 1966, there were six entries for a regatta in Hamburg. Gerd Fischer won, Uwe’s wife threw the first “Private Party” at home, a three room flat.

Some Dragon sailors were astonished: “What, you invite yachtsmen from other clubs?” Since 1966, the “Private Party” is a tradition for “Hamburg’s Starsailors”.

One year later in 1967, there were already 14 entries and the regatta was called the “2nd Erich F. Laeisz-Preis”. This time, Peter Widenmann invited all competitors to a private party in his parent’s home. In the following years, the fleet grew steadily with sailors from the 12 sqm Sharpys and other classes.

In 1981, there was an amicable divide of the Hamburger Fleet. The Luebecker Bay Fleet with captain Jochen Diercks came to the scene. Thus, we could send more boats directly to Gold and Silver Star Regattas.

In 1983, the Hamburger Fleet celebrated its 50th anniversary with an important Erich F. Laeisz-Preis Regatta with 32 starters and then in 2006 for its 75th anniversary – with more than 42 competitors.

This year, Marko A. Hasche (HF), Andreas Karger (Lub) and secretary Britta Gräfin von Luckner (HF&Lub) are in charge of the fleets for organizing the 1st SSL City Grand – 50th Erich F. Laeisz-Preis together with the Star Sailors League and hosting club Norddeutscher Regatta Verein (NRV). The regatta has over 90 entries from more than 18 nations with many Olympic and World’s Champions. The Regatta will be under the patronage of Hamburg’s first Mayor Olaf Scholz.

The outcome will be interesting. Never before so many Stars did race on the little lake Alster.





...you don't need to go Keeperbahn.

We will take care of your stick!

Alexander Hagen
STAR-RIGG-SERVICE.com
General-Import EMMETI SPARS
Mittelweg 58 · 20149 Hamburg
Phone: +49 (40) 44 89 37
Mobil: + 49 (172) 543 76 70



SAILING INSTRUCTIONS

Race Committee Chairman:	Klaus Lahme	GER IRO / IJ
International Jury Chairman:	Bo Samuelson	SWE IJ
International Jury Members:	Hans Vengberg	DEN IJ
	Jan Willem van Weezenbeek	NED IJ
	Hannes Diefenbach	GER IJ
	Ulrich Fischer	GER IJ
	Ralf Weidner	GER NJ
Harbourmaster:	Peter Kaehl	GER

1. Rules

- 1.1 The regatta will be governed by the rules as defined in the Racing Rules of Sailing (RRS) of World Sailing (formerly ISAF).
- 1.2 RRS Addendum Q, Umpired Fleet Racing will apply in the second round for all races sailed on Saturday, May 7th. RRS Addendum Q, Umpired Fleet Racing will apply for the quarter-final, the semifinal and the final.
- 1.3 If there is a conflict between languages, the English text will take precedence, except that, for the DSV national prescriptions, the German text will take precedence.

2. Notices to Competitors

Notices to competitors will be posted on the official board located in front of the race office of the NRV.

3. Changes to Sailing Instructions

- 3.1 Any change to the sailing instructions will be posted before 08:00 h on the day it will take effect, except that any change to the schedule of races will be posted by 20:00 h on the day before it will take effect.

4. Signals made Ashore

- 4.1 Signals made ashore will be displayed at the signal mast located in front of the club house.
- 4.2 When flag AP is displayed ashore, “1 minute” is replaced with “not less than 30 minutes” in the race signal AP.
- 4.3 When flag Y is displayed ashore, rule 40 (RRS) applies at all times while afloat. This changes the Part 4 preamble.
- 4.4 When Flag D is displayed at the official flag pole, no boat shall leave the harbour.
Flag D over a colour flag means: This rule applies only to boats sailing in this fleet.

5. Schedule of Event and Races

- 5.1 Press Photo:
From Tuesday, May 3rd through Thursday, May 5th there will be, depending on weather, wind and time, one practice start of all checked in boats for a press photo at a very loooong starting line. All boats shall participate.

The time for this practice start will be announced at least 60 minutes before the start.
- 5.2 Haul-in:
All boat shall be afloat by Monday May 2nd 2016 at 13:30 h. No Haul-in or Haul-out after this time will be permitted without prior approval of the Race Committee (see also SI 25).
- 5.3 The regatta will consist of a Qualifying Series and a Final Series.
- 5.3.1 Qualifying Series:
The Qualifying Series consists of a first and a second round.
- 5.3.1.1 First round:
Boats will be assigned to Yellow, Blue, and Red fleets of, as nearly as possible, equal size and ability. Initial assignment will be made by a seeding committee appointed by the Organizing Authority. These assignments will be posted not later than 20:00 h on Monday, May 2nd.
Boats will be reassigned to fleets on the basis of their ranks in the series after each day of racing and after having completed the same number of races, except if on the first day fewer than two races are completed by all fleets.
If not all fleets have completed the same number of races, the series scores for reassignment will be calculated for those races, numbered in order of completion, completed by all fleets. Reassignments will be made as follows:

Rank in series – Fleet assignment:

First = Yellow
Second = Blue
Third = Red
Fourth = Red
Fifth = Blue
Sixth = Yellow
and so on.

Assignments will be based on the ranking available will be posted before 20.00 h on that day regardless of protests or requests for redress not yet decided.

If not all fleets have completed the same number of races by the end of a day, the fleets with fewer races will continue racing the following day until all fleets have completed the same number of races. All boats will thereafter race in the new fleets.

6 races are scheduled with max. 3 races per day.

Racing days of the first round will be Tuesday, May 3rd through Thursday, May 5th.

The first round ends on Thursday, May 5th if a minimum of four (4) races have been completed by each fleet.

The top ranked 30 teams of the first round will advance to the second round carrying forward their scores.

5.3.1.2 Second round:

In the Second round the top ranked 30 teams of the first round will sail in one fleet.

A maximum of 5 races from Friday, May 6th through Saturday, May 7th is scheduled.

There will be no warning signal for the second round after Saturday, May 7th 11:30 h.

The winning team of the second round will advance directly to the final.

SAILING INSTRUCTIONS

The second team of the second round will advance directly to the semi-final.

The teams finishing the second round from 3rd to 10th place will advance to the quarter-final.

No points will be carried forward to the next stage.

5.3.2 Final Series:

The Final Series will consist of a Quarter-final, a Semi-final and a Final on Saturday May 7th. Knock-out system, no carrying forward of points to the next race.

5.3.2.1 Quarter-final:

One (1) race.

The teams ranked 3rd to 10th in the second round compete in the quarter-final.

The top five (5) teams will advance to the semi-final.

5.3.2.2 Semi-final:

One (1) race.

The second of the second round and the top five teams of the quarter-final compete in the semi-final.

The top three (3) teams will advance to the final.

5.3.2.3 Final:

One (1) race.

The winner of the second round and the top three of the semi-final compete in the final.

The first team to finish will be the winner of the event and will receive the title of “1st SSL City Grand Slam” winner and will be the winner of the “50th Erich F. Laeisz-Prize”.



“...and he knew no man was ever alone on the sea.”

is not just a famous quote from Hemingways' “The old man and the sea” but also the principle when working with H-PMC GmbH.

When doing business on or with the sea, it is essential to be able to rely on your "crew". Whether you are introducing a new boat type, developing tools or systems for the maritime market or trying to make your dream come true by building a super yacht, you have to be well prepared, know all facts and details and rely on your greater strategy before making a decision or starting a “manoeuvre”.

With our wide knowledge about the sea and the maritime market we at H-PMC GmbH offer consulting services regarding any questions around the sea, providing reliable and accurate data and inside-knowledge. After the detailed preparation, we continue working with you, offering full support until the successful project outcome.

- 5.4

Regatta Schedule
- 5.4.1

Safety and boat inspection at the crane

Saturday, April 30th, 2016 from 14:00 h to 20:00 h

Sunday, May 1st, 2016 from 09:00 h to 20:00 h

Monday, May 2nd 2016 from 09:00 h to 13:45 h
- 5.4.2

Registration at check-in

Saturday, April 30th, 2016 from 14:00 h to 20:00 h

Sunday, May 1st, 2016 from 10:00 h to 20:00 h

Monday, May 2nd 2016 from 09:00 h to 14:00 h

Announcement of fleets no later than Monday May 2nd 2016 20:00 h.
- 5.4.3

Opening:

Monday, May 2nd 2016

14:00 h All competitors and guests meet at the NRV

15:00 h -17:00 h Opening Ceremony
- 5.4.4

Days of racing:

Tuesday, May 3rd, 2016 until Saturday, May 7th 2016.

- 5.4.5

Number of races:

	Number of races	Max. number of races per day
First round:	6	3 (per group)
Second round:	5	4
Quarter-final:	1	
Semi-final:	1	
Final:	1	

- 5.4.6

First warning signal:

The scheduled time of the warning signal for the first race on each day is 09:00 h.
- 5.4.7

No warning signal will be made after: Saturday, May 7th 2016, 19:30 h.
- 5.4.8

Prize Giving and Closing Ceremony:

The Prize Giving and Closing Ceremony will take place as soon as possible after the final Race.

6. Class Flags

Class flags will be: White flag with a red star (combined with a colour flag in the first round).

7. Racing Areas

Page 11 shows the location of the racing area (Aussenalster).

8. The Courses

- 8.1 The diagrams in Chart B (page 35) show the courses, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.
- 8.2 The course to be sailed will be displayed on a white board with black letters and digits.
- 8.3 The course may be shortened at the earliest after the second beat to windward. This changes rule 32 (RRS).

9. Marks

- 9.1 Marks 1, 2, 3a and 3b, are red cylindrical buoys.
- 9.2 New marks, as provided in Sailing Instruction 12 are red cylindrical buoys.
- 9.3 A race committee boat signalling a change of a leg of the course is a mark as provided in Sailing Instruction 12.
- 9.4 Starting and finishing marks will be Race Committee vessels and spar buoys with orange flags.

10. Touristic boats

All Racing boats shall, when possible, keep away from Alster touristic boats at all times.

11. The Start

- 11.1 The starting line will be between a staff displaying an orange flag on the Race Committee Signal boat at the starboard end and a staff displaying an orange flag on a spar buoy.
- 11.2 A boat starting later than 4 minutes after her starting signal will be scored Did Not Start without a hearing. This change rule A4 (RRS).
- 11.3 To alert boats that a race or sequence of race will begin soon, the orange starting line flag will be displayed at least five minutes before a warning signal is made (one sound).

Good luck to all competitors!

Parcel

Warehouse Solutions

Full Truck Load

General Cargo

Worldwide

voigt-logistik.de

VOIGT
LOGISTIK

Connecting Schleswig-Holstein with the world.

25

STAR
SAILORS
LEAGUE

12. Change of the Next Leg of the Course

Except at a gate, boats shall pass between the race committee boat signalling the change of the next leg and the nearby mark, leaving the mark to port and the race committee boat to starboard. This changes rule 28 (RRS).

13. The Finish

The finishing line will be between a staff displaying an orange flag on a race Committee boat on starboard and a staff displaying an orange flag on a spar buoy.

14. Penalty System

- 14.1 Appendix P (RRS) will apply. Addendum Q – Umpired Fleet Racing - will apply for all races on Saturday, May 7th.
- 14.2 A standard penalty of 5 points will be applied to the score of the qualifying series without a hearing for breaking SI 5.1, 25 or 27.

15. Time Limits and Target Times

- 15.1 Time limits and target times are as follows:
Time Limit: 60 min
Target Time: 30-45 min
Failure to meet the target time will not be grounds for redress.
This changes rule 62.1(a) (RRS).
- 15.2 Boats failing to finish within 15 min after the first boat sails the course and finishes, will be scored DNF without a hearing. This change rules 35, A4 and A5 (RRS).

16. Protests and Requests for Redress

- 16.1 Protest forms are available at the race office. Protests and requests for redress or reopening shall be delivered within the appropriate time limit.
- 16.2 The protest time limit is 60 minutes after the last boat has finished the last race of the day or the race committee signals AP/N over A, whichever is later.
- 16.3 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest room, located in the club house, 3rd floor.
- 16.4 Notices of protests by the race committee or international jury will be posted to inform boats under rule 61.1(b) (RRS).
- 16.5 A list of boats that have been penalized under Appendix P (RRS) for breaking rule 42 (RRS) will be posted.
- 16.6 On the last day of the first round and on Friday, May 6th, a request for reopening a hearing shall be delivered:
(a) within the protest time limit if the requesting party was informed of the decision on the previous day;
(b) no later than 30 minutes after the requesting party was informed of the decision on that day.
This changes rule 66 (RRS).
- 16.7 On the last day of the first round and on Friday, May 6 th, a request for redress based on an international jury decision shall be delivered no later than 30 minutes after the decision was posted. This changes rule 62.2 (RRS).
- 16.8 Decisions of the international jury will be final as provided in rule 70.5 (RRS).

17. Scoring

- 17.1 SSL City Grand Slam
Four (4) races are required to be completed to constitute the series.

17.2 For the qualifying series:

17.2.1 First round:

- (a) When fewer than 4 races in the first round have been completed, a boat's series score will be the total of her race scores.
- (b) When from 4 to 6 races in the first round have been completed, a boat's series score will be the total of her race scores excluding her worst score.

Points will be carried forward to the next round.

17.2.2 Second round:

- (a) When fewer than 4 races in the second round have been completed, a boat's series score will be the total of her race scores.
- (b) When 4 or 5 races in the second round have been completed, a boat's series score will be the total of her race scores excluding her worst score.

No points will be carried forward to the next stage.

17.2.3 A minimum of 4 races in the qualifying series are required to be completed before sailing the Final Series.

- 17.3 Boats competing in the final series shall be scored highest in the regatta.
Boats competing in the second round shall be scored higher in the regatta than boats competing in the first round.

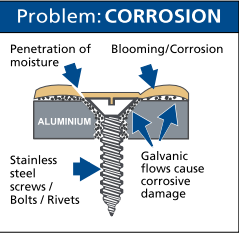
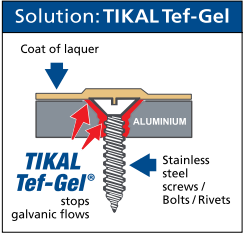
17.4 RRS A4.2 is changed so that those scores are based on:

- (a) the number of boats assigned to the largest fleet in the first round, or
- (b) the number of boats assigned to compete in a single fleet in the second round.

- 17.5 The regatta is considered for the SSL ranking.
3000 points will be awarded to the winner.
In case the SSL Grand Slam is not valid (less than 4 races in each group), the scale of the "category 5 / continent" will be used for the allocation of SSL points (750 points to the winner).

TIKAL[®]
MARINE SYSTEMS

Anticorrosion
TIKAL Tef-Gel[®]



Boatcare
MagicClean[®]



Adhesives &
Sealants
Tikalflex[®]



18. Safety regulations

A boat that retires from a race shall inform the race committee or race office as soon as practicable.

19. Crew, replacement of crew or equipment

- 19.1 For the regatta a total crew weight limitation will be in effect.
The limit and the formula for the calculation as defined in Star Class Rule (STCR) 31.1.3 shall be applicable, regardless of the defined scope of rule STCR 31.1.3.

Crews shall demonstrate compliance with crew weight limits prior to Tuesday May 3rd, 2016 08:00 h.

There will be no re-weighing during the event except in case of a protest.
- 19.2 Substitution of competitors (only for crew; not for skippers) will not be allowed without prior written approval of the race committee.
- 19.3 Substitution of damaged or lost equipment being subject to measurement will not be allowed without written approval of the race committee, made at the first reasonable opportunity.

20. Equipment and Measurement Checks

A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions. On the water, a boat can be instructed by a race committee equipment inspector or measurer to proceed immediately to a designated area for inspection.

21. Event Advertising and Identification

- 21.1 Competitor advertising may be permitted on request by the Organizing Authority at check-in.
- 21.2 Boats may be required to display advertising chosen and supplied by the Organizing Authority.

- 21.3 If advertising supplied by the Organizing Authority is required boats shall display the advertisement until the end of the regatta. All sailors are required to wear SSL Bibs while racing. These Bibs will be supplied by the Organising Authority.
- 21.4 Boats will be required to affix the stickers provided by the Organizing Authority on both sides of the bow (see Chart D, page 36).

22. Official Boats

Official boats will be identified as follows:
Race Committee: Yellow flag “RC”
Jury: White flag “JURY”
Presse: Green flag “Presse”
Rescue: Red flag “S”

23. Support Boats

Support and Coach Boats are not allowed due to legal restrictions.

24. Trash Disposal

A competitor shall not intentionally put trash in the water. See rule 55 (RRS).
Trash may be placed ashore in trash containers and afloat aboard support or official boats.

25. Haul-out Restrictions and harbour rules

- 25.1 Keelboats shall not be hauled out during the regatta except with and according to the terms of prior written permission of the race committee. (See 5.2 SI)
- 25.2 Haul-out starts after the first round, earliest Friday, 6th May 2016, after the fleet for the second round has left the harbour.
- 25.3 Self-service is not permitted at the crane, Haul-in or Haul-out only with permission of the Harbourmaster or his team.

- 25.4 Trailers inside the NRV club area are only allowed short-term and with permission of the Harbourmaster or his team.
- 25.5 While in the harbour, boats shall be kept in their assigned berths or moorings.
- 25.6 There will be a restriction leaving or coming back into the harbour.
Only boats which fleets will be racing next are allowed to leave the harbour.
Boats coming back from the race area are only allowed to enter the harbour when all boats for the next race have left the harbour.
Damaged boats may enter the harbour at any time, but must give a written report of what happened to the race office.
- 25.7 No training or practicing is permitted in the racing area while another fleet is racing.
- 25.8 No car parking or camping is permitted on the premises of NRV or the trailer parking area.

26. Diving Equipment and Plastic Pools

Underwater breathing apparatus and plastic pools or their equivalent shall not be used around keelboats between the preparatory signal of the first race and the end of the regatta.

27. GPS tracking / Radio Communications

- 27.1 Before racing, boats shall collect their tracking module at the tracking desk located in the basement of NRV, and place it according figure 1 (see Chart E, page 37).
- 27.2 During the first round, boats shall return their tracking module to the tracking desk within 30 minutes after the last boat has finished the last race of her fleet.
During the second round and the final series, when no more races are scheduled for a boat on that day, a boatshall return her tracking module to the tracking desk within the protest time limit.
- 27.3 Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile phones.

28. Prizes

Prizes will be given as follows:

- SSL City Grand Slam Championship Medals (first 3 boats) given by SSL.
- 50th Erich F. Laeisz-Prize (first boat), challenge trophy given by HF and stays with HF.
- Heinz Nixdorf Trophy for the winner of the first round, challenge trophy given by HNV and stays with HNV.
- Trophy-Souvenirs for each competitor.

Prize money for the first 20 boats given by SSL. (See Chart)

The entire prize money, given by the SSL, is awarded, if at least one of the races of the final series is sailed.
The prize money is only awarded if a team member of the winning boat is at the prize giving ceremony.

If the races of the final series should not take place, the prize money will be awarded as follows:

- one quarter of the prize money for one valid race of the first round,
- one half of the prize money for two valid races of the first round,
- three quarters of the prize money for three valid races of the first round,
- the entire prize money for four valid races of the first round.

29. Disclaimer of Liability

Competitors participate in the regatta entirely at their own risk. See rule 4 (RRS), Decision to Race. 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.

Prize money	CHF
1 st	25,000
2 nd	15,000
3 rd	10,000
4 th	8,000
5 th	6,000
6 th	5,500
7 th	5,000
8 th	4,500
9 th	4,000
10 th	3,500
11 th	3,000
12 th	2,500
13 th	2,000
14 th	1,600
15 th	1,300
16 th	1,000
17 th	800
18 th	600
19 th	400
20 th	300

Prize money will be given in CHF.

30. Insurance

Each participating boat shall be insured with valid third-party liability insurance including the coverage of risks at regattas, with a minimum cover of Euro 1.500.000 per incident or the equivalent.

31. Additional Information

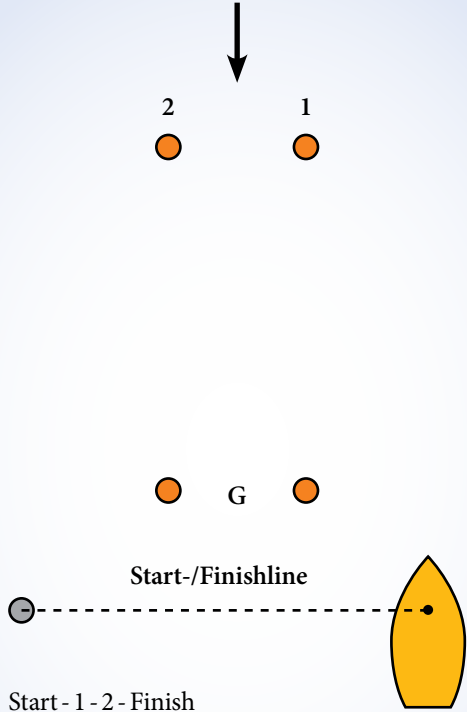
The NRV-Clubhouse will be open on all days of the regatta from 07:30 h until the evening.
The NRV gastronomy opens at 8:00 h and breakfast will be offered at own costs on all days of racing. Reservation is required – at latest one day in advance!

Phone: +49 (0)40 - 55 77 99 5-280 or: kontakt@oekonomie-nrv.com

Chart A: see page 11

Chart B

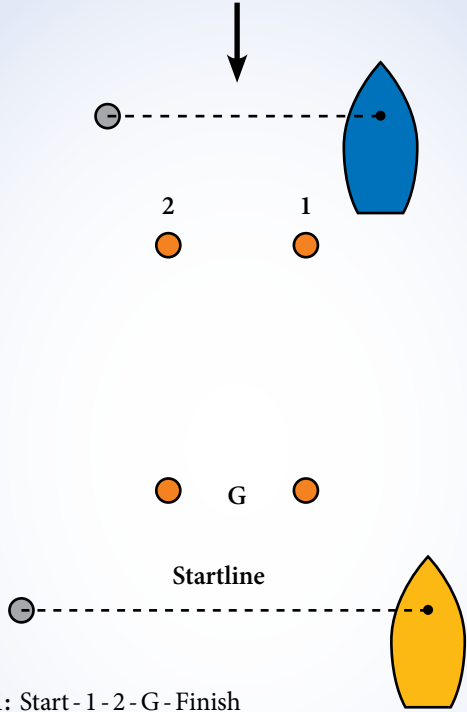
Course Leeward (L):



- Course L1: Start - 1 - 2 - Finish
- Course L2: Start - 1 - 2 - G - 1 - 2 - Finish
- Course L3: Start - 1 - 2 - G - 1 - 2 - G - 1 - 2 - Finish
- Course L4: Start - 1 - 2 - G - 1 - 2 - G - 1 - 2 - G - 1 - 2 - Finish

Marks 1 and 2 to be rounded port.
G = Gate

Course Windward (W):

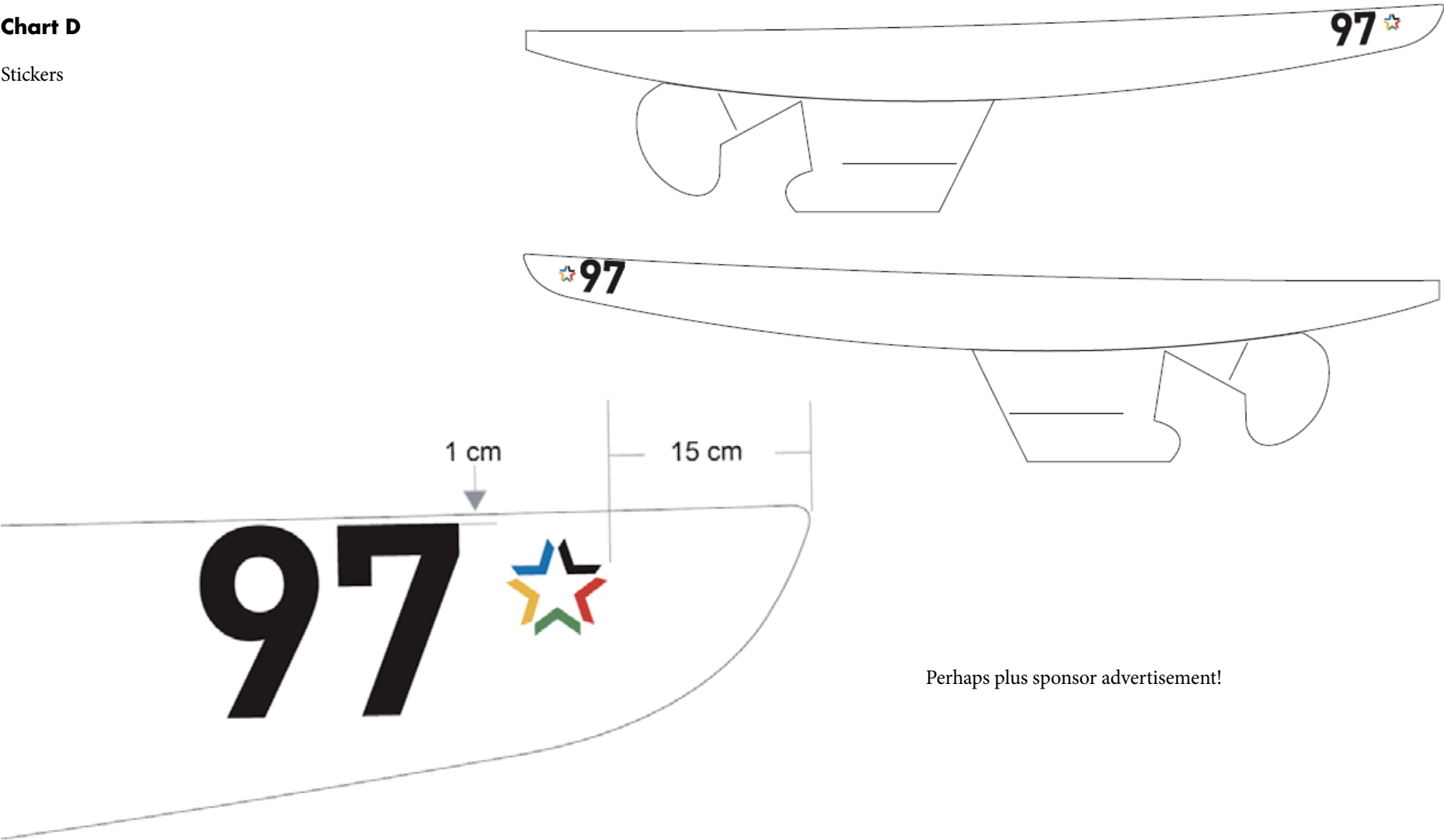


- Course W1: Start - 1 - 2 - G - Finish
- Course W2: Start - 1 - 2 - G - 1 - 2 - G - Finish
- Course W3: Start - 1 - 2 - G - 1 - 2 - G - 1 - 2 - G - Finish
- Course W4: Start - 1 - 2 - G - 1 - 2 - G - 1 - 2 - G - 1 - 2 - G - Finish

Marks 1 and 2 to be rounded port.
G = Gate

Chart D

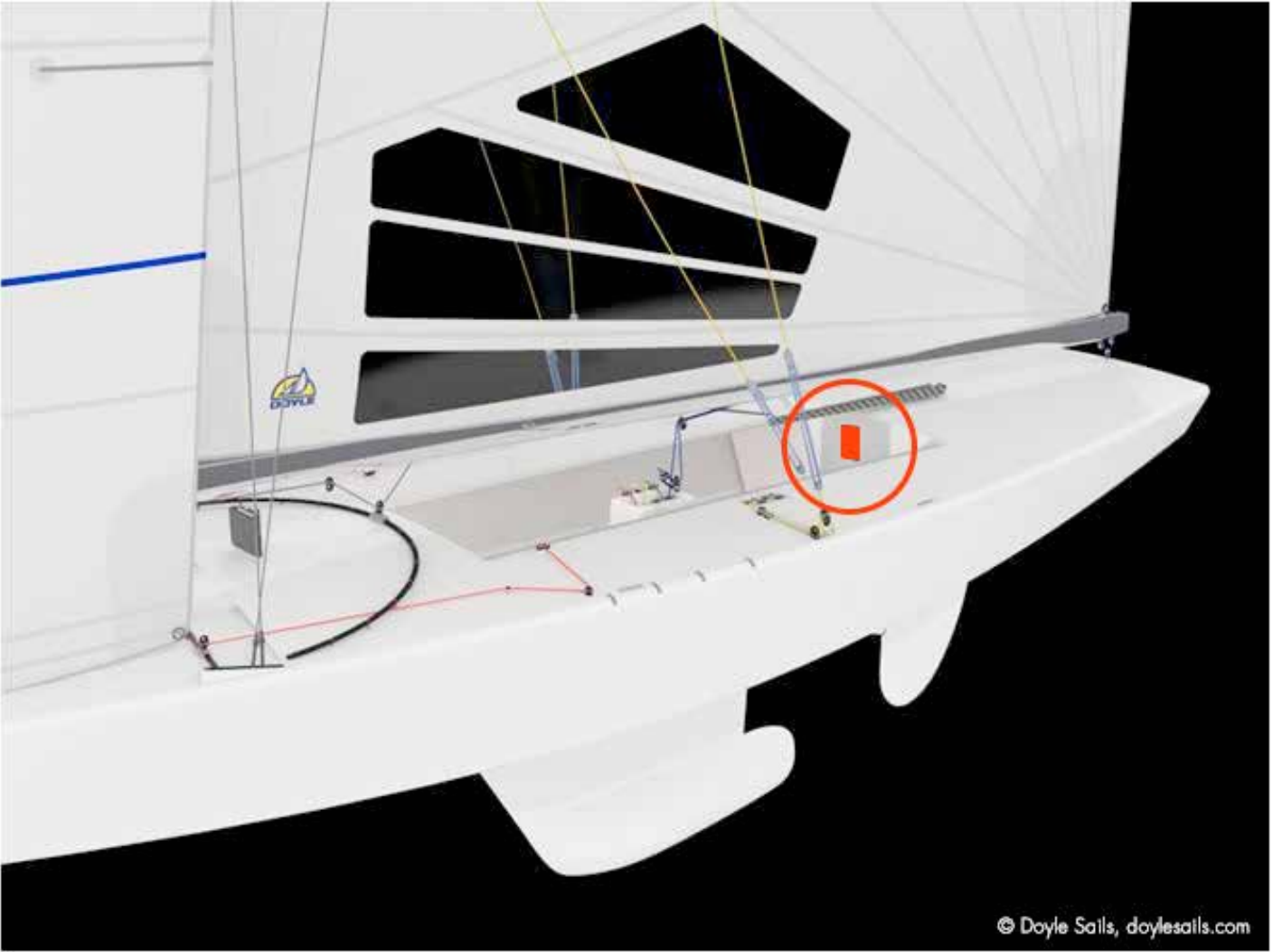
Stickers



Perhaps plus sponsor advertisement!

Chart E

GPS tracker placement.



© Doyle Sails, doylesails.com

UMPIRED FLEET RACING

This addendum has been approved by ISAF in accordance with rule 86.2 and ISAF Regulation 28.1.3.
Version: January 21, 2013

Marginal marks indicate important changes from the previous version.

These sailing instructions change the definition Proper Course, and rules 20, 28.2, 44, 60, 61, 62, 63, 64.1, 65, 66, 70, 78.3 and B5.

Q1 CHANGES TO RACING RULES
Additional changes to rules are made in instructions Q2, Q3, Q4, and Q5.

- Q1.1 Changes to the Definitions and the Rules of Part 2 and Part 4
- (a) Add to the definition Proper Course: ‘A boat taking a penalty or manoeuvring to take a penalty is not sailing a proper course.’
 - (b) When rule 20 applies, the following arm signals are required in addition to the hails:
 - (1) for ‘Room to tack’, repeatedly and clearly pointing to windward; and
 - (2) for ‘You tack’, repeatedly and clearly pointing at the other boat and waving the arm to windward.
- Instruction Q1.1(b) does not apply to boards.
- Q1.2 Changes to Rules Involving Protests, Requests for Redress, Penalties and Exoneration
- (a) The first sentence of rule 44.1 is replaced with: ‘A boat may take a One-Turn Penalty when she may have broken a rule of Part 2 (except rule 14 when she has caused damage or injury) or rule 31 or 42 while racing.’
 - (b) For boards, the One-Turn Penalty is one 360o turn with no requirement for a tack or a gybe.
 - (c) Rule 60.1 is replaced with ‘A boat may protest another boat or request redress provided she complies with instructions Q2.1 and Q2.4.’
 - (d) The third sentence of rule 61.1(a) and all of rule 61.1(a)(2) are deleted. Rule B5 is deleted.
 - (e) Rules 62.1(a), (b) and (d) are deleted. In a race where this addendum applies, there shall be no scoring adjustments for redress given under any of these rules for a previous race.
 - (f) Rule 64.1(a) is changed so that the provision for exonerating a boat may be applied by the umpires without a hearing, and it takes precedence over any conflicting instruction of this addendum.
 - (g) Rules P1 to P4 shall not apply.

Q2 PROTESTS AND REQUESTS FOR REDRESS BY BOATS

- Q2.1 While racing, a boat may protest another boat under a rule of Part 2 (except rule 14) or under rule 31 or 42; however, a boat may only protest under a rule of Part 2 for an incident in which she was involved. To do so she shall hail ‘Protest’ and conspicuously display a red flag at the first reasonable opportunity for each. She shall remove the flag before, or at the first reasonable opportunity after a boat involved in the incident has taken a penalty voluntarily or after an umpire’s decision. However, a board need not display a red flag.
- Q2.2 A boat that protests as provided in instruction Q2.1 is not entitled to a hearing. Instead, a boat involved in the incident may acknowledge breaking a rule by taking a One-Turn Penalty as described in rule 44.2. If the protested boat does not take a penalty voluntarily, an umpire will decide whether to penalize any boat and signal the decision as provided in instruction Q3.1.
- Q2.3 At the finishing line, the race committee will inform the competitors about each boat’s finishing place or scoring abbreviation. After this has been done for all boats, the race committee will promptly display flag B with one sound. Two minutes later flag B will be removed with one sound.
- Q2.4 A boat intending to
- (a) protest another boat under a rule other than instruction Q3.2 or Q4.2(a), or a rule listed in instruction Q2.1,
 - (b) protest another boat under rule 14 if there was contact that caused damage or injury, or
 - (c) request redress shall hail the race committee before or during the display of flag B. The same time limit applies to protests under instructions Q5.4 and Q5.5. The protest committee may extend the time limit if there is good reason to do so.
- Q2.5 The race committee will promptly inform the protest committee about any protests or requests for redress made under instruction Q2.4.

Q3 UMPIRE SIGNALS AND IMPOSED PENALTIES

- Q3.1 An umpire will signal a decision as follows:
- (a) A green and white flag with one long sound means ‘No penalty.’
 - (b) A red flag with one long sound means ‘A penalty is imposed or remains outstanding.’ The umpire will hail or signal to identify each such boat.
 - (c) A black flag with one long sound means ‘A boat is disqualified.’ The umpire will hail or signal to identify the boat disqualified.

- Q3.2** (a) A boat penalized under instruction Q3.1(b) shall take a One-Turn Penalty as described in rule 44.2.
(b) A boat disqualified under instruction Q3.1(c) shall promptly leave the course area.

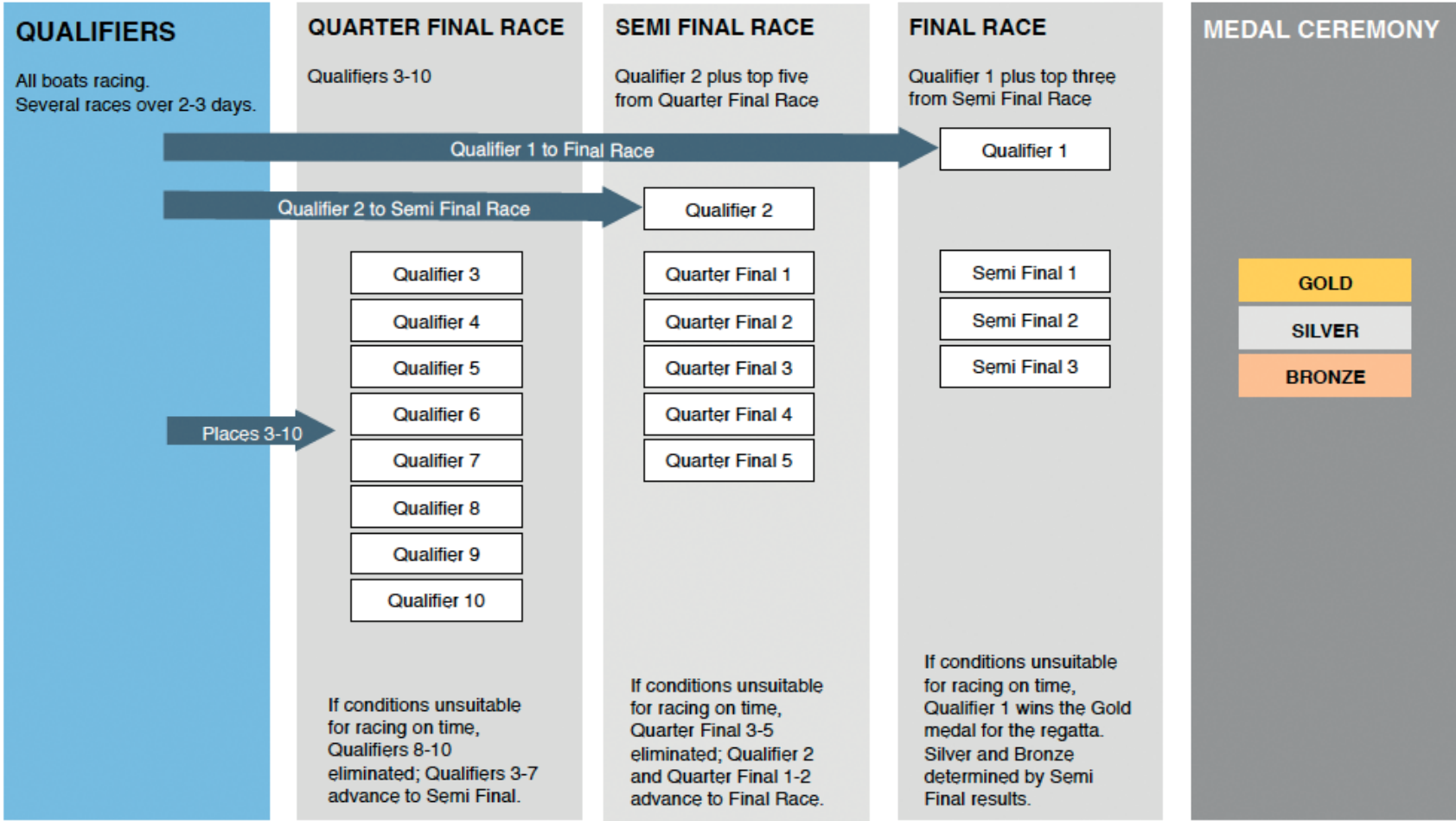
Q4 PENALTIES AND PROTESTS INITIATED BY AN UMPIRE; ROUNDING OR PASSING MARKS

- Q4.1** When a boat
- (a) breaks rule 31 and does not take a penalty,
 - (b) breaks rule 42,
 - (c) gains an advantage despite taking a penalty,
 - (d) deliberately breaks a rule,
 - (e) commits a breach of sportsmanship, or
 - (f) fails to comply with instruction Q3.2 or to take a penalty when required to do so by an umpire, an umpire may penalize her without a protest by another boat. The umpire may impose one or more One-Turn Penalties to be taken as described in rule 44.2, each signalled in accordance with instruction Q3.1(b), or disqualify her under instruction Q3.1(c), or report the incident to the protest committee for further action. If a boat is penalized under instruction Q4.1(f) for not taking a penalty or taking a penalty incorrectly, the original penalty is cancelled.
- Q4.2** (a) A boat shall not round or pass a mark on the wrong side. If she does so, she may correct her error as provided in rule 28.2 only if she does so before she rounds or passes the next mark or finishes.
(b) When a boat breaks instruction Q4.2(a) and fails to correct her error before rounding or passing the next mark or finishing, an umpire may disqualify her under instruction Q3.1(c).
- Q4.3** An umpire who decides, based on his own observation or a report received from any source, that a boat may have broken a rule, other than instruction Q3.2 or Q4.2(a) or a rule listed in instruction Q2.1, may inform the protest committee for its action under rule 60.3. However, he will not inform the protest committee of an alleged breach of rule 14 unless there is damage or injury.

Q5 PROTESTS; REQUESTS FOR REDRESS OR REOPENING; APPEALS; OTHER PROCEEDINGS

- Q5.1** No proceedings of any kind may be taken in relation to any action or non-action by an umpire.
- Q5.2** A boat may not base an appeal on an alleged improper action, omission or decision of the umpires or the protest committee. In rule 66 the third sentence is changed to ‘A party to the hearing may not ask for a reopening.’
- Q5.3** (a) Protests and requests for redress need not be in writing.
(b) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.
(c) If the protest committee decides that a breach of a rule has had no effect on the outcome of the race, it may impose a penalty of points or fraction of points or make another arrangement it decides is equitable, which may be to impose no penalty.
- Q5.4** The race committee will not protest a boat, except following a report under rule 43.1(c) or 78.3.
- Q5.5** The protest committee may protest a boat under rule 60.3. However, it will not protest a boat for breaking instruction Q3.2 or Q4.2(a), a rule listed in instruction Q2.1, or rule 14 unless there is damage or injury.

SSL REGATTA - KNOCK OUT - FORMAT



Format The first and second place qualifiers advance directly to the Final and Semi Final Races respectively.

Scheduling Three races on Saturday - Quarter Final, Semi Final and Final.
A "last possible start" time is set for each race. If any of these races cannot be started on time, it is cancelled and the results from the previous racing determine who advances to the next stage.

WEMPE
GLASHÜTTE '18A

Is there a more appropriate place than an observatory to begin a stellar new chapter in the history of watchmaking? Inaugurated in 1910 in Germany's



renowned watchmaking town of Glashütte, the neglected ruin of the observatory building was rebuilt by the company WEMPE some 100 years later. The establishment of the only testing facility for chronometers according

to the German industrial standard and of the WEMPE watchmaking school make Glashütte Observatory nowadays the perfect production site for the wristwatch chronometers of the WEMPE GLASHÜTTE '18A collection.

ENJOY THE DEPTH OF THE OCEAN
EVEN ON DRY LAND.



WEMPE
Zeitmeister

GLASHÜTTE '18A

Hamburg: Jungfernstieg 8, T 040.33 44 88 24 • Mönckebergstraße 19, T 040.33 44 88 22
WEMPE ZEITMEISTER Sport Diver's Chronograph in stainless steel with self-winding movement. Available exclusively at Wempe for €3,575.
Headquarters: Gerhard D. Wempe KG, Steinstrasse 23, 20095 Hamburg

At the best addresses in germany and in London, Paris, Madrid, Vienna, New York and Beijing.



SCHWARZARBEIT
WERBUNG & DESIGN

LAYOUT: WWW.SCHWARZARBEIT.ORG