

## **Notice of Race**

1 May 2026 (preliminary)

### **SAILING Champions League 2026 (Youth Sailing Champions League 2026)**

#### **GENERAL INFORMATION**

The SAILING Champions League (SCL) is a regatta series for the best sailing clubs who compete in the National Sailing Leagues.

The SCL Season 2026 consists of the following event:

- Qualifier
- Final
- Women's SCL Final
- Youth SCL Final

#### **ORGANISING AUTHORITY**

The overall Organising Authority (OOA) of the series is the SAILING Champions League GmbH. The Organising Authority (OA) of each Qualifier is the hosting club.

SAILING Champions League GmbH  
Englische Planke 8  
20459 Hamburg  
Germany  
E-mail: [info@sailing-championsleague.com](mailto:info@sailing-championsleague.com)  
Phone: +49 (0)431 - 58369433  
Web: [www.sailing-championsleague.com](http://www.sailing-championsleague.com)

## **DEFINITIONS**

SCL club: the club entitled to participate in SCL

Crew: the sailors registered for the event

Skipper: the sailor who is in charge of the boat

Team manager: responsible person who is the contact person for the OOA

SCL GmbH: SAILING Champions League GmbH

SCL steering committee: decisive committee of the SCL consisting of Peter Wolsing and Oliver Schwall

NSL: National Sailing League

WoW: Women on water

WSCL: Women SAILING Champions League

YSCL: Youth SAILING Champions League

## **ABBREVIATIONS**

PC: Protest Committee

RC: Race Committee

NA: National Authority

SI: Sailing Instructions

RRS: Racing Rules of Sailing

ONB: Official Notice Board

IJ: International Jury

NoR: Notice of Race

## Youth SAILING Champions League 2026

### Youth SAILING Champions League Final

#### Youth SCL Final

Date: 04-06 September

Location: Split, Croatia

Event Location: Mornar Sailing Club

### 1. GENERAL PROGRAMME (LOCAL TIME)

Preliminary Programme (may change due to ferry and cruise ships arrival and departure times where applicable):

|                   |                              |
|-------------------|------------------------------|
| <b>Day 1</b>      |                              |
| 09.00 - 10.00 hrs | Check-in                     |
| 10.00 hrs         | Skipper ´s briefing          |
| 11.00 hrs         | First warning signal         |
| <b>Day 2</b>      |                              |
| 09.00 hrs         | Skipper ´s briefing          |
| 10.00 hrs         | First warning signal         |
| <b>Day 3</b>      |                              |
| 09.00 hrs         | Skipper ´s briefing          |
| 10.00 hrs         | First warning signal         |
| 15.00 hrs         | Last possible warning signal |
| 16.30 hrs         | Prize giving ceremony        |

## 2. RULES

2.1 The events will be governed by

- (a) the "rules" as defined in *The Racing Rules of sailing* including SCL Appendix for Umpired Fleet Racing under RRS 86.3 (Attachment H)
- (b) the rules for handling the boats (Attachment F). Class rules will not apply.
- (c) any prescriptions of the NA that will apply will be posted on ONB.
- (d) English text takes precedence.

2.2 RRS 61.4 (b) (1)(2)(3) and (5) are deleted.

2.3 Changes in the RRS could be determined in the Sailing Instruction.

2.4 In all rules governing this regatta, the notations:

2.4.1 [DP] denotes a rule for which the penalty is applied according to the RRS Introduction – Notation.

2.4.2 [NP] denotes a rule that shall not be grounds for protests by a boat. This changes RRS 60.1.

2.4.3 [SP] denotes a rule for which a standard penalty will be applied by the race committee without a hearing. This changes RRS 60.5 (a), Appendix A5.1 and Appendix A5.2

## 3. SAILING INSTRUCTIONS

The Sailing Instructions will be posted on the SCL website before the first day of racing. The location of the Notice Board can be found in the Sailing Instructions.

## 4. Eligible Clubs SAILING Champions League

4.1 Qualification takes place in the national sailing leagues or via nomination of the club by the nation or respective league representative.

4.2. After the official entry deadline, registration will be open to all clubs on a first-come, first- served basis.

4.3 The SCL grants a wild card for each hosting club of a SCL event. The SCL can award further wildcards.

4.4 If a qualified club cancels its participation in SCL, the place can become available for an additional wild card or the NSL nominates the next best-ranked club.

## 5. REGISTRATION

### 5.1 Registration office

SAILING Champions League GmbH

Englische Planke 8

20459 Hamburg

Germany

E-mail: [info@sailing-championsleague.com](mailto:info@sailing-championsleague.com)

Phone: +49 (0)431 - 58369433

Web: [www.sailing-championsleague.com](http://www.sailing-championsleague.com)

Deadline: The registration deadline is 30 June 2026.

The SCL reserves the right to cancel the event if there are too few entries.

## 5.2 Entry fee

5.2.1 **YSCL Final:** 1200,00 €

5.2.2 A qualified or invited club has to buy a participation ticket within the deadlines:  
<https://4c6ccd-2.myshopify.com/>

The entry fee will not be refunded if the SCL club does not show up.

## 5.3 Damage deposit

A qualified club has to pay a Deposit of 1.000€. The deposit will be refunded within 60 days after the event.

In the event that a deduction is made from the deposit, the skipper/club will be required to restore the deposit to the original value to maintain eligibility. If the damage deposit is used up after a race, every club is obliged to restore the deposit to the original value. For every incident the whole deposit could be used. The damage deposit is the limit of liability of each skipper for each incident.

## 5.4 Disclaimer

Each crew member has to sign the Disclaimer for the Liability, Media and Privacy Policy (Attachment C) at the check-in.

## 5.5 Sailor's Portrait

Every crew member of a SCL club has to fill in the Sailor's Portrait up to 10 days before the event takes place on the website. The link will be posted on the event page on the SCL website.

## 5.6 Attachment D

If a crew member is under 18 years old when participating in the SCL event, he/she needs to fill in a Declaration of Consent with the signature from her/his parent or the legal guardian and bring it to the check-in. The form can be downloaded from the 'Notice Board' on the SCL website. (Attachment D)

The registration is not effective until these steps have been completed.

For entries after **the deadline** a late registration fee of 20% will be added to the entry fee.

## **6. CREW**

6.1 All crew members need to be members of the club they are participating for. Only female persons may participate.

6.2 Crew members must be at least 13 years old for the first race of the event.

6.3 One crew member has to be the designated skipper (person in charge) on the entry form.

6.4 There is no restriction for crew members regarding the World Sailing Sailor Categorisation Code.

6.5 The number of crew (including the skipper) shall be four or five. All registered crew shall sail all races.

6.6 Latest seven days before the event, the teams must decide if they compete with four or five crew members. The number of crew members cannot be changed within the week before the event and during the event.

6.7 There will be no crew weight limit.

6.8 When a crew member (including the skipper) is unable to continue racing (in case of injury or emergency), the OOA may authorise a substitute, a temporary substitute or other adjustment. The crew has to designate a new skipper.

6.9 [NP] Substitution of crew members will only be allowed in reasonable, exceptional cases (e.g. injury or sickness) and after approval of the OA. The new crew member shall be a member of the same club of the replaced crew member unless the OOA agrees.

6.10 A team member must deposit a copy of a motorboat licence valid for the racing area at check-in. At some of the events, the teams will steer the shuttle boats themselves.

## **7. [DP][NP] INSURANCE**

All competitors are required to have adequate third-party insurance.

## **8. [DP][NP] SAFETY**

8.1 All participants have to carry on board flotation devices according to DIN EN 393 or ISO DIN EN ISO 12402-5 when racing. Wetsuits and drysuits are not considered as a personal flotation device. This changes RRS 40.1.

8.2 A crew retiring from the race shall immediately inform RC.

8.3 While racing, a team shall neither make radio transmissions nor receive radio information not available to all teams. Navigation aids are not permitted.

8.4 Race Committee will signal that wind velocity exceeded 12 knots by displaying flag O with one sound.

## **9. FORMAT**

9.1 Each regatta consists of a qualifying series (16 flights planned) and a final series (up to four races). The pairing list for the flights will be published with the Sailing Instruction before the event on the SCL website.

9.2 The qualifying series may end after any race on the last day of racing if three or more flights have been completed.

9.3 The top four teams in the qualifying series progress to the final series.

9.4 The race scores of the first four teams in the qualifying series will be carried forward to the final series with points equal to the team's final rank in the qualifying series. The winner of the qualifying series shall be granted a bonus of one race win for the final series.

## 9.5 Final series:

9.5.1 The top four teams will be assigned boats or draw for boats for the final series as decided by OOA. There will be no boat changes between races.

9.5.2 The first team to reach a total of two race wins shall be the winner of the regatta and this concludes the event. This means that between one or four races will be sailed in the final series.

9.5.3 The remaining places in the final series shall be calculated using the low point scoring system of RRS Appendix A including the overall qualifying series score according to NoR 9.4. No score will be excluded.

9.5.4 In case no team has two wins when regatta is terminated, the final score of each team, calculated using the low point system of RRS Appendix A, will be the sum of its scores in the final series including qualifying series score in accordance with NoR 9.4. No score will be excluded.

## 10. BOATS AND SAILS

10.1 The Event will be sailed on Melges 20 type of boats with gennaker provided by the hosting club or the OOA. The OOA may change the type of boats.

10.2 All sails (mainsail, jib and gennaker) will be provided by the hosting club or the OOA.

## 11. DRAWING OF GROUPS AND BOATS, TECHNICAL DEFECTS

11.1 The drawing of groups and boats will be done before the event. Order and number of races will result from the pairing list.

11.2 The pairing list may be changed if a club fails to compete or if boats need to be withdrawn due to technical defects.

11.3 If the race committee or the repair service are unable to prepare a boat within a reasonable time, the race committee may start the race without this boat.

## 12. RACE COURSE

Attachment E shows the course including the order in which marks are to be passed, and the side on which each mark is to be left. If a gate mark is missing, the remaining mark shall be left to port. Remotely controlled buoys can be used.

## 13. CHANGE OF COURSE

RRS 33 is changed as follows: If flag C is displayed together with a coloured flag and repeated sound signals at the gate, the position of mark 1 has changed. The new mark 1 will be the same colour as the flag.

## 14. SHORTENING THE COURSE

The course will not be shortened.

## 15. START

15.1 The starting/finishing line will be between the course side of a red or orange/ or yellow starting mark or an orange flag on a service boat and a staff displaying an orange flag on the RC signal boat. This changes RRS Race Signals.

15.2 Rule 26 is changed as follows:

- 3 minutes before the starting signal: Warning signal: displaying a black flag with white number 3
- 2 minutes before the starting signal: Preparatory signal: removing the black flag with white number 3 and displaying a grey flag with white number 2
- 1 minute before the starting signal: One-minute signal: removing the grey flag with white number 2 and displaying white flag with black number 1
- Starting signal: removing the white flag with white number 1

15.3 The visual signals will be accompanied by a sound signal. Times will be taken from the visual signals. The absence of sound signals shall be disregarded.

15.4 Boats shall not start later than 2 minutes after their starting signal. They shall be scored DNS without a hearing. This changes RRS A5.1 and A5.2.

15.5 No later than the "one-minute signal", RC shall signal the colour of mark 1 by displaying a flag of the same colour.

## **16. TARGET TIMES AND TIME LIMITS**

16.1 Target time is 12 to 15 minutes.

16.2 Time limit for the first boat is 20 minutes.

16.3 Boats failing to finish within 5 minutes after the first boat has sailed the course and finished will be scored DNF without a hearing. This changes RRS 35, A5.1 and A5.2.

## **17. PENALTY SYSTEM, PROTESTS AND REQUESTS FOR REDRESS**

17.1 All races will be umpired fleet racing as described in Attachment H. There may be an IJ appointed for the event according to RRS 91(b) and decisions shall be taken under RRS 70.3.

17.2 An umpire displaying flag X with one long sound means: 'A boat has been scored OCS by the race committee'. The umpire will hail or signal to identify each such boat. The identified boat shall promptly leave the course area. This signal may be given any time after 2 minutes of the starting signal.

17.3 A boat shall be exonerated from breaking RRS 31 if the umpires are satisfied that the breach is entirely due to remotely controlled buoys adjusting its position. This changes RRS 43.1.

## **20. SCORING**

20.1 The total score of each SCL club is the amount of its individual scores according to the low point system of the RRS without eliminating the worst score.

20.2 DNC, DNS, OCS, DNF, RET, DSQ, etc. all score one point more than the number of boats starting in that race. This changes RRS A5.2.

20.3 If at the end of the SCL event, some of the SCL clubs have sailed an uneven number of races, due to incomplete flights, the SCL club missing a race will be scored according to RRS A9(a).

20.4 If a SCL club is unable to start a race because the OA cannot supply a boat for racing, the SCL club will get an average score (SCA) for that race according to RRS A9 (b). The average will be calculated based on the races that were sailed before the race mentioned. This changes RRS A5.1 and A5.2.

20.5 In case of uneven pairings in the pairing list before the first start, races with fewer boats will be scored according to the low point system of the RRS in the overall ranking.

20.6 For tied boats with the same points score, ties will be broken applying RRS A8. If a tie cannot be broken, the score from the last race in which the concerned SCL clubs competed in the same race will break the tie.

20.7 **[SP]** The failure to attach the flag at the stern before racing leads to a penalty (one additional point to the score of the race) in this race without a hearing.

20.9 **[DP][SP]** When there is contact that causes damage a scoring penalty of one point, without a hearing, is imposed on a boat that was penalised in the incident. Furthermore, the umpires may also impose a scoring penalty of one point on other boats if they consider that these boats contributed to the damage by breaking RRS 14. This rule also applies to damage caused to other official boats or smartmarks.

## **21. PRIZES**

The top three SCL clubs will be awarded with a prize. There can be additional prizes presented by the hosting club.

## **23. [NP] ADVERTISING**

23.1 Advertising displayed on the boats by the competitors is limited to the flag at the stern and must comply with Attachment B.

23.2 Each boat will be required to display advertising as supplied by the OA/OOA.

23.3 Each boat will be required to display advertising as supplied by the OOA. While afloat, crew members, including the skipper, will be required to wear bibs with their club burgee if provided by the OOA except briefly while changing or adjusting clothing or personal equipment.

23.4 For individual sponsoring, each crew has the part on their battle flags for advertising, as shown in Attachment B. The battle flag is provided by the OOA. The flags of the SCL Season 2025 could be recycled by request. SCL clubs need to send the club burgees and sponsor logos in high-resolution via e-mail to [info@sailing-championsleague.com](mailto:info@sailing-championsleague.com) until the **30 June 2026**. The costs for the battle flag are covered within the entry fee. The battle flag is produced exclusively by the SCL GmbH.

## **24. MEDIA, IMAGES and SOUND**

24.1 SCL clubs may be required to carry cameras (or dummies), sound equipment, microphones, television personnel and positioning equipment while racing as specified and supplied by the OOA or OA.

24.2 Competitors may be required to be available for interviews.

24.3 Registered skippers shall wear communication equipment supplied by the OOA/OA that allows the RC to communicate with the competitor whilst racing.

24.4 Competitors shall not interfere with the normal working of the OA/OOA supplied media equipment.

24.5 Except in an emergency or when using equipment provided by the OA/OOA, a SCL club that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats. Navigation aids are not permitted. Watches without navigational functions are allowed.

24.6 By participating in the event, competitors automatically grant to SAILING Champions League GmbH, Konzeptwerft Holding GmbH (marketing agency of SAILING Champions League GmbH), hosting club, event sponsors and partners, other media, the photographers

and videographers the right in perpetuity to make, use and show, from time to time at their discretion, any photos and motion pictures and live, taped or filmed television and other reproductions of the sailor before, during and after the SAILING Champions League without compensation.

The granting of exploitation rights also applies to the area of all current and future technical media and facilities including multimedia applications (Internet, online services, etc.), live streaming (transmission at the time of recording), print media and other printed matter such as photo books, calendars, flyers or similar for the marketing of the SAILING Champions League. The exploitation of the rights can also be carried out as part of a group marketing. This consent may be revoked at any time in writing with future effect. The revocation has to take place at the SAILING Champions League, Englische Planke 8, 20459 Hamburg, Germany. The image and video material is then removed from the corresponding online platforms. Artwork in print editions, as described above, will be removed in new editions, but old editions may still be used. The proceeds from these publicity and advertising activities are the sole responsibility of the operating club or the SAILING Champions League and the Konzeptwerft Holding GmbH in accordance with the contract of execution between these two parties, unless otherwise expressly stipulated in this invitation to tender.

## **25. [DP][NP] SUPPORT AND MEDIA BOATS**

25.1 All support boats including media boats not provided by the OOA/OA shall be registered with the OOA and OA and will be required to comply with local legislation. The OOA may refuse registrations and accept late registrations at their sole discretion.

25.2 Support boats shall be insured with a valid and for the racing area suitable third-party liability insurance with a minimum cover of 1,500,000.00 Euro per incident or the equivalent.

25.3 Support boats shall clearly display the SCL club's burgee for identification.

25.4 Only media boats with an official SCL "Press" flag and an accreditation by the OA and OOA are allowed on the race course.

25.5 The OOA will not provide berthing for support or media boats. Berthing reservations have to be placed with the hosting club.

## **26. DISCLAIMER AND PRIVACY POLICY**

All those taking any part in the event do so at their own risk. The OOA, its associates and appointees accept no responsibility for any loss, damage, injury or inconvenience incurred, howsoever caused. Competitors are acquainted with World Sailing Part 1 Fundamental Rule 3: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone".

The responsibility for the decision to participate in a race or to continue with it is solely with the skipper; to that extent the skipper also accepts full responsibility for the crew. The skipper is responsible for the qualification and the correct nautical conduct of the crew as well as for the suitability and the transport-safe condition of the registered boat. In cases of force majeure or on grounds of administrative orders or for safety reasons, the organizer is entitled to make changes in the realization of the event or to cancel the event. This does not constitute any liability by the organizer towards the participant, if the reasons for the changes or the cancellation do not result from a wilful or grossly negligent behaviour of the organizer. In case of a violation of obligations that do not constitute primary or material

contractual duties (cardinal obligations), the liability of the organizer for financial and property damages incurred by the participant during or in connection with the participation in the event and resulting from a conduct of the organizer, its representatives, servants or agents, is restricted to damages that were caused wilfully or grossly negligent. When a violation of cardinal obligations occurs due to minor negligence, the liability of the organizer is limited to foreseeable, typical damages. To the extent that the liability for damages of the organizer is excluded or restricted, the participant also relieves the staff - employees and representatives, agents, servants, sponsors and individuals who provide or drive salvage, safety or rescue vessels or assist with their use - from the individual liability for damages, as well as also all other individuals who were instructed to act in connection with the realization of the event. The effective racing rules of World Sailing, the administrative regulations regatta-sailing and as well as the regulations of the invitation to the competition and the sailing instructions are to be complied with and are expressly recognized. The effective racing rules of World Sailing, NoR Attachment C, the sailing instructions as well as the regulations of the Notice of Race are to be complied with and are expressly recognized. The German law shall prevail.

The SAILING Champions League GmbH (data controller) in conjunction with Konzeptwerft Holding GmbH, Englische Panke 8, 20459 Hamburg, Germany herewith would like to explain to you, what personal information we collect about you with your entry and participation in the SAILING Champions League.

All data regarding participating athletes and their boats will be utilised and archived by us for the purpose of the sporting event. Personal information contains the participant's real name, date of birth, home club. In particular, results, calculatory and visual analyses, position monitoring and race analyses will be published with reference to the competitor's name and the SCL club's name. In order to achieve this, your data will be transferred to our service providers such as i.e. BAY and to such governing bodies like i.e. World Sailing. It cannot be ruled out that your data will be processed outside of the EU. Our service providers and governing bodies have been or will be committed by us, to exclusively use your data for the event and its preparation and post-processing, including ranking lists and global multi event scorecards. A commercial use of your data is prohibited. By entering in the SAILING Champions League competitors agree to receive event information from the hosting clubs. The use of your data is governed by German law, particularly by the General Data Protection Regulation. Details can be found in our data protection declaration on the homepage under: [sailing-championsleague.com](http://sailing-championsleague.com)

## 27. INVITATIONS

Entries will only be accepted from invited clubs. Requests for invitations shall be sent to the OOA: [info@sailing-championsleague.com](mailto:info@sailing-championsleague.com)

### ADDITIONAL INFORMATION FOR THE EVENT

#### Attachments:

**Attachment A:** Entry form

**Attachment B:** Battle flag

**Attachment C:** Disclaimer of Liability, Media Rights and Privacy Policy

**Attachment D:** Declaration of consent

**Attachment E:** Course

**Attachment F:** Rules for handling the boats

**Attachment G:** Damage Report

**Attachment H:** Umpired Fleet Racing Rules

### Attachment A: Entry Form

Here you can register: <https://4c6ccd-2.myshopify.com/>

Please send questions via email to: [info@sailing-championsleague.com](mailto:info@sailing-championsleague.com)

### Attachment B: Battle Flag

The picture shows an example of the battle flag.



## **Attachment C: Disclaimer of Liability, Media Rights and Privacy Policy**

### **Disclaimer of Liability and Media Rights SAILING Champions League Season 2026**

All those taking any part in the event do so at their own risk. The OOA, its associates and appointees accept no responsibility for any loss, damage, injury or inconvenience incurred, howsoever caused. Competitors are acquainted with World Sailing Part 1 Fundamental Rule 3: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone".

In cases of Force Majeure or on grounds of administrative orders or for safety reasons the organiser (SAILING Champions League GmbH in conjunction with Konzeptwerft and the hosting club) is entitled to make changes in the realisation of the event or to cancel the event. In these cases there does not exist any liability for compensation of the organiser to the participant.

In case of a violation of obligations that do not constitute primary respectively material contractual duties (cardinal obligations), the liability of the organiser, no matter because of which cause in law, for material and property damages of all kinds and their consequences that arise to the participant during or in connection with the participation in the event resulting from a conduct of the organiser, his representatives, servants or agents, is restricted to damages that were caused willfully or grossly negligent.

The responsibility for the decision to participate in a race or to continue with it is solely with the skipper; to that extent the skipper also accepts full responsibility for the crew. The skipper is responsible for the qualification and the correct nautical conduct of the crew as well as for the suitability and the transport-safe condition of the registered boat. In cases of Force Majeure or on grounds of administrative orders or for safety reasons, the organizer is entitled to make changes in the realization of the event or to cancel the event. This does not constitute any liability by the organizer towards the participant, if the reasons for the changes or the cancellation do not result from a wilful or grossly negligent behaviour of the organizer. In case of a violation of obligations that do not constitute primary or material contractual duties (cardinal obligations), the liability of the organizer for financial and property damages incurred by the participant during or in connection with the participation in the event and resulting from a conduct of the organizer, its representatives, servants or agents, is restricted to damages that were caused wilfully or grossly negligent. When a violation of cardinal obligations occurs due to minor negligence, the liability of the organizer is limited to foreseeable, typical damages. To the extent that the liability for damages of the organizer is excluded or restricted, the participant also relieves the staff - employees and representatives, agents, servants, sponsors and individuals who provide or drive salvage, safety or rescue vessels or assist with their use - from the individual liability for damages, as well as also all other individuals who were instructed to act in connection with the realization of the event. The effective racing rules of World Sailing, the administrative regulations regatta-sailing and as well as the regulations of the invitation to the competition and the sailing instructions are to be complied with and are expressly recognized. The effective racing rules of World Sailing, NoR Attachment C, the sailing instructions as well as the regulations of the NoR are to be complied with and are expressly recognized. The German law shall prevail.

By participating in the event and signing this disclaimer competitors automatically grant to SAILING Champions League GmbH, Konzeptwerft Holding GmbH (Marketing agency of SAILING Champions League GmbH), hosting club, event sponsors and partners, other media, the photographers and videographers the right in perpetuity to make, use and

show, from time to time at their discretion, any photos and motion pictures and live, taped or filmed television and other reproductions of the sailor before, during and after the SAILING Champions League without compensation.

The granting of exploitation rights also applies to the area of all current and future technical media and facilities including multimedia applications (Internet, online services, etc.), live streaming (transmission at the time of recording), print media and other printed matter such as photobooks, calendars, flyers or similar for the marketing of the SAILING Champions League. The exploitation of the rights can also be carried out as part of a group marketing. This consent may be revoked at any time in writing with future effect. The revocation has to take place at the SAILING Champions League, Englische Planke 8, 20459 Hamburg, Germany. The image and video material is then removed from the corresponding online platforms. Artwork in print editions, as described above, will be removed in new editions, but old editions may still be used.

The proceeds from these publicity and advertising activities are the sole responsibility of the operating club or the SAILING Champions League and the Konzeptwerft Holding GmbH in accordance with the contract of execution between these two parties, unless otherwise expressly stipulated in this invitation to tender.

The SAILING Champions League GmbH (data controller) in conjunction with Konzeptwerft Holding GmbH, Englische Panke 8, 20459 Hamburg, Germany herewith would like to explain to you, what personal information we collect about you with your entry and participation in the SAILING Champions League. All data regarding participating athletes and their boats will be utilised and archived by us for the purpose of the sporting event. Personal information contains the participant's real name, date of birth, home club. In particular, results, calculatory and visual analyses, position monitoring and race analyses will be published with reference to the competitors' names and the SCL club's name. In order to achieve this, your data will be transferred to our service providers such as i.e. BAY and to such governing bodies like i.e. World Sailing. It cannot be ruled out that your data will be processed outside of the EU. Our service providers and governing bodies have been or will be committed by us, to exclusively use your data for the event and its preparation and post-processing, including ranking lists and global multi event scorecards. A commercial use of your data is prohibited. By entering in the SAILING Champions League competitors agree to receive event information from the hosting clubs. The use of your data is governed by German law, particularly by the General Data Protection Regulation. Details can be found in our data protection declaration on the homepage under: [sailing-championsleague.com](http://sailing-championsleague.com)

I hereby declare that I read and approve the Disclaimer of Liability, Media Rights and the Privacy Policy.

\_\_\_\_\_  
Club

\_\_\_\_\_  
Date

\_\_\_\_\_  
Name of skipper in capital letters

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Name in capital letters

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Signature

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Signature



In these cases there does not exist any liability for compensation of the organiser to the participant.

In case of violation of obligations that do not constitute primary respectively material contractual duties (cardinal obligations), the liability of the organiser, no matter because of which cause in law, for material and property damages of all kinds and their consequences that arise to the participant during or in connection with the participation in the event resulting from a conduct of the organiser, his representatives, servants or agents, is restricted to damages that were caused wilfully or grossly negligent. When a violation of cardinal obligations occurs, in cases of simple negligence the liability of the organiser is limited to foreseeable, typically occurring damages. To the extent that liability for damages of the organiser is excluded or restricted, the participant also relieves the staff – employees and representatives, agents, servants, sponsors and individuals who provide or drive salvage, safety or rescue vessels or assist with their use – from the individual liability for damages, as well as also all other individuals who were instructed to act in connection with the realisation of the event. The effective racing rules of World Sailing, NoR Attachment C and the SI as well as the regulations of the NoR are to be complied with and are expressly recognized. The German law shall prevail.

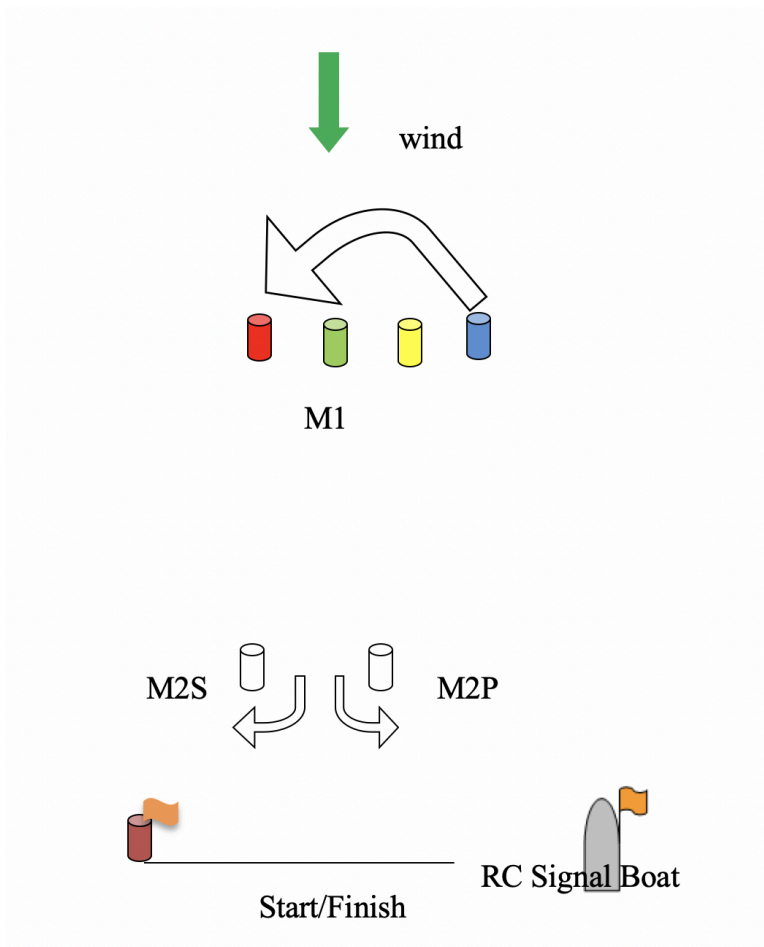
Signature

\_\_\_\_\_

Date

\_\_\_\_\_

## Attachment E: Course



Mark 1 will be located upwind, seen from the starting line.

The colour of mark 1 will be indicated by displaying a flag of the same colour on the starting vessel no later than the "one-minute signal". This flag will be removed in case of a course change.

Mark 1 shall be passed on port side

Marks 2S and 2P are gate-marks

Sequence: Start - 1 - 2S/2P - 1 - Finish

Colour and shape of the marks may differ from the drawing and are not binding for the regatta. At the start, the pin end may be a RC boat as well as a buoy.

## **Attachment F: Rules for Handling the Boats**

### **F1 [SP] General**

The technical committee can check the boats for any changes that are in breach of NoR F2 or F6 on a random basis. If they find such a change, they will inform the PC. PC may penalise the boat with one additional point without a hearing. This changes 60.5 (a), A5.1 and A5.2.

### **F2 [NP] Prohibited actions**

In order to prevent damages and injuries:

F2.1 The following actions are prohibited unless in case of emergency or directed by RC or umpires:

- (a) Sailing in a manner that could cause serious damage or injury.
- (b) Tying in, binding or dropping the jib.
- (c) Any additions or alterations to the equipment supplied.
- (d) Use of equipment for a purpose other than that intended.
- (e) Moving equipment from its normal stowage position except when being used as intended.
- (f) Replacement of any equipment. Exception: damage. In this case, the replacement may be carried out only by the repair service.
- (g) Marking of sails, boat or arranged equipment, perforation of sails or attachment of further tell-tails to the sails.

### **F3 [NP] Handing over / leaving boats**

F3.1 Every team shall be ready for boat/crew change at the shuttle base or on a change raft not later than the time of the preceding start.

F3.2 After finishing a race, the boats shall roll up their jibs and mainsails hoisted to allow the shuttle boat coming alongside for the crew change.

F3.3 A boat may only be handed over to the following team in the presence of a race committee member, or afloat or at the changing area, as prearranged.

F3.4 Before handing over a boat to the next crew, the boat's original condition shall be restored by the crew.

F3.5 Before handing over a boat to the next crew, the crew sailing the boat shall report any damage or problem with the boat. If there is any damage on a boat, the crew shall complete a damage report as described in NoR Attachment G at the first reasonable opportunity after getting back ashore.

F3.6 When a crew receives a boat, it has 2 minutes to check that the boat is okay and report possible problems or damages to RC (hail to either start boat, repair boat or the umpire boat) and display flag E.

F3.7 Substitution of damaged or lost equipment and repairs may only be done by the repair service of the OA, or under their management.

#### **F4 [NP] Crew positioning**

F4.1 The crew shall not hang, push or pull on the standing rigging to promote the manoeuvre or to project weight outboards. It is allowed to use the mast or the companionway for promoting the manoeuvre.

F4.2 The cockpit lines may be used with the exception that hanging on to the cockpit lines from the outside is prohibited.

F4.3 The crew shall not stand, sit on the cockpit lines or the pushpits.

#### **F5 [NP] Bowsprit**

F5.1 Having the bowsprit extended, except when in the process of setting, flying or taking down the gennaker is prohibited. The bowsprit shall be fully retracted at the first reasonable opportunity after taking down the gennaker. A boat that does not retract the bowsprit fully may be warned and given an opportunity to correct the error.

F5.2 Extending the bowsprit before getting on the new leg of the course, after entering the zone of a rounding mark without a gennaker set is prohibited.

#### **F6 [DP][NP] Shrouds and forestay**

It is prohibited to adjust shroud and forestay tension at all times while afloat. Backstay tension may be adjusted while racing.

## Attachment G: Damage Report

|  |  |
|--|--|
| If you detect any damage when taking over a boat, please notify RC before starting the race. |  |
| Boat number and club name  |  |
| Skipper  |  |
| Date and race number   |  |
| Damage description   |  |
| Reason for damage  |  |
| Skipper's signature  |  |

For OA only:

|   |        |
|---|--------|
| Damage protocol received<br>(date and time)         |        |
| Has the reparation been<br>executed satisfactorily? | Yes/No |
| Estimated repair cost in<br>Euro                    |        |
| Comments  |        |

Attention:

In case of damage, every skipper is obliged to submit a complete damage report to the OA whenever he detects damage or loss. The deposit is also applied to damage to shuttle boats.

## Attachment H: Umpired Fleet Racing

### SCL APPENDIX FOR UMPIRED FLEET RACING

Version: 16 November 2025

*Umpired fleet races shall be sailed under The Racing Rules of Sailing as changed by this appendix. Races shall be umpired.*

#### H 1 CHANGES TO THE DEFINITIONS, THE RULES OF PART 1 AND 2, AND RULE 70

H 1.1 Add to the definition *Proper Course*: 'A boat taking a penalty or manoeuvring to take a penalty is not sailing a *proper course*.'

H 1.2 Add new rule 7 to Part 1:

##### **7 LAST POINT OF CERTAINTY**

The umpires will assume that the state of a boat, or her relationship to another boat, has not changed, until they are certain that it has changed.'

H 1.3 [*Spare*]

H 1.4 When rule 20 applies, the following arm signals are required in addition to the hails:

- (a) for 'Room to tack', repeatedly and clearly pointing to windward; and
- (b) for 'You tack', repeatedly and clearly pointing at the other boat and waving the arm to windward.

H 1.5 Rule 70 is deleted.

H 1.6 [*Spare*]

#### H 2 CHANGES TO OTHER RULES

H 2.1 Rule 28.2 is changed to:

##### **28 SAILING THE COURSE**

28.2 A boat may correct any errors in *sailing the course*, provided she has not rounded the next mark or crossed the finishing line to *finish*.

H 2.2 Rule 31 is changed to:

##### **31 TOUCHING A MARK**

While *racing*, neither the crew nor any part of a boat's hull shall touch a starting *mark* before *starting*, a *mark* that begins, bounds or ends the leg of the course on which she is sailing, or a finishing *mark* after *finishing*. In addition, while *racing*, a boat shall not touch a race committee vessel that is also a *mark*.

#### H 3 ON WATER PROTESTS AND PENALTIES

H 3.1 In this appendix, 'a penalty' will mean the following:

A One-Turn Penalty taken in accordance with rule 44.2.

**H 3.2** Rule 44.1 is changed to: 'A boat may take a penalty when, in an incident while *racing*, she may have broken one or more of the *rules* of Part 2 (except rule 14 when she has caused damage or injury), rule 31 or rule 42. However, when she may have broken a rule of Part 2 and rule 31 in the same incident, she need not take the penalty for breaking rule 31'.

**H 3.3 On the Water Protests by Boats and Penalties**

(a) While racing, a boat may protest another boat under a rule of Part 2 (except rule 14) or under rule 31 or rule 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 Yankee 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.

(b) A boat that protests as provided in rule H 3.3(a) is not entitled to a hearing. Instead, a boat involved in the incident may acknowledge breaking a rule by voluntarily taking a penalty. An umpire may penalize any boat that broke a rule and was not exonerated, unless the boat took a penalty voluntarily.

**H 3.4 Penalties and Protests Initiated by an Umpire**

(a) When a boat

- (1) breaks rule 31 and does not take a penalty,
- (2) breaks rule 42,
- (3) gains an advantage despite taking a penalty,
- (4) commits a breach of sportsmanship, or
- (5) fails to comply with rule H3.6 or to take a penalty when required to do so by an umpire,
- (6) breaks course limits instructions if any and NoR F2, F4 or F5 .
- (7) fails to comply with rule H2.1 (rule 28.2) an umpire shall disqualify her under rule H3.5(c),

an umpire may penalize her without a protest by another boat. The umpire may impose a penalty or more, each signaled in accordance with rule H3.5(b), or disqualify her under rule H3.5(c), or report the incident to the protest committee for further action. If a boat is penalized under rule H3.4(a)(5) for not taking a penalty or taking a penalty incorrectly, the original penalty is cancelled.

(b) 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 rule H3.6 or rule 28 or a rule listed in rule H3.3(a), may inform the protest committee for its action under rule 60.1. However, he will not inform the protest committee of an alleged breach of rule 14 unless there is damage or injury.

**H 3.5 Umpire Signals**

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.

will (c) A black flag with one long sound means 'A boat is disqualified.' The umpire hail or signal to identify the boat disqualified.

### H 3.6 Imposed Penalties

(a) A boat penalised under rule H3.5(b) shall take a penalty.

(b) A boat disqualified under rule H3.5(c) shall promptly leave the course area.

## H 4 RACE COMMITTEE ACTIONS

H 4.1 After boats have finished, the race committee will inform competitors about the results on the official notice board.

## H 5 PROTESTS; REQUESTS FOR REDRESS OR REOPENING; APPEALS; OTHER PROCEEDINGS

H 5.1 No proceedings of any kind may be taken in relation to any action or non-action by an umpire.

H 5.2 [*Spare*]

H 5.3 A boat intending to

(a) protest another boat under a rule other than rule H3.6 or rule 28, or a rule listed in rule H3.3(a),

(b) protest another boat under rule 14 if there was contact that caused damage or injury, or

(c) request redress

shall inform the race committee in the following way: hail the race committee not later than two minutes after *finishing* or retiring.

H 5.4 The time limit defined in rule H5.3 also applies to protests under rule H5.9, H5.10 and H5.11 when such protests are permitted. The protest committee shall extend the time limit if there is good reason to do so.

H 5.5 The race committee will promptly inform the protest committee about any protests or requests for redress made under rule H5.3.

H 5.6 Rule 60.2(a)(1) is changed to: 'If the protestor is a boat, she shall hail 'Protest' and conspicuously display a red flag, at the first reasonable opportunity for each.'

H 5.7 Rule 60.5 is changed to: 'When the protest committee decides that a boat that is a *party* to a protest hearing has broken a *rule*, it may impose penalties other than disqualification, and may make any other scoring arrangement it decides is equitable. If a boat has broken a *rule* when not *racing*, the protest committee shall decide whether to apply any penalty to the race sailed nearest in time to that of the incident or make some other arrangement.'

### H 5.8 Hearings

Except for a hearing under rule 69.2

(a) Protests and requests for redress need not be in writing.

(b) The protest committee may inform the protestee and schedule the hearing in any way it considers appropriate and may communicate this orally.

(c) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.

(d) 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 scoring penalty of points or fraction of points or make any other arrangement it decides is fair, which may be to impose no penalty.

(e) If the protest committee penalises a boat in accordance with rule H5.7 or if a standard penalty is applied, all other boats will be informed about the change of the penalised boat's score.

**H 5.9** The race committee will not protest a boat.

**H 5.10** The protest committee may protest a boat under rule 60.1. However, it will not protest a boat for breaking rule H3.6 or rule 28, a rule listed in rule H3.3(a), or rule 14 unless there is damage or injury.

**H 5.11** The technical committee will only protest a boat under rule 60.1 when decides that a boat or personal equipment does not comply with the class rule, rule 50, or the rules in the equipment regulations of the event, if such exist. In such a case, the technical committee shall protest.

**H 5.12** Rule 63.7 (b) is changed to 'A *party* to the hearing under this appendix may not request a reopening.'