



European Tornado Championship 2021

Tornado Open, Mixed & Youth



20th – 25th July 2021



Greeting from the Mayor of Füssen

Hello,

I welcome all participants to the Tornado European Championship 2021 on the Forggensee, here in Füssen.

Tornado sailors have already had the pleasure to compete here on the Forggensee for the International German Championship, in the years 1985, 1993, 2013 and 2017.

This lake connects 5 cities and has become important for leisure and sports, such as swimming, rowing, kiting and sailing, making the Allgaeu an attractive tourist destination. Simultaneously it fulfills an important environmental role, providing a varied ecosystem for the flora and fauna.

Füssen has a long tradition of sports, with the ice sports right at the top. Hosting multiple German and international Championships in the disciplines curling and ice hockey.

The SCFF (Segelclub Füssen Forggensee), is home to a steadily growing number of members since 1956. Sports competitions are very important to us, it is no coincidence that members of the club have been honored in recent years.

I would like to thank all active members for their commitment to carry out this outstanding competition in Füssen and wish all participants good luck and fair sailing.

Bayerischer Gruß.....

Maximilian Eichstetter
Mayor of the City of Füssen



Greeting Chairman SCFF

Dear participants of the Tornado European Championship, Open Mixed & Youth 2021 – the Sailing Club Füssen Forggensee (SCFF) and the International Tornado Association (ITA) welcome you to the oldest sailing club on the shores of lake Forggensee, founded in 1956.

The Olympic Tornado Class has been our guest in the past with German Championships times in; 1985, 1993, 2013, 2017 and now in 2021.

Since 1969, the SCFF has been organizing the Alpen Cup of the Tornados with fleets of up to 62 boats.

This year, in addition to the German Class championship on July 17th and 18th, the SCFF will be hosting the European Championship of an international boat class on Lake Forggensee for the very first time in the history of the club.

Until the end of the 90s, the SCFF Tornado fleet was one of the largest and most active fleets with over 20 Olympic catamarans, still today we are one of the most active fleets in the German Tornado Class Association with nine active teams locally and internationally. Every year, three to four teams take part in the World and European Championships. The SCFF even had a team with Rainer Denninger and Joachim Meile from Langenargen, they were Tornado boat builders. They dominated with their pioneering and highly modern modern production methods and built the Olympic champion boat for the Brazilian gold medallist in 1980 Alex Welter.

I wish all the athletes and their companions a successful Championship in the 53rd year of existence of the International Tornado Association (ITA), always a good breeze, fair sailing, and many lasting memories on our beautiful lake Forggensee, not far from the world-famous royal castle Neuschwanstein.

Jürgen Jentsch
1st Chairman
Sailing Club Füssen Forggensee e.V. and
President International Tornado Association (ITA)



Welcome to the Forggensee and to the city of Füssen



Lake Forggensee, the fifth largest lake in Bavaria (with a length of about 12 kilometres and a width of average 3 kilometres), stretches to the north of the city of Füssen.

The lake was created just over 60 years ago in the former floodplains of the river Lech, which still flows through the lake today.

While the Forggensee was initially only intended as a reservoir for energy production and flood prevention, in the summer months the recreational value of the lake is now clearly the focus of interest.

Bathing, biking on the lake shore, fishing, windsurfing and above all boating are the main activities on the lake in summer, where the numerous sailing clubs with small and large boats exist for a few months a year.

Especially on weekends, a full regatta calendar ensures that the two passenger ships sailing from Füssen can sometimes barely keep to their traditional routes.

The image in the south of the lake is initially determined by the striking Theatre located directly on the shore and the clearly outstanding silhouette of the High Castle in Füssen, which dominates the old town of the highest City Hall of Germany (800m above sea level). In the background, the first two thousand meter peaks of the Alps rise setting the stage.

ACCOMMODATION

You will find suitable accommodations at the Tourist Information:

www.fuessen.de





Event program

Tuesday	20.07.21	Registration & Measurement Practice Race	10:00 – 13:00 15:00 – 20:00 14:00
Wednesday	21.07.21	Registration & Measurement Racing , First Start Opening ceremony at the SCFF club house	09:00 – 13:00 14:00 19:00
Thursday	22.07.21	Racing, first warning Dinner at the SCFF club house	see Notice-Board 19:00
Friday	23.07.21	Racing, first warning signal time Pasta party at the SCFF club house	see Notice-Board 19:00
Saturday	24.07.21	Racing, first warning signal time Gala dinner at the SCFF club house	see Notice-Board 19:00
Sunday	25.07.21	Racing, first warning signal time No warning signals will be given after 15:00 Prize giving ceremony after last race	see Notice-Board

Remarks:

8 races in total are scheduled for the European Championship
Free beer after the races, at the Beer-Bar of ABK.
Program changes if there are any, will be shown at the SCFF Notice-Board (N.B.)





Sailing Instructions – Eligibility & Entry

Organizing Authority:	Segelclub Füssen Forggensee e. V. (SCFF)
Class:	Tornado
Sailing Area:	Lake Forggensee
Boat park and trailers:	on SCFF grounds
Carpark:	At entrance of SCFF grounds
Eligibility:	All competitors shall meet the requirements of World Sailing Regulation 19. All competitors shall be current members of the International Tornado Association (ITA), and of a local National Tornado Association, if the latter is available in their home country; membership fees of the current year have to be fully paid and verified.
Principal race officer:	Paul Bastard
Race programm:	20.07. – 25.07.2021 (see document EC21 sailing-Instructions)
Sailing instructions:	see document EC21 sailing Introduction
Covid 19 regulations:	There will be special COVID-19 rules to be published 14days before the start of the event.
Fees:	The entry fee is 350,00€ until July 16th, 2021 after July 16th it is 400,00€. All entry fees include the ITA event fee, prices are per boat. The entry fee shall be paid at the same time as the request for entry is sent. The entry fee shall be paid via bank transfer only to: SCFF Segelclub Füssen Forggensee / Bank: Sparkasse Allgaeu IBAN: DE45 7335 0000 0310 5031 64 SWIFT CODE (BIC): BYLADEM1ALG Ref. Sail number/name of helm
Prizes:	Prizes will be given as follows: Trophies will be awarded to the top 5 teams. Trophies will be awarded to the top 3 „Mixed“ teams. Trophies will be awarded to the top „Youth“ team. Special Prizes may be awarded at the discretion of the Organizing Authority to teams who attend the prize giving ceremony.

Registration at www.scff.de





Short history of the SCFF



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|-------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1956 | Founding of the SCFF – Segelclub Füssen Forggensee April 4 th 1956 at the Hotel Hirsch, Füssen with 16 members and chairman Mr. Sill, first racing events in four boat classes | 2013 | German Open of the international Tornado class with 34 participants from 7 nations. New club kitchen and lounge |
| 1959 | total number of members 48 | 2014 | First youth training camp with 15 Optimists on Ibiza, Sarah Jentsch takes on Youth Programm |
| 1962 | Construction of the new clubhouse, opening ceremony on June 29 th 1962 | 2016 | 60 th anniversary of the SCFF, 30 gold and silver medals at the Citys sports awards. Estela Jentsch is Youth Sportswoman of the Year. The BSV honors the SCFF with the award for excellent youth work for the first time ever. The SCFF acquires the fourth motorboat for training and races, mainly financed with donations. Beginning of Special Olympics sail training event. |
| 1965 | DM – German Championship, Finn Class | 2017 | Tornado German Nationals – German Class Championship
3 rd youth training camp on Ibiza with 14 youngsters in Optimist, Laser and 29er |
| 1968 | 154 club members, 25 of them adolescents | 2018 | The repair of the Forggensee dam prevents all sailing activities for this year. New Boathouse is built, Estela Jentsch wins Mixed Tornado Worlds, 3 rd overall in La Grande Motte, France |
| 1969 | 1 st Alpencup of the Tornados | 2019 | Estela Jentsch wins Mixed Tornado Worlds, 3 rd overall in Takapuna, New Zealand |
| 1979 | New harbour, participation in 100 ranking regattas reported to BLSV | 2020 | COVID 19 – late season start in July. New long distance race on the Forggensee holds its first venue – initiated by Dr. H.Schweiger |
| 1985 | German Nationals, IDM of the Tornados with 58 participating boats | 2021 | 357 members and German Tornado Nationals – Deutsche Tornado Klassenmeisterschaft as well as Tornado European Championship Open, Youth & Mixed and Kielzugvogel international event. |
| 1991 | Star boat class district championships with participants from 5 countries | | |
| 1992 | 450 members | | |
| 1993 | German Nationals – IDM of the Tornados with 42 teams from 4 countries | | |
| 1994 | German Nationals - IDM of the Variantas | | |
| 1999 | Flood of the century, whole club grounds, including the crane area, are flooded | | |
| 2000 | European Cup of the Sprinta Sports | | |
| 2003 | 365 members | | |
| 2006 | 50 th year club anniversary, Adalbert Gugge-mos has been first chairman for 20 years | | |
| 2007 | 40 th Alpencup and 3 rd Bavarian Tornado Open | | |
| 2010 | German Nationals - IDM Kielzugvogel | | |
| 2012 | Election of Jürgen Jentsch as the new chairman of the SCFF | | |





The history of the tornado fleet on Lake Forggensee

Sailing fast catamarans began on Lake Forggensee in 1968, when Leonhard Waitl, ice hockey star of the 60s, and Max Merk bought the B-Catamaran "Phoenix" from Ferdinand Piech, the former chairman of the supervisory board of Volkswagen AG. Their FD sailing comrades were amazed by the extreme boat speed and spectacular manoeuvres.

When they heard that the brothers Peter and Alexander Porsche were sailing two tornado catamarans on Lake Ammersee, which were even faster, they each decided to get their own boat. At the first catamaran regatta in Germany, the Ranga-Ni-Keti in 1968 at the Ammersee, the Tornados G2 and G3 were sold by the Porsche car designers "Ferry" Ferdinand Alexander and Peter Porsche, to Hartl Waitl and Max Merk at the Forggensee. The term "Porsche on the water" for the fast boats was then coined.

Conservative sailors viewed the exotic two-hull boats very critically, as some still do today. The so-called blue jeans sailors were regarded as "young savages" who wanted to break with all conventions of conservative sailing. Especially for Captain Hartwigsen, who was born in Kiel and was the head of the yacht school in Dietringen at that time. Gone were the days of snow-white sailing uniforms, correct measurements and strict rules on the water.

The Füssen tornado sailors overcame everything, they even dared to organise their own regatta. At the first



The B-catamaran "Phönix" at Lake Forggensee, 1968

Alpencup in 1969, only four boats took part: Hartl Waitl, Max Merk, Volker Kreußler and Jörg Spengler. But just one year later there were already 21 boats from Germany, Austria and Switzerland.

In 1971, 31 Tornados were fighting for the Alpencup, including seven from Füssen.

The proud winner was Jürgen Jentsch. Jürgen Jentsch, Hartl Waitl, Theo Wahl and Max Merk also participated at the Torbole Trophy that same year. Since then the Alpencup often had up to 60 boats and was the most popular inland sea ranking regatta of the German Sailing Association for tornado catamarans.

Max Merk's Tornado G3 at the 1970 Alpine Cup 1970.



Jürgen Jentsch, Hartl Waitl, Theo Wahl and Max Merk at the Torbole Trophy, Lake Garda.



Tornado sailing on Lake Forggensee had become socially acceptable. Allround sportsmen like Otto Bihler, Max Ditsch, Martl Niklas, Werner Stuhr, Helmar Schweiger, Rudi Leinweber, Hermann Loderer, Arthur Müller, from Kaufbeuren the hang-gliding pioneers Willi and Josef Guggemos, as well as Sepp Gunkel and Hermann Pröbstl from Halblech and Peter zur Strassen from Rieden were now sailing on two hulls.

In 1972 the Forggensee fleet fought for the Platzerl Cup for the first time. Peter Glodowski, owner of the then discotheque and trendy pub "Platzerl am Kamin" in Schwangau, donated a challenge trophy, which had to be won anew every year in seven regatta series. In 1976 the regatta had been recognized as the 2nd official DSV Tornado Ranking Regatta and was held as a fleet championship. Every year Forggensee sailors were able to qualify for international championships on their home turf.

In the beginning, the tornado pioneers Max Merk, Hartl Waitl and Alfred Raab always represented the international scene. From 1976 Jürgen Jentsch represented the SCFF flag internationally as a member of the national sailing team of the DSV at 17 world and 16 European championships. He also took part in 13 Kieler Wochen. With the Ulmers Werner Jakob, Jöges Speidel, Joachim Meile and Reiner Denninger, a fresh wind came into the fleet.

The Swabian boat builders "Denninger & Meile" constructed the first Tornados using the latest plastics technology. They sold these boats very successfully worldwide in competition with the "Tornado Carver" the wooden boat builder from the Ammersee, Herbert Glas and the Englishman Reg White, Sailcraft Ltd. the designer of the Tornado.

The SCFF and its Tornado fleet organized international German championships in 1985 and 1993 for the German Sailing Association. The Tornado fleet

ensured with high personal commitment that these championships were an unforgettable experience due to a familiar atmosphere and legendary after race parties as well as professional organisational quality on land and water, combined with an extraordinary supporting programme (from the buffet on the Tegelberg mountain, a lake cruise with party on the passenger ship Allgäu, to the ice hockey game in the Bundesleistungszentrum für Eishockey).

Young allround sportsmen from the hanggliding and paragliding camp discovered more and more the attraction of the fast Tornado catamaran sailing sport. They also made use of their experience from the air with wind and weather on the water and are still among the top sailors of the club today. Among them are Bob Baier, and in earlier years Peter Stephan and Hartl Waitl. Sailing sportsmen like Axel Maier, Klaus Raab, Thomas Besl, the former German Champion and the successful DSV squadron sailor of the Finn Dinghis Gert Griegel, Jens Hüttemann, Volker Pintat, Willy Settele, Gaby Wahl, Frank Stuhr and Peter Vogler actively determined the life of the fleet for many years.

In order to maintain the Olympic status for this boat class, the IOC and ISAF put pressure on the Tornado class at the end of the 1990s and brought about a decisive change in the materials sector. The rigging of the Olympic boat was changed significantly. The mainsail was enlarged, the cut of the jib changed, a self-tacking device was introduced and the boat was equipped with a 25 sqm gennaker with a recovery system to increase speed on the downwind sections.

At the same time the double trapezing was introduced. Thus, the Olympic Tornado had a total of 50 square meters. The Status Formula 1 or "Turbo" Porsche on the water was thus further secured.

Large investments for the conversion of the boats would then be necessary. The aluminium mast, with which

Hartl Waitl repairs some major damage in time for the next race at the European Championship Travemünde 1969.



Race at lake Hopfensee, April 1973, it was snowing.



the boats were equipped, could no longer withstand the greater loads in many strong wind regattas, so that the masts in the top area also had to be changed. Since the end of 2004, a stable one-design carbon mast has been introduced, which is easier to trim and much lighter (among other things, advantage when erecting after a capsized). Optimized mainsail sections with high-tech cloths can now be used.

Sepp Gunkel and Willy Guggenmos made their first experiences with the gennaker "above and below" water on Lake Forggensee, "just for fun", even before the official rule changes were introduced. In the beginning, the gennakers were still very round, almost cut like spinnakers and therefore difficult to sail. The speed advantage on the downwind leg was only moderate, because the luff constantly collapsed due to the high boat speed. Several generations of newer and flatter gennaker cuts were necessary until success was finally achieved. The forces on the spinnaker sheet have decreased considerably in the meantime due to the flatter sail cuts and more modern ratchets, so it has become an attractive boats for women as a crew.

The Tornado is more athletic and faster than ever. Speeds of up to 30 knots are possible on the downwind sections in a safe and controlled way. The regatta fields are growing again. Until today, 7 Füssen Tornado sailors have been converted to the new rigging and are internationally underway with their fast catamarans with a lot of fun racing. Once you have "ridden" the Forggensee downwind with the gennaker in four Beaufort northeast winds, you do not want to miss this super sailing experience anymore.

In 2003, our club tornado sailor Willy Settele created the Forggensee Cat Trophy (later renamed the Hartl Waitl Memorial Regatta), a one-day Forggensee round race for all catamarans, which is rated according to Yardstick. In this regatta, the five first-place finishers receive prize money. After the race there is an almost traditional fish

dinner at the Seglerhock. Bob Baier, Sepp Gunkel and Willy Settele are sponsors of this event.

The members of the SCFF Tornado participated in 3-Länder Cup regattas in Southern Germany, Austria, Switzerland and Italy until 2009. After the loss of the Olympic status of the Tornado class at the end of 2008 and the associated withdrawal of the professional sailors at European and World Championships, this changed situation again provided new motivation for the SCFF Tornado sailors. Within the Travemünde Week Josef Gunkel and Willi Guggenmos as well as Jürgen and Tobias Jentsch took part in the ISAF Tornado World Championship in Travemünde. Josef and David Gunkel also sailed at the European championship by Torbole, lake Garda.

In 2011 Jürgen and Sarah Jentsch started at the ISAF Tornado World Championship on Lake Biel in Open and Mixed and at the European Championship on Lake Como. In 2012, for the first time in the history of the fleet, three Tornado teams took part in a World Championship. Willi Guggenmos (2nd World Championship participation) with Alex Meier as crew. Josef and David Gunkel (also 2nd World Championship participation) and Jürgen and Sarah Jentsch with their 14th World Championship participation.

In 2013 the three SCFF top teams competed at the ISAF Tornado World Championship on the Balearic Island of Ibiza at Club Nautico Santa Eularia. Josef and David Gunkel came 15th, Jürgen and Sarah Jentsch 18th and Willi Guggenmos and Alex Meier 28th. In the same year three SCFF teams competed for the first time again at the European Championships at Rohrspitz near Fussach on Lake Constance.

2014 World Championship in Perth/ Western Australia. Josef Gunkel organized a 40 foot container (rented from the A-Cat class) for the European starters. Three SCFF

Tornado pioneer Theo Wahl 1970, with crew Max Merk at Lake Garda.



International: Swiss Tornado at the Alpencup 1975.



teams started over Christmas and New Year for the first time at the Australian Championship and the following World Championship in strong winds from the Swan River in the hot climate of Australia. Josef and David Gunkel came 14th. Jürgen and Sarah Jentsch came 16th and became Mixed World Champions. Maria Tsausidou 17. 2015 at the European Championship on the Lipno Lake Czech Republic, 3 teams of SCFF participated. The best was Bob and Marc Baier on rank 8, and 15th Jürgen and Sarah Jentsch, 16th Josef Gunkel and Willi Guggenmos.

2016 at the World Championship in Lindau, the Australian top sailor Brett Burvill and his 14 year old crew Estela Jentsch from the SCFF came 3rd in the Open category and Mixed World Champions.

Estela Jentsch is the youngest world champion ever in the 50-year history of the Tornado class to win the bronze medal and the mixed world title. Bob and Marc Baier achieved an excellent 4th place. Josef and David Gunkel follow in 14th place. Jürgen and Sarah Jentsch came 15th, Willi and Claudia Guggenmos 19th. 3 teams start for the SCFF at the 2016 European Championships in Cesenatico on the Adriatic Sea and for the first time Maria Tsausidou and Marc Baier became Vice European Champion, Mixed European Champion and best team under 25 and therefore Youth European Champions. Jürgen and Sarah Jentsch were 10th and Josef Gunkel and Alex Maier follow on rank 17.

2017 World Championship, Nautical Club Thessaloniki, Greece, a medium wind regatta series, Bob and Marc Baier, 3rd place, Jürgen and Sarah Jentsch, 9th place, Mixed Vice World Champion, Josef and David Gunkel 10th place, Estela Jentsch and Paul Raymond (Perth/Australia), 16th place.

2018 European Championship in Dervio, Lago di Como, Italy, in thermal trapeze winds, Jürgen and Sarah

Jentsch, 7th place, and Mixed European Champions, Josef Gunkel with crew Willi Guggenmos 14th place.

2018 Tornado World Championship at La Grande Motte Yacht Club, France, in light to medium wind conditions Estela Jentsch with Daniel Brown (Perth/Australia) finished third and Mixed World Champion as well as Youth World Champion. Jürgen and Sarah Jentsch, reached 8th place, Mixed 3rd, Josef Gunkel and Willi Guggenmos, came 12th.

2019 European Championship, Circolo Vela Arco, Italy, Bob and Marc Baier, 3rd and Josef and David Gunkel came 14th. World Tornado Championship, Boating Club Takapuna/Auckland, New Zealand, with winds between 12 and 18 knots. Estela Jentsch with crew Daniel Brown (Perth/Australia) achieved 3rd place overall as the youngest team, 1st Mixed World Championship and 1st Youth World Championship, Jürgen and Sarah Jentsch came 17th. Benedikt Wachsmann as crew of the New Zealand Nacra 17 Champion came 21st, they had various equipment problems. Josef Gunkel, as a member of the ITA event committee, organised two containers for 12 participants from Germany, Switzerland, Austria and the Czech Republic. Unfortunately due to a mistake by the logistic company, a container with six boats was loaded onto the wrong ship and would have reached New Zealand after the Worlds. Josef Gunkel was able to intercept the container in Malta so that it was returned to Hamburg and Füssen before departure of the teams via air. Thanks to the Tornado family in Perth, loan boats were loaded into another container to Auckland and delivered at short notice to enable most registered Europeans to take part in the World Championships. At the 2019 European Championships in the Club Nautico Rimini, in breezes up to 16 knots. Jürgen and Sarah Jentsch came 8th and were thus runners-up in the Mixed European Championships, Josef Gunkel and Benedikt Wachsmann came 10th. At the 2019 International German Championships in the Club Circolo Vela Arco, Lake Garda, Josef Gunkel and David Gunkel came 3rd.

Ranga-Ni-Keti at lake Ammersee 1979, the SCFF was represented by 15 boats.



Start of the first race, IDM 1993.





2021 Tornado Open, Mixed & Youth European Championships

Notice of race

The Organizing Authority is the Segelclub Füssen Forggensee on behalf of the International Tornado Association, under the authority of Deutsche Tornado Klassenvereinigung and World Sailing. The notation “[NP]” in a rule in the Sailing Instructions (“SI”) means that a breach of that rule shall not be grounds for protest by a boat. This changes RRS 60.1.(a)

The notation “[DP]” in a rule in the SI means that a breach of that rule may, at the discretion of the International Jury, be less than disqualification.

The notation “[SP]” in a rule in the SI means that a breach of that rule denotes a rule may, at the discretion of the race committee, be a standard penalty without a hearing or, a discretionary penalty applied by the International Jury with a hearing.

1. RULES

- 1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing 2017–2020.
- 1.2 No national authority prescriptions will apply.
- 1.3 The ITA Class Rules and “Appendix C – International Events” and the “Equipment Inspection Regulations” will apply.
- 1.4 In case of translation, if there is a conflict between languages the English text will take precedence.

2. NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the official notice board located at clubhouse of Segelclub Füssen Forggensee (SCFF).
- 2.2 “Attachment 1” shows the site map of SCFF

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1 Changes to the SCHEDULE of RACE, daily meeting and S.I. shall be subject to approval by the ITA Representative.
- 3.2 Any change to the sailing instructions will be posted no later than 120 minutes before the warning signal of the race affected by the change(s), except that any change to the schedule of races will be posted by 20:00 on the day before it will take effect.

4. SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed on a flag pole located at the area of SCFF.
- 4.2 Rule 40 applies at all times when boats are afloat. Flag “Y” will not be displayed. This changes the preamble of Part 4 and Race Signals.
- 4.3 When flag “AP” is displayed ashore, “1 minute” is replaced with “not less than 45 minutes” in race signal “AP”. This changes Race Signals.
- 4.4 Flag D with one sound means “The warning signal will be made not less than 45 minutes after flag D is displayed. Boats shall not to leave the shore until this signal is made.” [DP]

5. SCHEDULE

- 5.1 8 races are scheduled for the regatta.

5.2 Dates of racing:

DATE	RACE	1 st WARNING SIGNAL
20.July	Practice Race	14:00
21.July	2 Races	14:00
22.July	2 Races	see official Noticeboard
23.July	2 Races	see official Noticeboard
24.July	2 Races	see official Noticeboard
25.July	Reserve day	see official Noticeboard

- 5.3 On the first racing day, a skippers' meeting will be held in the club house of SCFF at 12:00. For succeeding days, a skippers' meeting will be held in the club house of SCFF 2 hours before the 1st warning signal of the day.
- 5.4 The Race Committee may schedule one or more extra races per day if the regatta may fail to achieve the minimum number of races to constitute a series. (SI 17.2) The change shall be made according SI § 3.
- 5.5 The Reserve Day may be used if races are not completed as scheduled or if the race committee considers it unlikely that the regatta will complete the minimum number of races to constitute a series. The change shall be made according to SI § 3.
- 5.6 On the last day of the regatta no warning signal will be made after 15:00.
- 5.7 To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least five minutes before a warning signal is made.

6. CLASS FLAG

The class flag for the new rig Tornado will bear the Tornado Class insignia on a white background.

7. RACING AREA

"Attachment 3" shows the location of the racing area.

8. THE COURSES

- 8.1 The diagram in Attachment 2 shows the courses.
- 8.2 Courses will not be shortened. This changes RRS 32.
- 8.3 No later than the warning signal, the race committee signal boat will display the approximate compass bearing of the first leg.

9. MARKS

- 9.1 Marks 1 will be an inflatable buoy. The color and shape will be described by an amendment of the SI before 20. July
- 9.2 Marks 2, 3S and 3P will be cubic inflatable buoys, different color from mark 1 and described by an amendment of the SI before 20. July
- 9.3 New marks, as provided in instruction 12.1, will be described by an amendment of the SI before 20. July
- 9.4 The starting marks will be the Race committee signal vessel at the Starboard end, and a boat displaying an orange flag at the port end.
- 9.5 The finishing marks will be a red inflatable buoy at the starboard end, and the Race committee signal vessel at the port end.
- 9.6 A race committee boat signaling a change of a leg of the course is a mark as provided in instruction 12.3.

10. AREAS THAT ARE OBSTRUCTIONS

See marked areas in the map "Attachement 3"(shallownesses)

11. THE START

- 11.1 The starting line will be between staffs displaying orange flags on the starting marks.
- 11.2 When a minimum of 12 Classic Tornados are registered for the event and will be present for the start of Race 1, they will have their own start 10 minutes after the New rig Tornados.

- 11.3 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races "[DP]".
- 11.4 A boat that does not start within 4 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A4 and A5 and RRS35 and A11
- 11.5 No race shall be started if the average wind is less than 6 knots or more than 25 knots at time between the warning signal and the starting signal.
- 11.6 A race shall be abandoned if the wind is continuously below 3 knots for any 15-minute period before the first boat that sails the course finishes.
- 11.7 Wind has to be measured at the deck of the Race committee signal vessel.

12. CHANGE OF THE NEXT LEG OF THE COURSE

- 12.1 To change the next leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.
- 12.2 If Mark 1 is moved, Mark 2 will also be moved to maintain the shape of the course. Except at a gate, boats shall pass between the race committee boat signaling the change of course and the nearby mark, leaving the mark to port and the race committee boat to starboard.
- 12.3 Rule 33 is changed so that both 33(a)(1) and 33(a)(2) shall be signaled.

13. THE FINISH

The finishing line will be between the course side of the finishing mark, and the staff displaying an orange flag on the Committee signal vessel.

14. PENALTY SYSTEM

- 14.1 Rules 44.1 are changed so that the "Two-turns Penalty" is replaced by the "One-turn Penalty".
- 14.2 Rule 44.3 will not apply.
- 14.3 A boat that has taken a penalty or retired under RRS 44.1 shall complete an acknowledgement form at the race office within the protest time limit. [NP] [DP] Failure to complete the acknowledge form will be considered as not having made the penalty.

15. TIME LIMIT

- 15.1 Time limit and target times are as follow.

Time Limit	Mark 1 Time Limit time	Target
90 minutes	20 minutes	60 minutes

- 15.2 If no boat has passed Mark 1 within the "Mark 1 time-limit", the race will be abandoned.
- 15.3 Failure to meet the target time will not be grounds for redress. This changes RRS 62.1(a).
- 15.4 Boats failing to finish within 30 minutes after the first boat sails the course and finishes will be scored "Did Not Finish" without a hearing. This changes RRS 35, A4, A5 and A11.

16. PROTESTS AND REQUESTS FOR REDRESS

- 16.1 Protest forms, request for redress forms, and ranking forms' questions are available at the race office located at the club house of SCFF.
- 16.2 Protests shall be delivered there within the protest time limit.
- 16.3 For each class the protest time limit is 60 minutes after the last boat has finished the last race of the day or the race committee signals no more racing today, whichever is later.
- 16.4 Notices will be posted within 30 minutes of 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 at the club house of SCFF, beginning, if possible, at the time posted. A delay in the time posted for hearings will not be ground to ask for redress. Conversely hearings may start before the posted time, under the agreement of all parties involved
- 16.5 Notices of protests by the race committee, technical committee or protest committee will be posted to inform boats under RRS 61.1(b).
- 16.6 For the purpose of rule 64.3(b) the "authority responsible" is the equipment inspector appointed by the organizing authority.

- 16.7 Breaches of instructions 18, 21, 24 and 25 will not be grounds for a protest by a competitor. This changes rule 60.1(a). Penalties for these breaches may be less than disqualification if the jury so decides. [DP]
- 16.8 No official measurement shall take place after Race 1, except as the result of a protest or due to the replacement, alteration or repair of any item.
- 16.9 No competitor may protest a question of measurement later than the normal protest time applying to Race 1, except on the grounds that there has been subsequent alteration of the boat or its equipment.
- 16.10 RRS 66 the third sentence is changed to read: "A party to the hearing may ask for a reopening in writing and identify the reason for it no later than 24 hours after being informed of the decision.
- 16.11 Decisions of the international jury will be final as provided in RRS 70.5.

17. SCORING

- 17.1 The Low Point System of RRS Appendix A will apply.
- 17.2 4 races are required to be completed to constitute a series.
- 17.3 Scores to be kept:
 - 17.3.1 When fewer than 5 races have been completed, a boat's series score will be the total of her race scores.
 - 17.3.2 When 5 or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
- 17.4 To request correction of an alleged error in posted race or series results, a boat may complete a scoring enquiry form available at the race office.
- 17.5 There will be a final official ranking list for the **Open Tornado European Championship, the Mixed European Championship, the Youth European Championship.**

18. SAFETY REGULATIONS [NP]

- 18.1 "Check out" and "check-in" will be in place. This checking must be done by a member of the crew of the boat, signing on a paper in front of the boat's sail number [DP].
- 18.2 The checking in/out is in the club house of SCFF
- 18.3 The "check- out" will open at least 60 minutes before the time scheduled for the first warning signal of the day.
- 18.4 The "check- in" will stay open all day long (in case of retirements)
- 18.5 Time limit for signing:
 - a) Check out: Time of first starting signal of the first race of the day. b) Check in: Protest Time limit
- 18.6 Failing to "check out" or "in" will result as a standard penalty of 5 points for each failure. [SP]. This changes RRS A5 and RRS 63.1
- 18.7 In case of failure in signing, the organization may ask the concerned crew(s) to pay back any expenses due for unnecessary search operations.
- 18.8 A boat that retires from a race shall notify the race committee as soon as possible. The boat shall act as SI – 18.4, and complete a retirement form at the club house of SCFF, registration office [DP]
- 18.9 In case of any trouble on the water, competitors are required to use the "EMERGENCY SIGNAL" as described in "Attachment 4". [NP]
- 18.10 A list of "important telephones numbers" will be distributed at the registration on site.
- 18.11 The VHF channel of the regatta is: see note on the official Noticeboard at the club house of SCFF

19. REPLACEMENT OF CREW OR EQUIPMENT [DP]

- 19.1 Substitution of competitors will not be allowed without prior written approval of the race committee, and only in the case of sickness, accident, or special circumstances.
- 19.2 Substitution of damaged or lost equipment will not be allowed unless authorized by the technical committee, and that the equipment inspector deems to be damaged beyond repair. Requests for substitution shall be made to the committee at the first reasonable opportunity. Replaced equipment must measure within the class rules.

20. EQUIPMENT INSPECTION [DP]

- 20.1 All boats must be kept at the regatta site commencing at the time of registration and continuing until the end of the event. Removal of any boat from the regatta site during the event shall require prior written permission from the equipment inspector.

- 20.2 A boat or equipment may be inspected at any time for compliance with the class rules, Equipment Inspection Regulations, and Sailing Instructions. On the water, a boat can be instructed by the equipment inspector to proceed immediately to a designated area for inspection.

21. EVENT ADVERTISING [NP] + [DP]

- 21.1 Boats shall display advertising supplied by the organizing authority. Bow numbers:
- 21.2 Each boat may be required to display bow numbers. In such a case the OA will supply the numbers and instructions for their application. Such numbers shall be placed on the outside front of both the port and starboard bows.
- 21.3 If these rules are broken, World sailing Regulation 20.9.2 applies.

22. OFFICIAL BOATS

Official boats are under the authority of the Race Committee and marked as follows:

Race Committee boats		Jury	Rescue	Measurement	Media
Committee Vessel	Other boats				
White with RC letters	"a" Flag	Yellow	White	White with M	Purple

23. SUPPORT PERSONNEL AND SUPPORT BOATS

- 23.1 Team leaders, coaches and support personnel shall register at the Race Office before the first racing day. Support boats shall display also a special flag provided by the Organizing Authority against a deposit of 10€. [DP]
- 23.2 Except when giving help as required by RRS 1.1 or as directed by the race committee, all support or coach boats shall remain: [DP]
- 23.2.1 outside the lay lines of the course
- 23.2.2 at least 100 meters from any boat racing until all boats have finished or the race committee signals a postponement or abandonment
- 23.2.3 at least 50 meters to leeward of the start/finish line and its extensions

24. TRASH DISPOSAL [NP]

Trash may be placed aboard support or official boats. [DP]

25. BERTHING [NP] + [DP]

Boats shall be kept in their assigned places in the boat park.

26. RADIO COMMUNICATIONS [DP]

Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communications that is not available to all boats.

27. PRIZES

- 27.1 Prizes will be given as follows:
- 27.2 Trophies will be awarded to the top 5 teams.
- 27.3 Trophies will be awarded to the top 3 "Mixed" teams.
- 27.4 Trophies will be awarded to the top "Youth" team.
- 27.5 Special Prizes may be awarded at the discretion of the Organizing Authority to teams who attend the prize giving ceremony.

28. DISCLAIMER OF LIABILITY

- 28.1 Competitors will sail entirely at their own risk. See rule 4, Decision to Race. The organizing authority, International Tornado Class Association and all parties involved in the regatta organization 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.

28.2 Sailing by its nature is an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

- They are aware of the inherent element of risk involved in the sport a responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event.
- Competitors are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore.
- They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions.
- Their boat is good in order, equipped to sail in the event and they are fit to participate.
- The provision of a race management team, patrol boat and other officials and volunteers by the event organizer does not relieve them of their own responsibilities.
- The provision of control boat cover is limited to such assistance, particularly in extreme weather conditions as can be practically provided in the circumstances.

29. INSURANCE

Each participating boat shall have current third-party liability insurance with, including coverage when racing at the venue of the championship, of not less than 1.500.000 € per incident (or equivalent). Proof of this insurance shall be available at all times.

30. RIGHTS TO USE NAME AND LIKENESS

By participating in this event, competitors automatically grant to the organizing authority and the event sponsors the right, in perpetuity, to make, use, and show, at their discretion, any photography, audio and video recordings, and other reproductions of them made at the venue or on the water from the time of their arrival at the venue, until their final departure, without compensation.

31. ALTERATIONS AND ADDITIONS

Alterations or additions to these sailing instructions shall only be with the prior agreement of the ITA Representative.

32. ATTACHMENTS

Attachments 1:	«SCFF site map»
Attachments 2:	«Race courses»
Attachments 3:	«Obstructions»
Attachments 4:	«Emergency signals»

33. RACE OFFICIALS

Orga Committee Chief:	Florian Feneberg
President of SCFF:	Jürgen Jentsch

Officials appointed by the national authority / organization

ITA delegate:

ITA technical representative	Helmut Gelmini (AUT) (International measurer)
Principal Race Officer:	Paul Bastard (FRA)(World Sailing International Race Officer)
International Jury Chairman:	Sergey Kuzovov (RUS) (International Judge)
Technical committee Chairman:	Helmut Gelmini (AUT)

SCFF site

(Attachment 1)



Championship course

(Attachment 2)

THE COURSE

for the new rig Tornado is:

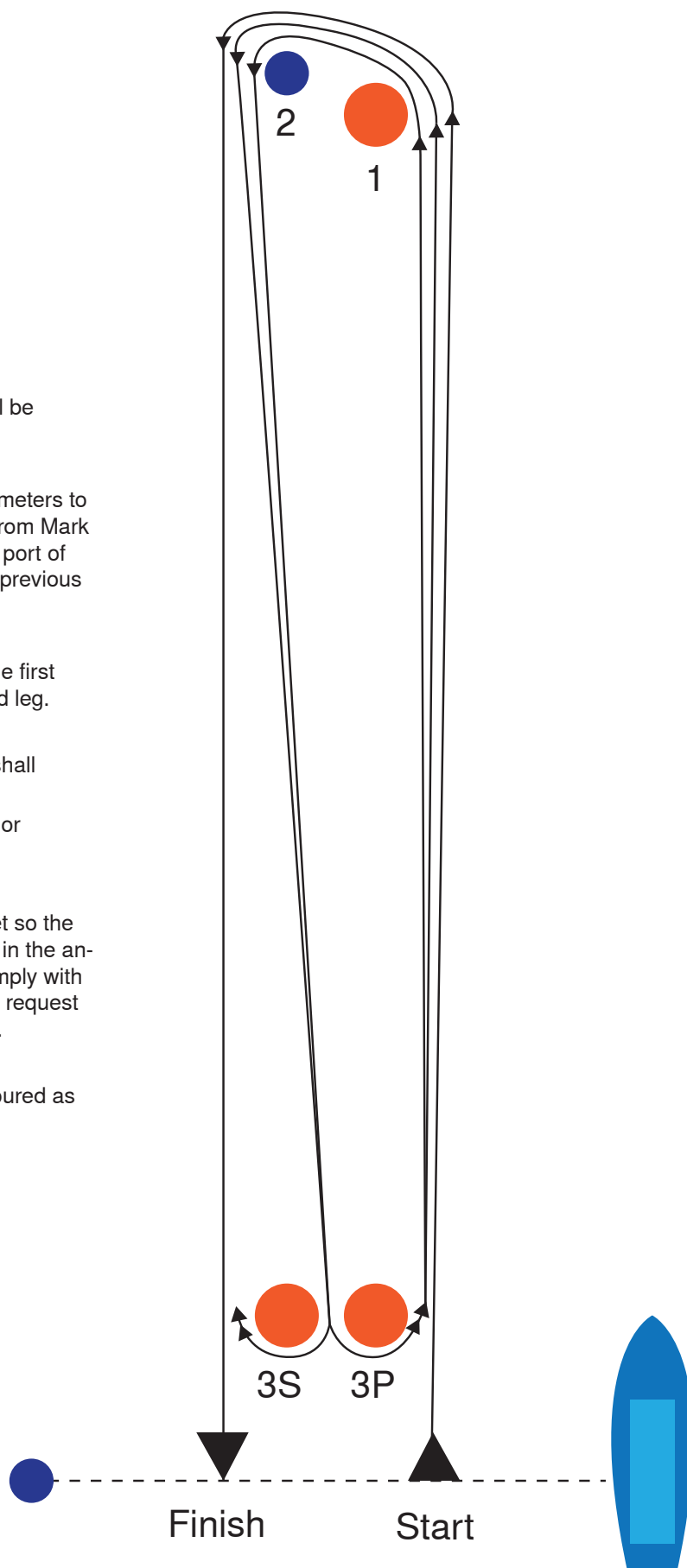
Start –1–2–3S / 3P–1–2–3S/3P–1–2–Finish

for the Classic Tornado is:

Start–1–2–3S / 3P–1–2–Finish

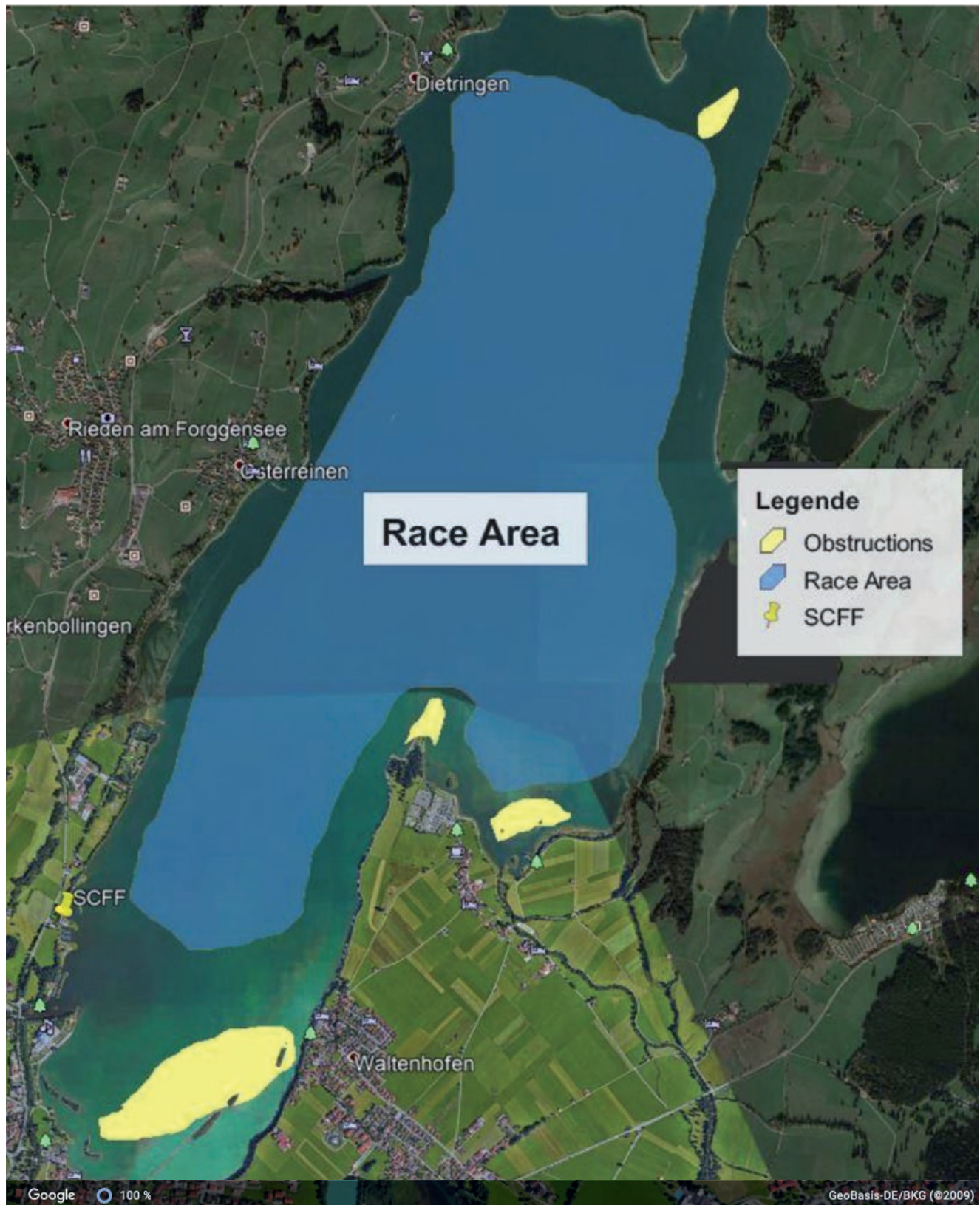
1. Marks 1 & 2, the windward marks, shall be rounded to port.
2. Mark 2 shall be set approximately 100 meters to port of Mark 1. The bearing to Mark 2 from Mark 1 shall be approximately 70 degrees to port of the bearing to Mark 1 from the Start or previous leeward gate.
3. Marks 3S/3P may be disregarded on the first windward leg and on the final downwind leg.
4. Marks 3S and 3P, the leeward marks, shall be set as a gate.
Mark 3S shall be rounded to starboard or
Mark 3P shall be rounded to port.
5. The Course length shall normally be set so the race will last approximately 60 minutes in the anticipated wind conditions. Failure to comply with this paragraph will not be grounds for a request for redress. This changes RRS 62.1(a).

Note on the drawing: Marks will be coloured as noted on SI § 9



Race map area and obstructions

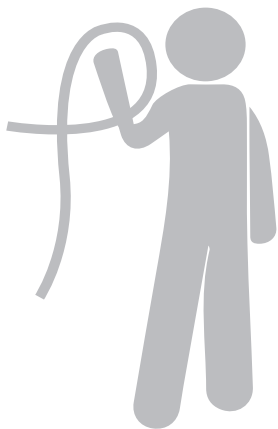
(Attachment 3)



Emergency signals

(Attachment 4)

Need help with capsize recovery?



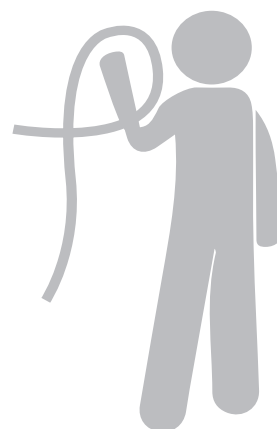
I NEED TO BE TUGGED

put up tow-line or any other line



THUMB UP

I'm good – no help required



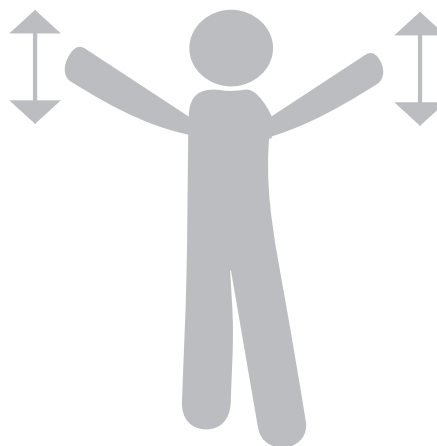
CAPSIZE ROPE UP

I need help!



KEEP DISTANCE

go away sign – move open hand away from body



I NEED HELP FROM MOTORBOAT

move both hands up and down

SCFF EM Liability Personality Rights

With his entry and/or participation each participant commits to follow the Racing Rules of Sailing 2017-2020, the rules of good seamanship and any other for this event valid rules as well as the regulations of the German Sailing Federation and the legal standards and he agrees to sail in accordance to Rule 4 RRS (Racing Rules of Sailing) and in acceptance of the Notice of Race and Sailing Instructions at his own risk.

The organizers/sponsors, its organs and agents disclaim any liability for damage – whatever kind and cause – on water and on land, for example those of crew, material and financial loss, as far as permitted by law. This disclaimer of liability applies to damages occurrences during and after the event. Likewise each participant dispenses - where legally permitted - to the assertion of claims for damages to all persons who are responsible for the implementation of the regatta (eg race officers) or as a judge and/or those who assist the organizers at their request or order. The burden of proof for the slightly and grossly negligent fault for damage due to unpredictable and unusual dangers is on the participant. A liability for lost items or damage caused by third parties as well as unpredictable or unusual damage is also excluded.

RECORDINGS IN VISION AND SOUND:

With their entry and/or participation all participants agree that pictures and videos may be taken in image and sound (person and boat/material), that they can be used to report on this event and for their – also prospective – application as well as to promote the purposes of the organizing clubs and that they may be published indefinitely.

MINORS:

Declarations for underage participants must be signed in addition by their legal representative or by a representative, who has been authorized in writing – specifically for it – by the legal representative.

DATA:

The SCFF stores and processes personal data from competitors of sailing events. Included in those data are the competitor's name and score, as well as an address, email address and phone number if provided by the competitor. These data are used for the proper execution of the event and exclusively stored in the software solutions of the SCFF and their processors. Access to those data are exclusively provided for employees of the secretary, executive members, organizing committee and race committee of the SCFF. Scores and names are also released on freely accessible media like website and "Logbuch" and are passed to national and international sports organization and press. With your signature you agree on the storage and processing of your data for the proper execution of the event.

OTHER:

The organisation of the event begins well in advance. A refund of the entry fee and of travel expenses is not provided. In exceptional circumstances and only in the amount of money the organizer spared because of the retreat the entry fee might be refunded, but not in cases of force majeure. Any necessary changes in the Notice of Race or other rules (eg sailing instructions) remain reserved but will be announced in time. All prizes, especially property and memory prizes expire if they aren't picked up personally at the awards ceremony.

Unless the RRS of the ISAF are applied, German law is valid. Court of jurisdiction is Füssen.

A boat is only allowed to compete when Helm and Crew have signed the acceptance of this document.



Tornado Sail number: _____ Date: _____

Helm: Name _____ Surname _____ Signature _____

Crew: Name _____ Surname _____ Signature _____

Covid-19 rules

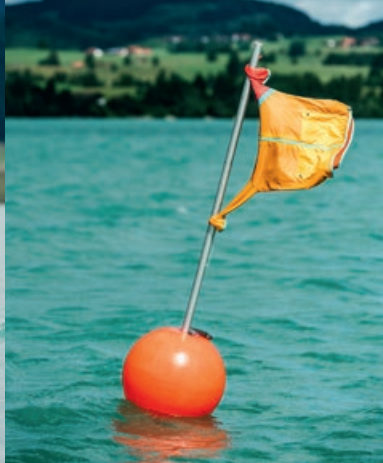
NOTICE TO COMPETITORS,

The original NOR states that there will be special Covid-19 rules to be published 2 weeks before the start of the event.

AMENDMENT TO NOTICE OF RACE

1. **Every competitor and every visitor/coach has to present a negative Covid-19 test when arriving either to the training or to the regatta (whatever is earlier) not older than 72 hours (three days).**
2. For your safety the staff of the club (Race Committee, Jury Members, Race Office Staff, restaurant...) will be checked too.
3. When you have any Corona symptoms you must stay at home, respectively at your accommodation. When you are at the event area, you must inform the covid-19 officer Florian Feneberg (+49 1602876366) immediately.
4. In all rooms belonging to the event (race office, toilets, restaurants...) all persons must wear masks.
5. Outdoors all persons shall keep a minimum distance of 1,5 meters. If that is not possible, they shall wear masks.
6. During sailing neither distance nor masks are needed.
7. Competitors, coaches and staff have to fill and sign a confirmation stating that they are aware of these rules and willing to follow them.







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