



## UK RS FEVA CLASS ASSOCIATION GRAND PRIX SERIES General Event Sailing Instructions 2019 / 2020

Organising Authority – UK RS Feva Class Association in conjunction with host sailing / yacht clubs.

### 1. PROGRAMME

1.1 The UK RS Feva Class Association will organise events throughout the year in conjunction with a selection of sailing clubs. Events governed by this notice will be UK RS Feva Class Association organised Volvo Grand Prix Series.

**Volvo Grand Prix 1** – (Squad Selector) 7<sup>th</sup> & 8<sup>th</sup> September 2019 Draycote Water SC

**Volvo Grand Prix 2** – (Squad Selector) 5<sup>th</sup> & 6<sup>th</sup> October 2019 Hayling Island Sailing Club

**Volvo Grand Prix 3** – 25<sup>th</sup> & 26<sup>th</sup> April 2020 Northampton Sailing Club

**Volvo Grand Prix 4 and Inland Championships** - 20<sup>th</sup> & 21<sup>th</sup> June 2020 – Chew Valley Lake SC

*The notation '[DP]' in a rule in the SI's means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification*

Further details of the events and their locations will be published on the UK RS Feva Class Association website, [www.rsfeva.org.uk](http://www.rsfeva.org.uk).

The RS Feva Association may organise additional events or cancel scheduled events if it thinks fit. Members of the Class Association will be informed of such changes through the UK RS Feva Class Association website, Fast News or mailings.

### 1. RULES

1.1 All events will be governed by the rules as defined in The Racing Rules of Sailing in place at the time of the specific event in the series

1.2 Competitors shall sail in accordance with the Royal Yachting Association (RYA) Racing Charter [DP]

1.3 Competitors shall wear personal flotation devices at all times while afloat, except briefly whilst adjusting clothing or personal equipment. Flag Y will not be displayed; this changes RRS 40[DP]

1.4 The UK RS Feva Class Association Grand Prix Series Sailing Instructions set out on the UK RS Feva Class Association website, [www.rsfeva.org.uk](http://www.rsfeva.org.uk) will govern each event.

1.5 In addition an **event specific appendix** will be published with additions and amendments specific to that event only.

### 2. NOTICES TO COMPETITORS


Will be displayed as defined in the **event specific appendix** to these sailing instructions


### 3. CHANGES TO SAILING INSTRUCTIONS


Any change to the sailing instructions will be posted before 09:00 on the day that they will take effect, except that changes to the schedule of races will be posted before 19:00 on the day before it will take effect.

### 4. SIGNALS MADE ASHORE

4.1 Signals made ashore will be displayed as defined in the **event specific appendix** to these sailing instructions

4.2 When flag AP  is displayed ashore the first warning signal will be made as defined in the **event specific appendix** to these sailing instructions

4.3 Boats shall not leave the slipway until flag D  is displayed. [DP]

4.4 Competitors shall wear personal buoyancy at all times afloat, except briefly while adjusting clothing or personal equipment. Flag Y  will not be displayed. This changes RRS 40. [DP]

## 5. REGISTRATION

Competitors shall complete all registration requirements before racing as defined in the UK RS Feva Class Association GRAND PRIX SERIES NOTICE OF RACE 2017 / 2018

## 6. SCHEDULE

The event schedule is specific to each event and is defined in the *event specific appendix* to these sailing instructions

## 7. FLAGS

The class flag will be a White Flag with RS Feva class logo

## 8. RACING AREAS

The racing area is defined in the *event specific appendix* to these sailing instructions and will be advised at the competitors briefing at each event

## 9. COURSES

9.1 The courses to be sailed will be defined in the *event specific appendix* to these sailing instructions.

9.2 The compass direction to Mark 1 may be displayed as defined in the *event specific appendix* to these sailing instructions.

## 10. MARKS

The colour and shape of race marks are defined in the *event specific appendix* to these sailing instructions and will be advised at the competitors briefing at each event


## 11. THE START



11.1 Races will be started by using RRS 26. (5, 4, 1, go).

11.2 An orange attention signal will be displayed at least than 5 (FIVE) minutes before the warning signal (10 minutes before first start).

11.3 The starting line will be between staffs displaying orange flags on the starting marks, which may be official boats or buoys.

11.4 A boat starting later than 4 minutes after her starting signal will be scored DNS (Did Not Start) without a hearing. This changes RRS A4 and A5.

11.5 If there is a general recall  then the sequence will restart at the point of recall, no fleet will be moved back in sequence.

11.6 If flag U   has been displayed as the preparatory U signal, no part of the boat's hull, crew, or equipment shall enter the triangle formed by the ends of the starting line and the first mark of the course, during the last minute before her starting signal. If a boat breaks this rule and is identified, she shall be disqualified without a hearing but not if the race is restarted or re-sailed or postponed or abandoned before the starting signal. This changes rule 26.

11.7 When there are more than 80 entries an alternative start procedure may be used

At the discretion of UK RS Feva Class Association UK, competitors in may be split into flights

Competitors will be advised at registration if flights are to be used and a notice to this effect will be posted on the official notice board as defined in the event specific appendix to these sailing instructions

## 12. CHANGE OF THE NEXT LEG OF THE COURSE

To change the next leg of the course, the race committee will move the original mark (or the finishing line) to a new position, or lay a new mark (of a different colour) and remove the original mark as soon as practicable.

## 13. THE FINISH

13.1 Finishing marks will be a race committee signal boat flying a blue flag and a boat or buoy with a blue flag, the ends that these shall sit shall be dependent on the course being sailed, this is shown in SI Appendix A - Courses

- 13.2 Scoring other boats:
- 13.2.1 After the first boat has sailed the course and finished, the race committee may score other boats based on their relative positions at a mark of the course or on a leg of the course.
  - 13.2.2 When a race committee boat displays flag W with two sounds, boats still racing may be scored by this race committee boat.
  - 13.2.3 When a boat is scored in accordance with this instruction, she shall be given score for a place after all boats that have sailed the course and finished.

SI 13.2 changes RRS 35, A4 and A5.

## 14. SHORTENING COURSE



### For Windward/leeward Course

For courses that are shortened at the leeward mark/gate when the committee boat is in its normal position and flying flag S alongside the class flag if more than one fleet on the course. The leading boat shall round the leeward mark on its required side or pass through the gate and proceed to the normal finish line. At any other mark of the course the race may be shortened in accordance with RRS 32.2. All competitors shall complete the number of rounds equal to the leading boat before proceeding to the finish. This changes RRS 32.2.

## 15. TIME LIMITS

- 15.1 The time limit and target time in minutes is as follows:

<i>Time limit</i>	<i>Target time</i>
60	40

- 15.2 Boats failing to finish within 10 minutes after the first boat sails the course and finishes will be scored according to their observed position on the course, which may be the position at the last mark rounded. This changes RRS 35, A4 and A5. See also instruction 13.2.

## 16. PENALTY SYSTEM

The two turn penalty as described in RRS 44.1 is replaced by one-turn penalty (one tack and one gybe).

## 17. PROTESTS AND REQUESTS FOR REDRESS

- 17.1 A system for exoneration penalties, advisory hearings and arbitrations will be available. The exoneration penalty will be 30% of the number of boats (rounding 0.5 upwards) entered in the relevant fleet. See SI Attachment B for details.
- 17.2 Protest forms are available in the place defined in the *event specific appendix* to these sailing instructions. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.
- 17.3 The protest time limit will defined in the *event specific appendix* to these sailing instructions
- 17.4 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses.
- 17.5 Notices of protests by the race committee or protest committee will be posted to inform boats under RRS 61.1(b).
- 17.6 Breaches of instructions 4.3, 4.4, 5, 6, 11.4, 18, 19, 20, 21 and 22 will not be grounds for protest by a boat. This changes RRS 60.1(a). Penalties for these breaches (and for breaches of class rules) may be less than DSQ (disqualification) if the jury so decide.
- 17.7 On the last scheduled day of racing a request for reopening a hearing shall be delivered within the protest time limit if the requesting party was informed of the decision on the previous day or no later than 30 minutes after the requesting party was informed of the decision on that day. This changes RRS 66.
- 17.8 On the last scheduled day of racing, a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.

## 18. SCORING

The Low Point System of Appendix A will apply

- 18.1 2 races shall be completed to constitute a series.
- 18.2 The total score for each yacht will be the sum of her scores as follows:
  - (a) When up to 3 races are completed then all race scores shall count.
  - (b) When 4 or more races are completed then all race scores will count except her worst score.

(c) When 7 or more races are completed then all race scores will count except her worst two scores.

## **19. SAFETY REGULATIONS**

Event specific safety regulations will be defined in the *event specific appendix* to these sailing instructions: as a minimum the following will apply to all events:

- 19.1 A competitor that retires from a race shall, as soon as possible after coming ashore, sign a declaration sheet which shall be placed as defined in the *event specific appendix* to these sailing instructions.
- 19.1 All crew members shall wear Personal flotation devices at all times whilst afloat. This changes RRS 40.
- 19.2 Wetsuits or dry suits shall be worn by all crew members between 1<sup>st</sup> November and 30th April inclusive.
- 19.3 When the race committee and/ or course safety officer considers that a boat or competitor is in difficulty it may instruct the boat or competitor to accept outside help, retire or sail ashore.
- 19.4 In accordance with RRS 43.1 and ISAF Case 89, no clothing or equipment may be worn on the body of helm or crew to carry liquid of any description, even if for the purpose of re-hydration; this includes camelbacks, water bottles and cans of drink.

## **20. SUPPORT BOATS**

Event specific support boat regulations and instructions will be defined in the *event specific appendix* to these sailing instructions

## **21. TRASH DISPOSAL**

As sailors, we seek to protect and restore our oceans and coastal waters. Boats shall not intentionally put trash in the water. Trash may be placed aboard support and officials boats. The penalty for breaking RRS 55 is at the discretion of the Race Management Team and may be less than disqualification.(DP)

## **22. RADIO COMMUNICATION**

Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

## **23. INSURANCE**

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £ 2 million per event or the equivalent

## **24. RISK STATEMENT**

Rule 4 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."

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

- a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;
- b) They are responsible for the safety of themselves, their crew, their boat and their property whether afloat or ashore;
- c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- d) Their boat is in good order, equipped to sail in the event and they are fit to participate;
- e) The provision of a race management team, patrol boats and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
- f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
- g) Their boat is adequately insured, with cover of at least £2,000,000 against third party claims;

The fact that the race committee may conduct inspections of a boat does not reduce the responsibilities of each competitor set out in these Sailing Instructions.