



Tokio Marine HCC RS Feva National Championship 2019



TOKIO MARINE
HCC

25th – 28th May 2019

The Organising Authority is The South Caernarvonshire Yacht Club (SCYC) in conjunction with the UK RS Feva Class Association.

NOTICE OF RACE

1 RULES

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing 2017 – 2020* (RRS).
- 1.2 The International RS Feva Class Rules will apply.
- 1.3 Competitors shall sail in accordance with the Royal Yachting Association (RYA) Racing Charter.
- 1.4 Royal Yachting Association (RYA) Exoneration Penalty and Arbitration will be available
- 1.5 The Racing Rules will be changed as follows:
RRS 40 changed so that RRS 40 applies at all times while afloat. Flag Y will not be displayed.
RRS 63.7 is changed so that in the event of a conflict between the Notice of Race and Sailing Instructions, the Sailing Instructions shall prevail.
The changes will appear in full in the Sailing Instructions. The Sailing Instructions may also change other racing rules.
- 1.6 The notation '[DP]' in a rule in the NoR means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.

2 ADVERTISING

- 2.1 Boats may be required to display advertising chosen and supplied by the Organising Authority. If this rule is broken, World Sailing Regulation 20.9.2 applies. [DP].
- 2.2 The following parts of the hulls and sails must be left clear for the possible display of supplied advertising without exception, please could all competitors ensure that this is carried out prior to arrival at the event:
 - a) front 20% of the forward part of each side of the hull
 - b) foremost 20% of the mainsail and jib
 - c) lower part of the mainsail below the bottom batten, save that country letters and flags in their normal position shall be allowed.

3 ELIGIBILITY AND ENTRY

- 3.1 The regatta is open to all boats of the RS Feva Class.
- 3.2 All competitors, helm and crew, must be a member of the UK RS Feva Class Association. Evidence of membership may be required at registration.
- 3.3 Eligible boats may enter online at www.rsfeva.org.uk

- 3.4 A Parent/Guardian Consent and Supervision Form must be completed and signed by the Parent or Guardian of any competitor under the age of 18 on the last day of the event and handed in at registration. Forms may be downloaded from www.rsfeva.org.uk.
- 3.5 Competitors will be asked at Registration if there is any medical conditions that wish to make the organisers aware of. It will be put into t a sealed envelope and returned at the end.

4 FEES

- 4.1 The following fees will be applied to each entry:
- 4.1.1 £170 per boat for entry on or before midnight on Sunday 5th May 2019.
- 4.1.2 £180 per boat will apply for all entries received between 5th May and midnight on 17th May 2019.
- 4.1.3 Any entries after midnight on Friday 17th May 2019 are at the sole discretion of the Organising Authority. Please contact secretary@rsfeva.org.uk to request permission. If granted the entry will be subject to an additional fee of £20.
- 4.2 Refunds for cancellation of entries will be as follows:
- 4.2.1 Full refund minus a £20 administration fee for cancellations received before midnight on Friday 10th May 2019.
- 4.2.2 No refund available after 10th May 2019.
- 4.3 The entry fee includes a ticket for each helm and crew to the regatta dinner. Additional tickets may be purchased at Registration. Also included in the fee is after-racing snack for each sailor.

5 QUALIFYING SERIES AND FINAL SERIES

The system for flights in the qualifying and final series are detailed in Attachment A.

6 SCHEDULE

6.1

Day	Date	Event	Where	Time
Friday	24 th May	Registration	SCYC	17:00 – 19:00
Saturday	25 th May	Registration	SCYC	09:00 – 10:30
		Competitors Briefing	SCYC	10:00
		Warning signal for qualifying race one		11:55
		Warning signal for qualifying race two		ASAP after QS race one
		Warning signal for qualifying series race three		ASAP after QS race two
		Class AGM	SCYC Bar	18:00
Sunday	26 th May	Warning signal for qualifying series race four		10:55
		Warning signal for qualifying series race five		ASAP after QS race four
		Warning signal for qualifying series race six		ASAP after QS race five
		Regatta Dinner	SCYC COVE	18:00
Monday	27 th May	Warning signal for final series race one		10:55
		Warning signal for final series race two		ASAP after FS race one
		Warning signal for final series race three		ASAP after FS race two
Tuesday	28 th May	Warning signal for final series race four		09:55
		Warning signal for final series race five		ASAP after FS race four
		Warning signal for final series race six		ASAP after FS race five
		Prize giving	SCYC Bar	ASAP after racing

- 6.2 The Championship will consist of upto 12 races (Upto 6 Qualifying Races and 6 Final Series Races). The intention is that there will be no more than 4 races a day, however, additional races may be sailed either in advance or arears in order to complete the programme if weather or other reasons dictate.
- 6.3 The race committee reserve the right to modify the programme due to extreme weather conditions or other causes. This may include bringing scheduled races forward, except the first race on the first scheduled day of racing for a class.
- 6.4 On the last scheduled day of racing no warning signal will be made after 15:30.

7 SCRUTINEERING

The UK RS Feva Class Association reserve the right to nominate a scrutineer competing boats before and during the regatta to ensure compliance with the class rules.

8 SAILING INSTRUCTIONS

The sailing instructions will be available on the event website at least three days prior to the event.

9 VENUE

9.1 The venue is the South Caernarvonshire Yacht Club (SCYC). Further information on SCYC is available online at <https://scyc.co.uk>.

9.2 The Racing area will be Tremadoc Bay, Admiralty Chart 1971, and approximately 1 - 2N.M. east of SCYC.

10 THE COURSES

The course to be sailed will be trapezoid.

11 PENALTIES

11.1 RRS 44.1 is changed so that the Two-Turns (720⁰) Penalty is replaced by the One-Turn (360⁰) Penalty.

12 SCORING

12.1 Low Points System of RRS Appendix A will apply.

12.2 Three qualifying races are required to be completed by all fleets to constitute a series.

12.3 If at the end of the qualifying series some boats have more race scores than others, scores for the most recent races will be excluded so that all boats have the same number of race scores.

12.4 For the qualifying series, RRS A4.2 is changed so that the scores are based on the number of boats assigned to the largest fleet.

12.5 In the final series Gold and silver fleets will be scored separately and need not have completed the same number of final races. Boats in the Gold fleet will be ranked highest.

12.6 The total score of each boat for the series will be the sum of her scores as follows (calculated separately to the qualifying and final):

12.7 A tie between two or more boats shall be split in accordance with RRS Appendix A8.1. If there is still a tie this will be broken in favour of the boat with the best excluded result in the final series. If a tie still exists then the tie will be broken in accordance with RRS Appendix A8.2.

(a) Qualifying series:

i. Fewer than four completed races – all her race scores.

ii. Four or more completed races – all scores except her worst score.

(b) Final series:

i. Fewer than four completed final series races – her qualifying series rank plus all of her final series scores.

ii. Four or more completed final series races – her qualifying series rank plus all her final series scores except her worst final series race score.

13 SUPPORT BOATS [DP]

13.1 All support boats must register in advance of the event with the UK RS Feva Class Secretary, Lucy Jameson at secretary@rsfeva.org.uk.

13.2 Upon arrival Support Boats must report to race office located on the middle deck of SCYC and pay the appropriate charges. They must not launch before this requirement has been met.

13.3 All Support Boats must register with the class during the registration times and pay the charge of £70 per boat for the event. In addition, all support boats are required to display an identification flag from whenever on the water during the event. Flags will be assigned when registering and a £20 cash refundable deposit is required for the flag.

13.4 To ensure fairness to all competitors, support boats may be required to carry drinks, snacks and spares for competitors who do not have their own support boat.

13.5 Support boats, coaches and other support persons shall stay at least 100 metres outside areas where boats are racing from the time of the preparatory signal for the first class to start on that course until all boats

have finished or retired or the race committee signals a postponement, general recall or abandonment. When motoring around the course, boats shall be driven so as to create minimal wash, which will necessitate either a slow passage or a wider berth. [DP].

- 13.6 During the event, support boats shall not tow boats participating in the event unless the race committee have signalled that towing is allowed.
- 13.7 Kill cords shall be worn at all times whilst engines are running. The Course Safety Leader will be looking out for compliance on this issue, there are no excuses and boats will be requested to leave the race area immediately if kill cords are not being used appropriately.
- 13.8 All Support Boat drivers shall attend the Support Boat Briefing, the details of which will be advised at Registration.
- 13.9 All Support Boats will keep a listening watch on the safety channel which will be advised at the briefing and if requested to, by the race committee displaying flag V and a repeated rapid sound signals, assist with safety operations under the instructions of the Course Safety Leader.
- 13.10 The official event photographer may move around the course in order to photograph the event. The boat will display a distinguishing flag.

14 RADIO COMMUNICATION

Except in an emergency, a boat 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. [DP].

15 PRIZES

As a minimum dependant on number of entries:

- 1st to 6th Overall (Subject to entry)
- 1st to 3rd Silver Fleet (Subject to entry)
- 1st Junior (Helm and Crew aged 13 or under on Friday 24th May 2019)
- 1st Family (parent and child, siblings or closely related)
- 1st Ladies
- 1st Mixed (Subject to entry)
- 1st Club (best 3 boats from a sailing club)
- 1st School Team – Anemoi Regional Challenge – Top 3 scoring boats from a school

Titles to be awarded as follows

- RS Feva Open Champion – 1st Overall
- RS Feva National Champion – 1st UK boat (Helm and Crew aged 17 or under on Friday 24th May 2019)
- RS Feva National Junior Champion – (1st UK boat- Helm and Crew aged 13 or under on Friday 24th May 2019)

16 RISK STATEMENT

Rule 4 of the RRS 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 while taking part in the event;
- (b) They are responsible for the safety of themselves, their crew, their boat and other property whether afloat or ashore;
- (c) They accept responsibility for any injury, damage or loss 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) It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any competitors briefing held for the event.

17 INSPECTIONS

The fact that race officials may conduct inspections of a boat does not reduce the responsibilities of each competitor set out in this Notice of Race.

18 INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £2,000,000 per incident or the equivalent.

19 RIGHTS AND COPYRIGHT

By participating in this event, a competitor automatically grants to the Organising Authority, the National Class Association and the sponsors of the event the right in perpetuity to make, use and show at their discretion any motion pictures, still pictures and live, taped or filmed television and other reproductions of him/her during the championship, and of all of his/her material related to the championship, without compensation.

20 DATA PROTECTION

In order to manage the events, information provided by competitors will be held on a database. The management of personal information and images (as in NoR 19) will comply with the new General Data Protection Regulations that come into effect in May 2018. More details will be available in the Sailing Instructions.

21 FURTHER INFORMATION

For further information please contact Lucy Jameson, RS Feva Class Secretary on secretary@rsfeva.org.uk or +44 (0) 7834 636095.

CHARTER BOATS

For further information on how to charter a boat, please contact Vikki Payne at RS Sailing vikki@rssailing.com.

ATTACHMENT A – FLIGHTS

The race committee will decide if a fleet is to be divided into two, depending upon the numbers entering, the sailing conditions and the feasibility of race management to make the split.

The race committee will allocate each boat into one of four groups yellow, blue, red and green. All competitors who pre-enter will be allocated colours, group colours will be allocated in order to obtain as fair a grouping as possible.

1	Yellow	2	Blue	3	Red	4	Green
8	Yellow	7	Blue	6	Red	5	Green
9	Yellow	10	Blue	11	Red	12	Green
16	Yellow	15	Blue	14	Red	13	Green
17	Yellow	18	Blue	19	Red	20	Green

This formula will run until all boats have been allocated a flight.

When the fleet is split into four groups, the warning signals will be yellow, blue, red and green. When the fleet is split into two fleets, after the qualifying races, the warning signals will be, Yellow for Gold Fleet and Blue for Silver Fleet

Fleet Flags

Flight Flags Yellow, Blue, Red & Green will be displayed.

Flight Starts

Race Number	1 st Start	2 nd Start
1	Yellow & Blue	Red & Green
2	Blue & Green	Yellow & Red
3	Yellow & Green	Blue & Red

After the first day of qualifying races the race committee will re-allocate each boat into yellow, blue, green or red flight for the remaining qualification races, using the overall standings after the first days racing.

A minimum of three qualifying races are required to have been completed before Tuesday 29th May for the final series to commence. If three qualifying races are not completed before Tuesday 29th May the qualifying series will continue, and the championship will be determined using the qualifying series races only.

Once the qualification series is complete the fleet will be split into Gold (yellow) and Silver (blue) Fleets, split as evenly as possible in size.

ATTACHMENT C – SUPPORT PERSONNEL

'Support person' is now a defined term in the Racing Rules of Sailing 2017-2020 (RRS). This definition includes a parent or guardian, a coach, trainer, team staff, manager, a medical or paramedical practitioner, a boat maintainer, a personal assistant to a disabled competitor or any other person working with or assisting the sailor to prepare for or compete in a race.

RRS 3 requires a *support person*, including a parent or guardian of a competitor that is racing, to accept the rules. It requires also that the competitors agree that any *support person* is bound by the rules. Acceptance of the rules includes acceptance by a *support person* of any penalty imposed or other action taken under the rules, as well as of the protest, appeal and review systems provided for in the rules.

Additionally, the RYA has prescribed that 'Each competitor and boat owner shall ensure that their *support persons* comply with the *rules*'.

A support person is not permitted to protest, nor will the race committee or protest committee consider protesting a boat as a result of information from a support person, unless there was serious damage or injury as a result of the alleged incident.

While racing, a boat is generally not permitted to receive help from an outside source, including from any *support person*.

As well as providing a set of rules that apply on the water, the RRS requires every competitor and *support person*, at all times, not to breach good manners, good sportsmanship or indulges in unethical behaviour, and to avoid conduct that may bring the sport into disrepute.

The Notice of Race (NoR) and Sailing Instructions (SIs) for this championship may also place specific restrictions and requirements on the actions of both competitor and *support person*, on and off the water.

If the protest committee learns of a possible breach of a rule by a *support person* through any source, including the race committee, it may call a hearing under RRS 60.3(d).

If the protest committee finds that a rule has been broken, it can issue a warning, remove any privileges, or exclude the *support person* from the event or club. It could also penalise a competitor by time or scoring penalties or a race disqualification if the competitor has gained an advantage or has been previously warned that a repeat of the *support person's* actions may result in a penalty.

Examples of actions of a support person that could lead to a hearing are:

- Abusing or pressurising race officials, volunteers or other competitors or support persons (RRS 69 and/or SIs)
- Assisting a competitor (unless ill, injured or in danger) in any way after the preparatory signal (RRS 41)
- Failing to follow support boat regulations (SIs)
- Moving a competitor's boat away from any designated parking areas (SIs)
- Modification or substitution of measured equipment without authorisation (SIs)
- Tampering with or measuring other competitor's boats without their permission (RRS 69)
- Using social media or any other medium to broadcast material that is unsportsmanlike or likely to bring the sport of sailing into disrepute (RRS 69)