



PA Consulting RS Feva National Championship 2018

(A RS Feva EuroCup Event)



26th – 29th May 2018

The Organising Authority is the Weymouth & Portland National Sailing Academy (WPNSA) in conjunction with the UK RS Feva Class Association.

SAILING INSTRUCTIONS

1 RULES

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS).
- 1.2 Competitors shall sail in accordance with the Royal Yachting Association (RYA) Racing Charter.
- 1.3 Royal Yachting Association (RYA) Exoneration Penalty and Arbitration will be available.
- 1.4 The notation '[DP]' in a rule in the Sailing Instructions means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.
- 1.5 The Racing Rules will be changed as follows:
 - RRS 40 is changed so that competitors shall wear a personal flotation device at all times while afloat, except briefly while adjusting clothing or personal equipment. Flag Y will not be displayed. [DP]
 - RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.
 - 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.

2 NOTICES TO COMPETITORS

Notices to competitors will be posted on the Official Notice Board located underneath the balcony outside the changing rooms.

3 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 09:00 on the day it will take effect, 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 the flagpoles outside the Race Office.
- 4.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' when racing in Portland Harbour or 'not less than 60 minutes' when racing is in Weymouth Bay, in the race signal AP.
- 4.3 Flag D with one sound means 'The warning signal will be made not less than 30 minutes' after flag D is displayed if racing is in Portland Harbour or 'The warning signal will be made not less than 60 minutes' after flag D is displayed if racing is in Weymouth Bay. Boats shall not leave the slipway until this signal is made. [DP].
- 4.4 Flag P displayed indicates racing will be in Portland Harbour. Flag W displayed indicates racing will be in Weymouth Bay.

5 SCHEDULE

5.1 The schedules is as follows:

Day	Date	Event	Where	Time
Friday	25 th May	Registration	Event Hall	17:00 – 19:00
Saturday	26 th May	Registration	Event Hall	09:00 – 11:30
		Support Boat Briefing	Spinnakers	11:00
		Competitors' Briefing	Spinnakers	11:30
		First Warning signal for qualifying series race		12:55
		Additional qualifying series races		ASAP
Sunday	27 th May	First Warning signal for qualifying series race		10:55
		Additional qualifying series races		ASAP
		Class AGM	Spinnakers	17:30
		Competitors Meal	Spinnakers	18:30
Monday	28 th May	First Warning signal for final series race		10:55
		Additional final series races		ASAP
Tuesday	29 th May	First Warning signal for final series race		10:55
		Additional final series races		ASAP
		Prize giving	Spinnakers	ASAP after racing

- 5.2 The Championship will consist of up to 12 races (up to 6 Qualifying Races and 6 Final Series Races). The intention is that there will be no more than four races a day, however, additional races may be sailed either in advance or arrears in order to complete the programme if weather or other reasons dictate.
- 5.3 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.
- 5.4 On the last scheduled day of racing no warning signal will be made after 15:30.

6 CLASS FLAGS

- 6.1 Qualifying series class flags will be Yellow, Blue, Red and White.
- 6.2 Final series class flags will be Yellow for the gold fleet and blue for the silver fleet.

7 RACING AREAS

Racing AREAS will be in Weymouth Bay or Portland Harbour.

8 THE COURSES

- 8.1 The diagrams in Attachment A show the courses, the order in which marks are to be passed, and the side on which the mark is to be left.
- 8.2 No later than the warning signal, the race committee signal vessel will display the letter of the course to be sailed. The courses for both starts may be displayed against the appropriate colours.
- 8.3 No later than the warning signal, the race committee signal vessel may display the approximate compass bearing of the first leg.

9 MARKS

- 9.1 Marks 1, 2, 3s, 3p, 4s and 4p will be 1.6m blue cylindrical buoys with a black band. Mark 5 will be a 1.5m orange dumpy buoy.
- 9.2 A gate may be replaced by a single mark to be left to port.
- 9.3 The starting marks will be either an official boat displaying an orange flag or a dan buoy displaying an orange flag.
- 9.4 The finishing marks will be either an official boat displaying a blue flag or a dan buoy displaying a blue flag.

10 AREAS THAT ARE OBSTRUCTIONS

- 10.1 Boats shall keep more than 100 metres away from vessels over 100 metres, vessels displaying Flag A (indicating divers in the water) or vessels at anchor. These areas are obstructions as defined in the Rules.
- 10.2 The attention of all competitors, race management personnel and spectators afloat are drawn to the fact that Portland Harbour is a working port and that harbour regulations must be observed. Any directions given by Portland Harbour Authority either in person or by VHF (CH 74) must be complied with without delay. Failure to comply with this instruction may result in a penalty.
- 10.3 Only the Northern entrance should be used in leaving or returning to Portland Inner Harbour, unless directed otherwise by an Official or Portland Harbour Authority Boat.
- 10.4 Boats shall not transit at any time through the RNSA moorings, which are to the left of the Marina exit as leaving the Marina.

11 THE START

- 11.1 Races will be started by using RRS 26 with the warning signal made five minutes before the starting signal.
- 11.2 The starting line will be between masts displaying orange flags on the starting marks.
- 11.3 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races. The starting area includes the extensions of the start line. [DP].
- 11.4 A boat that does not start within four minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A4 and A5.

12 CHANGE OF THE NEXT LEG OF THE COURSE

- 12.1 To change the next leg of the course, the race committee will move the original mark (or the finishing line) to a new position.
- 12.2 Minor mark moves (up to approximately 100m) may be made without signalling the change. This changes RRS 33.

13 THE FINISH

- 13.1 The finishing line will be between masts displaying blue flags on the finishing marks.
 - 13.2 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 as follows:
 - 13.2.1 When an official boat displays flag W with two sounds, boats still racing may be scored as their observed position on the race course.
 - 13.2.2 When a boat is scored in accordance with this instruction, she shall be given a score for a place after all boats that have sailed the course and finished.
- This changes RRS 35, A4 and A5.

14 PENALTY SYSTEM

- 14.1 RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.
- 14.2 Appendix P will apply, except as changed by SI 14.3.
- 14.3 RRS P2.3 will not apply and RRS P2.2 is changed to apply to the second and each subsequent penalty of a boat.

15 TIME LIMITS AND TARGET TIMES

- 15.1 The time limits and target times are as follows:

Time limit	Mark 1 time limit	Target time
60 minutes	30 minutes	45 minutes

- 15.2 If no boat has passed Mark 1 within the Mark 1 time limit the race will be abandoned. Failure to meet the target time will not be grounds for redress. This changes RRS 62.1(a).
- 15.3 Boats failing to finish within 15 minutes after the first boat sails the course and finishes will be scored Did Not Finish without a hearing, unless SI 13.2 applies. This changes RRS 35, A4 and A5.

16 PROTESTS AND REQUESTS FOR REDRESS

- 16.1 Protest forms are available at the race office, located in room 4. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.
- 16.2 The protest time limit is 60 minutes after the last boat has finished the last race of the day if racing is in Portland Harbour and 90 minutes after the last boat has finished the last race of the day if racing is in Weymouth Bay or the race committee signals no more racing today, whichever is later.
- 16.3 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest room, located at room 3, beginning at the time posted.
- 16.4 Notices of protests by the race committee or protest committee will be posted to inform boats under RRS 61.1(b).
- 16.5 Breaches of SIs 11.3,

17 EXONERATION PENALTY

- 17.1 A boat that may have broken a rule of Part 2 of the Racing Rules of Sailing or rule 31 may, after finishing the race concerned and before the start of any related protest hearing, notify the race committee that she accepts an Exoneration Penalty – a 30% scoring penalty (SCP) calculated as stated in RRS 44.3(c), except that the minimum penalty is three places and she shall not be scored worse than the number of boats that came to the starting area. However, if the boat caused injury or serious damage or, despite taking a penalty, gained a significant advantage in the race or series by her breach her penalty shall be to retire.
- 17.2 When an Exoneration Penalty is accepted:
- (a) Neither the boat nor a protest committee may then revoke or remove the penalty.
 - (b) The boat shall not be penalized further in a protest hearing when the protest committee decides that it was appropriate to the facts found and the applicable rules.

18 ADVISORY HEARING

When there is an incident that will not result in the lodging of a protest or a request for redress, a boat may request an advisory hearing and notify any boat involved in the incident. An adviser will then call a hearing to learn what may have happened and, provided all parties are willing to attend, will state whether any rule appears to have been broken, and by which boat. A boat may as a result notify the race office that she accepts an Exoneration Penalty when it applies to the incident, or choose to retire, but is not required to do so.

19 RYA ARBITRATION

- 19.1 When a protest is lodged, a boat may at the same time request RYA Arbitration, or the protest committee or race committee may offer it.
- 19.2 If the parties and a member of the protest or race committee agree that RYA Arbitration is suitable, an arbitrator (who may be that member of the protest committee) will call an Arbitration Hearing. When it is the arbitrator's opinion that a boat that is a party to the arbitration hearing has broken a rule for which the Exoneration Penalty is available, the party will be invited to accept that penalty and, if accepted, the protesting boat will be allowed to withdraw the protest, changing RRS 63.1.
- 19.3 When there is not agreement to use RYA Arbitration or when, after RYA Arbitration, a protest is not withdrawn or the Exoneration Penalty is not applicable to the facts, there will be a normal protest hearing at which the arbitrator may be a member of the protest committee. RRS 66 and 70 (reopening and appeal, respectively) do not apply to an arbitration since this is not a protest committee decision or procedure. A boat may still accept an Exoneration Penalty at any time before the start of a protest hearing and receive its protection from further penalization. She may also retire.

20 SCORING

- 20.1 Low Points System of RRS Appendix A will apply.
- 20.2 Three qualifying races are required to be completed by all fleets to constitute a series.
- 20.3 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.
- 20.4 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.
- 20.5 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.
- 20.6 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.
- 20.7 The total score of each boat for the series will be:
- (a) In the qualification series when fewer than 4 races have been completed, a boat's series score will be the total of all her race scores.
 - (b) When from 4 to 6 races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
 - (c) A boats overall qualification position shall be carried through to the final series and is not discardable.
 - (d) In the final series when fewer than 4 races have been completed, a boat's series score will be the total of all her race scores, plus her non-discardable qualification series position.
 - (e) In the final series when from 4 to 6 races have been completed, a boat's series score will be the total of her race scores excluding her worst score from the final series plus her non-discardable qualification series position.

21 SAFETY REGULATIONS

- 21.1 Competitors will be required to wear adequate personal buoyancy at all times whilst afloat, except for a short period whilst changing clothing. Flag 'Y' will not be displayed. This changes RRS 40 and Race Signals 'Y'.
- 21.2 A tally system will be in operation.
- 21.2.1 The tally control point will be located under the main balcony outside the changing rooms.
 - 21.2.2 Tallies comprise numbered rubber wristbands. Numbers will be allocated at registration and posted on the official notice board. Tallies shall be worn visibly, over clothing, on the right wrist at all times while afloat.
 - 21.2.3 The sailor shall individually check-out before racing by personally collecting their tally.
 - 21.2.4 The sailor shall individually check-in immediately on returning to shore after racing, but no later than the protest time limit, by returning the tally personally to tally control.
 - 21.2.5 In the event that a boat ends up ashore away from WPNSA, the sailor must telephone the club on 01305 866000 as soon as practicable, to report your position and safety.
 - 21.2.6 Any boat(s) that fails to comply with the safety/tally system may be disqualified from the race/races concerned, without a hearing. The race committee may consider reinstatement of the boat(s) concerned upon donation of £10 to RNLI. This changes RRS 63.1 and A5.
- 21.3 A boat that retires from a race shall notify the race committee or official boat as soon as possible. This is to be declared on the sheets and stating from which races the boat retired. Declaration sheets will be at the Tally Board, under the balcony.

22 REPLACEMENT OF CREW OR EQUIPMENT

- 22.1 Substitution of competitors will not be allowed without prior written approval of the race committee. [DP].
- 22.2 Substitution of damaged or lost equipment will not be allowed unless authorised by the race committee. Requests for substitution shall be made to the committee at the first reasonable opportunity. [DP].

23 EQUIPMENT AND MEASUREMENT CHECKS

- 23.1 Equipment may be inspected or measured at any time for compliance to the class rules.
- 23.2 A breach of a class rule will be subject to a standard penalty which will be five points added to the boat's series score without a hearing. This changes RRS 63.1 and A5.

24 EVENT ADVERTISING

Boats shall display event advertising supplied by the Organising Authority. If this rule is broken, World Sailing Regulation 20.9.2 applies. [DP].

25 SUPPORT BOATS [DP]

- 25.1 Upon arrival Support Boats must report to the Weymouth and Portland National Sailing Academy reception to complete a Support Boat Registration form, pay the fee of £25 and also a £20 cash deposit for the support boat identification flag. The deposit will be returned when the flag is returned at the end of the event. Support boats must not launch before this requirement has been met.
- 25.2 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.
- 25.3 Except when responding to the signal in SI 25.8, 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].
- 25.4 During the event, support boats shall not tow boats participating in the event unless the race committee have signalled that towing is allowed, by the race committee displaying Flag T.
- 25.5 In order to prevent fuel spillage, refuelling of boats/tanks is not permitted on the pontoons at WPNSA. Boats may refuel at the Portland Marina fuel pontoon or removable tanks may be taken offsite to be refuelled at a service station.
- 25.6 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.
- 25.7 All Support Boat drivers shall attend the Support Boat Briefing.
- 25.8 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.
- 25.9 The official event photographer may move around the course in order to photograph the event. The boat will display a distinguishing flag.

26 BERTHING

- 26.1 Boats shall be kept in their assigned places while they are in the boat park.

27 TRASH DISPOSAL

Trash may be placed aboard support or official boats.

28 RADIO COMMUNICATION

- 28.1 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].

29 PRIZES

As a minimum dependant on number of entries:

1st to 6th Overall

1st to 3rd Silver Fleet

1st to 3rd Junior (Helm and Crew aged 13 or under on Friday 25th May 2018)

1st to 3rd Family (parent and child, siblings or closely related)

1st to 3rd Ladies

1st to 3rd Mixed

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 25th May 2018)

RS Feva National Junior Champion – (1st UK boat- Helm and Crew aged 13 or under on Friday 25th May 2018)

30 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 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 other 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 vessels, umpires and other officials and volunteers by the organiser does not relieve them of their own responsibilities;
- f) The provision of patrol vessel 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 at the venue.

31 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.

ATTACHMENT A – FLIGHTS

For the qualifying series boats will be assigned to fleets Yellow, Blue, Red and Green, of, as nearly as possible, equal size and ability. Initial fleet assignments will be made by a seeding committee appointed by the Organising Authority, and posted by 09:00 on the first day of racing.

In the qualifying series boats will be reassigned to colour groups after each day of racing, except if on the first day only one race is completed. If all fleets have completed the same number of races, boats will be reassigned on the basis of their ranks in the series. If all fleets have not completed the same number of races the series scores for reassignment will be calculated for those races, numbered in order of completion, completed by all fleets. Reassignments will be made as follows:

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

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

Assignments will be based on the ranking available at 21:00 that day regardless of protests or requests for redress not yet decided.

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

A minimum of three qualifying races are required to complete the qualifying series.

If fewer than three qualifying races have been completed by the end of Sunday 27th May, the qualifying series will continue for another day.

If fewer than three qualifying races have been completed by the end of Monday 28th May, the qualifying series will continue and the championship will be determined using the qualifying series races only.

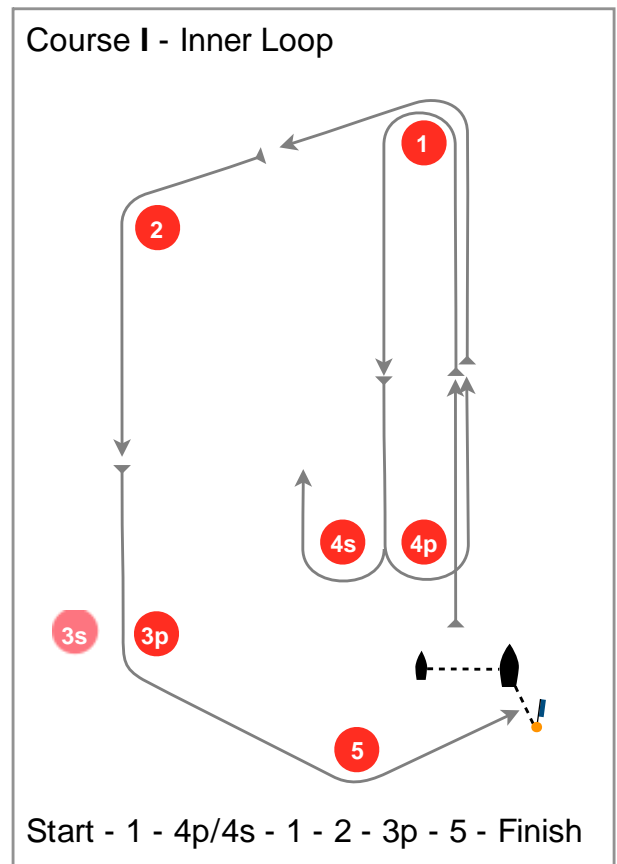
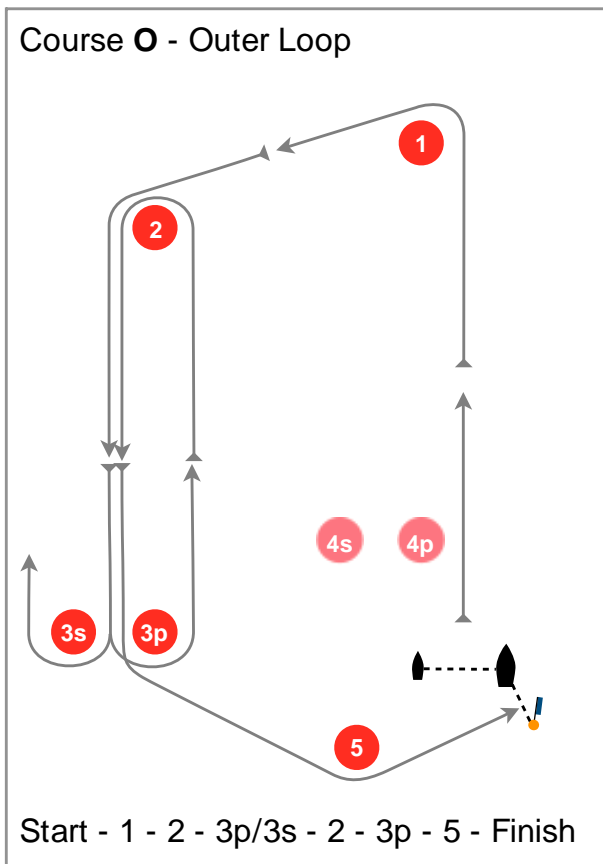
Flight Starts

See Attachment A for a table of which colour groups start first and second for each of the qualification races.

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 but the Silver fleet will not be larger than the Gold Fleet.

Any recalculation of qualifying series rankings after boats have been assigned to final series fleets will not affect the assignments except that a redress decision may promote a boat from Silver to Gold.

ATTACHMENT A – COURSE CARD



Start order for qualifying races

Qualifying Race Number	First Start Groups		Second Start Groups	
	Yellow	Blue	Red	White
1	Yellow	Blue	Red	White
2	Blue	White	Yellow	Red
3	Yellow	White	Blue	Red
4	Red	White	Yellow	Blue
5	Yellow	Red	Blue	White
6	Blue	Red	Yellow	White