



UK RS Feva Winter Championship

23rd & 24th November 2019

SAILING INSTRUCTIONS

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

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. The notation '[DP]' in a rule in the SIs 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 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'.
 - RRS 63.7 is changed so that in the event of a conflict between the Notice of Race (NoR) and Sailing Instructions (SIs) the Sailing Instructions take precedence.
 - RRS 44.1 is changed so that the two-turn penalty as described is replaced by one-turn penalty (one tack and one gybe).

2. NOTICES TO COMPETITORS

Notices will be posted on the Official Notice Board, which is situated in the glass kiosk, under the balcony, outside of the changing rooms.

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 18:00 on the day before it will take effect.

4. SIGNALS MADE ASHORE

- 4.1. Signals made ashore will be displayed on the main flag poles situated outside the Race Office.
- 4.2. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in the race signal AP. When the flag AP displayed alone it refers to all classes, flag AP over class flag refers to those classes only.
- 4.3. Flag D with one sound means 'The warning signal will be made not less than 30 minutes after flag D is displayed. Boats shall not to leave the slipway until this signal is made. [DP].

5. SCHEDULE

5.1.

Day	Date	Event	Time	Where
Saturday	23 rd Nov	Registration	09:00 – 10:00	Room 2
		Competitors Briefing	10:30	Spinnakers
		Race 1 – warning signal	11:55	
		Race 2	asap after race 1	
		Race 3	asap after race 2	
Sunday	24 th Nov	Race 4 – warning signal	09:55	
		Race 5	asap after race 4	
		Race 6	asap after race 5	
		Prize giving	asap after racing	

- 5.2. The regatta will consist of six races. The intention is that there will be no more than three 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. Flag F will be flown on the Committee Boat before the warning signal for the final scheduled race of the day if an additional race to the schedule will be sailed.
- 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 the first warning signal is made.
- 5.4. On the last scheduled day of racing no warning signal will be made after 15:00.

6. CLASS FLAG

The class flag for the RS Feva class will be white background with the RS Feva logo on it.

7. RACING AREA

Racing will be in Portland Harbour.

8. THE COURSE

- 8.1. The diagram in Attachment A shows the course to be sailed including the order in which the marks are to be passed, and the side on which each mark is to be left.
- 8.2. The course and number of laps to be sailed will be displayed on the Committee Boat.
- 8.3. The approximate bearing of mark 1 may be displayed on the Committee Boat.

9. MARKS

- 9.1. Marks 1, 4s and 4p will be a 1.6m blue cylindrical buoy with a black band.
- 9.2. Mark 1a will be a small orange dumpy buoy.
- 9.3. The starting mark will either be a boat displaying an orange flag or a dan buoy displaying an orange flag.
- 9.4. The finishing mark will either be a 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 in length, vessels at anchor or vessels displaying Flag A (indicating divers in the water). 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. [DP].
- 10.3. Boats will 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.
- 11.2. The starting line will be between a mast displaying an orange flag on the race committee boat and the starting mark.
- 11.3. 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

To change the next leg of the course, the race committee will move the original mark (or the finishing line) to a new position.

13. THE FINISH

- 13.1. The finishing line will be between a staff displaying blue flag on the race committee boat, and the finishing mark.
 - 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.
- This changes RRS 35, A4 and A5.

14. PENALTY SYSTEM

RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

15. TIME LIMITS

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

Time limit	Mark 1 time limit	Target time
60 minutes	20 minutes	40 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 10 minutes after the first boat sails the course and finishes may 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 SI 13.2.

16. PROTESTS AND REQUESTS FOR REDRESS

- 16.1. The Exoneration Penalty and the Advisory Hearing and RYA Arbitration procedures of the RYA Rules Disputes procedures shall apply. The outcome of an RYA Arbitration can be referred to a protest committee, but an arbitration cannot be reopened or appealed. See <http://www.rya.org.uk/SiteCollectionDocuments/Racing/RacingInformation/RacingRules/RYA%20Guidance%20-%20Rules%20Disputes%20-%202012.16.pdf> for details. The exoneration penalty will be 30% of the number of boats (rounding 0.5 upwards) entered in the relevant fleet.
- 16.2. Protest forms are available at the race office. Protests and requests for redress or reopening shall be delivered there within the appropriate 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 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 in Room 3, beginning at the time posted.
- 16.5. Notices of protests by the race committee or protest committee will be posted to inform boats under RRS 61.1(b).
- 16.6. Breaches of SIs 18, 21 and 23 will not be grounds for protests by a boat. This changes RRS 60.1(a). Penalties for these breaches may be less than disqualification if the protest committee so decides.
- 16.7. On the last scheduled day of racing a request for reopening a hearing shall be delivered:
- (a) within the protest time limit if the requesting party was informed of the decision on the previous day;
 - (b) no later than 30 minutes after the requesting party was informed of the decision on that day.
- This changes RRS 66.
- 16.8. 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.

17. SCORING

- 17.1. The Low Point System of Appendix A will apply.
- 17.2. One race shall be completed to constitute a series.
- 17.3. The total score for each boat will be the sum of her scores as follows:
- 17.3.1. When fewer than four races have been completed, a boat's series score will be the total of her race scores.
 - 17.3.2. When four or more races have been completed, a boat's series score will be the total of her race scores except her worst score.

18. SAFETY REGULATIONS

- 18.1. 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. This changes RRS 40.
- 18.2. A tally system will be in operation:
- 18.2.1. The tally control point will be located under the main balcony outside the changing rooms.
 - 18.2.2. Tallies comprise of numbered rubber wristbands. Numbers will be allocated at registration. Tallies shall be worn visibly, over clothing, on the right wrist by sailors at all times while afloat.
 - 18.2.3. Sailors shall individually check-out before racing by personally collecting their tally.
 - 18.2.4. Sailors 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.
 - 18.2.5. Failure to tally-out or tally-in may result in a penalty of:
 - a) First offence - a donation of £10, made to the Royal National Lifeboat Institution
 - b) Second and subsequent offences – five points added to the boat's series score
- 18.3. A boat that retires from a race shall notify the race committee as soon as possible. A declaration sheet will be available near the tally board which must be signed by competitors who have retired as they tally-in.

19. EQUIPMENT AND MEASUREMENT CHECKS

A nominated Class Association representative may make spot scrutineering checks, prior to and during the event.

20. REPLACEMENT OF CREW OR EQUIPMENT

- 20.1. Substitution of competitors will not be allowed without prior written approval of the race committee.
- 20.2. 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.

21. SUPPORT BOATS

- 21.1. All Support Boats must register in advance of the event with the UK RS Feva Class Association Secretary by email to secretary@rsfeva.org.uk.
- 21.2. Upon arrival Support Boats must report to the Weymouth and Portland National Sailing Academy reception and pay appropriate charges. They must not launch before this requirement has been met.
- 21.3. Except when responding to the signal in SI 21.8, 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].
- 21.4. During the event, support boats shall not tow boats participating in the event unless the race committee have signalled that towing is allowed, by displaying Flag T.
- 21.5. 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.
- 21.6. 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.
- 21.7. All Support Boat drivers shall attend the Support Boat Briefing, details will be given at registration.
- 21.8. All Support Boats will keep a listening watch on the safety channel which will be advised at the briefing. If requested to do so, by the race committee displaying flag V and a repeated rapid sound signals, support boats shall assist with safety operations under the instructions of the Course Safety Leader.

22. TRASH DISPOSAL [DP]

Rubbish is not to be thrown in the sea. Any rubbish may be placed aboard support or official boats.

23. 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 communications that is not available to all boats. [DP].

24. PRIZES

- 24.1. Prizes will be given dependent on number of entries, but as a minimum 1st – 3rd overall.
- 24.2. The winner will be awarded the title RS Feva Winter Champion.

25. 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) 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.

26. 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 – COURSES

LA	COURSE: WINDWARD / LEEWARD with spreader mark and reaching finish
Signal	Mark Rounding Order
L2	Start – 1 – 1a – 4s/4p – 1 – 1a – 4p – Finish
L3	Start – 1 – 1a – 4s/4p – 1 – 1a – 4s/4p – 1 – 1a – 4p – Finish
L4	Start – 1 – 1a – 4s/4p – 1 – 1a – 4s/4p – 1 – 1a – 4s/4p – 1 – 1a – 4p – Finish

