

Sailing Instructions



RYA Olympic Classes Spring Series 2015

Weymouth and Portland National Sailing Academy

7th and 8th March 2015

www.ryaracingevents.org.uk

1. Rules

- 1.1. Racing will be governed by the rules as defined in The Racing Rules of Sailing (RRS).
- 1.2. When Flag Q is displayed on the committee boat with the Warning Signal for any class, that race will be sailed under Addendum Q. When this happens Addendum Q takes precedence over any conflicting instructions.

2. Entries

- 2.1. Boats shall be entered by completing the entry outlined in the Notice of Race and meeting entry requirements at registration.

3. Notices to Competitors

- 3.1. Notices to competitors will be posted on the Official Notice board located under the Spinnakers external balcony.

4. Changes in Sailing Instructions

- 4.1. Any changes to the sailing instructions will be posted no later than 90 minutes before the scheduled warning signal of the first race of that day, except that any change to the schedule of races on Sunday will be posted by 19.00hrs on the day before it will take effect.

5. Signals made ashore

- 5.1. Signals made ashore will be displayed on the official flagpole located on the balcony outside Room 4.
- 5.2. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' when racing is in Portland Harbour and 'not less than 60 minutes' if racing is in Weymouth Bay. This changes RRS Race Signals.
- 5.3. Boats shall remain on shore until their class flag is displayed under flag D with a sound signal. The warning signal will be made not less than 30 minutes when racing is in Portland Harbour and 'not less than 60 minutes' if racing is in Weymouth Bay.
- 5.4. When flag W is displayed classes sailing on Alpha Course will be racing in the bay. When flag W is not displayed classes sailing on Alpha Course will be racing in Portland Harbour.

6. Schedule of Races

- 6.1. The warning signal for the first race of the day is scheduled at 1200 on the Saturday and at 1025 on the Sunday. Up to 10 races are scheduled for all classes, with a maximum of 6 on any day.
- 6.2. No warning signal will be made after 15.00 on Sunday.
- 6.3. Target time 20-25 minutes for all Olympic classes (15-20mins for RSX) and 30 minutes for Paralympic classes.

7. Class Flags

- 7.1. The class flags for all classes will be the class insignia on a white or coloured background.

8. Racing Areas

- 8.1. Alpha Course will be in Weymouth Bay or Portland Harbour - Classes on Alpha Course will be confirmed to the day and posted on the Official Notice Board.
- 8.2. Bravo Course will be in Portland Harbour - Classes on Bravo Course will be Finn and 2.4mR. Other classes will be confirmed on the day and posted on the Official Notice Board.

9. Courses and Signals

- 9.1. The diagrams in Attachment 1 show the courses including the course signals, the order in which marks are to be passed, and the side on which each mark is to be left.

9.2. Course signals will be displayed on a board on the start line committee boat

9.3. The gate may be replaced by a single mark to be left to port

10. Marks

10.1. Marks will be inflatable buoys, Orange for Alpha Course and Blue for Bravo Course.

11. The Start

11.1. The starting line will be between a staff or mast displaying an orange flag on the committee boat at the starboard end, and the port end starting mark that will be either a dan buoy displaying an orange flag or an orange flag on a committee boat or rib. To allow the speedy turnaround of back-to-back races, the orange flag may be displayed for less than 5 minutes before the warning signal of the first class of the start sequence, but will be displayed for a minimum of 2 minutes before that warning signal.

11.2. The Committee Boats shall be,

11.2.1. Large Motor Cat for Alpha Course

11.2.2. Protector Rib for Bravo Course

11.3. Boats whose warning signal has not been made shall keep clear of the starting area.

11.4. A boat starting later than 2 minutes after her starting signal will be scored Did Not Start. This changes rule A4 and A5.

11.5. In the event of a general recall or AP during a start sequence the order of starting will be maintained, and the classes will restart as indicated by the flag signals displayed. In the event of an AP or a General Recall the next Warning signal will be made one minute after the AP or General Recall is lowered and the Orange flag will remain flying.

12. Change of Course after the Start

12.1. Any mark to be rounded after rounding the relocated mark may be relocated to maintain the original course configuration.

13. The Finish

13.1. The finish line will be between staffs displaying orange flags. This will be between a staff or mast displaying an orange flag on the committee boat and a dan buoy displaying an orange flag or an orange flag on a committee boat or rib.

14. Penalty System

14.1. For the 49er, FX and Nacra classes rules 44.1 and 44.2 are changed so that only one turn, including one tack and one gybe, is required.

14.2. Appendix P will apply except as changed by Instruction 14.1

15. Time Limit

15.1. The time limit will be 60 minutes for all classes.

15.2. Boats failing to finish within 15 minutes after the first boat sails the course and finishes will be scored Did Not Finish. This changes rules 35, A4 and A5.

16. Protest

16.1. Protests shall be in writing and delivered to the race office within 60 minutes after the time of the last boat has finished the last race of the day for classes sailing on the Bay Course and within 30 minutes after the time of the last boat has finished the last race of the day for classes sailing on the Harbour Course. Protest forms are available from the race office.

16.2. Protests will be heard in approximately the order of receipt as soon as possible.

16.3. A notice will be posted within 30 minutes of the protest time limit to inform competitors where and when there is a hearing in which they are parties to a hearing or named as witnesses. For protests by the race committee or protest committee, this is the notification required by rule 61.1(b).

16.4. Rule 66 is changed by adding this sentence: 'On the last day of racing, a party to the hearing may ask for a reopening no later than 30 minutes after being informed of the decision.'

17. Scoring

17.1. The Low Point System as provided in RRS Appendix A will apply. Each boat's series score will be the total of her race scores, excluding her worst score if 4 or more races have been completed. 3 races shall be completed to constitute a series.

18. Safety

18.1. A mandatory Tally system will be employed.

18.1.1. Competitors will be given a `Tally Number` at Registration. They should remove the elastic wrist bands bearing their Tally Number from the board prior to going afloat. The board will either be located in the Event Hall or at the top of the slipway (weather dependent). Tallies shall be worn on the wrist, one each for helm and crew. The Tally Band must be returned to its correct position upon its numbered peg immediately upon returning to shore. Tally Bands may be collected BEFORE the competitors are released from the shore by the hoisting of Flag `R` Failure to Tally Out or In may result in a penalty:

(a) First Offence - Donation of £10 to local RNLI

(b) Second Offence - DSQ from that day's races.

18.2. Competitors must use the Northern Entrance when leaving and entering Portland Harbour.

18.3. Competitors shall wear personal flotation devices at all times while afloat, except briefly while changing or adjusting clothing or personal equipment.

19. Electronic Equipment

19.1. The organising authority reserves the right to fit electronic positioning, video, and communication equipment, and any associated mounting brackets to a boat or sailboard. The carrying of such equipment shall not be grounds for redress. Where a bracket and/or electronic equipment is required, it does not constitute "equipment in normal position" for the purposes of RRS Definition Clear Astern and Clear Ahead; Overlap.

20. Prizes

20.1. Prizes will be awarded to each member of the crews placing first, and as appropriate depending on numbers of entries, thereafter.

21. Risk Statement

21.1. A boat is entirely responsibly for her own safety, whether afloat or ashore, and nothing, whether in the Notice of Race or Sailing Instructions or anywhere else reduces this responsibility.

21.2. It is for the boat to decide whether she is fit to sail in the conditions in which she will find herself. By launching or going to sea, the boat confirms that she is fit for those conditions and her crew is competent to sail and compete in them.

21.3. Nothing done by the organisers can reduce the responsibility of the boat nor will it make the organisers responsible for any loss, damage, death or personal injury, however it may have occurred, as a result of the boat taking part in the racing. The organisers encompass everyone helping to run the race and the event, and include the organising authority, the race committee, the race officer, patrol boats and beach masters.

21.4. The provision of patrol boats does not relieve the boat of her responsibilities.

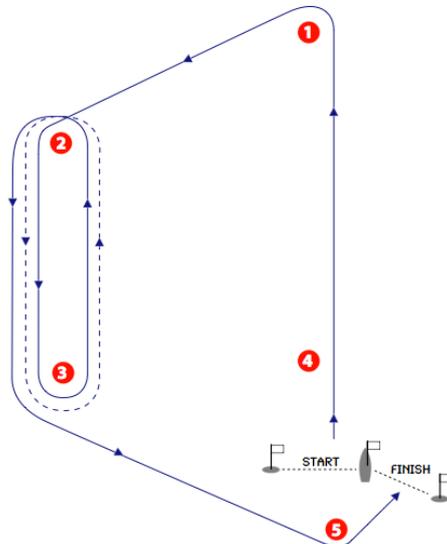
21.5. Each boat is required to hold adequate insurance and in particular to hold insurance against third party claims in the sum of at least £2,000,000

22. Shipping Movements

22.1. The attention of all competitors, race management personnel and spectators afloat is 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.

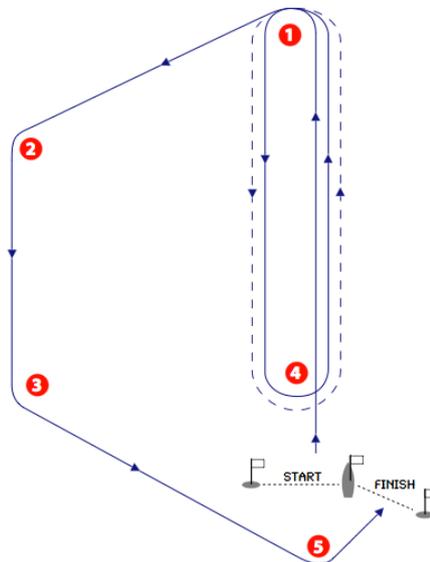
Attachment 1 Course Diagrams

Outer Loop



Course/Signal	Mark Rounding Order
O2	Start - 1- 2 - 3 - 2 - 3 - 5 - Finish
O3	Start - 1- 2 - 3 - 2 - 3 - 2 - 3 - 5 - Finish
O4	Start - 1- 2 - 3 - 2 - 3 - 2 - 3 - 2 - 3 - 5 - Finish

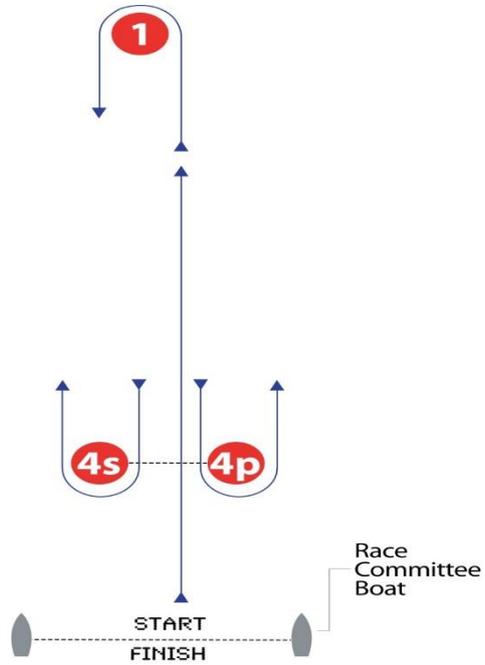
Inner Loop



Course/Signal	Mark Rounding Order
I2	Start - 1- 4 - 1 - 2 - 3 - 5 - Finish
I3	Start - 1- 4 - 1 - 4 - 1 - 2 - 3 - 5 - Finish
I4	Start - 1- 4 - 1 - 4 - 1 - 4 - 1 - 2 - 3 - 5 - Finish

Attachment 1 – Course Diagrams continued

Windward - Leeward



Course Windward Leeward

Course Signal	Mark Rounding Order
L2	Start -1 - 4s/4p - 1 - Finish
L3	Start -1 - 4s/4p - 1 - 4s/4p - 1 - Finish
L4	Start -1 - 4s/4p - 1- 4s/4p - 1 - 4s/4p - 1 - Finish

ADDENDUM Q

UMPIRED FLEET RACING

This addendum has been approved by ISAF in accordance with rule 86.2 and ISAF Regulation 28.1.3.

Version: January 21, 2013

Marginal marks indicate important changes from the previous version.

These sailing instructions change the definition Proper Course, and rules 20, 28.2, 44, 60, 61, 62, 63, 64.1, 65, 66, 70, 78.3 and B5.

Q1 CHANGES TO RACING RULES

Additional changes to rules are made in instructions Q2, Q3, Q4, and Q5.

Q1.1 Changes to the Definitions and the Rules of Part 2 and Part 4

(a) Add to the definition Proper Course: 'A boat taking a penalty or manoeuvring to take a penalty is not sailing a *proper course*.'

(b) When rule 20 applies, the following arm signals are required in addition to the hails:

- (1) for 'Room to tack', repeatedly and clearly pointing to windward; and
- (2) for 'You tack', repeatedly and clearly pointing at the other boat and waving the arm to windward.

Instruction Q1.1(b) does not apply to boards.

Q1.2 Changes to Rules Involving Protests, Requests for Redress, Penalties and Exoneration

(a) The first sentence of rule 44.1 is replaced with: 'A boat may take a One-Turn

Penalty when she may have broken a rule of Part 2 (except rule 14 when she has caused damage or injury) or rule 31 or 42 while *racing*.'

(b) For boards, the One-Turn Penalty is one 360o turn with no requirement for a tack or a gybe.

(c) Rule 60.1 is replaced with 'A boat may protest another boat or request redress provided she complies with instructions Q2.1 and Q2.4.'

(d) The third sentence of rule 61.1(a) and all of rule 61.1(a)(2) are deleted. Rule B5 is deleted.

(e) Rules 62.1(a), (b) and (d) are deleted. In a race where this addendum applies, there shall be no scoring adjustments for redress given under any of these rules for a previous race.

(f) Rule 64.1(a) is changed so that the provision for exonerating a boat may be applied by the umpires without a hearing, and it takes precedence over any conflicting instruction of this addendum.

(g) Rules P1 to P4 shall not apply.

Q2 PROTESTS AND REQUESTS FOR REDRESS BY BOATS

Q2.1 While racing, a boat may protest another boat under a rule of Part 2 (except rule 14) or under rule 31 or 42; however, a boat may only protest under a rule of Part 2 for an incident in which she was involved. To do so she shall hail 'Protest' and conspicuously display a red flag at the first reasonable opportunity for each. She shall remove the flag before, or at the first reasonable opportunity after a boat involved in the incident has taken a penalty voluntarily or after an umpire's decision. However, a board need not display a red flag.

Q2.2 A boat that protests as provided in instruction Q2.1 is not entitled to a hearing.

Instead, a boat involved in the incident may acknowledge breaking a rule by taking a

One-Turn Penalty as described in rule 44.2. If the protested boat does not take a penalty voluntarily, an umpire will decide whether to penalize any boat and signal the decision as provided in instruction Q3.1.

Q2.3 At the finishing line, the race committee will inform the competitors about each boat's finishing place or scoring abbreviation. After this has been done for all boats, the race committee will promptly display flag B with one sound. Two minutes later flag B will be removed with one sound.

Q2.4 A boat intending to

(a) protest another boat under a rule other than instruction Q3.2 or Q4.2(a), or a rule listed in instruction Q2.1,

(b) protest another boat under rule 14 if there was contact that caused damage or injury, or

(c) request redress shall hail the race committee before or during the display of flag B. The same time limit applies to protests under instructions Q5.4 and Q5.5. The protest committee may extend the time limit if there is good reason to do so.

Q2.5 The race committee will promptly inform the protest committee about any protests or requests for redress made under instruction Q2.4.

Q3 UMPIRE SIGNALS AND IMPOSED PENALTIES

Q3.1 An umpire will signal a decision as follows:

(a) A green and white flag with one long sound means 'No penalty.'

(b) A red flag with one long sound means 'A penalty is imposed or remains outstanding.' The umpire will hail or signal to identify each such boat.

(c) A black flag with one long sound means 'A boat is disqualified.' The umpire will hail or signal to identify the boat disqualified.

Q3.2 (a) A boat penalized under instruction Q3.1(b) shall take a One-Turn Penalty as described in rule 44.2.

(b) A boat disqualified under instruction Q3.1(c) shall promptly leave the course area.

Q4 PENALTIES AND PROTESTS INITIATED BY AN UMPIRE; ROUNDING OR PASSING MARKS

Q4.1 When a boat

(a) breaks rule 31 and does not take a penalty,

- (b) breaks rule 42,
- (c) gains an advantage despite taking a penalty,
- (d) deliberately breaks a rule,
- (e) commits a breach of sportsmanship, or
- (f) fails to comply with instruction Q3.2 or to take a penalty when required to do so by an umpire, an umpire may penalize her without a protest by another boat. The umpire may impose one or more One-Turn Penalties to be taken as described in rule 44.2, each signalled in accordance with instruction Q3.1(b), or disqualify her under instruction Q3.1(c), or report the incident to the protest committee for further action. If a boat is penalized under instruction Q4.1(f) for not taking a penalty or taking a penalty incorrectly, the original penalty is cancelled.

Q4.2

- (a) A boat shall not round or pass a mark on the wrong side. If she does so, she may correct her error as provided in rule 28.2 only if she does so before she rounds or passes the next mark or finishes.
- (b) When a boat breaks instruction Q4.2(a) and fails to correct her error before rounding or passing the next mark or finishing, an umpire may disqualify her under instruction Q3.1(c).

Q4.3 An umpire who decides, based on his own observation or a report received from any source, that a boat may have broken a rule, other than instruction Q3.2 or Q4.2(a) or a rule listed in instruction Q2.1, may inform the protest committee for its action under rule 60.3. However, he will not inform the protest committee of an alleged breach of rule 14 unless there is damage or injury.

Q5 PROTESTS; REQUESTS FOR REDRESS OR REOPENING; APPEALS;

OTHER PROCEEDINGS

Q5.1 No proceedings of any kind may be taken in relation to any action or non-action by an umpire.

Q5.2 A boat may not base an appeal on an alleged improper action, omission or decision of the umpires or the protest committee. In rule 66 the third sentence is changed to 'A *party* to the hearing may not ask for a reopening.'

Q5.3

- (a) Protests and requests for redress need not be in writing.
- (b) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.
- (c) If the protest committee decides that a breach of a rule has had no effect on the outcome of the race, it may impose a penalty of points or fraction of points or make another arrangement it decides is equitable, which may be to impose no penalty.

Q5.4 The race committee will not protest a boat, except following a report under rule 43.1(c) or 78.3.

Q5.5 The protest committee may protest a boat under rule 60.3. However, it will not protest a boat for breaking instruction Q3.2 or Q4.2(a), a rule listed in instruction Q2.1, or rule 14 unless there is damage or injury.