

# NATIONAL SOLO CLASS ASSOCIATION

## NIGEL PUSINELLI TROPHY 2018

16<sup>th</sup> & 17<sup>th</sup> June 2018

Weymouth & Portland National Sailing Academy

The Organising Authority (OA) is the Weymouth and Portland National Sailing Academy (WPNSA) in association with The National Solo Class Association (NSCA).

### SAILING INSTRUCTIONS

#### 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 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 Part 5, Section B of *The Racing Rules of Sailing*, as well as RRS 44.1 and 63.1 will be changed in the Sailing Instructions to permit Protest Arbitration.
- 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 43.1(b) is changed so that a competitor's clothing and equipment shall not weigh more than 10 kg including footwear and clothing worn below the knee.
  - 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 19:00 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 schedule will be:

Day	Date	Event	Where	Time
Saturday	16 <sup>th</sup> June 2018	Registration	Room 4	09:00 – 10:30
		Competitor Briefing		10:30
		Warning Signal for Race 1		11:55
		Warning Signal for Race 2		asap after race 1
		Warning Signal for Race 3		asap after race 2
Sunday	17 <sup>th</sup> June 2018	Warning Signal for Race 4		10:55
		Warning Signal for Race 5		asap after race 4
		Warning Signal for Race 6		asap after race 5
		Prize giving		asap after racing

5.2 The race committee reserve the right to modify the programme due to weather conditions or other causes.

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 There will be no warning signal after 15:00 on the last scheduled day.

## 6. CLASS FLAG

The class flags will be code flag F.

## 7. RACING AREAS

The racing areas will be in either Portland Harbour or Weymouth Bay.

## 8. THE COURSES

8.1 The courses in Attachment A show the courses, the order in which the 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 course to be sailed.

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, 3, 4s and 4p will be 1.6m blue cylindrical buoys with a black band. Mark 1a will be a small 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 (except for race committee vessels). 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 a mast displaying orange flag on the race committee signal vessel 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 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 a mast displaying blue flag on the race committee signal vessel and the finishing mark.
- 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**

RRS Appendix P (immediate penalties for breaking RRS 42) will apply, except that this is amended such that P2.2 and P2.3 are deleted and P2.1 (two turns penalty) shall apply to all penalties.

**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
75 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 20, 23, 24, 25 and 26 will not be grounds for a protest by a boat. This changes RRS 60.1(a).
- 16.6 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. 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. RYA ARBITRATION**

- 18.1 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.
- 18.2 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.
- 18.3 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.

## **19. SCORING**

- 19.1 Low Points System of Appendix A will apply.
- 19.2 Two races are required to be completed to constitute a series.
- 19.3 Series scores:
  - 19.3.1 When fewer than four races have been completed, a boat's series score will be the total of her race scores.
  - 19.3.2 When four or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

## **20. SAFETY REGULATIONS**

- 20.1 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'.
- 20.2 A tally system will be in operation.
  - 20.2.1 The tally control point will be located under the main balcony outside the changing rooms.
  - 20.2.2 Tallies comprise numbered rubber wristbands. Numbers will be allocated at registration and shall be worn visibly, over clothing, on the right wrist at all times while afloat.
  - 20.2.3 The sailor shall individually check-out before racing by personally collecting their tally.
  - 20.2.4 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.
  - 20.2.5 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.
  - 20.2.6 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.
- 20.3 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.

## **21. REPLACEMENT OF CREW OR EQUIPMENT**

- 21.1 Substitution of competitors will not be allowed without prior written approval of the race committee. [DP].
- 21.2 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].

## **22. EQUIPMENT AND MEASUREMENT CHECKS**

- 22.1 A valid measurement certificate as required by the class rules must be available for examination by the race committee if requested.
- 22.2 Equipment may be inspected or measured at any time during the event for compliance to the class rules.

**23. SUPPORT BOATS**

Upon arrival, support boats must report to the WPNSA Reception, pay the appropriate berthing fee and receive directions on where to launch and berth.

**24. TRASH DISPOSAL**

Trash shall not be thrown in the sea. It may be placed aboard support or official boats. [DP].

**25. 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.

**26. PRIZES**

Prizes will be at the discretion of the Race Committee having regard to the number of boats entered.

**27. 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.

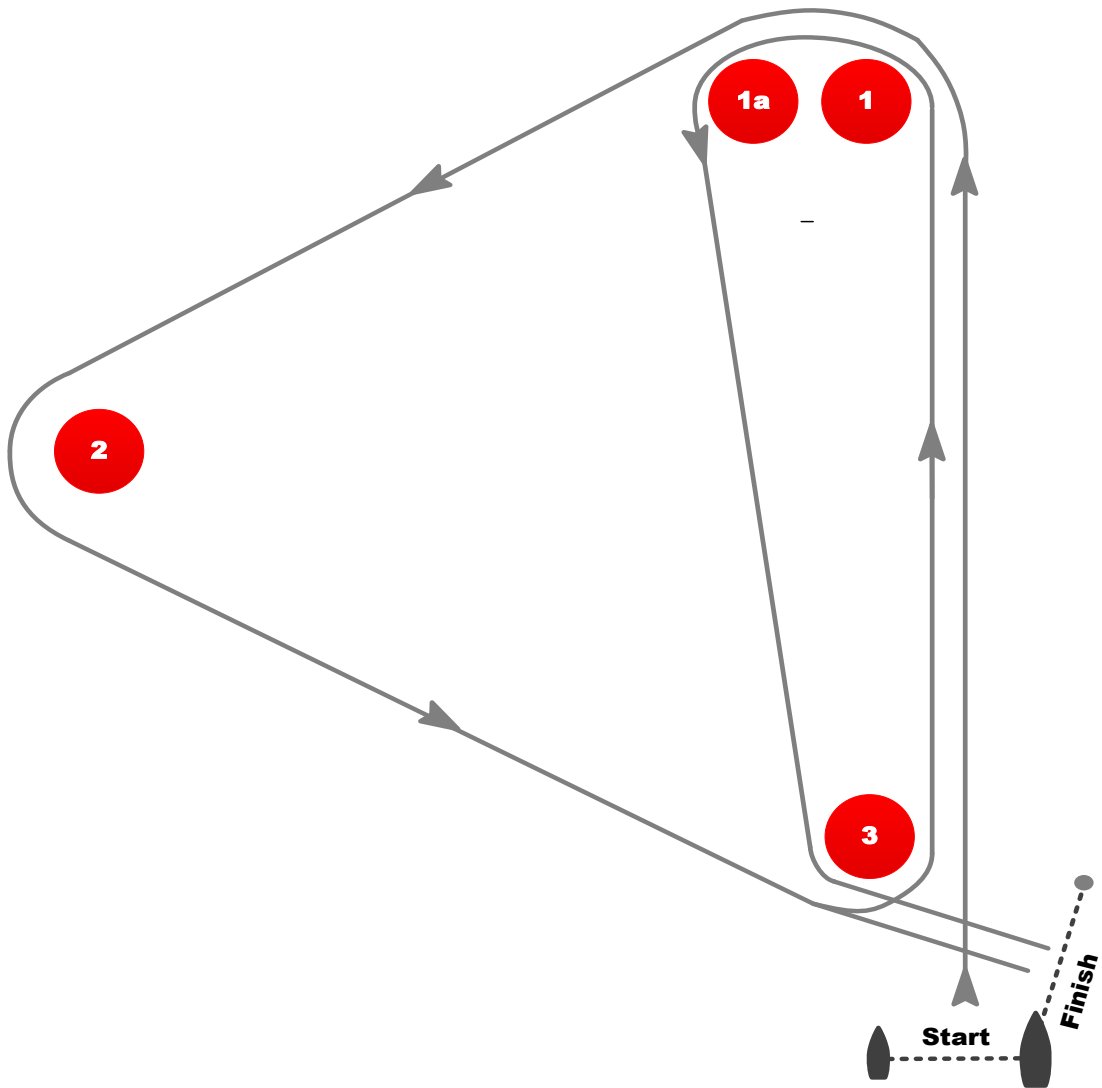
**28. INSPECTIONS**

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

**29. 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.

<b>TL</b>	<b>COURSE: TRIANGLE / WINDWARD - LEEWARD with reaching finish</b>
<b>Signal</b>	<b>Mark Rounding Order</b>
<b>TL2</b>	<b>Start - 1 - 1a - 2 - 3 - 1 - 1a - 3 - Finish</b>
<b>TL3</b>	<b>Start - 1 - 1a - 2 - 3 - 1 - 1a - 3 - 1 - 1a - 2 - 3 - Finish</b>
<b>TL4</b>	<b>Start - 1 - 1a - 2 - 3 - 1 - 1a - 3 - 1 - 1a - 2 - 3 - 1 - 1a - 3 - Finish</b>



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

