
The Organising Authority is the Weymouth and Portland National Sailing Academy in conjunction with the UK Moth Class Association

SAILING INSTRUCTIONS

[NP] denotes a rule that shall not be grounds for protests by a boat. This changes RRS 60.1(a).

[DP] denotes a rule for which the penalty is at the discretion of the Jury.

[SP] denotes a rule for which a standard penalty may be applied by the race committee without a hearing or a discretionary penalty applied by the International Jury with a hearing. This changes RRS A5.

1. RULES

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2 The Class Rules and the Race Management Guidelines of the International Moth Class Association will apply except for any that are altered by the Notice of Race or the Sailing Instructions
- 1.3 The RYA National prescriptions will apply as detailed in the Notice of Race.

2. IDENTIFICATION [DP][NP]

Boats will be required to affix bow stickers provided by the Organising Authority on both sides of the forward 25% of the hull, 200mm from the bow. Boats shall affix the stickers in accordance with any instructions given by the Organising Authority.

3. CAMERAS AND ELECTRONIC EQUIPMENT [DP][NP]

Boats may be required to carry on board cameras, sound equipment or positioning equipment as specified by the Organising Authority. Competitors may also use their own camera recording equipment. A boat shall not be given redress based on a claim involving this equipment. This changes RRS 62.1

4. NOTICES TO COMPETITORS

- 4.1 Notices to competitors will be posted on the Official Notice Board at the <https://www.wpnsa.org.uk/events/wetsuit-outlet-2020-international-moth-uk-national-championship>
- 4.2 The Race Office may be contacted on race.office@wpnsa.org.uk.

5. CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted not less than one hour before the scheduled warning signal on the day it will take effect, except that any change to the timing of races, will be posted by 2000 the day before it will take effect.

6. SIGNALS MADE ASHORE

- 6.1 Signals made ashore will be displayed at the official flagpole located at the Regatta Centre, on the balcony above the Club Sailing Office.
- 6.2 [DP][NP] Flag D displayed ashore with one sound signal this means: “the warning signal will be made not less than 45 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.

7. SCHEDULE OF EVENTS

- 7.1 Saturday 5 September 0900 - 1700 Measurement & Registration
- Sunday 6 September 0900 - 1300 Measurement & Registration
- 1400 Practice Race
- Day 1 - Monday 7 September 1100 3 races
- Day 2 - Tuesday 8 September 1100 3 races
- Day 3 - Wednesday 9 September 1100 3 races
- Day 4 - Thursday 10 September 1100 3 races
- Day 5 - Friday 11 September 1000 3 races
- 7.2 On Friday 11 September there will be no warning signal after 1600.

8. FORMAT OF RACING

- 8.1 The Championship will consist of a Single Series.
- 8.2 The Championship will consist of a maximum of FIFTEEN races.

9. CLASS FLAGS

The class flag will be a Moth class insignia on a white background.

10. RACING AREAS

Attachment B shows the location of the race areas.

11. THE COURSE

- 11.1 Attachment A shows the course to be sailed, the order in which the marks are to be passed, the side on which each mark is to be left, and the signals indicating the number of rounds to be sailed. The course will be displayed on the Race Committee signal boat.
Please note that Mark 1 is a gate.
- 11.2 No later than the warning signal, the Race Committee signal boat will display the approximate compass bearing from the race committee boat to the Mark 1 gate.

12. MARKS

- Mark 1 (gate).....blue cylinder with black band
- Mark 2 (gate)blue cylinder with black band
- Change mark..... orange cylinder
- Starting marks.....Race Committee vessels
- Finishing marks.....Race Committee vessel and Mark 2p

13. AREAS THAT ARE OBSTRUCTIONS [DP][NP]

- 13.1 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 rank as obstructions.
- 13.2 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.
- 13.3 Boats shall not transit at any time through the RNSA moorings, which are to the left of the Marina exit as leaving the Marina.

14. THE START

- 14.1 The starting line will be between staffs displaying orange flags on the starting marks (race committee starting vessels) at each end of the starting line.
- 14.2 Boats shall not start more than 4 minutes after the starting signal.
- 14.3 To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with ONE sound signal not less than **TWO** minutes before the warning signal is displayed.

15. CHANGE OF COURSE

There will be no changes of course.

16. THE FINISH

- 16.1 The finishing line will be between the staff displaying a blue flag on the Race Committee signal boat and Mark 2p.
- 16.2 **Grand Prix finish** - When the leading boat completes the course and finishes, the Race Committee signal boat at the finish will immediately display a chequered flag with a sound signal. The chequered flag will be removed at the end of the finishing window time limit.
When the chequered flag is displayed, mark 2s ceases to be a mark of the course.
All boats that;
a) have completed a lap before the chequered flag is displayed, but then fail to finish while it is displayed, or
b) cross the finishing line while the chequered flag is displayed
shall be deemed to have finished irrespective of the number of laps completed. Their positions in the race will be based on the order when they either completed their last lap or finished, with those having completed more laps finishing ahead of those with fewer laps. This changes RRS 28.1 and A4

17. TIME LIMITS

- 17.1 Target time is 30 minutes.
- 17.2 The finishing window is 15 minutes
- 17.3 Boats failing to complete one lap earlier than 15 minutes after the first boat sails the course and finishes shall be scored Did Not Finish without a hearing. This changes RRS 35, A4 and A5

18. PENALTY SYSTEM

- 18.1 RRS 44.1 and RRS P2.1 are changed so that the Two-Turns penalty is replaced by a

One-Turn penalty.

- 18.2 The penalty for a breach of a Class Rule will be a Discretionary Penalty [DP] and may be less than disqualification

19. PROTESTS AND REQUESTS FOR REDRESS

- 19.1 Protest forms are available at <https://www.wpnasa.org.uk/protest-form>. Protests and requests for redress or reopening shall be delivered there within the protest time limit.
- 19.2 The protest time limit shall be posted on the Official Notice Board located at <https://www.wpnasa.org.uk/events/wetsuit-outlet-2020-international-moth-uk-national-championship>
The protest time limit will be 60 minutes after the last boat of that fleet has finished the last race of the day or the race committee signals no more racing today, whichever is later. The same time limit applies to protests by the race committee and jury about incidents they observe in the racing area. This time limit also applies to requests for redress. This changes RRS 61.3 and 62.2.
- 19.3 Notices will be posted within 15 minutes of the protest time limit to inform competitors of the location of the hearings and which parties or witnesses are involved. Hearings may start before the scheduled time with the agreement of all parties.
- 19.4 The race committee or jury intending to protest a boat under RRS 60.2 or 60.3 will comply with RRS 61.1(b) by informing her by posting a notice before the end of the protest time limit.
- 19.5 Breaches of SIs 2, 3, 6.2, 13, 22, 23.3, 23.4, 25, 27 and 30 shall not be grounds for protest by a boat. This changes RRS 60.1(a). Penalties for these breaches may be less than disqualification if the jury so decides.
- 19.6 On the last day of fleet racing of each series a request for reopening a hearing shall be delivered:
i) within the protest time limit if the party requesting reopening was informed of the decision on the previous day;
ii) no later than 30 minutes after the party requesting reopening was informed of the decision on that day. This changes RRS 66.
- 19.7 On the last scheduled day of racing a request for redress from a jury decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.

20. ARBITRATION

RRS Appendix T Arbitration shall apply, see Attachment D

21. SCORING

- 21.1 The Low Points Scoring System of RRS Appendix A will apply
- 21.2 The Championship will be scored as a Single Series.
- 21.3 FIVE races are required to be completed to constitute a valid Championship
- 21.4 When fewer than 5 races have been completed, a boat's score will be the total of her race scores.
- 21.5 When from 5 to 9 races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
- 21.6 When from 10 to 15 races have been completed, a boat's series score will be the total of her race scores excluding her two worst scores.

22. SAFETY [DP][NP][SP]

- 22.1 A safety tally system will be in operation.
- 22.1.1 The tally control point will be by the marquee.
- 22.1.2 A Competitor's tally will be their championship number. Numbers will be allocated and emailed to all competitors ahead of the event.
- 22.1.3 Competitors' shall individually check-out before racing by personally going to the tally control point and giving their championship number to advise they are going racing.
- 22.1.4 Competitors' shall individually check-in immediately on returning to shore by personally going to the tally control point and giving their championship number to advise they are ashore. This must be done no later than 10 minutes after the last boat has come ashore.
- 21.1.5 The penalty for failing to tally-out or tally-in as instructed above will be three points added to the boat's series score for each offence. This changes RRS 63.1 and A5.
- 22.2 Boats not leaving the shore for the day's races shall notify the race office as soon as possible.
- 22.3 A boat that retires from a race shall notify an official boat as soon as possible. A declaration form is available online <https://www.wpnsa.org.uk/retirement-declaration> which must be completed by competitors when ashore
- 22.4 When Flag V is displayed by the race committee signal vessel, coach and other support boats shall collaborate with the race committee in rescue tasks.

23. EQUIPMENT AND MEASUREMENT CHECKS

- 23.1 All boats may be inspected for Class Rules compliance prior to racing.
- 23.2 In addition, any boat or equipment may be checked for compliance with the class rules and sailing instructions at any time.
- 23.3 [DP][NP] Limitations of equipment - only measured equipment shall be used
- 1) A maximum of TWO sails shall be used during the regatta.
- 2) A maximum of TWO masts, TWO rudders and TWO foils / horizontals shall be used during the regatta.
- 3) Foils shall only be changed at the Club.
- 23.4 [DP][NP] All boats, when not afloat, shall be placed in the official dinghy park.
- 23.5 To change equipment a competitor may submit a request online at <https://www.wpnsa.org.uk/request-for-a-change-of-equipment>.

24. OFFICIAL BOATS

Official boats shall be identified as follows:

Race committee boats.....	Red numbered flag
Jury boats.....	White flags with JURY
Safety boats under control of RC.....	Blue numbered flag
Media/VIP boats.....	Green flags with MEDIA

25. SUPPORT BOATS [DP][NP]

- 25.1 Coaches and other support personnel shall not be in the area where boats are racing or within 50 metres of any boat racing from the time of the preparatory signal until all boats have finished or the race committee signals a postponement, general recall or abandonment. This SI does not apply during rescue operations.

25.2 All support boats are at all times submitting to the Organising Committee and Race Committee authority, are legally considered as assistance / rescue boats and shall comply with any instructions given by these authorities or by the police.

26. TRASH DISPOSAL

As sailors, we seek to protect and restore our oceans and coastal waters. Trash is not to be thrown in the sea. Due to Covid-19, sailors are to bring any trash ashore and place it in an appropriate bin. Trash may not be placed aboard support and race committee boats..

27. RADIO COMMUNICATION [DP][NP]

A boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

28. PRIZES

The Organising Authority will provide prizes as stated in the Notice of Race.

29. RISK STATEMENT

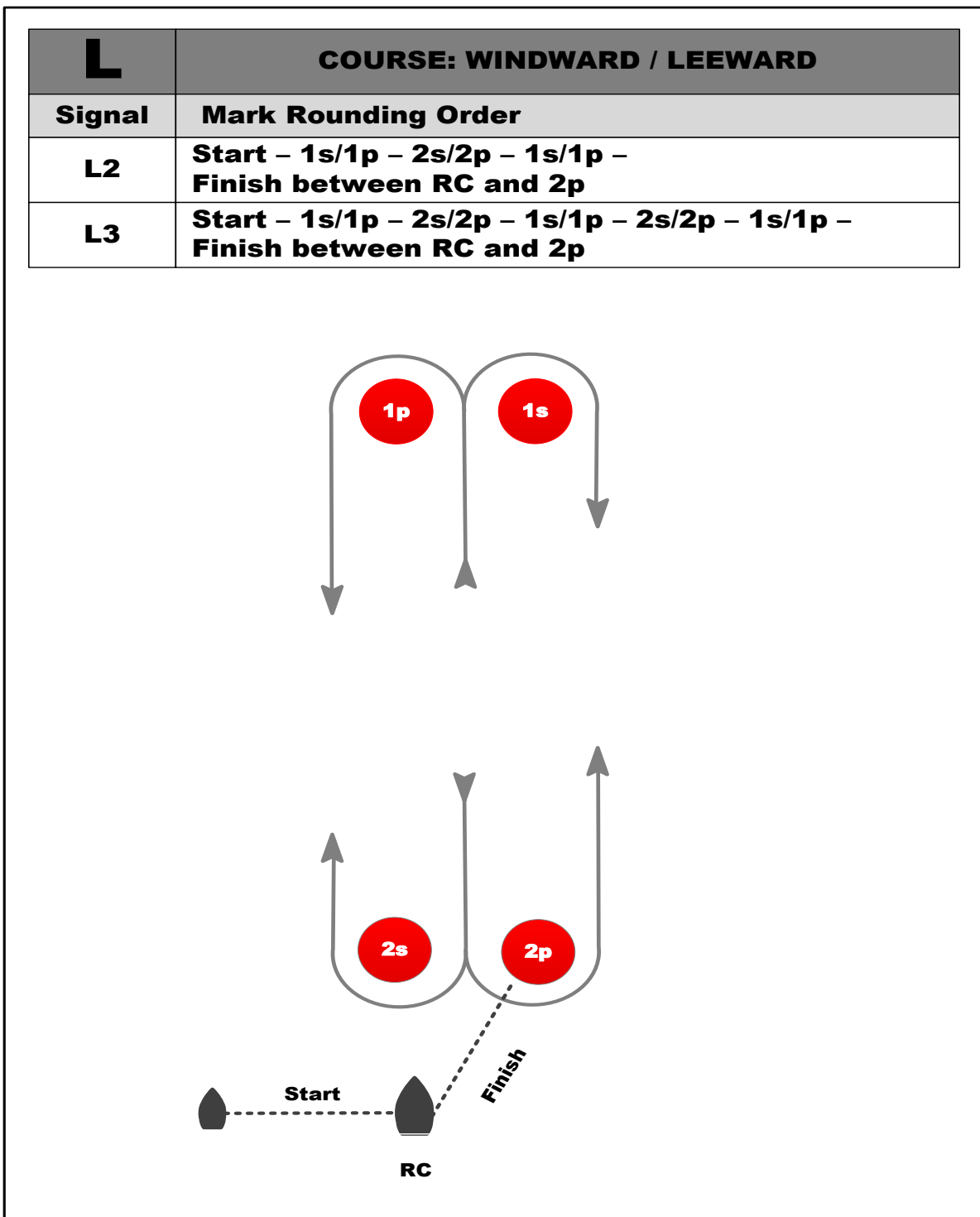
RRS 4 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."

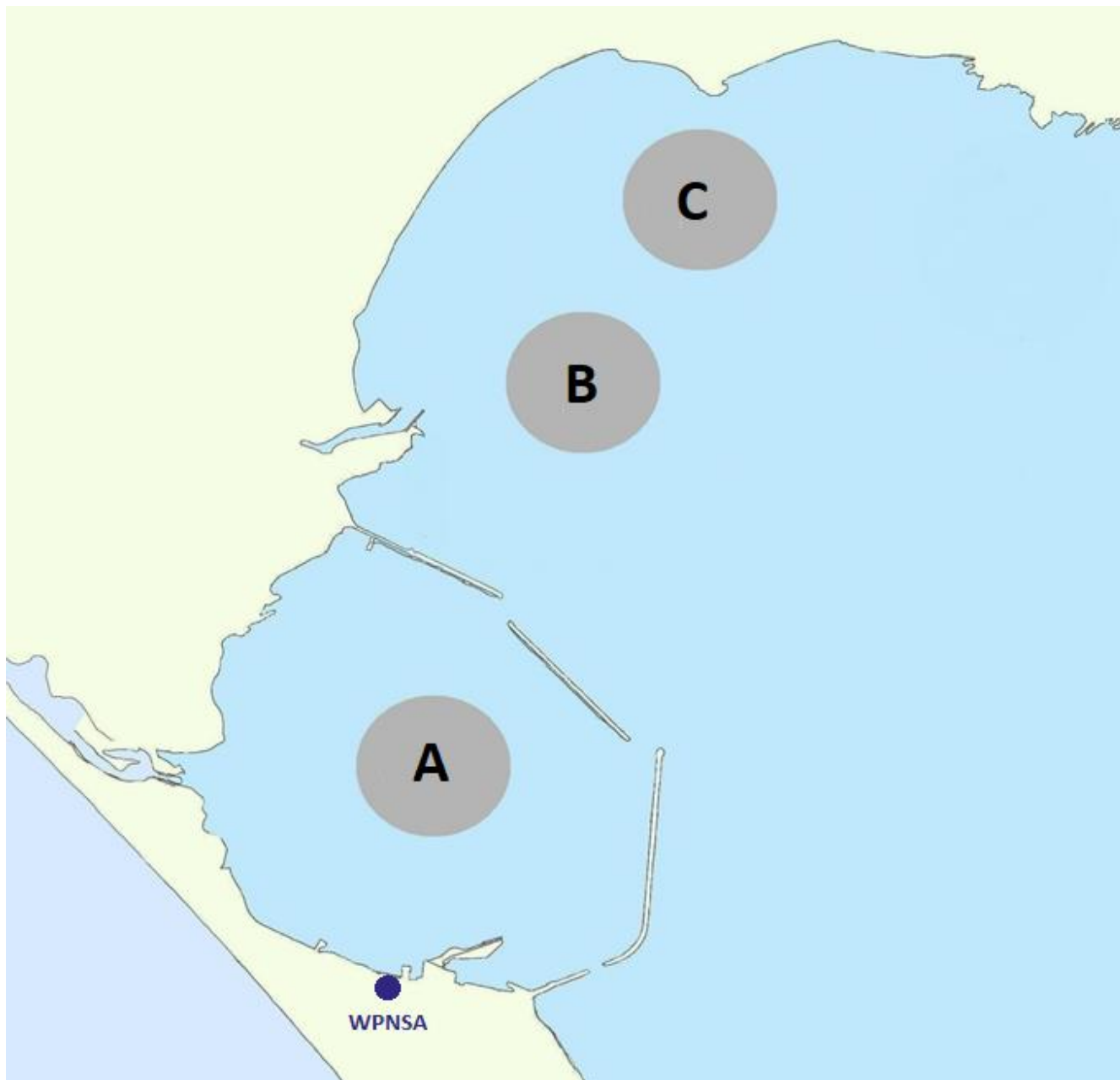
Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

- 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 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 omission;
- 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 or the event and to attend any competitors briefing held for this event.

30. INSURANCE [DP][NP]

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £1,500,000 or the equivalent per incident.





Attachment D

APPENDIX T ARBITRATION

This appendix applies only if the notice of race or sailing instructions so state.

Arbitration adds an extra step to the protest resolution process but can eliminate the need for some protest hearings, thus speeding up the process for events in which many protests are expected. Arbitration may not be appropriate for all events as it requires an additional knowledgeable person to act as the arbitrator. Further guidance on arbitration can be found in the World Sailing International Judges Manual, which can be downloaded from the World Sailing website.

T1 POST-RACE PENALTIES

- (a) Provided that rule 44.1(b) does not apply, a boat that may have broken one or more rules of Part 2 or rule 31 in an incident may take a Post-Race Penalty at any time after the race until the beginning of a protest hearing involving the incident.
- (b) A Post-Race Penalty is a 30% Scoring Penalty calculated as stated in rule 44.3(c). However, rule 44.1(a) applies.
- (c) A boat takes a Post-Race Penalty by delivering to the arbitrator or a member of the protest committee a written statement that she accepts the penalty and that identifies the race number and where and when the incident occurred.

T2 ARBITRATION MEETING

An arbitration meeting will be held prior to a protest hearing for each incident resulting in a protest by a boat involving one or more rules of Part 2 or rule 31, but only if each party is represented by a person who was on board at the time of the incident. No witnesses will be permitted. However, if the arbitrator decides that rule 44.1(b) may apply or that arbitration is not appropriate, the meeting will not be held, and if a meeting is in progress, it will be closed.

T3 ARBITRATOR'S OPINION

Based on the evidence given by the representatives, the arbitrator will offer an opinion as to what the protest committee is likely to decide:

- (a) the protest is invalid,
- (b) no boat will be penalized for breaking a rule, or
- (c) one or more boats will be penalized for breaking a rule, identifying the boats and the penalties.

T4 ARBITRATION MEETING OUTCOMES

After the arbitrator offers an opinion,

- (a) a boat may take a Post-Race Penalty, and
- (b) a boat may ask to withdraw her protest. The arbitrator may then act on behalf of the protest committee in accordance with rule 63.1 to allow the withdrawal.

Unless all protests involving the incident are withdrawn, a protest hearing will be held.

END OF SAILING INSTRUCTIONS

FURTHER INFORMATION:

There may be significant changes in Government and/or local Government COVID-19 guidance, regulation and operating procedures between the issue date of this document and the event date, we will endeavour to keep competitors informed. We would, however, ask that all competitors and volunteers take action to keep themselves informed of any changes in guidance.

Part of our operational plan is shown below

- a) We will, as an Organising Authority, take a considerate and conservative approach to the racing and the wind strength, sea state and the ability of competitors. This may mean postponements to starts. This is to ensure that we minimise as much as we can the impact on the local community. We will however endeavour to meet the programme as laid out in the Notice of Race.
- b) We have to maintain control of launching/recovery and the dinghy park. There will be special requirements for launching, recovery and the hygiene of boats and equipment, it is the responsibility of every competitor to make themselves aware of those regulations and to follow them, this includes labelling with their competitor number the boat trolley.
- c) Competitors, parents and guardians should be prepared to provide their own PPE, should Government guidelines change. This may include amongst other items, hand sanitiser and face masks. Please make yourselves aware of the current regulations and guidance.
- d) Social distancing and gatherings should be in accordance with regulation, including any mitigation.
- e) Personal equipment such as food bags, drinks, spare parts and extra clothing will not be stored on any official boat for the duration of the event. Competitors should ensure that they carry sufficient food and water on their own boat.
- f) The changing facilities onsite will be closed, except for the toilets.
- g) There will be a post-race snack available for the competitors. This will be served from a specific service location.
- h) Other catering facilities will be limited, and all transactions should be by card payment only.

Should you have any questions please contact reception@wpnsa.org.uk