



## **RS Aero National Championships and International Open 2015**

**29<sup>th</sup> – 31<sup>st</sup> August 2015**

### **Sailing Instructions**

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

#### **1. RULES**

- 1.1. The regatta will be governed by the rules as defined in The Racing Rules of Sailing 2013 – 2016 (RRS).
- 1.2. The RS Aero Class Rules will apply.
- 1.3. The RRS will be changed as follows:
  - 1.3.1. Rule 31 is changed so that marks other than the starting and finishing marks may be touched (but not manhandled) without a penalty.
  - 1.3.2. Rule 32 is changed to allow the race to be shortened at the Committee Boat on station at the finish.
  - 1.3.3. Rule 35 is changed so that boats finishing outside the time limit will be scored with their observed position on the course.
  - 1.3.4. Rule 40 is changed so that personal flotation devices must be worn at all times when afloat except briefly while adjusting clothing or personal equipment. Flag Y will not be displayed
  - 1.3.5. Rule 63.1 is changed so that for certain rules, boats may be disqualified without a hearing.
- 1.4. If there is a conflict between the Notice of Race, Class Rules and the Sailing Instructions, the Sailing Instructions will take precedence.

#### **2. NOTICES TO COMPETITORS**

- 2.1. Notices to competitors will be posted on the Official Notice Board, situated in the display case under the balcony in front of Spinnakers Bar.
- 2.2. A Competitors Briefing will be held on Saturday 29 August at 11:00 in Spinnakers Bar. Subsequent briefings may be held and will be advised on the Official Notice Board.

#### **3. CHANGES TO SAILING INSTRUCTIONS**

- 3.1. Any changes to the Sailing Instructions (SIs) will be posted for at least two hours before the scheduled start time of the race or races concerned; except that any change to the starting time of the schedule of races shall 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 flag halyards situated on the balcony at the south end of the main academy building.
- 4.2. Flag D displayed over the class flag with one sound means 'The warning signal will be made not less than 60 minutes after flag D is displayed' if racing is in Weymouth Bay and 'The warning signal will be made not less than 30 minutes after flag D is displayed' if racing is in Portland Harbour. Boats are not to leave the slipway until this signal is made. If Racing is in Weymouth Bay flag W will be displayed under the class flag. If Racing is in Portland Harbour flag H will be displayed under the class flag.
- 4.3. When IC flag 'AP' is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' if racing is in Weymouth Bay and 'not less than 30 minutes' if racing is in Portland Harbour. This changes the meaning of AP in RRS Race Signals.

#### **5. CLASSIFICATION**

- 5.1. Entries will be divided into 9 rig, 7 rig and 5 rig fleets. The intended start sequence will be that 5 rigs will start first, followed by 7 rigs and then by 9 rigs. In the event of a postponement or general recall, the starting order may change.
- 5.2. Dependant on the number of entries, the fleets may start separately, may be grouped or a combination of both. Where fleets are grouped for a mass start, their results may be scored according to their PY rating, in addition to separate fleet results. The overall championship will be based on the separate fleet results and the PY results will be in addition to the championship results.

#### **6. SCHEDULE OF RACES**

- 6.1. Saturday 29 August 2015, a maximum of 4 races scheduled, first warning at 13:00.
- 6.2. Sunday 30 August 2015, a maximum of 5 races scheduled, first warning at 11:00.
- 6.3. Monday 31 August 2015, a maximum of 4 races scheduled, first warning at 11:00.
- 6.4. No more than 5 races will be sailed in one day.
- 6.5. The race committee may change the schedule during the event. Any change to the intended time of the first warning signal will be posted on the Official Notice Board by 20:00 on the day before the change takes effect.
- 6.6. No warning signal will be made after 15:00 on the last day.
- 6.7. In the event of a race being recalled, restarted, re-sailed or abandoned the next race sailed will be that race with subsequent races being sailed thereafter in their scheduled order.

#### **7. CLASS FLAGS**

- 7.1. Separate Class flags will be used for each fleet:  
RS Aero 5 – Pink numeral 5 with White background  
RS Aero 7 - Pink numeral 7 with Yellow background  
RS Aero 9 - Black numeral 9 with Pink background.
- 7.2. Where all fleets are to start together flag E will be displayed in addition to the individual class flags, see SI 12.2.

#### **8. RACING AREA**

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

## **9. TALLY SYSTEM**

- 9.1. A tally system will be in operation:
- 9.1.1. The tally control point will be located under the main balcony outside the changing rooms.
  - 9.1.2. 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.
  - 9.1.3. The helm shall individually check-out before racing by personally collecting their tally.
  - 9.1.4. The helm 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.
  - 9.1.5. The penalty for failure to comply with this instruction will be 5 points added to the boat's series score for each infringement without a hearing. A list of boats that have infringed will be posted on the official notice board within 20 minutes after the protest time limit. For a first infringement only, the race committee will allow reinstatement of the boat(s) concerned upon donation of £10 to RNLI. Repeated infringements of this instruction may result in disqualification from the Regatta. This changes rule 63.1 and A5.

## **10. THE COURSES**

- 10.1. The diagrams in Appendix A show the courses, including the order in which marks are to be passed, and the side on which each mark is to be left.
- 10.2. The course and number of laps to be sailed will be indicated on the Committee Boat.
- 10.3. The approximate bearing of the windward mark may be displayed on the Committee Boat prior to the warning signal.

## **11. MARKS**

- 11.1. Marks 1, 2, 3 and 4 will be 1.5m orange inflatable dumpy buoys.
- 11.2. The change mark will be a 1.5m black inflatable dumpy buoy.
- 11.3. The starting mark will be a dan buoy displaying an orange flag.
- 11.4. The finishing mark will be a dan buoy displaying a blue flag.

## **12. THE START**

- 12.1. Races will be started by using a 3, 2, 1, start sequence as follows.
  - 6 minutes before start – orange flag displayed with one sound signal.
  - 3 minutes before start – 1<sup>st</sup> classes warning signal displayed with one sound signal.
  - 2 minutes before start – preparatory signal displayed with one sound signal.
  - 1 minute before start – preparatory signal removed with one sound signal.At the start – 1<sup>st</sup> classes warning signal removed with one sound signal  
AND the -3 minutes warning signal displayed for the next fleet to start.  
This changes RRS 26.
- 12.2. Where all fleets are to start together, flag E will be displayed below the orange flag 6 minutes before the start.
- 12.3. Multiple fleets sharing a starting line may be started in any order or grouped together, but the intention is to start fleets in the order stated in SI 5.1.
- 12.4. The start line will be between a mast displaying an orange flag on the Committee Boat at the starboard end and the port end starting mark.
- 12.5. A boat starting later than 4 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A4.1.& A5.
- 12.6. Boats whose preparatory signal has not been made are reminded of their obligations not to interfere with boats that are racing as set out in RRS 24.1.

## **13. MINIMUM WIND STRENGTH**

- 13.1. Races will not be started unless the Race Officer is satisfied that the wind strength over the whole of the course is in excess of 4 knots.

**14. CHANGE OF NEXT LEG OF THE COURSE**

- 14.1. To change the next leg of the course, the race committee will lay a new mark (or move the finish line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by the original mark.

**15. SHORTENING COURSES**

- 15.1. For courses that are shortened at the leeward mark (for the trapezoid course this is mark 4 and for the triangle/sausage course this is mark 3) when the committee boat is in its normal position and flying flag S (alongside the class flag of the affected fleets if not shortening course for all of the fleets), boats shall round the leeward mark on its required side and proceed to the normal finish line. On completing the same number of rounds as the leading boat, all other boats should proceed to the finish line in the same way.
- 15.2. This changes RRS 32.2.
- 15.3. At any other mark of the course the race may be shortened in accordance with RRS 32.2. All competitors shall complete the number of rounds equal to the leading boat before proceeding to the finish.

**16. THE FINISH**

- 16.1. The finish line will be between a staff displaying an orange and a blue flag on the committee boat and the finishing mark.
- 16.2. Boats that are trailing considerably behind the main fleet may be finished with their observed position on the water at the discretion of the Race Officer. Boats finished in this way will be advised of the fact by a safety boat and should stop racing thereafter.

**17. PENALTY SYSTEM**

- 17.1. Boats may touch a mark other than the starting or finishing mark. A boat shall not manhandle a mark when it results in an advantage. This changes RRS 31.

**18. TIME LIMITS**

- 18.1. The time limit shall be 60 minutes for the first boat to finish. If one boat finishes within that limit then the time limit will be amended to 15 minutes after the finishing time of the first boat. Boats failing to finish within the amended time limit shall be scored in their observed positions on the course. This changes RRS 35, A4 and A5. Boats finished in this way will be advised of the fact by a safety boat and should stop racing thereafter.
- 18.2. The time limit for passing mark 1 shall be 20 minutes. If no boat has passed mark 1 within the mark 1 time limit the race will be abandoned.
- 18.3. Failure to meet the time limit shall not be grounds for redress. This changes rule 62.1(a).

## **19. PROTESTS AND REQUESTS FOR REDRESS**

- 19.1. Protest forms will be available from the Race Office. They shall be delivered there within the protest time limit.
  - 19.2. The protest time limit is 90 minutes after the last boat in all of the classes has finished the last race of the day, or 90 minutes after racing was abandoned for the day if racing is in Weymouth Bay or 60 minutes after the last boat in all of the classes has finished the last race of the day, or 60 minutes after racing was abandoned for the day if racing is in Portland Harbour. At the discretion of the Race Committee this time limit may be extended in exceptional circumstances.
  - 19.3. Notices will be posted within 30 minutes of the expiry of the protest time to inform competitors of hearings in which they are parties to, or named as witnesses. It shall be the responsibility of competitors to check the notice board for such notices, obtain their copy of the protest form and make sure that they and their witnesses attend the hearing.
  - 19.4. On the last day of racing a competitor's request for reopening a hearing shall be delivered:
    - Within the protest time limit if the party requesting reopening was informed of the protest committee's decision on the previous day;
    - No later than half an hour after the party requesting reopening was informed of the protest committee's decision on that day.
- This changes RRS 66.
- 19.5. Where a Class judge a NJ, IJ or official arbitrator is appointed to an event the Exoneration Penalty and the Advisory Hearing and RYA Arbitration procedures of the RYA Rules Disputes Procedures will be available. See official notice board for details.
  - 19.6. For infringements of the rules other than in Part 2 of the RRS, the protest committee may award a lesser penalty than disqualification.
  - 19.7. Breaches of instructions 9.1.5, 19.2, 24.1, 24.2 and 28 will not be grounds for a protest by a boat. This changes rule 60.1(a).

## **20. SCORING SYSTEM**

- 20.1. A minimum of 1 race will be required to constitute a Championship.
- 20.2. Scoring will be in accordance with RRS Appendix A4, the Low Points Scoring System.
- 20.3. When fewer than four races have been completed, a boat's series score will be the total of her race scores.
- 20.4. When between four and seven races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
- 20.5. When between eight and eleven races have been completed, a boat's series score will be the total of her race scores excluding her two worst scores.
- 20.6. When twelve or more races have been completed, a boat's series score will be the total of her race scores excluding her three worst scores.
- 20.7. The PY Series will be scored separately without any discards.
- 20.8. Points will accrue to the registered helm and not the entered boat.
- 20.9. To request correction of an alleged error in posted race or series results, a competitor may complete a scoring enquiry form available at the race office. If a request for correction is rejected the time limit for requesting redress for the alleged error will run from the time that the rejection is advised to the competitor.
- 20.10. The scoring abbreviation for a discretionary penalty imposed under instruction 19.6 will be DPI.
- 20.11. Series/event tie: If, after discard, two or more competitors have the same points total the tie will be broken in accordance with RRS Appendix A8.1. If there is still a tie this will be broken in favour of the competitor with the best excluded result then the second best excluded result etc until the tie is broken. This changes RRS A8. If a tie still exists then the tie will be broken in accordance with RRS Appendix A8.2. For the purpose of this rule the last race will be taken to mean the last race actually completed on the water.

## **21. SAFETY REGULATIONS**

- 21.1. Personal Flotation Devices for crew members shall be worn at all times whilst afloat except briefly while adjusting clothing or personal equipment. Flag Y will not be displayed. This changes RRS 40 and the preamble to Part 4.
- 21.2. A tally system is in operation for all competitors, see SI 9.1.
- 21.3. A boat that retires from a race shall notify the race committee as soon as possible.
- 21.4. When the race committee considers that a boat or competitor is in difficulty it may instruct the boat or competitor to accept outside help, retire or sail ashore.
- 21.5. In accordance with RRS 43.1 and ISAF Case 89, no clothing or equipment may be worn on the body of helm to carry liquid of any description, even if for the purpose of re-hydration; this includes camelbacks, water bottles and cans of drink.

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

- 22.1. For the event only the helm named on the entry form will be eligible. If a different helm completes a race in the same boat then they will be considered a separate entry and their results cannot be combined with another helm's results.
- 22.2. A helm may change the size of rig during the championship. The helm will not have to pay any additional entry fee, but results when using the different rig will be scored as a separate entry. Such permission is only valid if sought in writing and granted prior to the change.
- 22.3. Distinguishing Numbers. Under exceptional circumstances, the Race Committee may permit a boat to use sails carrying a distinguishing number other than that required by RRS77 and RRS Appendix G. Such permission is only valid if sought in writing and granted prior to the use of the sail.

## **23. EQUIPMENT AND MEASUREMENT CHECKS**

- 23.1. A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions.
- 23.2. Class Conformity: Every boat shall comply with the current relevant class rules. Failure to do so may result in disqualification without a hearing. This changes RRS 63.1. and A5.

## **24. ADVERTISING**

- 24.1. Boats shall display advertising supplied by the Organising Authority as specified in the NOR.
- 24.2. When provided at registration, competitors shall make every reasonable effort to display event sponsors promotional items on their boat and sails as directed. If sponsor promotional items come off whilst racing, competitors must obtain replacement items from the RS Association before the start of racing the following day, if the Association has sufficient stocks available.
- 24.3. There will be no restriction on the number or coverage of advertiser's logos or slogans except for the front 20% of the forward part of each side of the hull and the foremost 20% of the mainsail boom bottom, which are reserved for RS Association event sponsors. [See ISAF regulation 20 Advertising Code].
- 24.4. Any individual caught stealing sponsor promotional items, e.g. flags, banners, prizes, etc. shall be the subject of a report by the Race Committee to the Protest Committee requesting action under RRS 69.2(a).

## **25. RADIO COMMUNICATIONS**

- 25.1. Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications available to all boats. This restriction also applies to mobile telephones.

## **26. SUPPORT BOATS**

- 26.1. Team leaders, coaches and other support personnel shall stay outside areas where boats are racing from the time of the preparatory signal until all boats have finished or the race committee signals a postponement, general recall or abandonment.

## **27. RISK STATEMENT**

27.1 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.

## **28. TRASH DISPOSAL**

28.1. Boats shall not drop trash in the dinghy park or when sailing. When afloat trash may be placed aboard support and race committee boats.

## **29. INSURANCE**

29.1. Each participating boat shall be insured with valid third party liability insurance providing cover of at least £2 million for any single incident.

## **30. RIGHTS TO USE NAME AND LIKENESS**

30.1. By participating in this event, competitors automatically grant to the organizing authority and the event sponsors the right, in perpetuity, to make, use, and show, at their discretion, any photography, audio and video recordings, and other reproductions of them made at the venue or on the water from the time of their arrival at the venue, until their final departure, without compensation.

## **31. PRIZES**

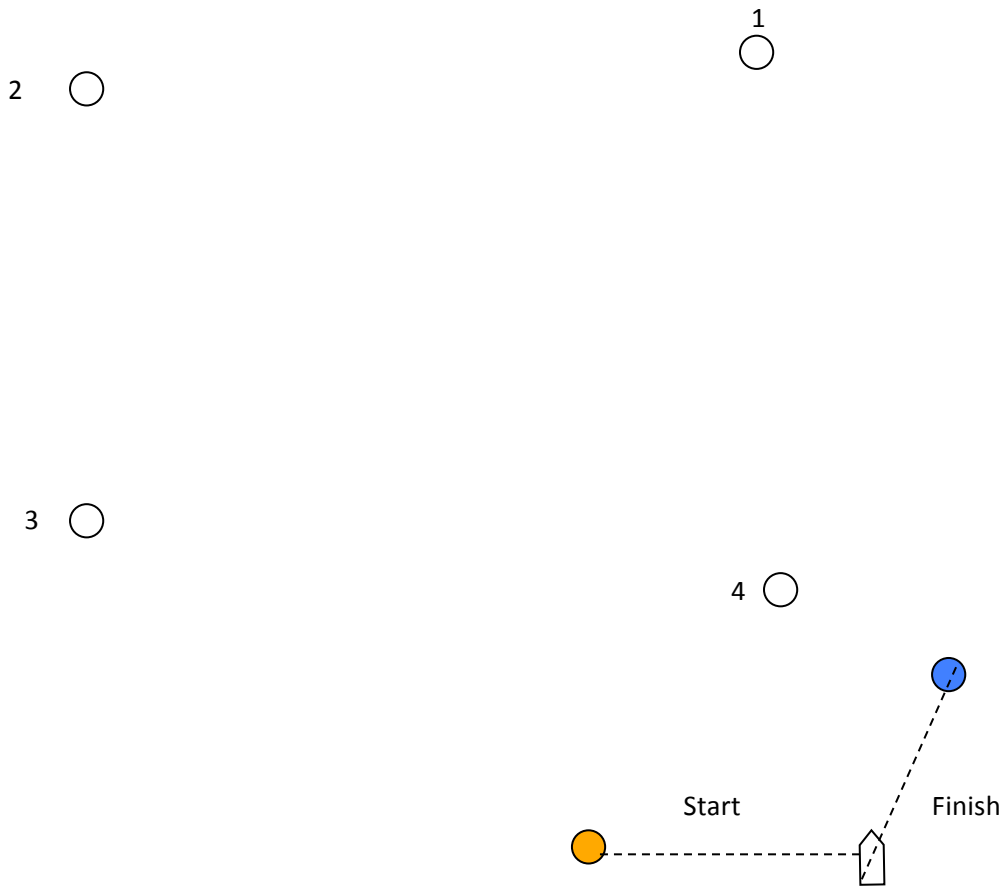
31.1. The overall winners of each Championship fleet will be awarded the first place trophy and the title of National Champion.

31.2. Prizes will, as a minimum be awarded to the top 5 helms in each fleet.

31.3. In addition the first lady helm, the first masters helm and the first youth helm will be awarded from the results of the PY racing where all fleets start together.

**APPENDIX A**

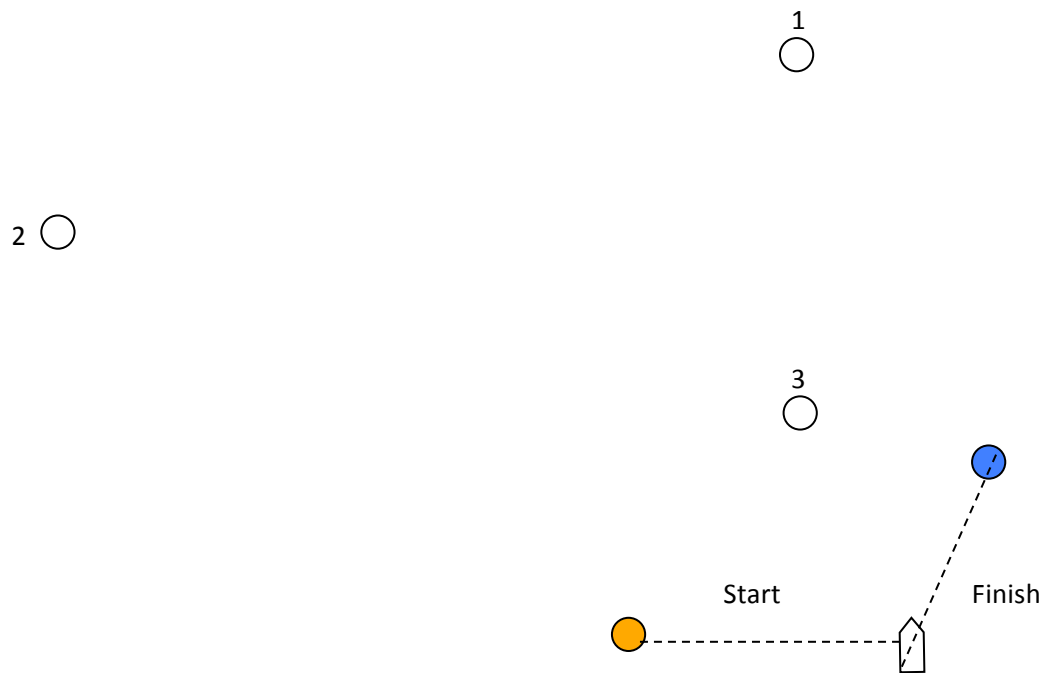
**Trapezoid Course** –Course Board name TRAP



All fleets Start, Lap 1 Lap 2 Lap 3 etc....  
1p,2p,3p,4p 1p,2p,3p,4p 1p,2p,3p,4p on rounding mark 4 the  
number of times indicated on the committee boat, sail directly to the finish line.



**Triangle Sausage Course – Course Board name T S**



	Lap 1	Lap 2	Lap 3	Lap 4	etc...
All fleets	Start,	1p,2p,3p	1p,3p	1p, 2p, 3p	1p, 3p

on rounding mark 3 the number of times indicated on the committee boat, sail directly to the finish line.