



RS Feva National Championship

(Also an RS Feva Eurocup Event 2016)

28th – 31st May 2016

Sailing Instructions

Organising Authority

Weymouth and Portland National Sailing Academy (WPNSA) in association with the UK RS Feva Class Association

The result of this regatta also counts as a result in the 2016 RS Feva Eurocup series.

1. RULES

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing 2013 – 2016 (RRS)*, including Royal Yachting Association (RYA) prescriptions.
- 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 following racing rules are changed in these Sailing Instructions: 35, 40, 44.1, 60.1(a), 61.1(a), 61.1(b), 62.2, 63.1, 63.7, A4, A4.2 and A5.
- 1.5 Royal Yachting Association (RYA) Exoneration Penalty and Arbitration will be available.
- 1.6 In the event of a conflict between the Notice of Race and these Sailing Instructions, the Sailing Instructions shall prevail. This changes RRS 63.7

2. NOTICES TO COMPETITORS

- 2.1. Notices to competitors will be posted on the official notice board located in the glass kiosk under the balcony, outside of the changing rooms.

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1. 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 flag poles at the East end of the WPNSA building outside the Race Office.
- 4.2. When flag AP is displayed ashore '1 minute' is replaced with 'not less than 30 minutes if racing is in Portland Harbour and 60 minutes if racing is in Weymouth Bay' in the race signal AP.
- 4.3. Flag D with one sound means 'The warning signal will not be made less than 30 minutes after flag D is displayed if racing is in Portland Harbour and not less than 60 minutes if racing is in Weymouth Bay after flag D is displayed'. Fleet flags may be displayed in conjunction with flag D which indicates only the fleets displayed are released. Boats are not to leave the slipway until this signal is made.
- 4.4. Flag P displayed indicates racing will be in Portland Harbour. Flag W displayed indicates racing will be in Weymouth Bay.

5. REGISTRATION & EQUIPMENT INSPECTIONS

- 5.1. Competitors shall complete all registration requirements before racing.
- 5.2. A nominated Class Association representative may make spot scrutineering checks, prior to and during the event.

6. SCHEDULE

6.1.

Day/Date	Time	What	Where
Friday 27 th May	17:00 – 19:00	Registration	Room 4
Saturday 28 th May	09:00 – 11:30	Registration	Room 4
	11:30	Competitors' Briefing	Event Hall
	12:55	Qualifying Series Race 1 Warning Signal	
	ASAP after Race 1	Qualifying Series Race 2 Warning Signal	
	ASAP after Race 2	Qualifying Series Race 3 Warning Signal	
	17:00	Annual General Meeting	Room 5
Sunday 29 th May	10:55	Qualifying Series Race 4 Warning Signal	
	ASAP after Race 4	Qualifying Series Race 5 Warning Signal	
	ASAP after Race 5	Qualifying Series Race 6 Warning Signal	
	18:00	Competitor's Meal	Spinnakers
Monday 30 th May	10:55	Final Series Race 1 Warning Signal	
	ASAP after Race 1	Final Series Race 2 Warning Signal	
	ASAP after Race 2	Final Series Race 3 Warning Signal	
Tuesday 31 st May	10:55	Final Series Race 4 Warning Signal	
	ASAP after Race 4	Final Series Race 5 Warning Signal	
	ASAP after Race 5	Final Series Race 6 Warning Signal	
	ASAP After Racing	Prize Giving	Spinnakers

6.2. The Championship will consist of 12 races (Upto 6 Qualifying Races and 6 Final Series Races). The intention is that there will be no more than 4 races a day, however, additional races may be sailed either in advance or arrears in order to complete the programme if weather or other reasons dictate.

6.3. On the last day of racing, no warning signal will be made after 16:00.

7. FLEET FLAGS

7.1. The qualifying series fleet flags will be yellow, blue, red and green.

7.2. Final series fleet flags will be yellow for the gold fleet and blue for the silver fleet.

8. FORMAT OF RACING

8.1. Qualifying Series:

8.2. The race committee will allocate each boat into one of four flights - yellow, blue, red & green, which will be advised at registration and on the Official Notice Board.

8.3. Flight starts:

Flight starts Race Number	1st Start/flight	2nd Start/flight
1 and 4	Yellow & Blue	Red & Green
2 and 5	Blue & Green	Yellow & Red
3 and 6	Yellow & Green	Blue & Red

8.4. After the first day of qualifying races the race committee will re-allocate each boat into yellow, blue, green or red flight for the remaining qualification races, using the overall standings after the first days racing.

8.5. A minimum of three qualifying races are required to have been completed before Tuesday 31st May for the final series to commence. If three qualifying races are not completed before Tuesday 31st May the qualifying Series will continue and the championship will be determined using the qualifying series races only.

8.6. Once the qualification series is complete the fleet will be split into Gold (yellow) and Silver (blue) Fleets, split as evenly as possible in size. It is intended that the Final Series will consist of three races on Monday 30th May and three races on Tuesday 31st May.

9. RACE AREAS

9.1. Racing will be in Portland Harbour or Weymouth Bay.

10. THE COURSES

- 10.1. Attachment A shows the courses, including the order in which the marks are to be passed, and the side on which the mark is to be left.
- 10.2. No later than the warning signal, 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. The colour and shape of the marks will be notified at the competitors briefing at 11:30 on Saturday 28th May 2016 and posted on the Official Notice Board.
- 11.2. New marks, as provided in instruction 14.1, will be the same shape and colour as the original marks.
- 11.3. The starting marks will be the race committee signal boat displaying an orange flag at the starboard end and either a boat or dan buoy with an orange flag at the port end.
- 11.4. The finishing marks will be the race committee signal boat displaying orange and blue flags and a dan buoy displaying a blue flag.

12. AREAS THAT ARE OBSTRUCTIONS

- 12.1. Boats shall keep clear of vessels at anchor or vessels displaying Flag A, indicating divers in the water.
- 12.2. The attention of all competitors, race management personnel and spectators afloat is drawn to the fact that Portland Inner and Outer 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.
- 12.3. 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.

13. THE START

- 13.1. Races will be started by using RRS 26 (5, 4, 1, go).
- 13.2. An orange attention signal will be displayed at least five minutes before the warning signal of the first flight of the starting sequence.
- 13.3. The starting line will be between staffs displaying an orange flags on the starting marks.
- 13.4. Boats whose warning signal has not been made shall avoid the starting area during the starting sequence of other flights.
- 13.5. A boat starting later than 4 minutes after her starting signal will be scored DNS (Did Not Start) without a hearing. This changes RRS A4 and A5.
- 13.6. The starting signal for the second flight will be not less than 5 minutes after the start of the first.

14. CHANGE OF THE NEXT LEG OF THE COURSE

- 14.1. To change the next leg of the course, the Race Committee will move the original mark (or the finishing line) to a new position, or lay a new mark and remove the original as soon as practicable.
- 14.2. If a change of course is required for marks 3p and 3s or 4p and 4s these may be substituted by a single mark to be left to port.

15. THE FINISH

- 15.1. The finishing line will be between staffs displaying blue flags on the finishing marks.
 - 15.2. Scoring other boats:
 - 15.2.1. 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.
 - 15.2.2. When a race committee boat displays flag W with two sounds, boats still racing may be scored by this race committee boat.
 - 15.2.3. 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.

16. PENALTIES

- 16.1. The two turn penalty as described in RRS 44.1 is replaced by one-turn penalty (one tack and one gybe).

17. TIME LIMITS AND TARGET TIMES

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

Time limit	Time limit for first mark	Target time
75 minutes	30 minutes	45 minutes

- 17.2. Boats failing to finish within 15 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.

18. PROTESTS AND REQUESTS FOR REDRESS

- 18.1. In addition to RRS 61.1(a) a boat intending to protest shall notify the finishing committee boat immediately upon finishing the race. This changes RRS 61.1(a).
- 18.2. A system for exoneration penalties, advisory hearings and arbitration will be available. The exoneration penalty will be 30% of the number of boats (rounding 0.5 upwards) entered in the relevant fleet. See SI Attachment B for details.
- 18.3. Protest forms are available from the Race Office, located at Room 4. Protests and requests for redress or reopening shall be delivered there within the appropriate limit.
- 18.4. The protest time limit is 90 minutes after the last boat has finished the last race of the day if racing is in Weymouth Bay, and 60 minutes after the last boat has finished the last race of the day if racing is in Portland Harbour, or the Race Committee signals no more racing today, whichever is later.
- 18.5. 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 names as witnesses. Hearings will be held in the protest room, located at Room 3, beginning at the time posted.
- 18.6. Notices of protests by the Race Committee or Protest Committee will be posted to inform boats under rule 61.1(b).
- 18.7. Breaches of instructions 4.3, 5.1, 13.4, 20, 22, 23, 24 & 25 will not be grounds for a protest by a boat. This changes rule 60.1(a). Penalties for these breaches may be less than disqualification if the protest committee so decides.
- 18.8. On the last scheduled day of racing a request for reopening a hearing shall be delivered
- within the protest time limit if the requesting party was informed of the decision on the previous day;
 - no later than 30 minutes after the requesting party was informed of the decision on that day.
- 18.9. On the last scheduled day of racing a request for redress based on a protest decision shall be delivered no later than 30 minutes after the decision was posted. This changes rule 62.2.

19. SCORING

- 19.1. Low Points System of Appendix A will apply.
- 19.2. Three races shall be completed to constitute a series.
- 19.3. For the qualifying series, Rule A4.2 is changed so that the scores are based on the number of boats assigned to the largest fleet.
- 19.4. Series scores:
- In the qualification series when fewer than 4 races have been completed, a boat's series score will be the total of her race scores.
 - In the qualification series, when from 4 to 6 races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
 - A boats overall qualification position shall be carried through to the final series and is not discardable.
 - In the final series when fewer than 4 races have been completed, a boat's series score will be the total of her race scores, plus her non-discardable qualification series position.
 - In the final series when from 4 to 6 races have been completed, a boat's series score will be the total of her race scores excluding her worst score from the final series, plus her non-discardable qualification series position.

20. SAFETY REGULATIONS

- 20.1. 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.
- 20.2. A tally system will be in operation:
 - 20.2.1. The tally control point to tally-out and tally-in will be located under the balcony outside the changing rooms.
 - 20.2.2. Tallies comprise of numbered rubber wristbands. Numbers will be allocated to each competitor at registration, and posted on the official notice board. Tallies shall be worn visibly, over clothing, on the right wrist by all sailors at all times while afloat.
 - 20.2.3. Each competitor shall individually tally-out before racing by personally collecting their tally.
 - 20.2.4. Each competitor shall individually tally-in immediately on returning to shore, but no later than the protest time limit, by returning the tally personally to tally control point.
 - 20.2.5. The penalty for failure to tally-out or tally-in 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. This changes rule 63.1 and A5.
- 20.3. A boat that retires from a race shall notify the race committee as soon as possible.

21. REPLACEMENT OF CREW OR EQUIPMENT

- 21.1. Substitution of the helm is not permitted.
- 21.2. Substitution of crew will not be allowed without prior written approval of the Race Committee.
- 21.3. 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.

22. SUPPORT BOATS

- 22.1. All Support Boats must register in advance of the event with the UK RS Feva Class Association Secretary at secretary@rsfeva.org.uk.
- 22.2. Upon arrival all Support Boats must report to WPNSA reception and pay appropriate charges, they must not launch before this requirement has been met
- 22.3. All support boat personnel including but not limited to team leaders, coaches, parents and guardians will register at the Regatta Office, provide a list of supported competitors and comply with these support boat regulations.
- 22.4. All registered support boats will be required to display identification as deemed appropriate by the course safety officer, any boat not displaying the necessary identification will be asked to leave the course area immediately.
- 22.5. All support boats which include but not limited to RIBs, yachts, motor boats, dinghies, paddle boards and kayaks shall be controlled
- 22.6. All coach and support boats shall monitor the designated VHF channel displayed on the Official Notice Board. When the Race Committee displays flag V with repetitive sound signals, support boats may enter the race area to give assistance as required or directed by the Race Committee.
- 22.7. All support boats shall be equipped with a VHF radio and appropriate safety equipment for all persons on board.
- 22.8. To ensure fairness to all competitors, all support boats may be required to carry drinks, snacks and spares for competitors who do not have their own support boat.
- 22.9. Except when participating in safety operations, all support boats, shall stay within the designated area shown in the diagram **Appendix 1**, from the time of the preparatory signal for the first fleet to start until all racing boats have finished, or the race committee signals a postponement or abandonment of **all flights**.
- 22.10. Whilst within the designated area support boats shall be at anchor with engines turned off.
- 22.11. Kill cords shall be worn whilst engines are running, the course safety officer will be looking out for compliance on this issue, there are no excuses and boats may be requested to leave the race area immediately if kill cords are not being used appropriately, this includes in transit from the launching area / marina and the course area.
- 22.12. If a support boat does not comply with the instructions above, the race committee may impose a discretionary penalty to some or all associated competitors and may include further restrictions on the movement of their support boat, including a total ban from the race area. This changes RRS A5.
- 22.13. The official event photographer may move between the starting line and course marks in order to photograph the event, this boat will display a distinguishing flag.

23. BERTHING

23.1. Boats shall be kept in their assigned places while they are in the boat park.

24. TRASH DISPOSAL

24.1. Competitors shall not put trash in the water. Trash may be placed aboard support or official boats.

25. RADIO COMMUNICATION

25.1. Boats may carry VHF radios, however, except in an emergency 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 and other mobile devices.

26. PRIZES

26.1. Prizes will be awarded as per Notice of Race 14.

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:

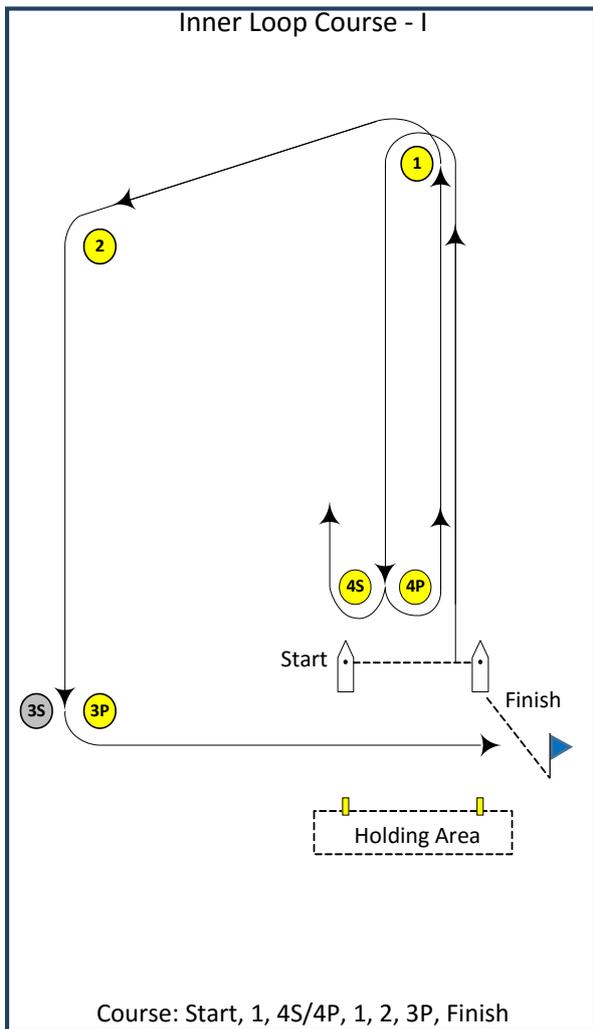
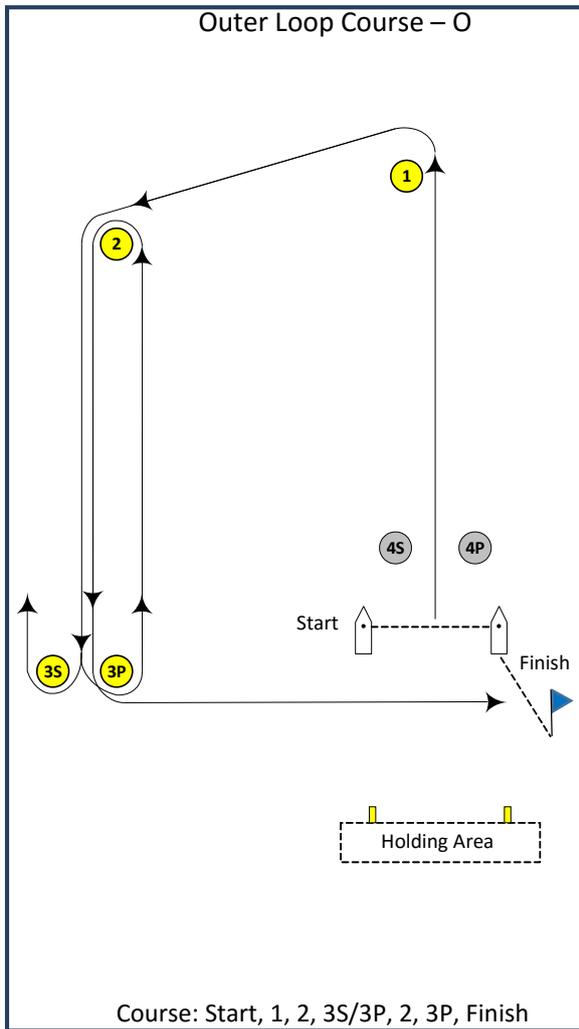
- a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;
- b) They are responsible for the safety of themselves, their crew, their boat and their 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. INSURANCE

28.1. Each boat shall be insured with valid third-party liability insurance with a minimum cover of £2,000,000 per incident.

ATTACHMENT A: COURSES

The courses to be sailed will be as illustrated below:



ATTACHMENT B: EXONERATION PENALTY & ARBITRATION

B1 Exoneration Penalty

- B1.1 A boat that may have broken a rule of Part 2 (boat vs boat), or RRS 31 (touching a mark) or 42 (propulsion), may, before the start of any protest about the same incident, notify the race committee that she accepts a 30% scoring penalty as stated in RRS 44.3(c), except that the minimum penalty is two places if that does not result in a score worse than DNF).
- B1.2 This penalty **does not** reverse an OCS (On the Course Side) score, a disqualification under RRS 30.3 (Black flag) or a penalty under Appendix P. It is not available for a breach of RRS 2 (Fair sailing) or for gross misconduct under RRS 69. Nor is it available to a boat that caused injury or serious damage, or gained a significant advantage by her breach: in these circumstances, her penalty is to retire.
- B1.3 When an exoneration penalty is accepted:
- (a) Neither the boat nor the protest committee may revoke or remove the penalty.
 - (b) The boat shall not be penalised further in a protest hearing when the protest committee decides that it was appropriate to the facts found and the applicable rules.

B2 Arbitration

- B2.1 When a protest or request for redress is lodged, a boat may at the same time request arbitration, or the protest committee or race committee may offer it.
- B2.2 If the parties and a member of the protest or race committee agree that arbitration is suitable, an arbitrator (who may be that member of the protest committee) will call a hearing. The normal rules for a hearing will apply, except that if the arbitrator decides that a boat that is party to the hearing has broken a rule for which the exoneration penalty is available, the party will be invited to accept that penalty, and, if it is accepted by a protested boat, the protesting boat will be allowed to withdraw the protest, changing RRS 63.1.
- B2.3 When there is not an agreement to use arbitration, or when, after 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) do not apply to the arbitration decision 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 penalisation.
- B2.4 When redress is offered and accepted by boats at the arbitration, all parties, the protest committee or race committee may seek to have this reviewed by asking for a full hearing. When redress is offered and not accepted or not offered at all, all parties may ask for the request to be heard before a protest committee.

B3 Advisory Hearing

- B3.1 When there is an incident that will not result in the lodging of a protest or request for redress, a boat, protest committee or race committee may request an advisory hearing and notify any boat involved in the incident. An adviser will then call a hearing to learn what may have happened and will state whether any rule appears to have been broken, and by which boat. A boat may as a result notify the race office that she accepts an exoneration penalty when it applies to the incident, or choose to retire. (She does not have to do this.)

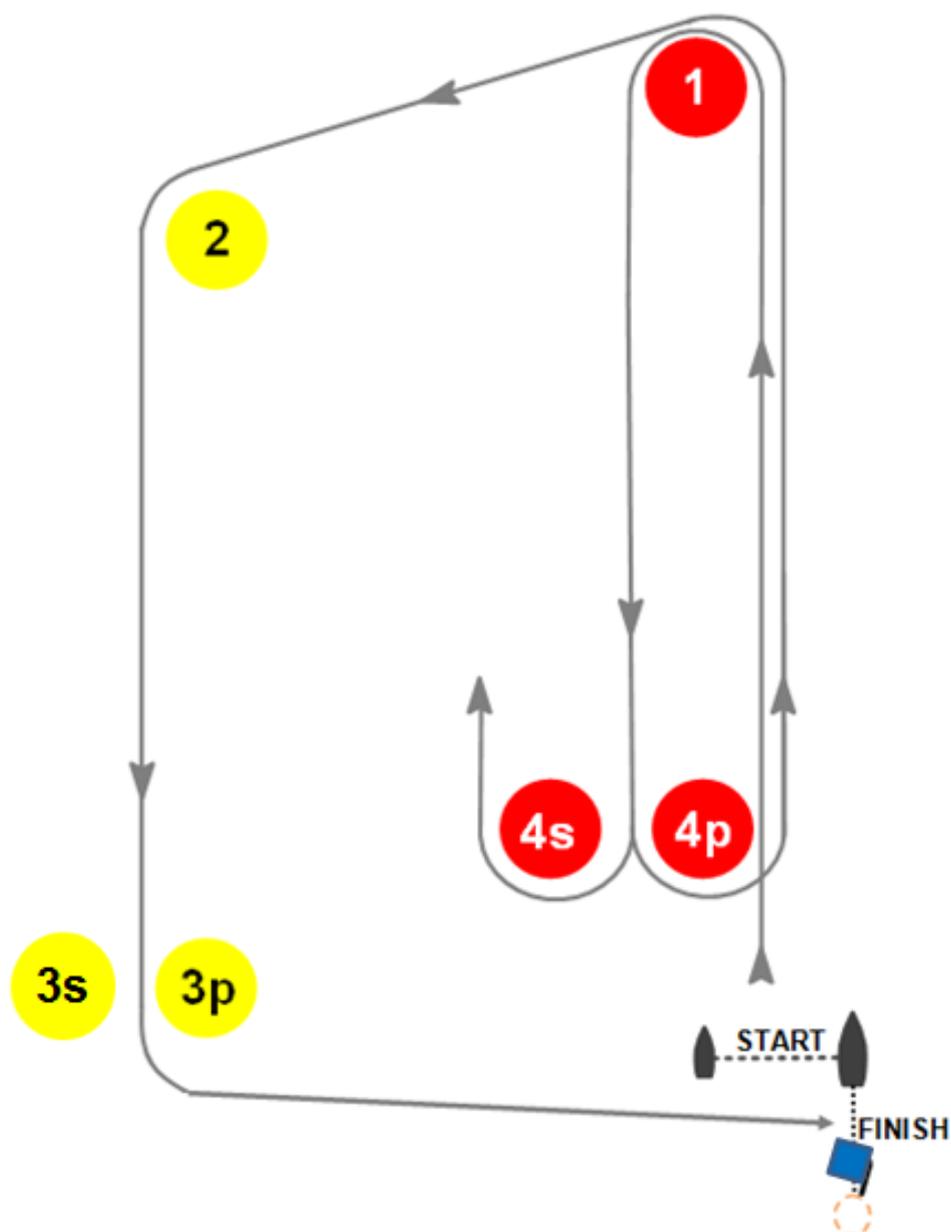
SOME EXPLANATIONS OF THE SYSTEMS IN SI ATTACHMENT B: N.B. NOT RULES!!!!

If you are involved in an incident on the water - you may want to protest another boat. To do so you must immediately hail 'Protest'. Later you can fill in a protest form and deliver it at the race office before the protest time limit ends.

Many times you can chose between arbitration and a regular protest hearing. You can read more about that in SI Attachment B, but here is some information about each system:

Protest hearing	Arbitration
<p>Sometimes you have to wait before your protest can be heard.</p> <p>There will normally be 3 - 5 judges hearing the protest.</p> <p>They will decide whether the protest is valid.</p> <p>If valid, they will hear it.</p> <p>If they find that anybody broke a rule - they will disqualify that boat.</p>	<p>There will normally be 1 judge hearing the protest - and this is much faster than a normal protest hearing.</p> <p>He will decide whether the protest is valid. If valid, he will hear the protest.</p> <p>You cannot bring any witnesses to arbitration.</p> <p>If the arbitrator finds that anybody broke a rule, he will suggest that the boat that broke a rule accepts an exoneration penalty (30%).</p> <p>If the penalty is accepted, the protestor will be asked to withdraw the protest.</p> <p>If this happens - the case is closed.</p> <p>If this does not happen - the case goes to a normal protest hearing.</p> <p>If a boat has accepted an exoneration penalty in arbitration - she cannot be penalised further in a hearing about the same incident later on.</p> <p>If arbitration goes to a full hearing - the decision may be the same - but it may also be different.</p>
Advisory hearing	
<p>If you have been involved in an incident - but you don't want to protest anybody, maybe you want to learn what the rules are in that situation anyway, then you can ask for an advisory hearing.</p> <p>This can be a good way to learn more about situations that happen on the water - and nobody will get disqualified or penalised.</p> <p>If you are told in an advisory hearing that you did break a rule in the situation - you can ask to get a penalty or to retire - but you don't have to.</p>	

Appendix 1: Support Boat Designated Areas



100m to leeward of the start line and 50m to leeward of the finish pin end