



2021 UK RS Feva Class National Championship

29 May – 1 June 2021

Hayling Island Sailing Club, Hampshire, UK

SAILING INSTRUCTIONS

The notation '[NP]' in a rule of the sailing instructions (SIs) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

1 RULES

The racing will be governed by the rules as defined in The Racing Rules of Sailing.

2 COMMUNICATIONS WITH COMPETITORS

- 2.1 Notices to competitors will be posted on the online official notice board at:
www.hisc.co.uk/sailing/open-events/rs-feva-national-championship/
- 2.2 Signals made ashore will be displayed from the flag masts on the club race control box.
- 2.3 [DP] Boats shall not leave the shore until flag D is displayed ashore. The warning signal will be made not less than 60 minutes after flag D is displayed (30 minutes if racing inside Chichester Harbour).
- 2.4 Any change to the format or schedule of races will be posted by 20:00 on the day before it will take effect and any change to the sailing instructions will be posted at least 30 minutes before flag D is displayed (instruction 2.3) on the day it will take effect.
- 2.5 [DP] While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.
- 2.6 The class flag will be a yellow or blue flag as follows:
Flight/Fleet: Flag colour:
Yellow / Gold Yellow
Blue / Silver Blue

3 FORMAT OF RACING

- 3.1 The regatta will consist of a qualifying series followed by a final series
- 3.2 Qualifying Series:
 - (a) For the first day of racing, boats will be assigned to flights Yellow and Blue, of, as nearly as possible, equal size and ability. The assignments will be made by the organizing authority, and will be posted by 19:00 on the day before the first scheduled race of the event.
 - (b) Boats will be reassigned to flights after the first day of racing. If both flights have completed the same number of races, boats will be reassigned on the basis of their ranks in the series. If both flights have not completed the same number of races, the series scores for reassignment will be calculated for those races, numbered in order of completion, completed by both flights. Reassignments will be made as follows:

Rank in series	Flight assignment
First	Yellow
Second	Blue
Third	Blue
Fourth	Yellow

and so on.

- (c) If two or more boats have the same rank, they will be entered in the left column in the order of flights in SI 3.2(b).
- (d) If both flights have not completed the same number of races by the end of a day, the flight with fewer races will continue racing the following day until both flights have completed the same number of races. All boats will thereafter race in the new flights.
- (e) Assignments will be based on the ranking available at 21:00 that day regardless of protests or requests for redress not yet decided.

3.3 Final Series:

- (a) Boats will be assigned to final series fleets Gold and Silver on the basis of their rank at the end of the qualifying series, with 50% assigned to the Gold Fleet, rounded up if there is an uneven number of boats. Boats with the best qualifying series ranks will race in the Gold fleet, boats with the next best qualifying series ranks will race in the Silver fleet. Boats with unbroken ties at the division point will be included in the Gold Fleet.
- (b) Any recalculation of qualifying series ranking after boats have been assigned to final series fleets will not affect the assignments except that a redress decision may promote a boat to the Gold fleet.

3.4 **Identification:** Boats shall display a yellow or blue streamer from the masthead, corresponding to their allocated flight or fleet colour

4 SCHEDULE OF RACES

4.1 The race schedule is as follows:

Date:	Time of 1st warning signal & scheduled races per day:	
	Time:	# Races:
Sat 29 May	13:00	Qualifying series – 3 races
Sun 30 May	11:00	Qualifying series – 3 races
Mon 31 May	11:00	Final series – 3 races
Tue 1 June	11:00	Final series – 3 races

- 4.2 The warning signal for each succeeding race will be made as soon as practicable.
- 4.3 To alert boats that a race will begin soon, the orange starting line flag will be displayed with one sound at least two minutes before a warning signal is made.
- 4.4 On the last day of the regatta no warning signal will be made after 15:00.

5 RACING AREAS

- 5.1 Attachment A shows the location of racing areas 'Alpha', 'Bravo' and 'Charlie'. Racing may also take place in Chichester Harbour.
- 5.2 The area to be used will be posted each day on the official notice board.
- 5.3 **Danger Area:** The entrance to Chichester Harbour is low lying and indistinct and is flanked on either side by West Pole and East Pole Sands that extend for more than a mile offshore. The West Pole and East Pole Sands merge to form Chichester Bar a little over half a mile offshore. Ebb tides in the entrance to the harbour can run at up to six knots on springs and, with a falling tide and strong winds from a southerly sector, a dangerous sea may be encountered. At certain states of the tide, it is difficult for patrol boats to operate in the area of West Pole Sands. Boats are therefore advised to follow the marked navigation channel.

6 THE COURSES

- 6.1 The diagrams in Attachment B show the courses, the course designations, the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.
- 6.2 The gates 3S/3P and 4S/4P may be replaced by single marks to be left to port.

- 6.3 No later than the warning signal, the race committee signal boat will display the course designation and the approximate compass bearing of the first leg.
- 6.4 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 mark as soon as practicable.

7 MARKS

- 7.1 Marks 1, 2, 3S, 3P, 4S, 4P will be blue and 5 will be yellow inflated cylindrical buoys.
- 7.2 New marks, as provided in SI 6.4, will be of the same shape and colour as the original marks.
- 7.3 Starting marks will be a race committee signal boat at the starboard end, and a boat or buoy with an orange flag at the port end.
- 7.4 Finishing marks will be a race committee boat and a buoy with a blue flag.

8 THE START

- 8.1 The starting line will be between staffs displaying orange flags on the starting marks.
- 8.2 [DP][NP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 8.3 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 A5.1 and A5.2.

9 THE FINISH

- 9.1 The finishing line will be between staffs displaying blue flags on the finishing marks.
- 9.2 **W-Finish:** The race committee may award a finishing place to a boat by pointing flag W at her with a sound. The signaled boat shall be deemed to have finished, and the score awarded shall be the position she occupied at the time of the signal. If two or more overlapped boats are signaled they shall be scored as if they were tied. This changes RRS 28.1 and A3.

10 PENALTY SYSTEM

RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

11 TIME LIMITS & TARGET TIMES

- 11.1 The time limit and target time in minutes is as follows:

<i>Time limit</i>	<i>Target time</i>	<i>Finishing window</i>
60	40	10

- 11.2 The Finishing Window is the time for boats to finish after the first boat sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored in accordance with SI 9.2.
- 11.3 Failure to meet the Target Time will not be grounds for redress. This changes RRS 62.1(a).

12 HEARING REQUESTS

- 12.1 The protest time limit is 90 minutes after the last boat in that class finishes the last race of the day or the race committee signals no more racing today, whichever is later. The time will be posted on the official notice board.
- 12.2 Hearing request forms are available at the race office.
- 12.3 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, and the location where hearings will take place.
- 12.4 **Post-Race Penalty:**
- (a) A boat that may have broken a rule of Part 2, or RRS 31 or 42, may, after finishing the race concerned and before the start of a related protest hearing, 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. This penalty does not reverse an OCS score, a disqualification under RRS 30.3 or 30.4. It is not available for a breach of RRS 2 or of class rules 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.

- (b) When the penalty is accepted: (i) neither the boat nor the protest committee may then revoke or remove the penalty. (ii) 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.

12.5 RYA Arbitration:

- (a) 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.
- (b) 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 Post-Race 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.
- (c) When there is no agreement to use RYA Arbitration or when, after RYA Arbitration, a protest is not withdrawn or the Post-Race 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 a Post-Race Penalty at any time before the start of a protest hearing and receive its protection from further penalty, or she may retire.

13 SCORING

- 13.1 Three races are required to be completed by all fleets to constitute a regatta.
- 13.2 Four races are required to be completed by each fleet to constitute a qualifying series. If four races are not completed as scheduled, the qualifying series will be extended to complete them.
- 13.3 If at the end of the qualifying series some boats have more race scores than others, scores for the most recent races will be excluded so that all boats have the same number of race scores.
- 13.4 For the qualifying series, RRS A5.2 is changed so that the scores are based on the number of boats assigned to the largest fleet.
- 13.5 Each final series fleet will be scored separately. Different final series fleets need not have completed the same number of final races. The boats in the Gold Fleet will be ranked highest in the Championships.
- 13.6 Series scores (apply separately to qualifying and final series):
 - (a) When fewer than four races have been completed, a boat's series score will be the total of her race scores.
 - (b) 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.
- 13.7 Except for race scores excluded under SIs 13.3 and 13.6, a boat's championship score will be the total of her race scores from her final series races plus points equal to her qualifying-series rank.
- 13.8 To request correction of an alleged error in posted race or series results, a boat may complete a scoring enquiry form available at the race office.

14 SAFETY REGULATIONS

- 14.1 **Personal Flotation Devices:** RRS 40.1 shall apply at all times while afloat.
- 14.2 Check-out and check-in of competitors will apply as follows:

- (a) The tally control point to check-out and check-in competitors will be located at the launching area.
- (b) Tallies comprise numbered rubber wristbands. Numbers will be allocated at registration, and posted on the official notice board. Tallies shall be worn visibly by all competitors, over clothing, on the right wrist, at all times while afloat.
- (c) [DP][NP] The helm or crew of each boat shall collect the tallies before racing each day.
- (d) [DP][NP] The helm or crew of each boat shall return the tallies to tally control immediately on returning to shore after racing each day.
- (e) The race committee may apply a standard penalty without a hearing for a breach of (c) or (d) of this SI. The penalty will be 3 points added to the boat's series score. This changes RRS 63.1 and A5.

14.3 [DP][NP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity.

14.4 [DP][NP] Boats shall return to and remain in their assigned berths whilst ashore.

15 REPLACEMENT OF CREW OR EQUIPMENT

15.1 [DP] Substitution of competitors is not allowed without prior written approval of the race committee.

15.2 [DP] Substitution of damaged or lost equipment is not allowed unless authorized in writing by the race committee. Requests for substitution shall be made to the committee at the first reasonable opportunity, which may be after the race

16 EQUIPMENT & MEASUREMENT CHECKS

A boat or equipment may be inspected at any time for compliance with the class rules, notice of race and sailing instructions.

17 SUPPORT TEAMS

[DP] Team leaders, coaches and other support persons shall stay outside areas where boats are racing from the time of the preparatory signal for the first start until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment.

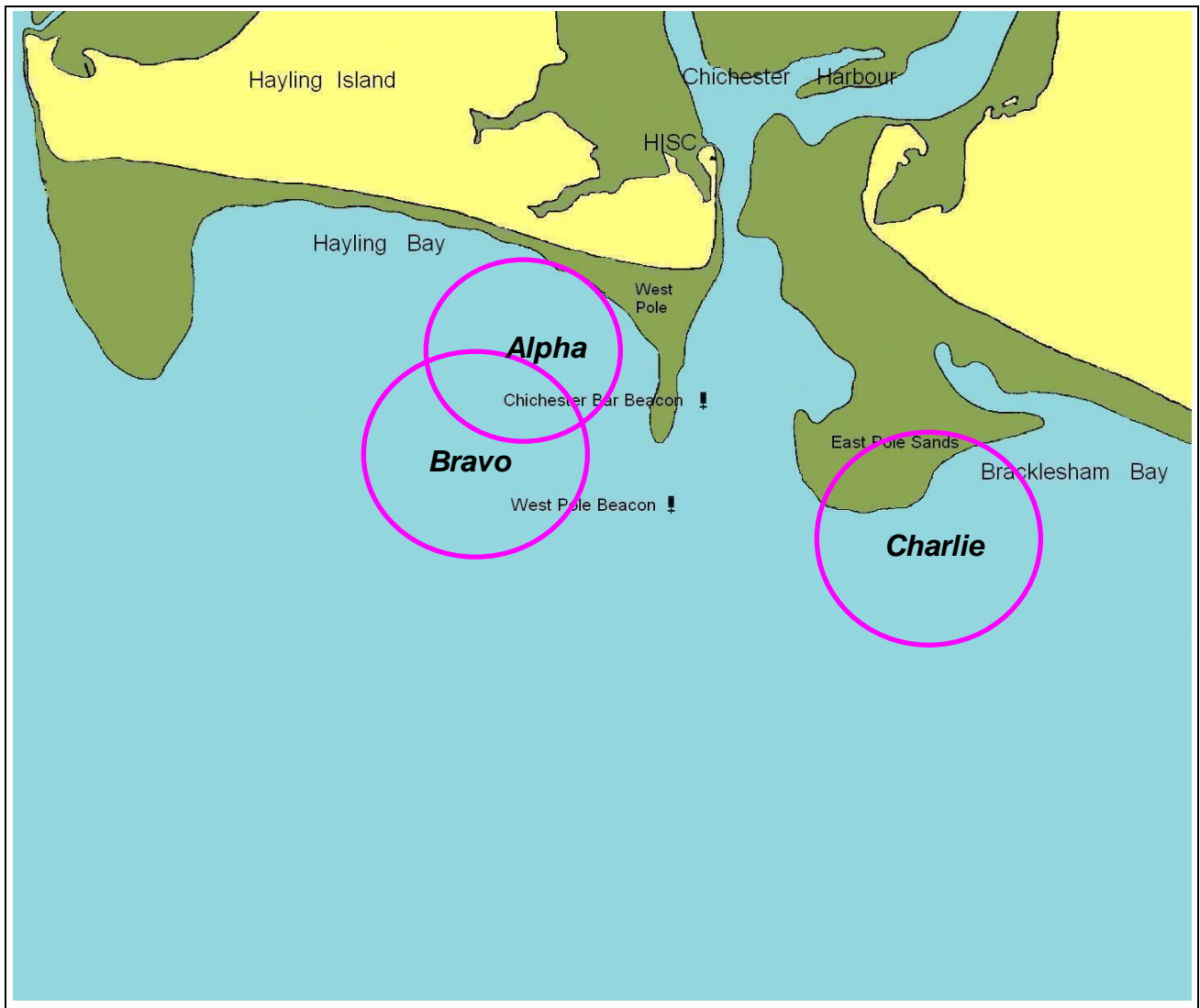
18 RISK STATEMENT

RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.

19 INSURANCE

[DP][NP] Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £2 million per incident or the equivalent..

Attachment A
RACING AREAS



Attachment B
COURSE DIAGRAMS

