



2019 Whitsun Open Regatta

incorporating

Flying Fifteen Class for the **Bulwark Trophy** **International 14 Class** for the **Hayling Hull Trophy** **Class Racing** for **RS Elite, RS800, RS700, 29er, RS200 & Solo** **Junior Classes RS Feva, RS Tera & Optimist** **Handicap Racing for other Classes**

25 & 26 May 2019

International Tasar Class UK National Championship

25, 26 & 27 May 2019

Hayling Island Sailing Club, Hampshire, UK

SAILING INSTRUCTIONS

1 RULES

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2 For the International 14, RS800, RS700 and 29er classes only, RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.
- 1.3 In all Rules governing this regatta:
[DP] denotes a rule for which the penalty is at the discretion of the protest committee.
[NP] denotes a rule that shall not be grounds for protest by a boat. This changes RRS 60.1(a).

2 COMMUNICATIONS WITH COMPETITORS

- 2.1 There will be briefings on Sat 25 May at the following times:
11:00: All competitors
12:30: Competitors in Youth classes.
- 2.2 Notices to competitors will be posted on the official notice board, located in the race office, near the clubhouse entrance.
- 2.3 Signals made ashore will be displayed from the flag masts on the club race control box.
- 2.4 [NP] 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 in Chichester Harbour).
- 2.5 Any change to the 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 (SI 2.4) on the day it will take effect.
- 2.6 Class flags will be, as listed in SI 4.2.
- 2.7 Race areas will be designated by coloured flags as listed in SI 4.2. When a visual signal is displayed over a Race Area flag, the signal applies only to that area. This changes the Race Signals preamble.

3 SCHEDULE OF RACES

- 3.1 Dates of Racing:
 Tasar Nationals: 25, 26 & 27 May
 Other Classes: 25 & 26 May
- 3.2 Number of Races:
 Optimist, RS Feva, RS Tera: 6 races (Maximum of 4 races either day)
 Tasar Nationals: 8 races (3 races on 25th & 26th, 2 races on 27th)
 Other Classes: 4 races (2 races each day)
- 3.3 The scheduled time of the warning signal for the first race on Sat 25 May for all course areas other than Alpha is 13:00. The first warning signal for Alpha course will be 14:00. On all other days the scheduled warning signal for all course areas other than Alpha is 1130. The first warning signal for the Alpha course will be 1430.
- 3.4 The warning signal for each succeeding race will be made as soon as practicable.
- 3.5 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 two minutes before a warning signal is made.

4 RACING AREAS & CLASS/AREA FLAGS

- 4.1 Attachment A shows the location of racing areas *Alpha*, *Bravo*, *Charlie*, *Delta* and *Echo*.
- 4.2 Classes are assigned to race areas as follows.

Class:	Class Flag Colour:	Race Area:	Race Area Flag:
Optimist	Blue with Optimist	<i>Alpha</i>	Letter A on yellow flag
RS Feva	Red with RS Feva		
RS Tera	Green with RS Tera		
Youth Handicap	Yellow with Youth Handicap		
RS 800	Blue with RS800	<i>Bravo</i>	Letter B on green flag
RS 700	Green with RS700		
International 14	Red with Int14		
29er	Yellow with 29er	<i>Charlie</i>	Letter C on red flag
Fast & Medium Handicap	Yellow with Handicap		
Tasar	Blue with Tasar		
RS 200	Red with RS200	<i>Delta</i>	Letter D on blue flag
Solo	Green with Solo		
Slow Handicap	Yellow with slow handicap		
RS Elite	Red with RS Elite	<i>Echo</i>	Letter E on pink flag
Flying Fifteen	Blue with FF		

- 4.3 Any change to these assignments will be notified in accordance with SI 2.5.
- 4.4 **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.

5 THE COURSES

- 5.1 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.
- 5.2 The gates 3s/3p and 4s/4p may be replaced by single marks to be left to port.

5.3 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 MARKS

6.1 Marks 1, 1a, 2, 3s, 3p, 4s, 4p and 5 will be inflated cylindrical buoys. Mark colours will be posted on the official notice board.

6.2 Starting marks will be the race committee signal boat at the starboard end and a boat or buoy with an orange flag at the port end.

6.3 Finishing marks will be the race committee signal boat and a boat or buoy with a blue flag.

7 THE START

7.1 The starting line will be between staffs displaying orange flags on the starting marks.

7.2 [DP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

8 THE FINISH

The finishing line will be between staffs displaying blue flags on the finishing marks.

9 TIME LIMITS & TARGET TIMES

9.1 The time limit and target time in minutes is as follows:

<i>Class:</i>	<i>Time limit</i>	<i>Finish window</i>	<i>Target time</i>
Optimist, RS Feva, RS Tera	50	10	30
Other classes	75	20	40 - 60

Failure to meet the target time will not be grounds for redress. This changes RRS 62.1(a).

9.2 Boats failing to finish within the finish window time after the first boat sails the course and finishes will be scored Did Not Finish. This changes RRS 35, A4 and A5.

10 PROTESTS, PENALTIES & REQUESTS FOR REDRESS

10.1 Protest forms are available at the race office. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.

10.2 For each class, the protest time limit is 90 minutes after the last boat has finished the last race of the day or the race committee signals no more racing today, whichever is later.

10.3 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.

10.4 Notices of protests by the race committee, technical committee or protest committee will be posted to inform boats under RRS 61.1(b).

10.5 Penalties for breaches of class rules, or rules in the NoR and SIs marked [DP], are at the discretion of the protest committee, and may be less than disqualification.

10.6 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.

11 SCORING

11.1 One race is required to be completed to constitute a series.

11.2 (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 five races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

(c) When six or more races have been completed, a boat's series score will be the total of her race scores excluding her two worst scores.

11.3 A boat starting later than 4 minutes after her starting signal will be scored Did Not Start. This changes RRS A4 and A5.

11.4 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.

12 SAFETY REGULATIONS

12.1 [DP] Competitors shall wear personal flotation devices at all times while afloat, except briefly while adjusting clothing or personal equipment.

12.2 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 race office.
- (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] Competitors shall check-out before racing by collecting their tallies.
- (d) [DP][NP] Competitors shall check-in immediately on returning to shore after racing, by returning the tallies to tally control.
- (e) [DP][NP] Boats that launch and recover at Itchenor SC, instead of tallying as described above, may check out and check in by mobile telephone. The procedure will be posted on the official notice board and on the event website.
- (f) The race committee will apply a standard penalty without a hearing for a breach of (c), (d) or (e) of this SI. The penalty will be a £15 contribution to charity. This changes RRS 63.1 and A5

12.3 [DP] A boat that retires from a race, or does not intend to start a race, shall notify the race committee as soon as possible.

13 RADIO COMMUNICATION

[DP] 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.

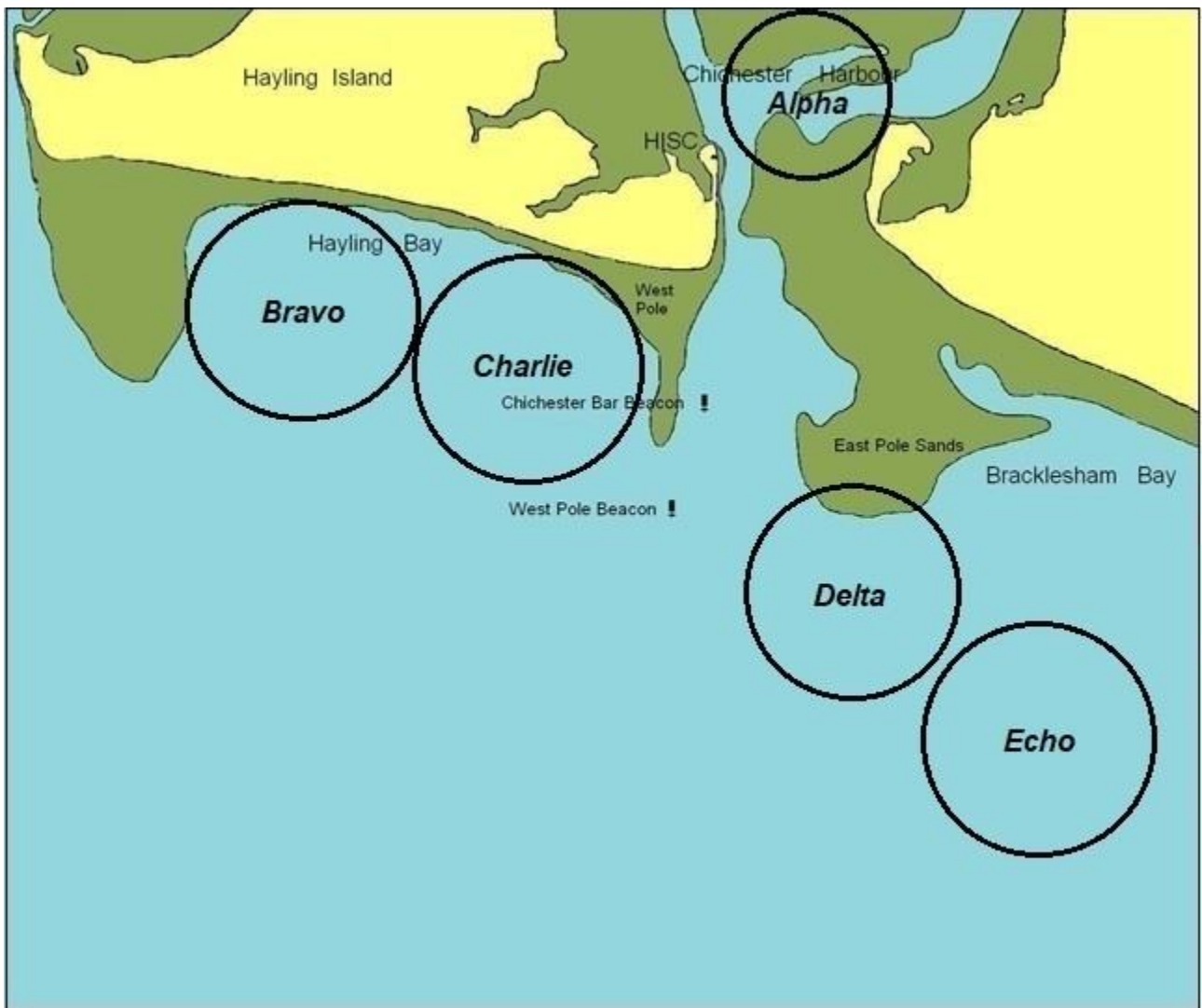
14 RISK STATEMENT

14.1 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."

14.2 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:

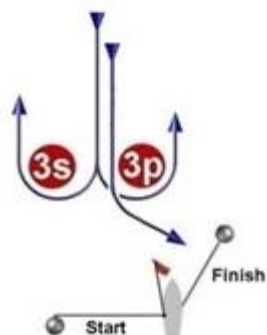
- (a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;
- (b) They are responsible for the safety of themselves, their crew, their boat and their 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 organizer 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 familiarize 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 safety briefing held for the event.
- (h) Their boat is adequately insured, with cover of at least £2 million against third-party claims, or the equivalent in other currencies.

**Attachment A
RACING AREAS**



Attachment B
COURSE DIAGRAMS

COURSE L: WINDWARD-LEEWARD

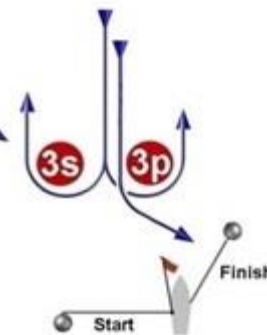
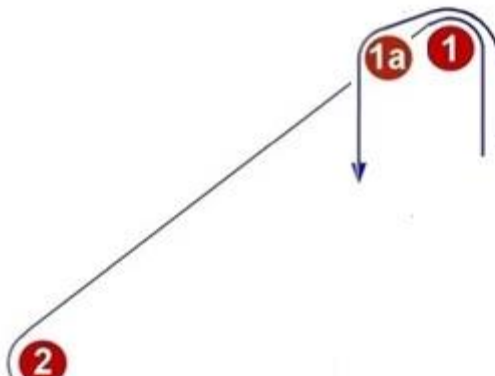


Signal: Mark rounding order:

L2 Start – 1 – 1a – 3s/3p – 1 – 1a – 3p – Finish

L3 Start – 1 – 1a – 3s/3p – 1 – 1a – 3s/3p – 1 – 1a – 3p – Finish

COURSE T: WINDWARD-LEEWARD-TRIANGLE

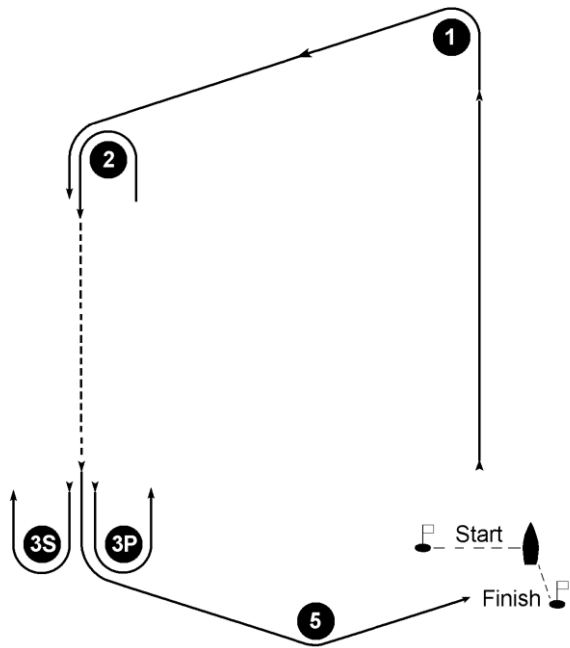


Signal: Mark rounding order:

T2 Start – 1 – 1a – 3s/3p – 1 – 2 – 3p – Finish

T3 Start – 1 – 1a – 3s/3p – 1 – 1a – 3s/3p – 1 – 2 – 3p – Finish

COURSE O: OUTER TRAPEZOID

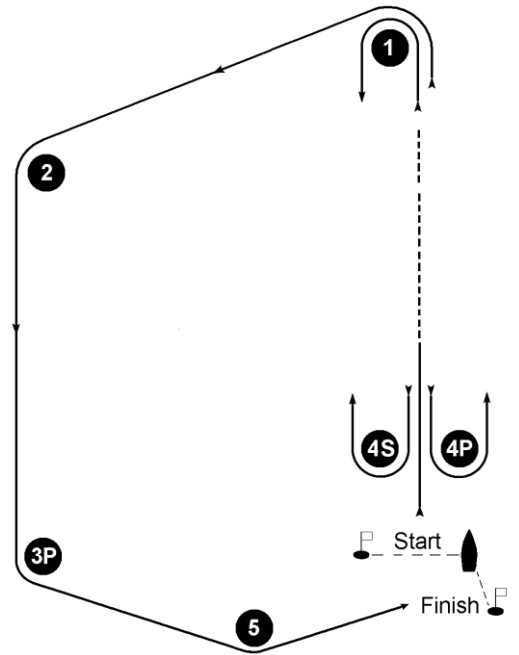


Signal: Mark rounding order:

O2 Start – 1 – 2 – 3s/3p – 2 – 3p – 5 – Finish

O3 Start – 1 – 2 – 3s/3p – 2 – 3s/3p – 2 – 3p – 5 – Finish

COURSE I: INNER TRAPEZOID

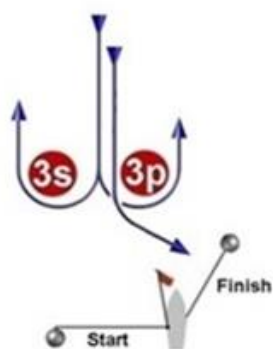


Signal: Mark rounding order:

I2 Start – 1 – 4s/4p – 1 – 2 – 3p – 5 – Finish

I3 Start – 1 – 4s/4p – 1 – 4s/4p – 1 – 2 – 3p – 5 – Finish

COURSE LS – windward leeward special



Signal; Mark rounding order

LS2 Start – 1a(p) – 1(P)- 1a(P) – 3s/3p –
1a(p) – 1(p) – 1a(p) – 3p – finish

LS3 - start – 1a (p) – 1(P)- 1a(P) – 3s/3p –
1a(p) – 1(p) – 1a(p) – 3s/3p – 1a(p) – 1(p) -
1a(p) 3p - finish