



# 2021 RS Aero UK National Championships & International Open

18 – 22 August 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-aero-nationals/](http://www.hisc.co.uk/sailing/open-events/rs-aero-nationals/)
- 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 18:00 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 2.3) 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.

### 3 FORMAT OF RACING

- 3.1 For a class with 80 or more entries at 12:00 on 18 August, and at the discretion of the organizing authority, the championship will consist of a qualifying series and a final series. For a class with fewer than 80 entries it will be raced as a single 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:

<b>Rank in series</b>	<b>Flight assignment</b>
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(a).
- (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, others 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:** The organizing authority will provide each boat with a yellow and a blue plastic A4 wallet. Boats in the yellow flight or gold fleet shall display the yellow wallet around the mast in landscape format as high as possible below the gooseneck. Boats in the blue flight or silver fleet shall display the blue wallet around the mast in landscape format as high as possible below the gooseneck

## 4 SCHEDULE OF RACES

4.1 The race schedule is as follows:

<i>Date:</i>	<i>Event:</i>	<i>Time of 1<sup>st</sup> warning signal &amp; scheduled races per day:</i>	
		<i>Time:</i>	<i># Races:</i>
Wed 18 Aug	RS Aero Challenge Cup	15:00	1
Thurs 19 Aug	RS Aero Nationals & International Open	11:00	3
Fr 20 Aug		11:00	3
Sat 21 Aug		11:00	3
Su 22 Aug		11:00	2

- 4.2 The warning signal for each succeeding race will be made as soon as practicable.
- 4.3 One extra race per day may be sailed, provided that no class becomes more than one race ahead of schedule, and the change is made according to SI 2.4.
- 4.4 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.
- 4.5 If a qualifying series and final series is sailed (SI 3.1) there will be a minimum of three and a maximum of six qualifying races.
- 4.6 On the last day of the regatta no warning signal will be made after 15:00.

## 5 CLASS FLAGS

5.1 The class flags will be:

- RS Aero 5: Numeral '5' on light blue
- RS Aero 7: Numeral '7' on yellow
- RS Aero 9: Numeral '9' on pink
- RS Aero (all): RS Aero on white

5.2 If a qualifying series and final series is sailed (SI 3.1), the class flags will be:

- Yellow / Gold Class flag over yellow flag
- Blue / Silver Class flag over blue flag

## 6 RACING AREAS

- 6.1 Attachment A shows the location of racing areas 'Alpha', 'Bravo' and 'Charlie'. Racing may also take place in Chichester Harbour.
- 6.2 The area to be used will be posted each day on the official notice board.
- 6.3 **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.

## 7 THE COURSES

- 7.1 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.
- 7.2 The gates 3S/3P and 4S/4P may be replaced by single marks to be left to port.
- 7.3 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.
- 7.4 To change the next leg of the course, the race committee will move the original mark (or the finishing line) to a new position.

## 8 MARKS

- 8.1 Marks 1 & 2 will be black inflated cylindrical buoys, 3S, 3P, 4S & 4P will be blue and mark 5 will be a small yellow dumpy buoy.
- 8.2 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.
- 8.3 Finishing marks will be a race committee boat and a boat or buoy with a blue flag.

## 9 THE START

- 9.1 The starting line will be between staffs displaying orange flags on the starting marks.
- 9.2 [DP][NP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 9.3 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.

## 10 THE FINISH

- 10.1 The finishing line will be between staffs displaying blue flags on the finishing marks.
- 10.2 The race committee may award a finishing place to a boat by pointing flag W at her with a sound. The signalled 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 signalled, they shall be scored as if they were tied. This changes RRS 28.1 and A3.

## 11 TIME LIMITS & TARGET TIMES

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

<i><b>Time limit</b></i>	<i><b>Target time</b></i>	<i><b>Finishing window</b></i>
70	40	15

- 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, will be scored Did Not Finish. This changes RRS 35, A4 and A5.
- 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.

## **13 SCORING**

- 13.1 One race is required to be completed to constitute a championship.
- 13.2 (a) When fewer than four races have been completed, a boat's series score will be the total of her race scores.
  - (a) When from four to seven races have been completed, a boat's series score will be the total of her race scores excluding her worst score
  - (b) When eight or more races have been completed, a boat's series score will be the total of her race scores excluding her two worst scores.
- 13.3 In a qualifying series three races are required to be completed by both flights to constitute the series.
- 13.4 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.
- 13.5 For the qualifying series, RRS A5.2 is changed so that the scores are based on the number of boats assigned to the larger flight.
- 13.6 In the final series, the gold and silver fleets will be scored separately, and they need not have completed the same number of final races. The boats in the gold fleet will be ranked above those in the silver fleet in the championship.
- 13.7 Series scores (SI 13.2) will apply separately to qualifying and final series.
- 13.8 Except for race scores excluded under SIs 13.2 and 13.4, a boat's championship score will be the total of her race scores from her final series races plus her qualifying-series score.
- 13.9 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 [DP] RRS 40.1 (*Personal Flotation Devices*) 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] Competitors shall collect the tallies before racing each day.
  - (d) [DP][NP] Competitors shall check-in immediately on returning to shore after racing, by returning the tallies to tally control.

Breaches of (c) or (d) of this SI will incur a standard penalty without a hearing, or a discretionary penalty after a hearing. The standard penalty will be 1 point for a first infringement, and 3 points for subsequent infringements, applied as in RRS 64.2. This changes RRS 63.1 and A5.

- 14.3 [DP][NP] A boat that retires from a race, or does not intend to start a race, shall notify the race committee before leaving the race area.
- 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.

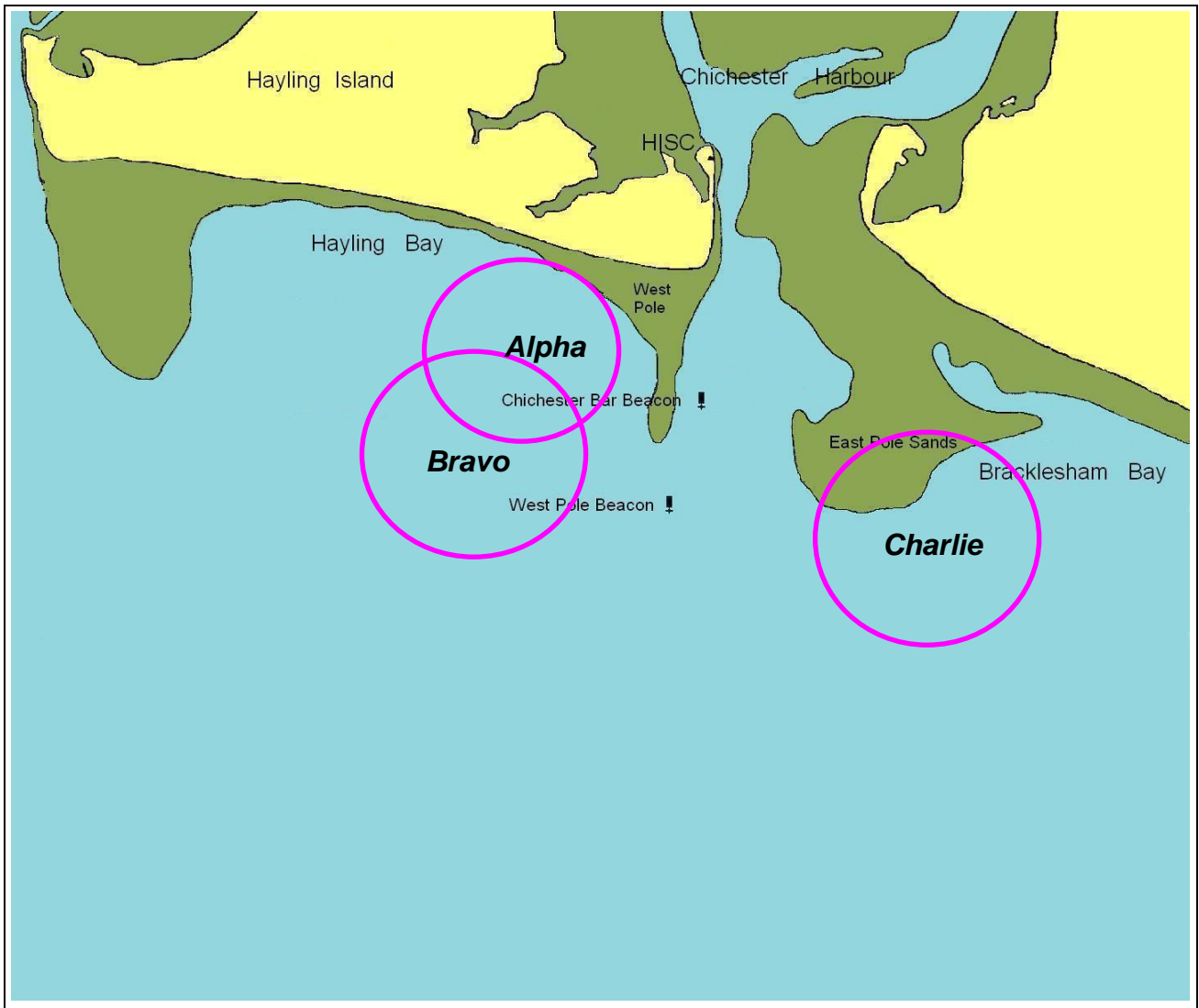
## **18 RISK STATEMENT**

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**

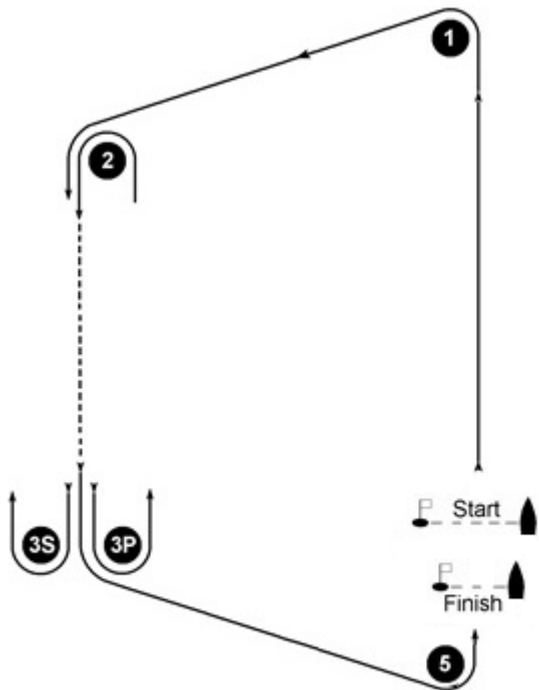
[DP][NP] Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £2 million per incident or the equivalent.

**Attachment A**  
**RACING AREAS**



**Attachment B**  
**COURSE DIAGRAMS**

**OUTER TRAPEZOID**

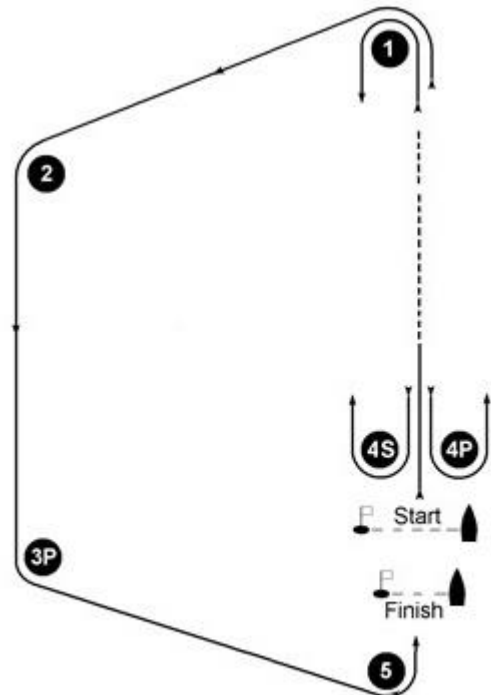


**Signal Mark rounding order**

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

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

**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**