

GBR 420 Class Association Spring Championship

6th & 7th April 2019

SAILING INSTRUCTIONS

The Organising Authority is the Weymouth and Portland National Sailing Academy (WPNSA) in conjunction with the GBR 420 Class Association

1. RULES

- 1.1. The regatta will be governed by the rules as defined in *The Racing Rules of Sailing 2017 – 2020* (RRS).
- 1.2. The Racing Rules will be changed as follows:
RRS 40 is changed so that Competitors will be required to wear adequate personal buoyancy at all times whilst afloat, except for a short period whilst changing clothing. Flag 'Y' will not be displayed; this changes RRS 40 and Race Signals 'Y'.
- 1.3. The notation '[DP]' in a rule in the NoR means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.

2. NOTICES TO COMPETITORS

Notices will be posted on the Official Notice Board, which is situated in the glass kiosk, under the balcony, outside of the changing rooms.

3. CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 09:00 on the day that it will take effect, except that changes 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 flagpoles outside the Race Office.
- 4.2. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' when racing in Portland Harbour or 'not less than 60 minutes' when racing is in Weymouth Bay, in the race signal AP.
- 4.3. Flag D with one sound means 'The warning signal will be made not less than 30 minutes' after flag D is displayed if racing is in Portland Harbour or 'The warning signal will be made not less than 60 minutes' after flag D is displayed if racing is in Weymouth Bay. Boats shall not leave the slipway until this signal is made. [DP].
- 4.4. Flag P displayed indicates racing will be in Portland Harbour. Flag W displayed indicates racing will be in Weymouth Bay.

5. SCHEDULE

5.1.

Day	Date	Event	Time	Where
Saturday	6 th April 2019	Registration	08:30 – 09:30	Room 4
		Competitors Briefing	10:00	Spinnakers
		First warning signal	11:25	
Sunday	7 th April 2019	First warning signal	10:25	
		Prize giving	asap after racing	Spinnakers

5.2. The Championship will consist of seven races. The intention is that there will be no more than four races a day. However, additional races may be sailed either in advance or arears in order to complete the programme if weather or other reasons dictate.

5.3. 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 five minutes before the first warning signal is made.

5.4. On the last scheduled day of racing, no warning signal will be made after 15:00.

6. CLASS FLAG

The class flag will be the 420 class flag.

7. RACING AREA

The racing area will be in Portland Harbour or Weymouth Bay.

8. THE COURSES

8.1. The diagram in Attachment A shows the course to be sailed including the order in which the marks are to be passed, and the side on which each mark is to be left.

8.2. The course and number of laps to be sailed will be displayed on the Committee Boat.

8.3. The approximate bearing of mark 1 may be displayed on the Committee Boat.

9. MARKS

9.1. Marks 1, 2, 3s, 3p, 4s and 4p will be a 1.6m blue cylindrical buoy with a black band.

9.2. Mark 5 will be a 1.5m black dumpy buoy.

9.3. Mark 1a will be a small orange dumpy buoy.

9.4. The starting mark will be either an official boat displaying an orange flag or a dan buoy displaying an orange flag.

9.5. The finishing mark will be either an official boat displaying a blue flag or a dan buoy displaying a blue flag.

10. AREAS THAT ARE OBSTRUCTIONS

10.1. Boats shall keep more than 100 metres away from vessels over 100 metres, vessels displaying Flag A (indicating divers in the water) or vessels at anchor. These areas are obstructions as defined in the Rules.

10.2. The attention of all competitors, race management personnel and spectators afloat are drawn to the fact that Portland 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.

10.3. 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.

10.4. Boats shall not transit at any time through the RNSA moorings, which are to the left of the Marina exit as leaving the Marina.

11. THE START

- 11.1. Races will be started by using RRS 26 with the warning signal made five minutes before the starting signal.
- 11.2. The starting line will be between a staff on the race committee signal vessel displaying an orange flag and the starting mark.
- 11.3. 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 A4 and A5.

12. CHANGE OF THE NEXT LEG OF THE COURSE

To change the next leg of the course, the race committee will move the original mark (or the finishing line) to a new position.

13. THE FINISH

- 13.1. The finishing line will be between a mast displaying blue flag on the race committee signal vessel and the finishing mark.
 - 13.2. 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 as follows:
 - 13.2.1. When an official boat displays flag W with two sounds, boats still racing may be scored as their observed position on the race course.
 - 13.2.2. 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.

14. PENALTY SYSTEM

- 14.1. Appendix P will apply, except as changed by SIs 14.2 and 14.3.
- 14.2. Appendix P2.3 is deleted. P2.2 is changed to apply to the second and each subsequent penalty of a boat.
- 14.3. Appendix P3 postponement, general recall, or abandonment is deleted and replaced by: If a boat has been penalised under RRS P1 and the race committee signals a postponement, general recall or abandonment, the penalty is cancelled and shall not be counted to determine the number of times she has been penalised during the regatta.
- 14.4. To encourage boats to take a penalty afloat, judges may blow a whistle and/or wave a red flag when they see what they believe to be a breach of a rule.

15. TIME LIMITS

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

Time limit	Mark 1 time limit	Target time
90 minutes	30 minutes	45 minutes

- 15.2. If no boat has passed Mark 1 within the Mark 1 time limit the race will be abandoned. Failure to meet the target time will not be grounds for redress. This changes RRS 62.1(a).
- 15.3. Boats failing to finish within 15 minutes after the first boat sails the course and finishes will be scored Did Not Finish without a hearing, unless SI 13.2 applies. This changes RRS 35, A4 and A5.

16. PROTESTS AND REQUESTS FOR REDRESS

- 16.1. Protest forms are available at the race office, located in room 4. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.
- 16.2. The protest time limit is 60 minutes after the last boat has finished the last race of the day if racing is in Portland Harbour and 90 minutes after the last boat has finished the last race of the day if racing is in Weymouth Bay or the race committee signals no more racing today, whichever is later.
- 16.3. 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. Hearings will be held in the protest room, located at room 3, beginning at the time posted.
- 16.4. Notices of protests by the race committee or protest committee will be posted to inform boats under RRS 61.1(b).
- 16.5. Breaches of SIs 18, 21, 22, and 23 will not be grounds for a protest by a boat. This changes RRS 60.1(a).
- 16.6. 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.

17. SCORING

- 17.1. The Low Point System of Appendix A will apply.
- 17.2. One race shall be completed to constitute a series.
- 17.3. The total score for each boat will be the sum of her scores as follows:
 - 17.3.1. When fewer than four races have been completed, a boat's series score will be the total of her race scores.
 - 17.3.2. When from four or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

18. SAFETY REGULATIONS

- 18.1. Competitors will be required to wear adequate personal buoyancy at all times whilst afloat, except for a short period whilst changing clothing. Flag 'Y' will not be displayed. This changes RRS 40 and Race Signals 'Y'.
- 18.2. A tally system will be in operation.
 - 18.2.1. The tally control point will be located under the main balcony outside the changing rooms.
 - 18.2.2. Tallies comprise numbered rubber wristbands. Numbers will be allocated to the helm and the crew at registration and shall be worn visibly, over clothing, on the right wrist at all times while afloat.
 - 18.2.3. Both the helm and crew shall individually check-out before racing by personally collecting their tally.
 - 18.2.4. Both the helm and crew 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.
 - 18.2.5. The penalty for a boat that fails to comply with the safety/tally system will be five points added to the boat's series score, for each infringement, without a hearing. This changes RRS 63.1 and A5.
- 18.3. A boat that retires from a race shall notify the race committee or official boat as soon as possible. This is to be declared on the sheets and stating from which races the boat retired. Declaration sheets will be at the Tally Board, under the balcony.
- 18.4. A boat wishing to sail ashore before the end of the day's racing shall not do so without authorisation from an official boat. [DP].

19. REPLACEMENT OF CREW OF EQUIPMENT

- 19.1. Substitution of competitors will not be allowed without prior written approval of the race committee. [DP].
- 19.2. 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. [DP].

20. EQUIPMENT AND MEASUREMENT CHECKS

Equipment may be inspected or measured at any time during the event for compliance to the class rules.

21. SUPPORT BOATS [DP].

- 21.1. Upon arrival Support Boats must report to the Weymouth and Portland National Sailing Academy reception, pay appropriate charges and complete a registration form. They must not launch before this requirement has been met.
- 21.2. 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.
- 21.3. All support boat helms shall attend all the safety boat briefings. Details will be given when registering as in SI 21.1.
- 21.4. 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.
- 21.5. During the event, support boats shall not tow boats participating in the event unless the race committee have signalled that towing is allowed, by displaying Flag T.
- 21.6. In order to prevent fuel spillage, refuelling of boats/tanks is not permitted on the pontoons at WPNSA. Boats may refuel at the Portland Marina fuel pontoon or removable tanks may be taken offsite to be refuelled at a service station.
- 21.7. Kill cords shall be worn at all times whilst engines are running. The Course Safety Leader will be looking out for compliance on this issue, there are no excuses and boats will be requested to leave the race area immediately if kill cords are not being used appropriately.
- 21.8. Non GBR sailor coaches, whose names will be posted on the official notice board, are permitted to communicate with their non GBR sailors while afloat, before and after races.

22. TRASH DISPOSAL

Trash may be placed aboard support or official boats. [DP].

23. RADIO COMMUNICATION

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. [DP].

24. PRIZES

Prizes will be given dependent on number of entries, but as a minimum 1st – 3rd overall.

25. RISK STATEMENT

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.
- g) It is their responsibility to familiarise 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 competitors briefing held for the event.

26. INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3,000,000 per incident or equivalent.

ATTACHMENT A – THE COURSES

O	COURSE: OUTER TRAPEZOID with reaching finish
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
O4	Start - 1 - 2 - 3s/3p - 2 - 3s/3p - 2 - 3s/3p - 2 - 3p - 5 - Finish

I	COURSE: INNER TRAPEZOID with reaching finish
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
I4	Start - 1 - 4s/4p - 1 - 4s/4p - 1 - 4s/4p - 1 - 2 - 3p - 5 - Finish

LA	COURSE: WINDWARD / LEEWARD with spreader mark and reaching finish
Signal	Mark Rounding Order
LA2	Start - 1 - 1a - 4s/4p - 1 - 1a - 4p - Finish
LA3	Start - 1 - 1a - 4s/4p - 1 - 1a - 4s/4p - 1 - 1a - 4p - Finish
LA4	Start - 1 - 1a - 4s/4p - 1 - 1a - 4s/4p - 1 - 1a - 4s/4p - 1 - 1a - 4p - Finish

L	COURSE: WINDWARD / LEEWARD with reaching finish
Signal	Mark Rounding Order
L2	Start - 1 - 4s/4p - 1 - 4p - Finish
L3	Start - 1 - 4s/4p - 1 - 4s/4p - 1 - 4p - Finish
L4	Start - 1 - 4s/4p - 1 - 4s/4p - 1 - 4s/4p - 1 - 4p - Finish