



## Sailing Instructions 2015

### 1. Rules

1.1 The events and the series will be governed by the rules as defined in *The Racing Rules of Sailing 2012 -2016*. These include Appendix B (windsurfing competition rules), the Prescriptions of the RYA, the Notice of Race and these Sailing Instructions

1.2 In case of conflict with the Notice of Race these sailing instructions shall take preference.

### 2. Notices to Competitors

Notices to competitors will be posted on the official notice board, located at the Race Office.

### 3. Changes to Sailing Instructions

Any change to the sailing instructions will be posted on the official notice board at least 30 minutes before the advertised warning signal of the race or races concerned, and signalled by displaying flag L ashore. However, any change to the schedule of races will be posted by 19:00 hours on the day before it will take effect.

### 4. Signals Made Ashore

4.1 Signals made ashore will be displayed on the official flag pole located at or near the race office.

4.2 Signals displayed over a fleet flag apply to that fleet only.

4.3 No Board should leave the shore to race until its fleet flag (SI 6) is displayed with two sound signals. The first possible warning signal will not be in less than 10 minutes. Competitors may tally out (SI 18.3) before the class flag is displayed.

4.4 Flag AP (with two sound signals) may be displayed ashore to signify racing is postponed, Should AP be displayed with a Fleet Flag the postponement will apply to only those fleets who's Flags are displayed.

4.5 When Flag AP is lowered (with one sound signal) the first possible warning signal will not be in less than 10 minutes. (Alteration to RRS –Race Signals)

4.6 When Flag Y (with one sound signal) is displayed ashore rule, 40.1 applies to competitors, coaches and support personnel, shall wear their buoyancy at all times while afloat. Failure to comply will result in disqualification

### 5. Schedule of Races

5.1 Racing is scheduled as follows: the first warning signal on day one will not be before 11.00, and on the last day not before 10.00.

5.2 Races which are not separated by lunch will start as soon as practically possible after the finish of the previous race. The race officer may indicate the imminent start of the next race sequence by repeated short sound signals

5.2 No warning signal will be made after 16.00 on the last day of the regatta.

5.3 The program may be varied by the event sponsor. Notice will be given on the UKWA website at [www.ukwindsurfing.com](http://www.ukwindsurfing.com)

### 6. Class Flags

Will be as follows:

- Pro Fleet ~ Flag D
- Amateur Fleet ~ Flag E
- Junior Fleet ~ Pendant O
- Master Blaster Fleet ~ Flag V

### 7. Heats and heat indicators

7.1 Competitors shall be allocated to heats by the Race Committee, who shall take into account: seeding based on results in previous or current year, and known ability or experience. The Race Committee decision is final and cannot be protested.

7.2 For races started afloat, the number of the heat to be sailed may be displayed on the start vessel at least two minutes before the warning signal

7.3 Heat boards will remain displayed until the starting line is closed for that heat.

7.4 It shall be the sole responsibility of each competitor to ascertain in which heat they are to compete, and to get to the starting area in adequate time.

7.5 A board failing to compete in, or complete a heat may progress straight to the losers final.

### 8. Racing Area / Course Area

The course area is defined as an area extending 50 meters beyond the course including the 'starting line' and the 'finishing line' and its extensions, which would normally be taken by a racer when racing.

### 9. The Courses

9.1 The course to be sailed shall be posted on the ONB.

9.2 The course will not be changed during a heat, but marks may be repositioned to maintain a satisfactory course configuration relative to the wind and tide.

### 10. Marks

10.1 Marks will be large inflatable coloured buoys, which may or may not display a sponsor's logo.

**10.2** Starting marks will be a race committee vessel at the starboard end and should be an inflatable red cylindrical buoy at the port end.

**10.3** Finishing marks will be a race committee vessel or a flag pole located on shore and a black buoy.

**10.4** A board may touch a mark but shall not hold on to it; except a board shall not touch a starting or finishing vessel.

## **11. The Start**

**11.1** Races will be started in accordance with the BSA Start Sequence or System 3.

**11.2** It is the race officers intention whenever possible to fly the appropriate class flag prior to and during the start sequence to draw sailors attention to their particular start sequence.

**11.3** The start for one fleet may be the warning signal for the subsequent fleet. If there is a General Recall, then the subsequent fleets start may be delayed in order to maintain the start sequence.

**11.4** The starting line will be between a staff displaying a plain orange flag on the race committee (starting) vessel at the starboard end and the port end start mark.

**11.5** Boards whose warning signal has not been made shall avoid the starting area.

**11.6** A Board starting later than 1 minute after her starting signal will be scored Did Not Start. (Alteration to RRS A4 & A5)

**11.7** A boat flying a course area flag may be positioned on the extension of the starting line through the pin end buoy. No board shall sail between this boat and the pin end buoy.

**11.8** The intended order of starts may be published on the official notice board

### **11.7 Recall for a slalom race**

(a) When at a board's starting signal for a slalom race or heat any part of her hull, crew or equipment is on the course side of the starting line, the race committee shall signal a general recall.

(b) If the race committee acts under rule 29.3(a) and the board is identified, she shall be disqualified without a hearing, even if the race or heat is abandoned. The race committee shall hail or display her sail number, and she shall leave the course area immediately. If the race or heat is restarted or re-sailed, she shall not sail in it.

(c) If a slalom race or heat was completed but was later abandoned by the protest committee and if the race or heat is re sailed, a board disqualified under rule 29.3(b) may sail in it.

(d) If a board is disqualified as OCS during a heat, the excluded board may proceed to the losers final.

(e) If a board is disqualified as OCS during a final, the excluded board will be scored in last position + one in that final.

## **12. The Finish**

**12.1** The finishing line will be between a staff displaying an orange flag on the finishing race committee vessel (or positioned on the beach) and the finishing mark. The position of the finishing line will be illustrated on the course diagram published on the ONB.

**12.2** Competitors shall make every effort to avoid re-crossing the finishing line once they have finished. Failure to do so may incur a penalty.

## **13. Penalty System**

A Board that has taken a penalty or retired under RRS 44.1 shall inform the race committee immediately upon coming ashore & complete an acknowledgement form at the race office.

## **14. Time Limit**

There is no time limit for a race.

## **15. Protests**

**15.1** A Boards intending to lodge a protest or request redress for an incident afloat must inform the race committee upon finishing the race.

**15.2** Once a protest has been lodged with the race committee they will jointly display flag O and flag AP. Whilst displayed racing is postponed and all sailors should remain in the course area. Any sailor involved in the said protest shall report to the committee boat immediately. If flag O and flag H are jointly displayed sailors should return to shore whilst the protest is heard. During this process flag AP will be displayed on the shore, once lowered sailors should return to the race course immediately.

**15.3** A protest shall be made orally immediately following the heat in which the incident occurred.

**15.4** Following receipt of protest or request for redress, a hearing will be called as soon as possible. Competitors involved in an incident afloat are advised to ascertain the status of any possible hearing for which they may be required. A competitor may retire before a protest hearing commences.

## **16. Scoring**

**16.1** The Low Point scoring system of Appendix A will apply.

**16.2** Each board's event score shall be the total of her race scores excluding her

(a) Worst score when 3 to 5 rounds are completed,

(b) Two worst scores when from 6 to 9 rounds are completed,

(c) Three worst scores when 10 or more rounds are completed.

**16.3** In the event of insufficient wind for championship racing, therefore no racing has taken place for a particular fleet; competitors will be awarded series points as follows.

(a) If the event does not qualify as a valid series event then each absent competitor will incur 1 "non-attendance" point.

(b ) If the event does not qualify as a valid series event then each attending competitor will incur 0 "non-attendance" point.

(b) Non-attendance points cannot be discarded and will be added to the series score to give an overall score.

## **17.Safety**

**17.1** All competitors under the age of 17 on the 31<sup>st</sup> December 2015 shall wear a buoyancy aid or life jacket to an appropriate standard at all times when afloat. Wet suits and dry suits are not an appropriate standard. When flag Y is flying all competitors shall wear a buoyancy aid or life jacket to an appropriate standard at all times when afloat. Failure to comply will result in disqualification.

**17.2** When pennant 3 is displayed ashore, competitors shall wear wetsuits or dry suits. A wetsuit for the purpose of this SI is a neoprene garment covering at least the torso, legs and shoulders. A definition of a wetsuit shall be displayed on the official notice board. Failure to comply will result in disqualification.

## **18.The Tally System**

**18.1** The Tally System to check-in and check-out competitors will be located at the Race Office. Tallies comprise numbered rubber wrist bands, and must be worn visibly, over clothing, while afloat.

**18.2** Each competitor shall individually tally-out before racing by personally collecting their tally, and individually tally-in upon returning to shore after racing by returning the tally personally to tally control. Competitors shall tally-in as soon as practically possible upon being instructed to do so by the race committee.

**18.3** Tally numbers will be issued after registration has closed.

**18.4** Competitors who fail to comply shall accept a 20% scoring penalty without a hearing. Competitors who are already afloat and who realise they have forgotten their tally must inform an official boat at the first opportunity and the race office upon returning to shore. This may relieve the competitor from receiving a penalty.

## **19.Official Boats**

Official will be marked as follows: Committee Boats - Orange flag.

## **20.Boards and Competitors in Difficulty**

When the race committee considers that a Competitor is in difficulty it may instruct the competitor to accept outside help, retire or sail ashore.

## **21. EQUIPMENT AND MEASUREMENT CHECKS**

A board or equipment may be inspected at any time for compliance with the class rules and sailing instructions. On the water, a board can be instructed by a race committee equipment inspector or measurer to proceed immediately to a designated area for inspection.

## **22. LITTER DISPOSAL**

Boards shall not put litter in the water. Litter may be placed aboard support and race committee boats

## **23. RADIO COMMUNICATION**

A board shall neither make nor receive radio or mobile telephone transmissions while racing.

## **24. DISCLAIMER OF LIABILITY**

Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The organising authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

Competitors are entirely responsible for their own safety, whether afloat or ashore, and nothing reduces this responsibility. It is for competitors to decide whether their board is fit to sail in the conditions in which it will find itself. By launching or going to sea competitors confirm the board is fit for those conditions and that they are competent to sail and compete in them. Nothing done by the organisers can reduce the responsibility of the owners and/or competitors, nor will it make the organisers responsible for any loss, damage, death or personal injury, however it may have occurred, as a result of the board taking part in the racing. The organisers encompass everyone helping to run the event. The provision of patrol boats does not relieve owners and competitors of their responsibilities. Parents or guardians of minors have an additional responsibility for their children and to make the decision as to whether he or she is fit to sail in the conditions that prevail or are forecast.

## **25. INSURANCE**

Each participating board shall be insured with valid third-party liability insurance with a minimum cover of £2,000,000 per event or the equivalent.

# BSA START SEQUENCE

Races shall be started by using the following signals. Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded.

Any time before the start the race officer will display the heat board for that heat

Signal	Flag & Sound	Minutes before Start
Warning	Red Flag Displayed; 1 Sound	3
Preparatory	Yellow Flag Displayed; Red Flag Removed; 1 Sound	2
	Yellow Flag Removed; 1 Sound	1
Starting	Green Flag Displayed; 1 Sound	0
	Green Flag Removed; Start Line Closed; No Sound	+1

## SYSTEM 3 (FOR BEACH STARTS)

Before her start each board in a heat or class shall draw a number for her station on the starting line. The stations shall be numbered so that station 1 is the most windward one.

For draw-Issued may be substituted

