



UKWA NATIONAL & UKWA NATIONAL INLAND CHAMPIONSHIP SERIES SAILING INSTRUCTIONS 2020

Version 1: 1st March 2020

The Organising Authority is the United Kingdom Windsurfing Association (UKWA)

1 RULES

- 1.1 The Regatta will be governed by the *rules* as defined in The Racing Rules of Sailing. These include Appendix B (windsurfing competition rules), the Prescriptions of the RYA, the RYA Racing Charter, the Notice of Race, these Sailing Instructions, and the rules of the relevant International classes as amended by national class rules where applicable.
- 1.2 Club, council rules and byelaws apply if displayed on the premises of the club or council hosting the event.
- 1.3 RS:X Class Rules C.6.5(b) and C.7.4(b) shall not apply.

2 NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the Official Notice Board located at the Race Office.

3 CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any change to the Sailing Instructions will be posted before 09:00 on the day it will take effect, except that any change to the schedule of races shall be posted before 18:00hrs on the day before it will take effect.
- 3.2 Flag L will be displayed to draw the attention of the competitors to any change of the Sailing Instructions or any Notice to Competitors.

4 BRIEFING

- 4.1 There will be a competitors briefing at 10:15hrs on Saturday and 09:15hrs on Sunday.

5 SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed on the Official flag pole. Signals displayed over a class flag apply to that class only.
- 5.2 Boards may not launch to race until their class flag is displayed with one sound signal. The warning signal will be made not less than 20 minutes after the class flag is displayed or not before the scheduled time, whichever is later.
- 5.3 When flag AP is displayed ashore competitors shall not go afloat. "1 minute" is replaced with "not less than 10 minutes" in the race signal AP. This changes RRS race signals.
- 5.4 For all competitors aged 17 and under on 31st December 2020 RRS 40 is amended such that personal flotation devices shall be worn at all times whilst afloat. For all other competitors, when flag Y is displayed RRS 40 applies at all times whilst afloat except briefly when changing or adjusting clothing or personal equipment. This changes part 4 preamble. A personal flotation device may include an impact vest with a minimum of 50 Newtons.
- 5.5 When **numeral 3** is displayed, every competitor shall wear a wetsuit or drysuit while afloat. A wetsuit is defined as a neoprene garment covering at least the shoulders, torso and legs.

6 SCHEDULE OF RACES

- 6.1 The normal programme for each fleet will be 4 races per day.
- 6.2 The scheduled time of the first start signal is 10:55 on the first day of each event and 09:55 on each subsequent day.
- 6.3 On the last scheduled day of the event no warning signal will be made after 16:00.

7 CLASS FLAGS/IDENTIFICATION

- 7.1 Class flags will be:

Class	Description
Junior (Inlands only)	Pendant 0
Techno 6.8 & Techno 7.8	Techno 293 insignia on a white background
Raceboard	Raceboard insignia on a blue background
RS:X	RS:X insignia on a white background with a green border
Formula	Formula insignia on a yellow background
Windfoil	Formula insignia on a yellow background

7.2 Identification

7.2.1 All competitors shall clearly display the sail number registered on entry on each sail being used, including a change down sail. See NOR 3.7.

8 COURSES

8.1 Appendix A to these SI's shows most of the courses likely to be used. If other courses are to be sailed they will be described at a briefing.

Where a gate is shown in the course diagram, it may be replaced by a single mark to be left to port. This will not change the course designation.

8.2 No later than the warning signal, the race committee may fly Numeral 4 to indicate that the course is lengthened by one final windward leg from the mark or gate nearest the starting vessel.

9 MARKS

9.1 Course marks will be large orange inflatable buoys, except that Formula, Raceboard and Windfoil's mark 1a (windward buoy) will be a large orange inflatable buoy with a yellow shroud.

9.2 The starting marks will be a race committee boat at the starboard end (including any buoy, object or boat attached to it) and a red inflatable pillar buoy at the port end.

9.3 The finishing marks will be a race committee boat and a black inflatable pillar buoy.

9.4 A board shall not touch a starting or finishing vessel. This changes RRS B3.

10 THE START

10.1 Races will be started using RRS 26 (5, 4, 1, GO).

10.2 The warning signal for any succeeding fleet start will normally be made at least 1 minute after the preceding starting signal.

10.3 The starting line will be between a staff displaying an orange flag on the race committee signal boat and a red pillar buoy.

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

10.5 A board starting later than 4 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A4 and A5.

10.6 An attention signal at the beginning of each series of starts (to alert boards that a race or sequence of races will begin soon) the orange flag will be displayed with one sound signal two minutes before the first warning signal.

10.7 The normal order of fleets within a series of starts will be:

Start 1 - Techno	Start 2 - Raceboard	Start 3 - RS:X	Start 4 - Formula Windfoil
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10.8 In RRS 30.1 (I flag) - delete "or one of its extensions".

10.9 In RRS 30.4 (Black flag) add after "...the race committee shall display her sail number" the words "or otherwise inform her".

10.10 An anchored boat flying an orange flag may be positioned on the extension of the starting line beyond the pin end buoy. Between the preparatory and starting signals no board shall sail between this boat and the pin end buoy.

11 CHANGE OF THE NEXT LEG OF THE COURSE

11.1 To retain the intended alignment of the course to the wind, the race committee may move a mark or the finish line up to 150 metres from its original position without signalling the change. This changes RRS 33.

12 THE FINISH

12.1 The finishing line will be between a staff displaying an orange flag on the race committee signal boat and the finishing mark as shown in Appendix A.

After the first boat has finished, the Race Committee may finish other boards at a mark of the course or on a leg of the course.

When a committee boat displays flag W with two sounds, boards may be finished by this committee boat.

When a board finishes in accordance with this instruction she shall be given a finishing place after all boards which complete more legs of the course and then finish. The finish line will be between the boat flying flag W and a mark of the course.

12.2 If the race committee decides to shorten a course, it will indicate it at a rounding mark by flying code **flag S** and the flag of class involved, with repeated sound signals, as the leading board approaches that mark. All boards of that class will round that mark and then sail straight across the finish line. This changes RRS 32.

12.3 Boards who have finished shall at all times keep clear of the finish area.

12.4 Grand Prix finish – Inland series only

12.4.1 In the Regional Inland Series, organisers may at a briefing specify a Grand Prix finish. In this case there will be no separate finishing mark or set number of laps. Competitors will be required to sail through 'The Gate' on every lap. Each lap will be the same for all boards, the approximate race duration will be specified. Shortly before the finish, flag S will be displayed on the finishing vessel (with two sound signals). All boards will finish when they next sail through 'The Gate'.

12.4.2 Any boards completing one lap fewer than the leading board will be scored in their finishing position after those completing more laps, and so on for those completing two or more laps fewer.

12.4.3 Note that the first board to be finished may not be the leader to avoid slower boards being sent on another lap.

13 TIME LIMITS AND TARGET TIMES

13.1 Time limit to first mark = 15 minutes.

13.2 Target time for all classes is 25 minutes, except Raceboards which is 25-30 minutes.

14 PENALTY SYSTEM

14.1 Exoneration Penalty

A board that may have broken a rule of Part 2 may, after finishing the race concerned and before the start of a related protest hearing, notify the Race Committee that she accepts a 20% scoring penalty as stated in RRS 44.3(c), except that the minimum penalty is five places if that does not result in a score worse than DNF. This penalty does not reverse an OCS score, or a disqualification under RRS 30.3. 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 board that caused injury or serious damage, or gained a significant advantage by her breach: in these circumstances, her penalty is to retire.

When an Exoneration Penalty is accepted:

Neither the board nor a protest committee may then revoke or remove the penalty.

The board 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.

When a board accepts an Exoneration Penalty, the designation DPI (Discretionary Penalty Imposed) will be used. If she retires, she will be scored RET.

14.2 Advisory Hearing

14.3 When there is an incident that will not result in the lodging of a protest or a request for redress, a board, protest committee or race committee may request an advisory hearing with the race office, and notify any board involved in the incident. An adviser will then call a hearing to learn what may have happened and will state whether any rule appears to have been broken, and by which board. A board may as a result notify the race office that she accepts an Exoneration Penalty when it applies to the incident, or choose to retire, although there is no requirement for her to do either.

14.4 RYA Arbitration

a) When a protest or request for redress is lodged, a board 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 a hearing conforming to Section B of Part 5 of the RRS, except that RRS 64.1(a) will not apply. Instead, when the arbitrator decides that a board that is a party to the arbitration hearing has broken a rule for which the Exoneration Penalty is available, the party will be invited to accept that penalty, and, if it is accepted by a protested board, the protesting board will be allowed to withdraw the protest, changing RRS 63.1.

c) When there is not an agreement to use RYA Arbitration, or when, after RYA Arbitration, a protest is not withdrawn or the Exoneration 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 will not apply to the arbitration decision. A board may still accept an Exoneration Penalty at any time before the start of a protest hearing and receive its protection from further penalization. She may also retire.

d) When a protest or request for redress is lodged, a board may at the same time request RYA Arbitration, or the protest committee or race committee may offer it.

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 a hearing conforming to Section B of Part 5 of the RRS, except

that RRS 64.1(a) will not apply. Instead, when the arbitrator decides that a board that is a party to the arbitration hearing has broken a rule for which the Exoneration Penalty is available, the party will be invited to accept that penalty, and, if it is accepted by a protested board, the protesting board will be allowed to withdraw the protest, changing RRS 63.1.

When there is not an agreement to use RYA Arbitration, or when, after RYA Arbitration, a protest is not withdrawn or the Exoneration 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 will not apply to the arbitration decision. A board may still accept an Exoneration Penalty at any time before the start of a protest hearing and receive its protection from further penalization. She may also retire.

14.5 Breaches of sailing instructions 5.4, 5.5, 7.2, 10.4, 10.9, 17 and 18 will not be grounds for a protest by a board. This changes RRS 60.1(a). Penalties for these breaches may be less than disqualification if the protest committee so decides.

14.6 On the last scheduled day of racing a request for reopening a hearing shall be delivered:

By 12:00 if the requesting party was informed of the decision on the previous day;

No later than 10 minutes after the requesting party was informed of the decision.

15 PROTESTS AND REQUESTS FOR REDRESS

15.1 Boards intending to protest must inform the race committee finishing boat upon finishing the race.

15.2 Protest forms are available at the Race Office. Protests and requests for redress or reopening shall be delivered there within the time limit.

15.3 For each fleet, the protest time limit is 30 minutes after the last board in that fleet has finished the last race of the day or from the time that the Race Committee signals no more racing for that day.

15.4 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. A further notice will be posted with details of the location of the protest room and the time for the first hearing.

15.5 When a board takes a penalty or retires under RRS 44.1, the penalty is changed to include completion of an acknowledgement form at the race office within the protest time limit.

16 EVENT SCORING

16.1 1 race is required to be completed to constitute a regatta for all boards of that class.

16.2 3 races must be completed for the event to count towards the series, other than for the Formula Windsurfing fleet see NOR 9.4.

16.3 The Low Point Scoring System of Appendix A will apply, except that RRS B8.8 (Ties) is deleted.

16.4 When fewer than 3 races have been completed, a board's series score will be the total of her race scores. When 3 to 6 races have been completed, a board's series score will be the total of her race scores excluding her worst score.

When 7 to 10 races have been completed, a board's series score will be the total of her race scores excluding her two worst scores.

When 11 or more races have been completed, a board's series score will be the total of her race scores excluding her three worst scores.

16.5 To request correction of an alleged error in posted results or series results, a boat shall complete a scoring enquiry form at the Race Office.

17 TALLY SYSTEM

17.1 A tally system will be used to record each competitor going afloat, and to record their safe return. Tallies are numbered coloured wristbands and shall be taken just before going afloat, when authorised by the beach master, and shall be returned immediately on returning to shore. Any competitor who does not comply with the system will be issued a 20% scoring penalty for that race. In the case of back to back races the penalty will apply to the first race only.

17.2 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.

17.3 The tally system, to check-out and check-in competitors, will be located at the front of the clubhouse.

17.4 Tallies shall be worn visibly, over clothing.

17.5 Tally number and colour will be allocated after registration, with tally numbers for individual sailors posted on the official notice board

18 SAFETY

18.1 **Mandatory Instructions on the Water - Boards and Competitors in Difficulty.** When the race committee considers that a board, its equipment or crew are not adequate for the existing or anticipated conditions, or that a board or

crew member is in difficulty, it may instruct the board or crew not to launch, or to retire or to sail ashore or to accept outside help. The board and crew shall comply with such instructions without delay.

19 EQUIPMENT AND MEASUREMENT CHECKS

- 19.1** 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 the technical committee equipment inspector to proceed immediately to a designated area for inspection.
- 19.2** A sailor wishing to race in the Techno 3.5, 4.5, 5.8 Class must ensure that their sail has a maximum of 6 battens and 2 cams.

20 SUPPORT BOATS / PERSONS

- 20.1** Team leaders, coaches and other support personnel shall stay outside areas where boards are racing from the time of the preparatory signal for the first class to start until all boards have finished or retired or the race committee signals a postponement, general recall or abandonment.
- 20.2** If the protest committee learns of a possible breach of a rule by a *support person* through any source, including the Race Committee, it may call a hearing under rule 60.3(d).

21 LITTER DISPOSAL

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

22 RADIO COMMUNICATION

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

23 PRIZES

- 23.1** A list of prizes to be awarded may be posted on the Official Notice Board after registration is completed.

24 DISCLAIMER OF LIABILITY

24.1 Risk Statement

RRS 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 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 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.

25 INSURANCE

- 25.1** Each participating board shall be insured with valid third-party liability insurance with a minimum cover of £3,000,000 per event or the equivalent.

