

## UKWA Cup / Inland Series Sailing Instructions 2010



The Organising Authority is the United Kingdom Windsurfing Association.

Pitsford	April 17/18	Inland 1	Mumbles	July 17/18	Cup 4
Weymouth	May 1-3	Cup 1	Farmoor	Sept 4/5	Inland 4
Derwent	May 22/23	Inland 2	Christchurch	Sept 18/19	Cup 5
Folkestone	May 29-31	Cup 2	Weymouth	Oct	31 / Nov 1 British Open Championships (and RYA Y&M event)
Whitwell	June 12/13	Inland 3	Whitwell	Oct 16/17	Inland 5
Bridlington	June 26/27	Cup 3	Weymouth	Oct 23	UKWA end-of-season event

### 1. RULES

**1.1** The events and the series will be governed by the rules as defined in *The Racing Rules of Sailing* 2009-1012. These include Appendix B (windsurfing competition rules), the Prescriptions of the RYA, 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 or council rules and byelaws apply if displayed on the premises of the club or council hosting the event.

**1.3** Under rule 87, International Raceboard class rule C.1.1(a) is changed with the permission of the International Class Association to allow competitors in the Raceboard fleet to use 3 sails per event for National competition.

### 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

**3.1** Any change to the sailing instructions will be posted at least 30 minutes before the warning signal of the race or races affected. Flag L will be displayed to draw the attention of competitors to the change.

**3.2** Any change to the schedule of races for the second or third day of an event will be posted by 1800 on the day before it will take effect

### 4. SIGNALS MADE ASHORE

**4.1** Signals made ashore will be displayed at a location that will be indicated at a briefing on the first morning of each event. Signals displayed over one or more class flags apply only to the class or classes indicated.

**4.2** An orange flag (or removal of an associated flag AP) with one sound means that all fleets should go afloat, and that the first warning signal will be made in not less than 20 minutes (change to Race Signals).

**4.3** When flag Y is displayed, all personnel shall wear a personal floatation device to an appropriate standard at all times when afloat except briefly while changing or adjusting clothing or personal equipment (changes rules 1.2 and 40). Wet suits and dry suits are not personal floatation devices.

**4.4** 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.

### 5. SCHEDULE OF RACES

**5.1** The normal programme for each fleet will be 4 races per day, but 3 races on the last day of each event. The programme may be varied by signals ashore or afloat without the posting of an amendment.

**5.2** The scheduled time of the first start signal is 1030 on the first day of each event and 1000 on each subsequent day.

**5.3** On the last day of the event no warning signal will be made after 1600.

### 6. FLEET FLAGS

Fleet flags will be: Techno ~ Techno 293 insignia on a white background / Raceboard ~ Flag E / RS:X ~ RS:X insignia on a white background with a green fly / Formula ~ Flag D

### 7. SAFETY PROCEDURES

**7.1** All competitors who will be aged 17 or under on 31<sup>st</sup> December 2010 shall wear a personal floatation device to an appropriate standard at all times when afloat except briefly while changing or adjusting clothing or personal equipment (changes rules 1.2 and 40). Wet suits and dry suits are not personal floatation devices.

**7.2** If conditions dictate, the organisers may require all personnel afloat to wear personal floatation devices and/or wet or dry suits – See SI 4.

#### 7.3 Tally system

**7.3.1** The tally board will normally be located at or near the Race Office. Tallies are numbered rubber wrist bands, with the number allocated to each competitor being allocated during registration or shortly thereafter.

**7.3.2** To confirm that they have gone afloat to race, competitors are responsible for wearing the correct tally visibly while afloat.

**7.3.3** 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. Doing this will reduce the penalty imposed.

**7.3.4** To confirm that they have returned to shore, competitors are responsible for ensuring that their tally is returned as soon as practical upon returning to shore, but in any case within 30 minutes of the finishing time of the last competitor in each race, or the last race in a series of back to back races. The Race Committee may extend the time limit if there is good reason to do so.

**7.3.5** The penalty for any infringement of SI 7.3.2 or 7.3.4 is to accept an Exoneration Penalty (see SI 13.1) for the races concerned. However, when two or more races have been sailed back-to-back, failure to return a tally will only result in a penalty in the last of these races; and following the requirements of SI 7.3.3 will only result in a penalty in the first of these races. Repeated infringements may lead to disqualification, and even to disqualification that cannot be used as discard in determining the overall result of the event. Penalties under this SI may be imposed without a hearing, and Rule 63.1 is amended accordingly. Competitors may however ask for a hearing by lodging a request for redress.

**7.4** A board that retires from a race shall notify the race committee as soon as possible

**7.5** When the race committee considers that a competitor is in difficulty, it may instruct the competitor to accept help, retire, or sail ashore (changes rule 4).

### 8. COURSES

**8.1** The appendix to these SIs 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** The normal course for each fleet will be:

Techno O-2

Raceboard I-2

RS:X I-2  
FW I-2 (Formula Experience / Free I-1)

If a fleet is to sail a different course to that shown above, flag C will be flown before or with the warning signal, and the new course designation will be displayed on the starboard side of the committee boat. Flag C will be removed between the 1-minute signal and the start.

**8.3** 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 normally be large orange inflatable buoys. If other colours are used, pairs of gate marks will be the same colour whenever possible.

**9.2** The starting marks will normally be a committee boat at the starboard end and an orange inflatable pillar buoy at the port end.

**9.3** The finishing marks will normally be a committee boat at the leeward end and a black buoy at the windward end.

**9.4** A board shall not touch a starting or finishing vessel (changes rule B2.5).

## 10. THE START

**10.1** Races will be started using rule 26 with the warning signal for each succeeding fleet normally made 1 minute after the preceding starting signal.

**10.2** The normal starting line will be between a staff displaying an orange flag on the committee boat at the starboard end and the windward side of the port-end starting mark.

**10.3** Boards whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

**10.4** A board starting later than 4 minutes after her starting signal will be scored Did Not Start without a hearing (changes rule A4 and A5).

**10.5 Attention signal** At the beginning of each series of starts (to alert boards that a race or sequence of races will begin soon) flag F will be displayed with one sound two minutes before the first warning signal and removed with one sound one minute later. A fleet flag (or flags) may be displayed with flag F to indicate the fleet(s) that will be starting first.

**10.6** The normal order of fleets within a series of starts will be: Start 1 Techno / Start 2 Raceboard / Start 3 RS:X / Start 4 FW

**10.7** In rule 30.1 (I flag) - delete "or one of its extensions".

**10.8** In rule 30.3 (Black flag) add after "...the race committee shall display her sail number" the words "or otherwise inform her".

**10.9** A 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

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 without signalling the change (changes rule 33).

## 12. THE FINISH

**12.1** The normal finishing line will be between a staff displaying an orange flag on the finishing vessel at the leeward end and the finishing mark at the windward end. Race signal Blue will not be used.

**12.2** Numeral pennant 2 displayed at the finishing line means that a new starting sequence will begin as soon as possible after the finish of the race in progress. This signal may be repeated ashore.

**12.3** If the race committee signals a shortened course (flag S) at the finish line, boards will finish at the designated finishing line, on their way there either leaving the nearby mark on the required side or passing through the nearby gate (amends rule 32.2).

**12.4** If the race committee signals a shortened course (flag S) at any other mark or gate, the finishing line shall be between the staff displaying the flag and the nearby mark, or between the gate marks.

**12.5** If the race committee displays flags C and S from a boat at a rounding mark or gate, boards shall proceed from the mark or gate directly to the designated finishing line (amends rule 32.2 and 33 and Race Signals). The boat will draw attention to this signal by making intermittent sound signals.

**12.6 Grand Prix finish** In the Inland series, organisers may specify a Grand Prix finish. In this case

- there will be no separate finishing mark or set number of laps,
- each lap will be the same for all boards, and
- 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 pass between the finishing vessel and the nearby mark of the course. Any boards completing one lap fewer than the leading board will be scored in their finishing order after those completing the full number of laps, and so on for those completing two or more rounds fewer. Note that the first board to be finished will often not be the leader. The display of flag S will usually be timed to avoid slower boards being sent on another lap rather than just before the leaders finish.

**12.7** Competitors shall make every effort to avoid the finishing line once they have finished and before their next race.

## 13. PENALTY SYSTEM

**13.1** 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 rule 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 rule 30.3. It is not available for a breach of rule 2 or of class rules or for gross misconduct under rule 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.

**13.2** When an Exoneration Penalty is accepted,

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

(b) 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 XPA (Exoneration Penalty Accepted) will be used. If she retires, she will be scored RAF.

## 14. TIME LIMITS AND TARGET TIMES

**14.1** If no board in a fleet has passed the first mark within 15 minutes the race will be abandoned.

**14.2** There is no time limit for a race, but the intention is to have most boards finish within 40 minutes for raceboards and 30 minutes for FW. To achieve this, the race committee may shorten the course or make an equitable arrangement to award finishing positions to back-markers although they have not yet finished. This changes rules 32, 35, A4 and A5.

## **15. PROTESTS AND REQUESTS FOR REDRESS**

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

**15.2** For each fleet, the protest time limit is 60 minutes after the last board in that fleet has finished the last race of the day.

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

**15.4** 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.

**15.5** Advisory Hearing 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.

### **15.6 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 rule 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 rule 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. Rule 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.

When redress is offered and accepted at the RYA Arbitration, the protest committee or race committee may seek to have this reviewed by asking for a full hearing. When redress is offered and not accepted, or not offered at all, the board may have her request heard before a protest committee.

**15.7** Breaches of sailing instructions 7.3, 7.4, 10.3, 10.9, 12.7, 15.4, 17, 18 and 19 will not be grounds for a protest by a board. This changes rule 60.1(a). Penalties for these breaches may be an exoneration penalty if the protest committee so decides.

**15.8** On the last scheduled day of racing a request for reopening a hearing shall be delivered

(a) By 1200 if the requesting party was informed of the decision on the previous day;

(b) No later than 10 minutes after the requesting party was informed of the decision on that day. This changes rule 66.

## **16. EVENT SCORING**

**16.1** 3 races must be completed for the event to count towards the Series, although event prizes will be awarded if at least 1 race has been completed.

**16.2** a) When fewer than 3 races have been completed, a board's series score shall be the total of her race scores.

b) When from 3 to 6 races have been completed, a board's series score shall be the total of her race scores excluding her worst score.

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

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

**16.3** Rule B8.8 (Ties) is deleted

## **17. 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.

## **18. SUPPORT BOATS**

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.

## **19. LITTER DISPOSAL**

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

## **20. RADIO COMMUNICATION**

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

## **21. PRIZES**

A list of prizes to be awarded may be posted on the ONB after registration is completed.

## **22. 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.

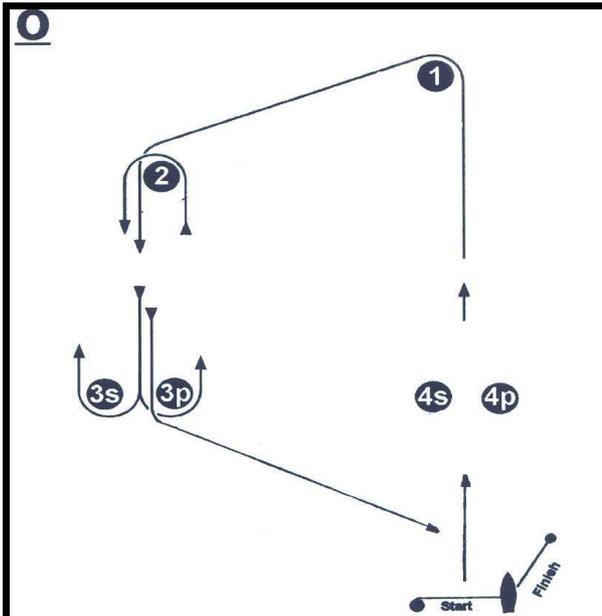
Competitors are entirely responsible for their own safety, whether afloat or ashore, and nothing reduces this responsibility. It is for competitors to decide whether their board is fit to sail in the conditions in which it will find itself. By launching or going to sea competitors confirm the board is 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.

## **23. 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.

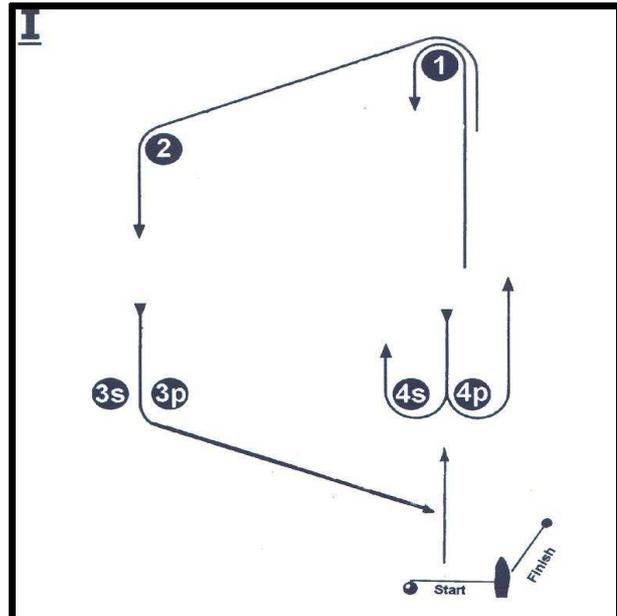
# UKWA Courses



Course: Outer Trapezoid

Signal	Mark	Rounding Order
O2	Start - 1 - 2 - 3s/3p - 2 - 3p - Finish	
O3	Start - 1 - 2 - 3s/3p - 2 - 3s/3p - 2 - 3p - Finish	
O4	Start - 1 - 2 - 3s/3p - 2 - 3s/3p - 2 - 3s/3p - 2 - 3p - Finish	

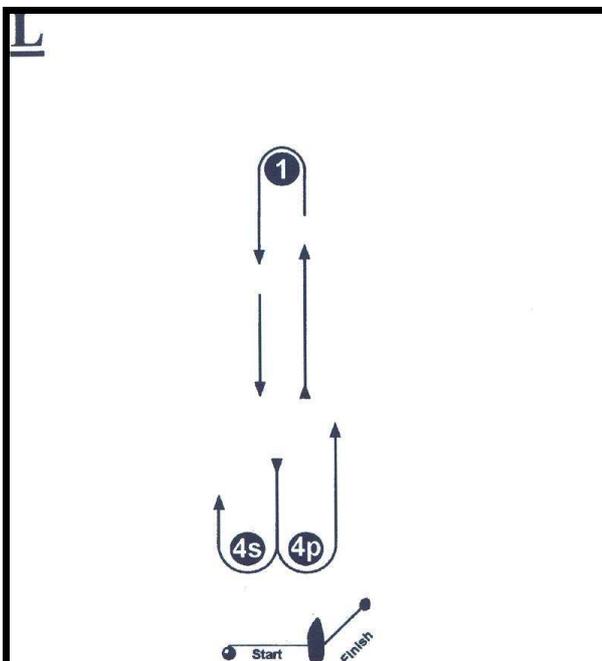
Marks 3s and 4s may not be laid  
In which case the single mark is to be left to port



Course: Inner Trapezoid

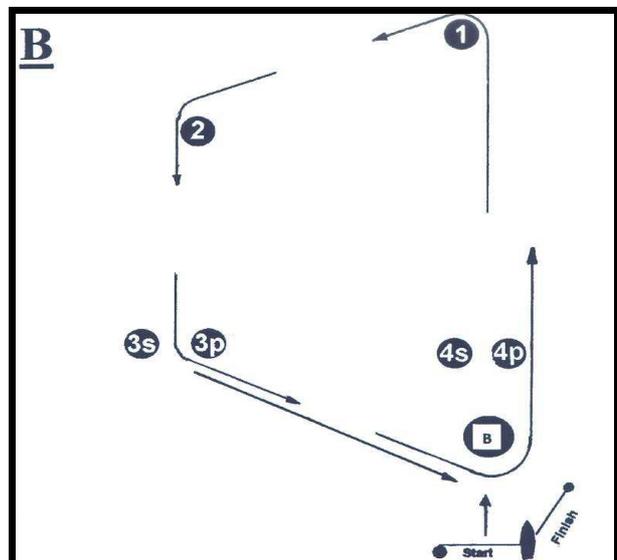
Signal	Mark	Rounding Order
I2	Start - 1 - 4s/4p - 1 - 2 - 3p - Finish	
I3	Start - 1 - 4s/4p - 1 - 4s/4p - 1 - 2 - 3p - Finish	
I4	Start - 1 - 4s/4p - 1 - 4s/4p - 1 - 4s/4p - 1 - 2 - 3p - Finish	

Marks 3s and 4s may not be laid  
In which case the single mark is to be left to port



Course: Windward/Leeward

Signal	Mark	Rounding Order
L2	Start-1-4s/4p-1-4s/4p-Finish	
L3	Start-1-4s/4p-1-4s/4p-1-4s/4p-Finish	
L4	Start-1-4s/4p-1-4s/4p-1-4s/4p-1-4s/4p-Finish	



Course: Box

Signal	Mark	Rounding Order
B1	Start-1-2-3p-Finish	
B2	Start-1-2-3p-B-1-2-3p-Finish	

Marks 3s and 4s may not be laid

If marks 4s and 4p are laid, boards sailing the box course shall not pass between them

Whenever possible mark B will be a contracting colour to any nearby mark or marks