



Solo Nigel Pusinelli Trophy and Europe UK National Championship

15th & 16th June 2019

SAILING INSTRUCTIONS

The Organising Authority is the Weymouth and Portland National Sailing Academy (WPNSA) in conjunction with the National Solo Class Association (NSCA) and the UK Europe 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. Competitors shall sail in accordance with the Royal Yachting Association (RYA) Racing Charter.
- 1.3. Royal Yachting Association (RYA) Exoneration Penalty and Arbitration will be available.
- 1.4. The Racing Rules will be changed as follows:
Part 5, Section B of *The Racing Rules of Sailing*, as well as RRS 44.1 and 63.1 will be changed in the Sailing Instructions to permit Protest Arbitration.
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'.
RRS42 is changed for the Europe class to allow open pumping when Flag O is displayed on the committee vessel, in 12kts or more wind.
RRS 43.1(b) is changed so that a Solo class competitor's clothing and equipment shall not weigh more than 10 kg including footwear and clothing worn below the knee.
RRS 63.7 is changed so that in the event of a conflict between the Notice of Race and Sailing Instructions, the Sailing Instructions shall prevail.
The changes will appear in full in the Sailing Instructions. The Sailing Instructions may also change other racing rules.
- 1.5. The notation '[DP]' in a rule in the SIs 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.
- 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. When 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	15 th June 2019	Registration	09:30 – 10:00	Room 4
		Competitors Briefing	10:30	Spinnakers
		First warning signal	11:55	
Sunday	16 th June 2019	First warning signal	10:25	
		Prize giving	asap after racing	Spinnakers

- 5.2. Three races are scheduled for each day. The Solo and Europe classes are sailing all races as one series.
- 5.3. Races scheduled for the same day will be raced back to back, unless otherwise signalled.
- 5.4. The race committee reserve the right to modify the programme due to extreme weather conditions or other causes. This may include bringing scheduled races forward, except the first race on the first scheduled day of racing.
- 5.5. 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.
- 5.6. On the last scheduled day of racing, no warning signal will be made after 15:00.

6. CLASS FLAGS

The Class flag will for the Solos will code flag F and for the Europe class will be a flag with the Europe logo on it.

7. RACING AREAS

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

8. THE COURSES

- 8.1. The diagrams in Attachment A shows the courses 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 one 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. The starting mark will be either an official boat displaying an orange flag or a dan buoy displaying an orange flag.
- 9.4. 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 [DP]

- 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

- 12.1. To change the next leg of the course, the race committee will move the original mark (or the finishing line) to a new position.
- 12.2. Minor mark moves (up to approximately 100m) may be made without signalling the change. This changes RRS 33.

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 one sound, boats still racing may be scored as their observed position on the racecourse.
 - 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

For the Solo Class only: RRS Appendix P (immediate penalties for breaking RRS 42) will apply, except that this is amended such that P2.2 and P2.3 are deleted and P2.1 (two turns penalty) shall apply to all penalties.

15. TIME LIMITS AND TARGET TIMES

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

Time limit	Mark 1 time limit	Target time
75 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 19, 20, 21, and 22 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. EXONERATION PENALTY

17.1. A boat that may have broken a rule of Part 2 of the Racing Rules of Sailing or rule 31 may, after finishing the race concerned and before the start of any related protest hearing, notify the race committee that she accepts an Exoneration Penalty – a 30% scoring penalty (SCP) calculated as stated in RRS 44.3(c), except that the minimum penalty is three places and she shall not be scored worse than the number of boats that came to the starting area. However, if the boat caused injury or serious damage or, despite taking a penalty, gained a significant advantage in the race or series by her breach her penalty shall be to retire.

17.2. When an Exoneration Penalty is accepted:

- a) Neither the boat nor a protest committee may then revoke or remove the penalty.
- b) The boat 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.

18. RYA ARBITRATION

18.1. When a protest is lodged, a boat may at the same time request RYA Arbitration, or the protest committee or race committee may offer it.

18.2. 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 an Arbitration Hearing. When it is the arbitrator's opinion that a boat 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 accepted, the protesting boat will be allowed to withdraw the protest, changing RRS 63.1.

18.3. When there is not 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 and 70 (reopening and appeal, respectively) do not apply to an arbitration since this is not a protest committee decision or procedure. A boat 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.

19. SCORING

- 19.1. The Low Point System of Appendix A will apply.
- 19.2. Two races are required to be completed to constitute a series.
- 19.3. The Solo and Europe classes will be scored as separate series'.
- 19.4. Solo Class;
 - 19.4.1. When fewer than three races have been completed, a boat's series score will be the total of her race scores.
 - 19.4.2. When three or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
- Europe Class;
 - 19.4.3. When fewer than four races have been completed, a boat's series score will be the total of her race scores.
 - 19.4.4. When four or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

20. SAFETY REGULATIONS

- 20.1. 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'.
- 20.2. A tally system will be in operation.
 - 20.2.1. The tally control point will be located under the main balcony outside the changing rooms.
 - 20.2.2. Tallies comprise numbered rubber wristbands. Numbers will be allocated to the competitor at registration and shall be worn visibly, over clothing, on the right wrist at all times while afloat.
 - 20.2.3. The competitor shall individually check-out before racing by personally collecting their tally.
 - 20.2.4. The competitor 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.
 - 20.2.5. Any boat(s) that fails to comply with the tally system may be disqualified from the race/races concerned, without a hearing. The race committee may consider reinstatement of the boat(s) concerned upon donation of £10 to RNLI. This changes RRS 63.1 and A5.
- 20.3. 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.

21. REPLACEMENT OF CREW OR EQUIPMENT [DP]

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.

22. EQUIPMENT AND MEASUREMENT CHECKS

- 22.1. A valid measurement certificate as required by the class rules must be available for examination by the race committee if requested.
- 22.2. Equipment may be inspected or measured at any time during the event for compliance to the class rules.

23. SUPPORT BOATS [DP]

- 23.1. 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.
- 23.2. 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 class to start until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment.
- 23.3. All support boat helms shall attend all the safety boat briefings. Details will be given when registering.
- 23.4. 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.

24. TRASH DISPOSAL

Trash shall not be thrown in the sea. It may be placed aboard support or official boats. [DP].

25. 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].

26. PRIZES

Prizes will be at the discretion of the Race Committee having regard to the number of boats entered.

27. 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.

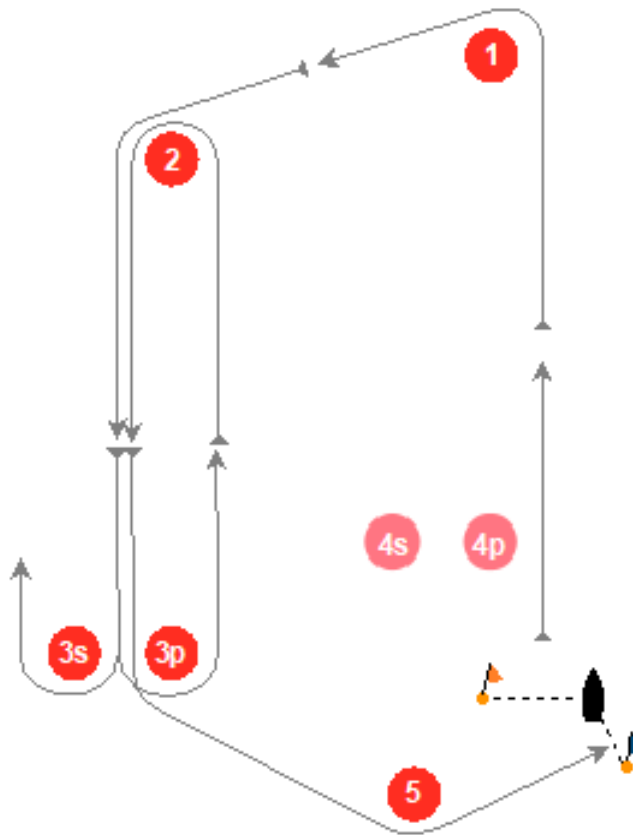
By taking part in the event, each competitor agrees and acknowledges that:

- 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.

28. INSURANCE

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

O	COURSE: TRAPEZOID OUTER LOOP 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: TRAPEZOID INNER LOOP 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

