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**RS Aero End of Seasons Championship**

9th – 10th November 2019

**SAILING INSTRUCTIONS**

**ORGANISING AUTHORITY**

Draycote Water Sailing Club in Conjunction with the RS Aero Class Association UK

1. **RULES**

The regatta will be governed by the rules as defined in *The Racing Rules of Sailing 2017-2020* and the RS Aero Class rules. See Notice of Race.

* 1. RRS Appendix P, Special Procedures for RRS42 will apply and is amended by deleting clauses P2.2, P2.3 and P2.4 and by having P2.1 apply to all penalties incurred under P1.2 – this allows for a jury boat to be present during the championship.
	2. WHISTLE SYSTEM. To encourage boats to take penalties afloat, jury members may blow a whistle when they see what they believe to be a breach of a rule.
	3. RRS 31 is changed so that marks other than the starting and finishing marks may be touched without a penalty.
1. **NOTICES TO COMPETITORS**

Notices to competitors will be posted on the official notice board, close to the signal mast in front of the clubhouse.

1. **CHANGES TO SAILING INSTRUCTIONS**

Any change to the sailing instructions will be posted before 08:30 on the day that they will take effect, except that changes to the schedule of races will be posted before 18:30 on the day before it will take effect.

1. **SIGNALS MADE ASHORE**
2. Signals made ashore will be displayed on the signal mast located at the front of the clubhouse
3. When flag AP  is displayed ashore the first warning signal will be made not less than 30 minutes after the flag is lowered.

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| 4.3 Boats shall not leave the slipway until flag D |  | is displayed. |
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1. Competitors shall wear personal buoyancy at all times afloat, except briefly while adjusting clothing or personal equipment. Flag Y  will not be displayed. This changes RRS 40.
2. **REGISTRATION**
3. Competitors shall complete all registration requirements before racing.
4. **SCHEDULE**

The championship will consist of up to 7 races. 1 race shall constitute a series. The intention is that there will be no more than 4 races a day, however the race committee may decide that additional races will be sailed in order to complete the programme.

On the last scheduled day for racing, no warning signal will be made after 15:00. At the Race Officers discretion it is likely that all races during a day will be sailed without time to go ashore between races.

1. **CLASS FLAGS**

Class flags will be: Class Flag

 RS Aero 5 Black numeral 5 with blue background

 RS Aero 7 Black numeral 7 with yellow background

 RS Aero 9 Black numeral 9 with pink background

1. **RACING AREAS**

Racing will be on Draycote Water.

**9.** **COURSES**

9.1 The diagrams in SI Attachment A show the courses to be sailed for each fleet, the order in which the marks are to be passed and the side on which each mark is to be left.

9.2 The compass direction to Mark 1 may be displayed on the race committee signal boat.

**10.** **MARKS**

10.1 The colour and shape of all course marks will be confirmed at the competitors briefing at 10.30 on 9th November in the clubhouse and also posted on the official notice board.

10.2 Starting marks will be the race committee signal boat flying an orange flag at the starboard end and a boat or buoy with an orange flag at the port end.

10.2.1 Finishing marks will be a race committee signal boat flying a blue flag, and an anchored boat or buoy with a blue flag.

**11.** **THE START**

1. Races will be started by using RRS 26. (5, 4, 1, go).
2. An orange attention signal will be displayed at least 5 (FIVE) minutes before the warning signal (10 minutes before first start).
3. The starting line will be between staffs displaying orange flags on the race committee signal boat and buoy with an orange flag at the port end.
4. Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
5. A boat starting later than 4 minutes after her starting signal will be scored DNS (Did Not Start) without a hearing. This changes RRS A4 and A5.
6. The intended order of fleet starts is RS Aero 9, RS Aero 7, RS Aero 5. The warning signal for each subsequent fleet will be asap after the preceding start.
7. If there is a general recall  for any Fleet, that fleet will get a new warning signal not less than 1 minute after flag 1st substitute is lowered. The next Fleet will be started after the restart of the recalled Fleet.

**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, or lay a new mark (of a different colour) and remove the original mark as soon as practicable.

1. **THE FINISH**

13.1 Finishing marks will be a race committee signal boat flying a blue flag and a boat or buoy flying a blue flag.

1. Scoring other boats:
	1. After the first boat has sailed the course and finished, 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.
	2. When a race committee boat displays flag W with two sounds, boats still racing may be scored by this race committee boat.

* 1. When a boat is scored in accordance with this instruction, she shall be given score for a

place after all boats that have sailed the course and finished. SI 13.2 change RRS 35, A4 and A5.

1. **SHORTENING COURSE**

If the course is shortened for an individual fleet only, the fleet flag will be flown below flag S

 to indicate which fleet flag S refers to. If flag S is flown without any fleet flag, the course is shortened for all fleets.

1. **TIME LIMITS**

15.1 The time limit and target time in minutes is as follows:

***Time limit*** ***Target time***

60 45

1. Boats failing to finish within 15 minutes after the first boat sails the course and finishes will be scored according to their observed position on the course, which may be the position at the last mark rounded. This changes RRS 35, A4 and A5. See also instruction 13.2.
2. **PROTESTS AND REQUESTS FOR REDRESS**
3. A system for exoneration penalties, advisory hearings and arbitrations will be available. The exoneration penalty will be 30% of the number of boats (rounding 0.5 upwards) entered in the relevant fleet. See SI Attachment B for details.
4. Protest forms are available at the club office. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.
5. For each fleet, the protest time limit is 30 minutes after the last boat has returned to shore after the last race of the day or 30 minutes after flag AP over A is displayed ashore.
6. 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.
7. Notices of protests by the race committee or protest committee will be posted to inform boats under RRS 61.1(b).
8. Breaches of instructions 4.3, 4.5, 5.1, 6, 11.4, 18, 19, 20, 21 and 22 will not be grounds for protests by a boat. This changes RRS 60.1(a). Penalties for these breaches (and for breaches of class rules) may be less than DSQ (disqualification) if the jury so decide.
9. On the last scheduled day of racing a request for reopening a hearing shall be delivered within the protest time limit if the requesting party was informed of the decision on the previous day or no later than 30 minutes after the requesting party was informed of the decision on that day. This changes RRS 66.
10. 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.
11. **SCORING**

The Low Point System of Appendix A will apply

1. 1 race shall be completed to constitute a series.
2. The total score for each yacht will be the sum of her scores as follows:
	1. When up to 3 races are completed all scores will count.
	2. When 4 or more races are completed then all race scores will count except her worst score.
	3. A boat’s series score for the regatta will be the total of her race scores from those qualifying races
	4. Points for the 5, 7 & 9 rig fleets shall be calculated separately.
3. **SAFETY REGULATIONS**

A competitor that retires from a race shall, as soon as possible after coming ashore, sign a declaration sheet on the official noticeboard.

1. **SUPPORT BOATS**

No support boats other than those officially involved in the organisation of the event will be allowed to launch.

The official event photographer may move between the starting line and course marks in order to photograph the event, this boat will display a distinguishing flag.

1. **TRASH DISPOSAL**

As sailors, we seek to protect and restore the oceans, coastal and inland waters that we sail on.  Boats shall not intentionally put rubbish in the water and should take provision against unintentionally allowing rubbish to enter the water. Rubbish may be placed aboard support and official boats, in between races.  The penalty for breaking RRS 55 is at the discretion of the Race Management Team and may be less than disqualification.

1. **RADIO COMMUNICATION**

Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

**22**. **INSURANCE**

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £ 3 million per event or the equivalent.

1. **DISCLAIMER OF LIABILITY**

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:

* 1. 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;
	2. They are responsible for the safety of themselves, their crew, their boat and their property whether afloat or ashore;
	3. They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
	4. Their boat is in good order, equipped to sail in the event and they are fit to participate;
	5. 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;
	6. The provision of patrol boat cover is limited to such assistance , particularly in extreme weather conditions as can be practically provided in the circumstances;
	7. Their boat is adequately insured, with cover of at least £3,000,000 against third party claims;

**SI Attachment A Courses**

The course for each fleet and the number of laps will be clearly displayed on the Race Committee Boat prior to the warning signal of each race.

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| **I** | **Course: Carantec Course – Inner Loop** |
| **Signal** | **Mark Rounding Order** |
| **I1** | **Start - 1 - 2 - 3p - Finish** |
| **I2** | **Start - 1 - 4s/4p – 1 - 2 - 3p - Finish** |
| **I3** | **Start - 1 - 4s/4p – 1 - 4s/4p –1 - 2 - 3p - Finish** |
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| --- | --- |
| **O** | **Course: Carantec Course – Outer Loop** |
| **Signal** | **Mark Rounding Order** |
| **O1** | **Start - 1 - 2 - 3p - Finish** |
| **O2** | **Start - 1 - 2 - 3s/3p - 2 - 3p - Finish** |
| **O3** | **Start - 1 - 2 - 3s/3p – 2 - 3s/3p - 2 - 3p - Finish** |
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**SI ATTACHMENT B – EXONERATION PENALTY & ARBITRATION**

**B1** **Exoneration Penalty**

B1.1 A boat that may have broken a rule of Part 2 (boat vs boat), or RRS 31 (touching a mark) or 42 (propulsion), may, before the start of any pro

test about the same incident, notify the race committee that she accepts a 30% scoring penalty as stated in RRS 44.3(c), except that the minimum penalty is two places if that does not result in a score worse than DNF).

B1.2 This penalty **does not** reverse an OCS (On the Course Side) score, a disqualification under RRS 30.3 (Black flag) or a penalty under Appendix P. It is not available for a breach of RRS 2 (Fair sailing) or for gross misconduct under RRS 69. Nor is it available to a boat that caused injury or serious damage, or gained a significant advantage by her breach: in these circumstances, her penalty is to retire.

B1.3 When an exoneration penalty is accepted:

1. Neither the boat nor the protest committee may revoke or remove the penalty.
2. The boat shall not be penalised further in a protest hearing when the protest committee decides that it was appropriate to the facts found and the applicable rules.

**B2** **Arbitration**

B2.1 When a protest or request for redress is lodged, a boat may at the same time request arbitration, or the protest committee or race committee may offer it.

B2.2 If the parties and a member of the protest or race committee agree that arbitration is suitable, an arbitrator (who may be that member of the protest committee) will call a hearing. The normal rules for a hearing will apply, except that if the arbitrator decide that a boat that is party to the 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 boat, the protesting boat will be allowed to withdraw the protest, changing RRS 63.1.

B2.3 When there is not an agreement to use arbitration, or when, after 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) do not apply to the arbitration decision 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 penalisation.

B2.4 When redress is offered and accepted by boats at the arbitration, all parties, 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, all parties may ask for the request to be heard before a protest committee.

**B3** **Advisory Hearing**

B3.1 When there is an incident that will not result in the lodging of a protest or request for redress, a boat, protest committee or race committee may request an advisory hearing and notify any boat 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 boat. A boat may as a result notify the race office that she accepts an exoneration penalty when it applies to the incident, or choose to retire. (She does not have to do this.)

**SOME EXPLANATIONS OF THE SYSTEMS IN SI ATTACHMENT B - NB - NOT RULES!!!!!**

If you are involved in an incident on the water - you may want to protest another boat. To do so you must immediately hail 'Protest'. Later you can fill in a protest form and deliver it at the race office before the protest time limit ends.

Many times you can chose between arbitration and a regular protest hearing. You can read more about that in SI Attachment B, but here is some information about each system:

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| **Protest hearing** | **Arbitration** |
| Sometimes you have to wait before your protest | There will normally be 1 judge hearing the |
| can be heard. | protest - and this is much faster than a normal |
|  | protest hearing. |
| There will normally be 3 - 5 judges hearing the |  |
| protest. | He will decide whether the protest is valid. |
|  | If valid, he will hear the protest. |
| They will decide whether the protest is valid. |  |
|  | You cannot bring any witnesses to an arbitration |
| If valid, they will hear it. | hearing. |
| If they find that anybody broke a rule - they will | If the arbitrator finds that anybody broke a rule, |
| disqualify that boat. | he will suggest that the boat that broke a rule |
|  | accepts an exoneration penalty (30%). |
|  | If the penalty is accepted, the protestor will be |
|  | asked to withdraw the protest. |
|  | If this happens - the case is closed. |
|  | If this does not happen - the case goes to a |
|  | normal protest hearing. |
|  | If a boat has accepted an exoneration penalty in |
|  | arbitration - she cannot be penalised further in a |
|  | hearing about the same incident later on. |
|  | It arbitration goes to a full hearing - the decision |
|  | may be the same - but it may also be different. |
|  |  |
| **Advisory hearing** |  |

If you have been involved in an incident - but you don't want to protest anybody, maybe you want to learn what the rules are in that situation anyway…, and then you can ask for an advisory hearing.

This can be a good way to learn more about situations that happen on the water - and nobody will get disqualified or penalised.

If you are told in an advisory hearing that you did break a rule in the situation - you can ask to

get a penalty or to retire - but you don't have to.