

ALTON WATER FINN OPEN 2018

SATURDAY 17TH AND SUNDAY 18TH MARCH 2018

SAILING INSTRUCTIONS

1.0 RULES

- 1.1 These series will be governed by the **Racing Rules of Sailing (RRS)**, and the prescriptions of the RYA (except as supplemented and amended by these sailing instructions).
- 1.2 **RRS 40** is changed- Flag Y will not be flown.
- 1.3 **RRS 44.3(a)** and **RRS 44.3(b)** do not apply for this event.
- 1.4 Personal flotation devices are to be worn at all times whilst on the water.
- 1.5 The crews of all Official boats, including the Committee boat and safety boats are designated members of the race committee.

2.0 ENTRIES

- 2.1 Condition of Entry
The safety of a boat and her entire management including insurance shall be the sole responsibility of the owner/person in charge who must ensure that the boat and crew are adequate to face the conditions that may arise in the course of the series. Neither these sailing instructions nor any inspections of the boat, limits or reduces the absolute responsibility of the owner/person in charge of the crew, the boat and her management. The race organisers shall not be responsible for any loss, damage, death or personal injury caused to the owner/person in charge or crew, as a result of their taking part in the race or races.
Moreover, every owner/person in charge warrants the suitability of the boat for the race or races. This condition does not override statutory rights.
- 2.2 Eligible boats shall be entered by completing registration with the organising authority as specified in the Notice of Race.
- 2.3 Entries from persons under 18 years of age shall be completed by a parent or guardian.
- 2.4 The event is open to all paid up members of the UK Finn Class Association and international associations.

3.0 NOTICES TO COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board situated in the Centre foyer.
- 3.2 Any changes to the sailing instructions will be posted on the official notice board at least half an hour before the advertised start of the race or races concerned.

4.0 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be hoisted on the flagpole located on the Club balcony at the western end.
- 4.2 **Flag AP** with two sound signals (one sound signal when lowering) means 'The race is postponed'. The warning signal will be made no less than 30 minutes after AP is lowered.

5.0 SCHEDULE OF RACES AND BRIEFING

- 5.1 The scheduled time of the warning signal for the first race on Saturday is 1230 and on Sunday is 1000.
- 5.2 At the discretion of the Race Committee, up to 4 races per day may be sailed on any day in order to complete the series.

- 5.3 No start sequence will commence after 1500 on Sunday 18th March except following a general recall of that race.
- 5.4 A briefing will take place at 1130hrs on Saturday and 0930 on Sunday either in the café or outside in front of the map of the reservoir.
- 5.5 **Competitors are required to sign on** before going afloat for each race or group of races when sailed back-to-back. A boat that does not finish or retires from a race shall notify the Race Committee as soon as possible and shall report this by completing an entry on the **DNF & Retirement Form** available at the Centre/Race Office.
- 6.0 CLASS FLAGS**
- 6.1 The class flags will be as follows:
- Finn class - a flag with the Finn insignia or Flag 'D'
- 7.0 RACING AREAS**
- 7.1 The race Area will be within the Alton Water permitted area. Sailing beyond the out of bounds markers is not permitted.
- 8.0 THE COURSE**
- 8.1 The course/courses to be sailed will be displayed on the course board on the Committee Boat. Typically and dependant on prevailing weather conditions, courses will be either Triangle/Sausage, Trapezoid or Windward/Leeward (with two variations). The diagram in Appendix A shows possible courses, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark will be passed. The course and number of laps will be indicated on the Committee Boat.
- 8.2 The start/finish line (when in place) must be crossed:-
- on every windward leg for a windward/leeward upwind finish course
 - on every windward leg (ie even numbered laps) for a triangle/sausage course
 - from the direction of the last mark for windward/leeward downwind finish course.
- 8.3 Boats whose preparatory signal has not been displayed must keep clear of the starting area. Boats repeatedly failing to keep clear of the start area during other classes' start sequences may be protested by the OOD.
- 9.0 MARKS**
- 9.1 Marks will be as described on the course board.
- 10.0 THE START**
- 10.1 Races will be started by using Rule 26 (5, 4, 1, Go).
- 10.2 The Starting Line will be between the staff displaying an orange flag on the Committee Boat and the port-end Start Mark staff displaying an orange flag (for Windward/Leeward downwind finish courses the pin end may be replaced by an orange inflatable buoy).
- 10.3 A boat starting later than 4 minutes after her starting signal will be scored Did Not Start. This changes **RRS A4 & A5**.
- 10.4 Times are to be taken from the visual signals and the absence of a sound signal shall be disregarded.
- 10.5 Recalled starts will start after scheduled class starts in the order that they were recalled.
- 10.6 For back-to-back races, races will start as soon as practically possible after the finish of the previous race.
- 11.0 CHANGE OF THE NEXT LEG OF THE COURSE**
- 11.1 To change the next leg of the course, the Race Committee will move the original mark (or the Finishing Line) to a new position.
- 11.2 Changes of length of the leg or of direction, at the discretion of the Race Committee, may be displayed on the course board on the Committee Boat but if less than 45 degrees, will not be signalled. This changes **RRS 33**.
- 12.0 RULE 42**
- 12.1 **RRS APP P5** and **Finn Class Rule C1.1**, including the recommended 10 Knots, shall apply except that the wind speed will be measured on the main Committee Boat or a designated Jury Boat.

12.2 Flag "O" or "R" or "no flag" will be flown from the Committee Boat and will be applicable for the subsequent lap.

13.0 THE FINISH

13.1 THE START/FINISH LINE MUST BE CROSSED ON EVERY WINDWARD LEG, (with the exception of the triangle/sausage course where it must be crossed every even numbered lap) i.e. each boat must sail between the committee boat and the distance mark. The finish line will be as per the start line although a race can be shortened to finish at

- a rounding mark, between the mark and a staff displaying flag 'S'
- at a gate, between gate marks
- the start/finish line

When the committee boat is on station for the finish a blue flag will be flown from its mast.

13.2 The Race Officer may finish any boat, at his/her discretion, that is detached from their class/fleet leader as they cross the line. Their finish position will be modified by the number of laps they have completed. The intention is only to use this 'early finishing' to maintain an orderly restart sequence for back-to-back racing. An 'early finisher' will be hailed to the effect that they have finished and a sound signal given as they cross the line.

13.3 When finishing, boats shall make every attempt to make their sail number visible to the committee boat.

13.4 After finishing and clearing the finish line, boats shall keep clear of the finishing area and of all boats not yet finished. At the discretion of the race committee, any boat not complying with this instruction may be disqualified without a hearing.

13.5 Boats re-crossing the finishing line will be deemed to be correcting themselves and will be recorded accordingly.

14.0 RACE TIME LIMIT

14.1 The intended duration of each race is 35 minutes.

14.2 To expedite the series, and at the Race Committee's discretion, boats failing to finish within 10 minutes of the first boat may be finished on the course and given the position equivalent to their place on the water.

15.0 COMMITTEE BOAT IDENTIFICATION

15.1 The Committee Boat will be white with a small cuddy and flag gantry.

16.0 EXONERATION PENALTY, ADVISORY HEARING & ARBITRATION HEARING

16.1 EXONERATION PENALTY

16.1.1 A boat that may have broken a rule of **RRS Part 2**, or **RRS 31** or **42**, 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 two places if that does not result in a score worse than DNF). This penalty does not reverse an OCS score, a disqualification under **Rule 30.3** (Black Flag Rule) or a penalty under **Appendix P (RRS 42)**. It is not available for a breach of **RRS 2** (Fair Sailing) or of class rules 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.

16.1.2 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.

16.2 ADVISORY HEARING

16.2.1 When there is an incident that will not result in the lodging of a protest or a request for redress, a boat, protest committee or race committee may request an advisory hearing with the race team, and notify any boat involved in the incident. An advisor 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.

16.3 RYA ARBITRATION

- 16.3.1 When a protest or request for redress is lodged, a boat may at the same time request RYA Arbitration, or the protest committee or race committee may offer it.
- 16.3.2 If the parties and a member of the protest or race committee agree that RYA Arbitration is suitable, an arbitrator (who may be a member of the protest committee) will call a hearing conforming to Section B of Part 5 of the Racing Rules of Sailing, except that **RRS 64.1(a)** will not apply. Instead, when the arbitrator decides that a boat that is 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 boat, the protesting boat will be allowed to withdraw the protest, changing **RRS 63.1**.
- 16.3.3 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** (Reopening a Hearing) will not apply to the arbitration decision. 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.
- 16.3.4 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 boat may have her request heard before a protest committee.

17.0 PROTESTS AND REQUESTS FOR REDRESS

- 17.1 A boat which fails to start or finish correctly or to sail the course as set and thus fail to comply with Rule 28 may be disqualified without protest or a hearing. The race committee shall record the finishing time or place as appropriate as well as noting the disqualification. Boats may apply for redress if they believe an error has been made. This changes **RRS 63.1**.
- 17.2 As an alternative to a protest hearing for an alleged breach of a rule in Part 2 of the Racing Rules of Sailing, the Exoneration Penalty (and Advisory Hearing and RYA Arbitration procedures) of the RYA Rules Disputes Procedures will be available.
- 17.3 Notice of intended protest shall be lodged with and acknowledged by the Race Officer at the end of the relevant race. For back-to-back races, this shall be done verbally whilst still on the water and before the next race is sailed.
- 17.4 Protests forms are available at the Centre/Race office. Protests or requests for redress or reopening shall be delivered there within the appropriate time limit.
- 17.5 For each class or fleet, the protest time limit is 30 minutes after the last boat has finished the last race of the day.
- 17.6 **Declarations for one and two turn penalties shall be made on a form available at the Centre/Race Office.**
- 17.7 The Protest Committee will hear protests as soon as possible in approximately the order of receipt of the protest forms.
- 17.8 Notices will be posted within 30 minutes of the protest time limit to inform competitors where and when there is a hearing in which they are party to a protest or named as witnesses.
- 17.9 Notice of protests by the race committee or the protest committee will be posted to inform boats under **RRS 61.1(b)**.
- 17.10 Breaches of Sailing Instructions 1.4, 4, 8.3, 9 and 14 will not be grounds for protest by a boat. This changes **RRS 60.1**. Penalties for these breaches may be less than disqualification if the protest committee so decides.
- 17.11 On the last scheduled day of racing a request for reopening a hearing shall be delivered:
(a) Within the protest time limit if the requesting party was informed of the decision on the previous day.
(b) No later than 30 minutes after the requesting party was informed of the decision on that day. This changes **RRS 66**.
- 17.12 On the last scheduled day of racing a request for redress from a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes **RRS 62.2**.
- 17.13 A £5 donation to the RNLI will accompany all protest forms.

18.0 SCORING

- 18.1 The low points scoring system, **RRS Appendix A2**, will apply. Ties will be broken by the procedure laid down in **RRS Appendix A8**.
- 18.2 When 5 or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score. When fewer than 5 races have been completed all races shall count.

19.0 SAFETY REGULATIONS

- 19.1 **Competitors are required to sign on before going afloat for each race or group of races when sailed back-to-back and to sign-off immediately on returning to shore.** Failure to comply with this SI will result in a 5 point penalty in the race closest to the infringement, other boats will not be rescored. A boat will not be scored worse than a disqualified boat as a result of this penalty. This changes **RRS 63.1**.
- 19.2 A boat that does not finish or retires from a race shall notify the Race Committee as soon as possible and shall report this by completing an entry on the **DNF & Retirement Form** available at the Centre/Race Office.

20.0 EQUIPMENT AND MEASUREMENT CHECKS

- 20.1 Each boat shall be in possession of a valid measurement certificate and may be asked to produce it at any stage. There will be no formal measurement but the Race Committee or Class reserves the right to measure/inspect any boat or equipment at any time for compliance with the Class Rules.

21.0 SUPPORT BOATS AND INSTRUCTION

- 21.1 Unless agreed or instructed by the Race Committee, team leaders, coaches and other support personnel shall stay outside area where boats are racing from the time of a preparatory signal until all boats have finished or the Race Committee signals a postponement, general recall or abandonment.

22.0 RADIO COMMUNICATION

- 22.1 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.

23.0 LOCAL VARIATIONS

- 23.1 By entering the event, all competitors agree to read and abide by the Alton Water Sports Centre Rules and Regulations, see <http://www.altonwater.co.uk/index.php?pid=212>.

APPENDIX A – COURSES

A.1 There will be the option of 4 courses:-

The marks in ***bold and italics*** are repeated for the displayed number of laps. Boats MUST pass through the start/finish line when sailing from Mark 3 to Mark 1.

Windward / Leeward – upwind finish: Course ‘WL-UF’

Start

Mark 1 (P), Mark 1a (P), Mark 3 (P), (through line) (1 lap)

Finish (to windward)

Windward / Leeward – downwind finish: Course ‘WL-DF’

Start

Mark 1(P), Mark 1a (P), through Leeward Gate (1 lap)

Finish (downwind on going through leeward gate)

Where the leeward gate is defined as having marks equivalent to the start line ie Pin End and Committee Boat - boats shall pass between the 2 gate marks from the direction of the previous mark, rounding either one. The Pin end mark may utilise Mark 3 for this configuration.

Trapezoid - upwind finish: Course ‘T-UF’

Start

Mark 1 (P), Mark 1a (P), Mark 2 (P), Mark 3 (P) (through line) (1 lap)

Finish (to windward)

Triangle and Sausage: Course ‘TS’

Start

Mark 1, Mark 2, Mark 3 (Odd numbered laps)

Mark 1, Mark 3, (through line) (Even numbered laps)

Finish (to windward on Marks 3 and 1 leg of course)

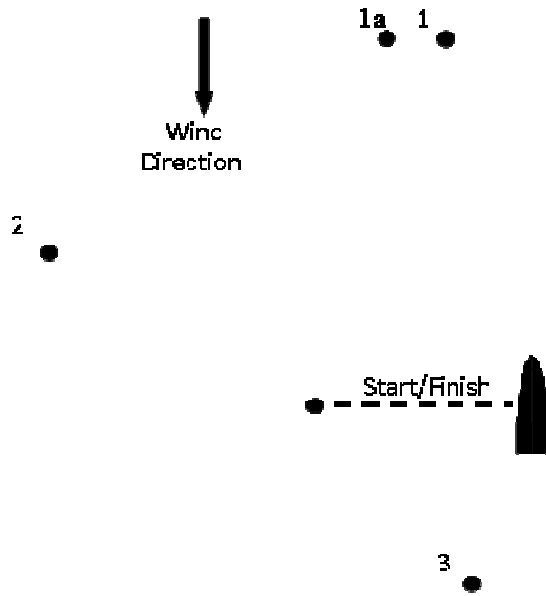
(NB. Triangle/Sausage is 2 laps, Triangle/Sausage/Triangle is three laps)

A.2 The Course and number of laps to be sailed will be displayed on the side of the Committee Boat.

A.3 Mark 3 may be a single buoy or a gate. If 2 buoys are laid to form a gate, boats shall pass between the 2 buoys that are the marks of the gate from the direction of the previous mark, rounding either one.

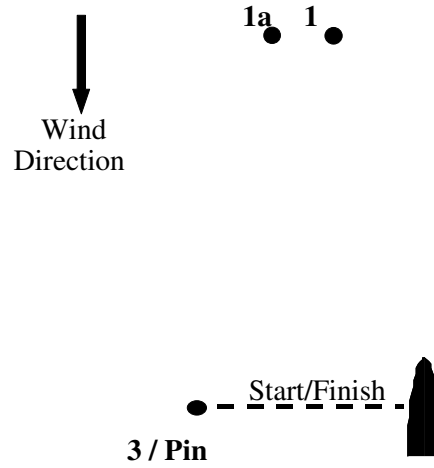
Windward Leeward (upwind finish) and Triangle and Sausage

Course Layout and Notation



Windward Leeward (downwind finish)

Course Layout and Notation



Trapezoid (upwind finish)

Course Layout and Notation

