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**FORMULA SPARS 2007 UK 18FT SKIFF  
NATIONAL CHAMPIONSHIP  
Round 4 - Royal Torbay Yacht Club  
25th, 26th & 27th August for the RMW Challenge Plate**

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**SAILING INSTRUCTIONS**

**1 RULES**

- 1.1 The regatta will be governed by the rules as defined in the Racing Rules of Sailing, the rules of the 18 foot Skiff Class Association as amended by the Notice of Race and these Sailing Instructions, where conflict occurs these Sailing Instructions shall take precedence.
- 1.2 Boats shall not be sailed in a manner likely to cause damage.
- 1.3 Each 18 foot skiff must hold 3rd party insurance to the value of not less than £2 million pounds.

**2 NOTICES TO COMPETITORS**

Notices to competitors will be posted on the official notice board located in the foyer of The Royal Torbay Yacht Club.

**3 CHANGES TO SAILING INSTRUCTIONS**

Any change to the sailing instructions will be posted before 0900 hours on the day it will take effect, except that any change to the schedule of races will be posted by 20:00 on the day before it will take effect.

**4 SIGNALS MADE ASHORE**

- 4.1 Signals made ashore will be displayed on a flagstaff at the inshore end of Haldon Pier.
- 4.2 Flag R with a sound signal means 'The warning signal will be made not less than 45 minutes after flag R is displayed. [Boats are requested not to leave the slipway until this signal is made.]'
- 4.3 When competitors are ashore all boats shall be upright and rigged 45 minutes before the scheduled first race start. Once standing a boat may not roll over until all competitors wishing to go afloat have done so, at which time this rule is suspended. Boats failing to comply with this rule shall be disqualified from competing in the first race following a period ashore, but may compete in subsequent races. This rule applies at the beginning of each day and at any time when boats are required to return to shore under postponement. This changes rule 63.1.

**5 SCHEDULE OF RACES**

- 5.1 The numbers of races scheduled is as follows:

<i>Day</i>	<i>Number of Races per day</i>
Saturday 25th August	3 - warning signal for first race - 1300 hrs
Sunday 26th August	3 - warning signal for first race - 1100 hrs
Monday 27th August	2 - Race details will be issued to all competitors by 1800 hours on Sunday 26th August.
- 5.2 When more than one race will be held on the same day, the warning signal for each succeeding race will be made as soon as practicable. To alert boats that another race or sequence of races will begin soon, the postponement signal will be displayed for at least 4 minutes before a warning signal is displayed.
- 5.3 On the last day of the regatta no warning signal will be made after 1500 hours.

## 6 CLASS FLAGS

Class	Flag
18 foot skiffs	T

## 7 RACING AREAS

Racing will be held in Torbay.

## 8 COURSES

- 8.1 The diagrams in Attachment A show the arrangement of buoys and courses, including the approximate angles between legs.
- 8.2 No later than the warning signal, the race committee signal boat will display the course to be sailed, the number of laps and, if possible, the approximate compass bearing from the committee Boat to Mark 1.
- 8.3 Additional courses will be used on Monday 27th August and details will be issued by 1800 hours on Sunday 26th August.

### 8.4 SHORTEN COURSE

The race committee may shorten course only after the windward mark has been rounded twice by displaying flag S and two sound signals;

a. *From the committee boat-* boats are to finish between the committee boat flying an orange flag and the adjacent mark.

b. *From an official RIB or other committee boat-* boats are to finish between the RIB or other committee boat flying an orange flag and the adjacent turning mark.

## 9 MARKS

- 9.1 Marks A and B will be orange inflatable pillar buoys.
- 9.2 The outer distance mark will be a dan buoy displaying an orange flag.
- 9.3 The main committee boat is intended to be a white motor boat named Janick.
- 9.4 New marks as provided in instruction 11 will be yellow inflatable pillar buoys.

## 10 THE START

- 10.1 Races will be started by using rule 26, with the warning signal given 5 minutes before the starting signal.
- 10.2 The starting line will be between the mast displaying an orange flag on the committee boat at the starboard end and the port-end outer distance mark
- 10.3 A boat starting later than 5 minutes after her starting signal will be scored Did Not Start. This changes rule A 4.1.
- 10.4 For starting and finishing purposes, the front of an 18 foot skiff will be taken as the intersection of the jib luff and foredeck. This changes Rule 30.

## 11 CHANGE OF THE NEXT LEG OF THE COURSE

To change the next leg of the course the race committee will lay a new mark or move the finishing line and remove the original mark as soon as possible. When in a subsequent change a new mark is replaced it will be replaced by an original mark.

## 12 FINISH LINE

The finishing line will be between the mast of the committee boat flying an orange flag and the outer distance mark.

### **13 PENALTY SYSTEM**

- 13.1 Rules 44.1 and 44.2 are changed so that only one turn, including one tack and one gybe, is required and if the penalty is incurred whilst sailing downwind with the spinnaker flying the penalty may be taken before rounding the leeward mark, or if approaching the finishing line to finish, before crossing the finish.
- 13.2 Touching a mark (other than a starting or finishing line mark) with any part of the boat or crew shall not constitute an infringement of the Rules and does not require a 360-degree turn; Manhandling a mark which results in an advantage is not allowed nor is displacing it and a boat so doing shall promptly retire. If a boat touches a start or finish mark they shall complete a 360-degree turn. This changes rule 31.2
- 13.3 Minor contact of sheets or Gennaker or tiller extension shall not be grounds for protesting under rule 14.
- 13.4 A boat touching the committee boat at any time whilst racing shall be disqualified. This changes rules 31 and 63.1.

### **14 TIME LIMITS**

- 14.1 The time limits and target times for the first boat are as follows:
  - Mark 1 time limit - 15 minutes
  - Race target time for leading boat - 45 minutes
  - Race time limit - 75 minutesIf no boat has passed Mark 1 within the Mark 1 time limit, the race will be abandoned. The aim is to set a course length to allow for 3 to 4 rounds (i.e. number of roundings of windward mark) to be completed for the given race target time. Failure to meet the race target time or number of rounds will not be grounds for redress; this changes rule 62.1(a)
- 14.2 Boats failing to finish within 15 minutes after the first boat sails the course and finishes will be scored Did Not Finish. This changes rules 35 and A4.1.

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

- 15.1 Protest forms are available at the race office. Protests shall be delivered within the protest time limit.
- 15.2 The protest time limit is 90 minutes after the last boat has finished the last race of the day. The same protest time limit applies to all protests by the race committee and protest committee and to requests for redress. This changes rules 61.3 and 62.2.
- 15.3 Notices will be posted within 30 minutes of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the committee room at the Royal Torbay Yacht Club at the time stated on the notice of hearing.
- 15.4 Boats observed by the Race committee not to have sailed the correct course will be scored DNF without the need to protest. Boats may seek redress from this action. This changes rule 61.

### **16 SCORING**

The ISAF Low Points Scoring System of Appendix A will apply; 8 races are scheduled of which a minimum of 3 shall be completed to constitute a valid series. If 4 or more races are completed, there will be one discard.

### **17 SAFETY REGULATIONS**

- 17.1 A boat that retires from a race shall notify the race committee as soon as possible.
- 17.2 A sheathed safety knife shall be securely fixed on the Port side of the rudder gantry.

## **18 EQUIPMENT AND MEASUREMENT CHECKS**

A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions. On the water, a boat can be instructed by a race committee measurer to proceed immediately to a designated area for inspection.

## **19 PRIZES**

Prizes will be given in accordance with the Notice of Series.

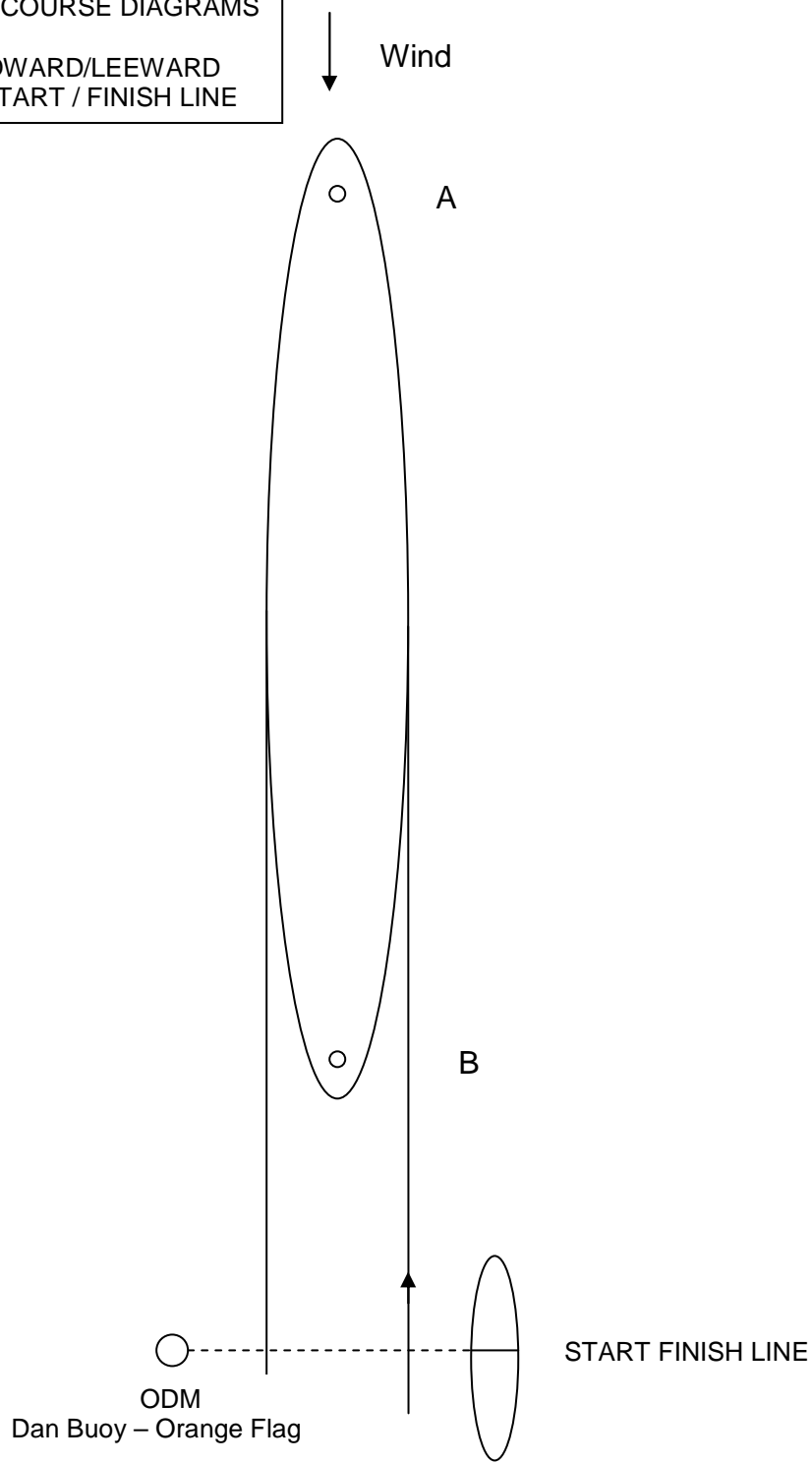
## **20 DISCLAIMER OF LIABILITY**

20.1 Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The organising authority and Class association 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.

20.2 A boat is entirely responsible for her own safety, whether at sea or in harbour, and nothing, whether in the Notice of Series or the Sailing Instructions or anywhere else, reduces this responsibility. It is for the boat to decide whether she is fit to sail in the conditions in which she will find herself. By going to sea, the boat confirms that she is fit for those conditions and that her crew is competent to sail and compete in them.

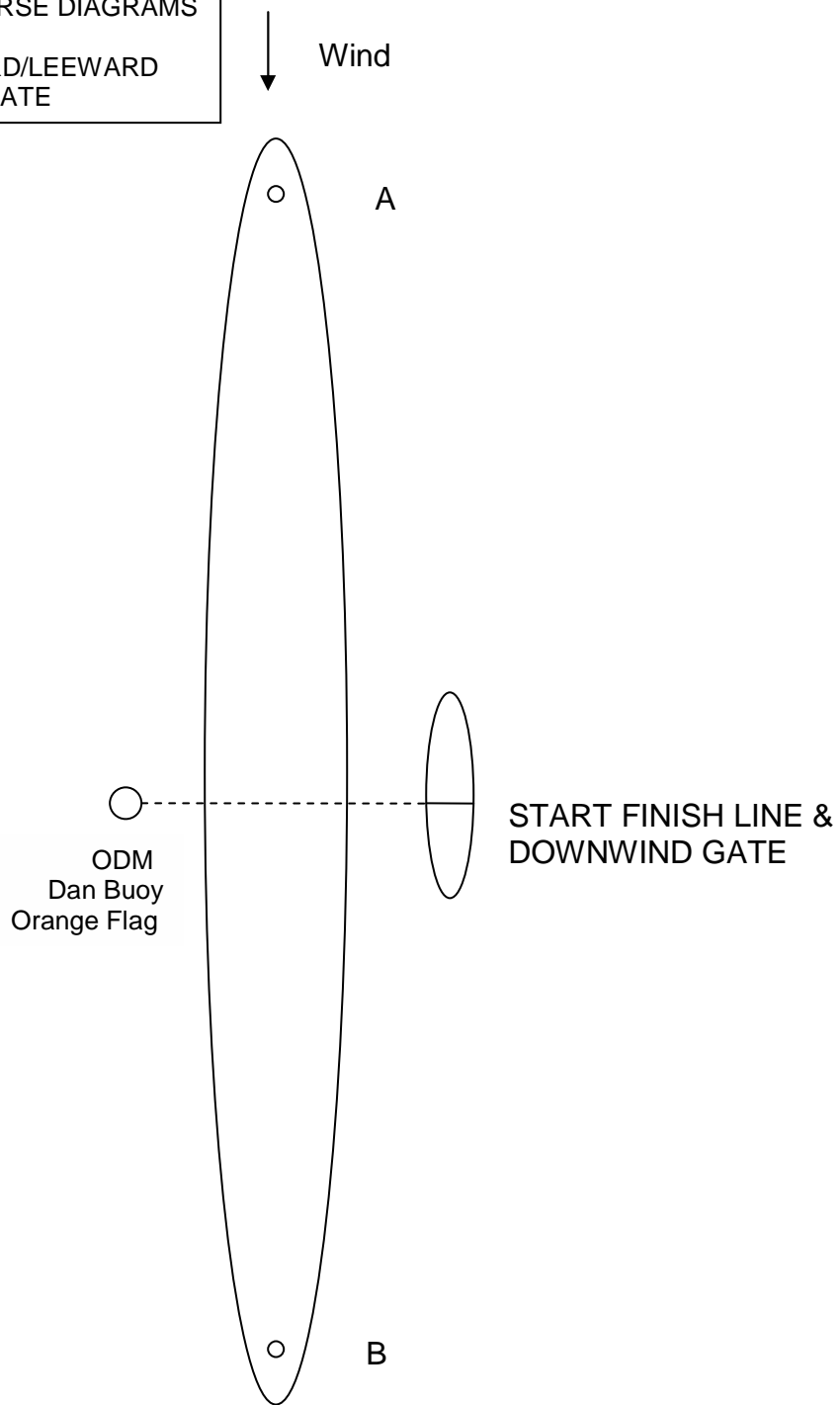
20.3 Nothing done by the organisers can reduce the responsibility of the boat nor will make the organisers responsible for any loss, damage, death or personal injury; however it may have occurred, as a result of the boat taking part in the racing. The organisers encompass everyone helping to run the race and the event, and include the organizing authority, the race committee, the race officer, patrol boats and beach masters.

ATTACHMENT A – COURSE DIAGRAMS  
COURSE A – WINDWARD/LEEWARD  
WITH LEEWARD START / FINISH LINE



MARKS A & B TO PORT  
MARK B IS NOT A MARK OF THE COURSE ON THE FIRST WINDWARD LEG AND THE  
FINISHING LEG  
THE NUMBER OF LAPS IS THE NUMBER OF WINDWARD MARKS THAT ARE ROUNDED

ATTACHMENT A – COURSE DIAGRAMS  
COURSE B – WINDWARD/LEEWARD  
WITH START / FINISH GATE



MARKS A & B TO PORT  
START / FINISH GATE TO BE CROSSED ON DOWNWIND LEG (A TO B).  
START / FINISH GATE IS NOT A MARK OF THE COURSE UPWIND (B TO A)  
FINISH DOWNWIND (A TO B)  
THE NUMBER OF LAPS IS THE NUMBER OF WINDWARD MARKS THAT ARE ROUNDED