



<p style="text-align: center;">2014 RS Feva Sailing Instructions for UK Grand Prix events, Inland and End of Season Championships</p>
--

1 RULES

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2 **BOTH** helm and crew shall be a member of the UK RS Feva Class Association. Anyone not complying with this will be disqualified without a hearing. This changes RRS 63.1. and A5. This SI cannot be amended by the Event Appendix, the UK RS Feva Class Association and its designated representative at each event is the sole arbiter of this rule.
- 1.3 Competitors shall complete the entry form and pay the necessary dues in order to be eligible to race.
- 1.4 Any competitors who are aged under 18, shall complete an RS Feva 2014 Consent Form. These can be downloaded from the UK RS Feva Class Association website and should be completed and handed in at the event. See www.rsfeva.org.uk

2 NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the Official Notice Board as defined in the Event Appendix.

3 CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any changes to the Sailing Instructions will be posted at least one hour before the advertised start time of the race or races concerned; except that any change to the schedule of races shall be posted by 2000 hours on the day before it will take effect.

4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed at the location described in Event Appendix.
- 4.2 When flag AP is displayed ashore '1 minute', in 'Race Signals' is replaced with 'not less than 30 minutes'. This changes the meaning of AP in RRS Race Signals.
- 4.3 Boats may leave the shore when flag D is raised with one sound signal

5 FORMAT OF RACING

- 5.1 The RS Feva Grand Prix and Championships will comprise a maximum of 6 races for a two-day event. The schedule of races will be specified on the UK RS Feva Class Association website under 'Events' and on the official notice board.
- 5.2 No more than 5 races will be sailed in any one day.
- 5.3 At the discretion of the Class Representative and the Official Race Officer some of the following days' races may be brought forward to allow for any inclement weather forecasts.
- 5.4 In the event of a race being recalled, restarted, re sailed or abandoned before the finish, the next start will be the restart of the same race. Subsequent races will be sailed in their scheduled order.

6 CLASS FLAGS

- 6.1 The class flag will be a White Flag with RS Feva class logo.

7 RACING AREAS

- 7.1 The racing area will be as shown on the official notice board

8 THE COURSES

- 8.1 The diagram(s) in Event Appendix A show the course (s), the order in which marks are to be passed and the side on which each mark is to be left. Courses will also be defined on the official event notice board.
- 8.2 If a course has a gate and one of two gate marks is missing and has not been replaced as described in RRS 34 then the remaining mark shall be rounded to port. This changes RRS 34.
- 8.3 The number of laps to be sailed will be indicated on the Committee Boat, either written on a notice board or by flying the appropriate numeral pennant.

9 MARKS

- 9.1 The course marks will be described in Event Appendix A.

10 THE START

- 10.1 Races will be started by using RRS 26. Multiple classes sharing a starting line may be started in any order.
- 10.2 The starting line will be between a staff displaying an orange flag on the starting mark at the starboard end and the port-end starting mark.
- 10.3 When a limit mark is laid near the Committee Boat it is a starting limit mark that shall be left to starboard when starting.

- 10.4 Boats whose preparatory signal has not been made are reminded of their obligations not to interfere with boats that are racing as set out in RRS 24.1.
- 10.5 A boat starting later than 4 minutes after her starting signal will be scored Did Not Start without a hearing. This changes rules A4.1 and A5.
- 10.6
- (i) If flag U has been displayed as the preparatory signal, no part of the boat's hull, crew, or equipment shall be in the triangle formed by the ends of the starting line and the first mark of the course, during the last minute before her starting signal. If a boat breaks this rule and is identified, she shall be disqualified without a hearing but not if the race is restarted or resailed or postponed or abandoned before the starting signal. This changes rule 26.
- (ii) If the race is restarted all boats may compete.
- 10.7 When there are more than 80 entries an alternative start procedure may be used, if the fleet specifically requests it.

(i) At the discretion of UK RS Feva Class Association, competitors in that class may be split into flights and racing will be organized as per Event Appendix D. Competitors will be advised at the briefing if flights are to be used and a notice to this effect will be posted on the official notice board.

11 MINIMUM WIND STRENGTH

- 11.1 Races will not be started unless the Race Officer is satisfied that the wind strength over the whole of the course is in excess of an average of four knots.

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 a mark described in event appendix A for that purpose (or the finishing line) to a new position.

13 SHORTENING COURSES

13.1 For Windward/leeward Course

For courses that are shortened at the leeward mark/gate when the committee boat is in its normal position and flying flag S alongside the class flag if more than one fleet on the course. The leading boat shall round the leeward mark on its required side or pass through the gate and proceed to the normal finish line. At any other mark of the course the race may be shortened in accordance with RRS 32.2. All competitors shall complete the number of rounds equal to the leading boat before proceeding to the finish. This changes RRS 32.2.

13.2 For Trapezoid or Square Course

For courses that are shortened at the leeward mark on the inner loop, boats should follow SI 13.1 above.

For courses that are shortened at the leeward mark of the outer loop, the shortened course will be signalled from a signal boat stationed near the mark

flying flag S alongside the class flag if more than one fleet and making repeated sound signals.

The leading boat shall round the outer leeward mark on its required side or pass through gate and proceed to the normal finish line; if the outer distance mark of the start line is a mark of the course for each lap or final lap then it should be passed to port on way to normal finish line when raced is shortened.

13.3 For Both Windward/Leeward and Trapezoid Courses

At any other mark of the course the race may be shortened in accordance with RRS 32.2. All competitors shall complete the number of rounds equal to the leading boat before proceeding to the finish. This changes RRS 32.2.

14 THE FINISH

14.1 The finishing line will be between a staff displaying a blue flag on the committee boat and the finishing mark described in Event Appendix A.

14.2 After the first boat has finished, the race committee may set alternative finishing lines as follows:

(i) When a committee boat displays flag W with two sound signals, boats that have not yet rounded the nearby mark shall finish between this mark and the staff on the boat displaying flag W.

(ii) When a boat finishes in accordance with this instruction, she shall be awarded a finishing place after all boats that have passed the nearby mark ahead of her, before flag W was displayed.

14.3 Boats at the back of the fleet may be scored in their observed positions on the course. This changes RRS 35, A4 and A5. Boats finished in this way will be advised of the fact by a safety boat and should stop racing thereafter and return directly to the starting area if further races are to be run that day.

15 PENALTY SYSTEM

15.1 The two turn penalty as described in RRS 44.1 is replaced by one-turn penalty (one tack and one gybe).

16 TIME LIMITS AND TARGET TIMES

16.1 The time limit shall be 60 minutes for the first boat to finish. If one boat finishes within that limit then the time limit will be amended to 10 minutes after the finishing time of the first boat. Boats failing to finish within the amended time limit shall be scored in their observed positions on the course. This changes RRS 35, A4 and A5. Boats finished in this way will be advised of the fact by a safety boat and should stop racing thereafter. Target time for first boat is 40 minutes.

17 PROTESTS AND REQUESTS FOR REDRESS

17.1 Protest forms are available from the Race Office. They shall be delivered

there within the appropriate time limit.

- 17.2 The protest time limit is one hour after the last boat finished the last race of the day. This time limit may be changed in the Event Appendix subject to venue location.
- 17.3 Notices will be posted no later than 30 minutes after the expiry of the protest time limit to inform competitors of hearings in which they are parties to, or named as witnesses. It shall be the responsibility of competitors to check the notice board for such notices, obtain their copy of the protest form and make sure that they and their witnesses attend the hearing.
- 17.4 On the last day of racing a competitor's request for reopening a hearing shall be delivered:
- (i) Within the protest time limit if the party requesting reopening was informed of the protest committee's decision on the previous day;
 - (ii) No later than 30 minutes after the party requesting reopening was informed of the protest committee's decision on that day.

This changes RRS 66.

- 17.5 For infringements of the RRS other than Part 2 and rules 28 and 31, the protest committee may award a lesser penalty than disqualification.
- 17.6 Breaches of instructions 23.1, 23 will not be grounds for a protest by a boat. This changes rule 60.1(a).
- 17.7 Penalties for breaking rule 41, Outside Help, shall be DPI. When a boat has received outside help, a request for a lesser penalty than retirement may be made to the protest committee in writing before the end of protest time on the day concerned.

18 SCORING

- 18.1 Points will accrue to the helm on the entry form and not to the boat entered.
- 18.2 2 races are required to be completed to constitute a series.
- 18.3 (i) When fewer than 4 races have been completed, a boat's series score will be the total of her race scores.
- (ii) When from 4 to 7 races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
- 18.4 To request correction of an alleged error in posted race or series results, a boat may complete a scoring enquiry form available at the race office. If a request for correction is rejected the time limit for requesting redress for the alleged error will run from the time that the rejection is advised to the competitor.
- 18.6 **Series/event tie** If, after discard(s), two or more boats have the same points total the tie will be broken in accordance with RRS Appendix A8.1. If there is still a tie this will be broken in favour of the boat with the best excluded result. This changes RRS A 8. If a tie still exists then the tie will be broken in accordance with RRS Appendix A8.2. For the purpose of this rule the last race will be taken to mean the last race actually completed on the water.

19 SAFETY REGULATIONS

- 19.1 Personal flotation devices crew members shall be worn at all times whilst afloat. This changes RRS 40 and the preamble to Part 4.
- 19.2 Wetsuits or drysuits shall be worn by all crew members between 1st November and 30th April inclusive. This changes RRS 40
- 19.3 When the race committee considers that a boat or competitor is in difficulty it may instruct the boat or competitor to accept outside help, retire or sail ashore.
- 19.4 In accordance with RRS 43.1 and ISAF Case 89, no clothing or equipment may be worn on the body of helm or crew to carry liquid of any description, even if for the purpose of re-hydration; this includes camelbacks, water bottles and cans of drink.

20 REPLACEMENT OF CREW OR EQUIPMENT

- 20.1 In order for a race result to be scored in an event or series a boat shall be helmed at all times by the registered helm while racing, except in an emergency.
- 20.2 Crews may only be changed during the series of races comprising an event from the person named on entry form with written permission in advance from the Race Committee or Class Representative. If it is known at start of the event that you will have to change crew during the event then both crews should be registered on entry form along with which day(s) they will be sailing.
- 20.3 Where event results are combined to form a circuit then only results scored by the same helm will count.

21 Distinguishing Numbers

- 21.1 Under exceptional circumstances, the Race Committee may permit a boat to use sails carrying a distinguishing number other than that required by RRS 77 and RRS Appendix G. Such permission is only valid if sought in writing before use.

22 EQUIPMENT AND MEASUREMENT CHECKS

- 22.1 A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions.
- 22.2 Class Conformity: Every boat shall comply with the current relevant class rules. Failure to do so may result in disqualification without a hearing. This changes RRS 63.1. and A5
- 22.3 The use of a pole to control the clew of the spinnaker is not permitted and the spinnaker may not be flown in a goose-winged fashion on the opposite side to the mainsail.

23 ADVERTISING

- 23.1 Boats shall display advertising supplied by the organizing authority as specified in the NOR.

- 23.2 When provided at registration, competitors shall make every reasonable effort to display event sponsors promotional items on their boat and sails as directed. If sponsor promotional items come off whilst racing, competitors must obtain replacement items from the UK RS Feva Class Association before the start of racing the following day, if the Association has sufficient stocks available.
- 23.3 Advertising is permitted in accordance with ISAF Reg 20 as amended here. The leading edge of the Jib (up to 14 inches), the lower part of the main below the bottom batten and the hull in front of the shroud attachment points are reserved for event sponsors stickers. This does not prevent the national flags nor the crew names from being displayed in the bottom part of the main. Note that the top panel of the sail is reserved for flight/fleet identification stickers if required.
- 23.4 There will be no restriction on the number or coverage of advertisers logos or slogans except for the front 20% of the forward part of each side of the hull, and the foremost 20% of the mainsail & jib , which are reserved for RS Feva Class Association event sponsors.
- 23.5 Any individual caught stealing sponsor promotional items, e.g. flags, banners, prizes, shall be deemed to have committed a gross breach of good manners, and will be reported to the Protest Committee who may call a hearing under RRS 69.1(a)

24 TRASH DISPOSAL

- 24.1 Boats shall not put trash in the water or in dinghy park. When afloat trash may be placed aboard support and race committee boats. The penalty for breaking RRS 55 is at the discretion of the protest committee and may be less than disqualification.

25 RADIO COMMUNICATIONS

- 25.1 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.

26 SUPPORT BOATS

- 26.1 Team leaders, coaches and other support personnel shall stay outside areas where boats are racing from the time of the preparatory signal until all boats have finished or the race committee signals a postponement, general recall or abandonment. And shall not communicate with competitors at any time while afloat, unless attending a boat in distress, requiring assistance, or as directed by the race committee
- 26.2 Specified RYA coaches and selectors, whose names will be posted on the official notice board, may enter the racing area.

27 DISCLAIMER OF LIABILITY

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:

- (i) 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;
- (ii) They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
- (iii) They accept responsibility for any injury, damage or loss, to the extent caused by their own actions or omissions;
- (iv) Their boat is in good order, equipped to sail in the event and they are fit to participate;
- (iv) 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;
- (v) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.
- (vii) They are responsible for ensuring that their boat is equipped and seaworthy so as to be able to face extremes of weather and there is a crew sufficient in number and experience and fitness to withstand such weather, and that the safety equipment is properly maintained, stowed and in date and is familiar to the crew.

28 INSURANCE

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

29 RIGHTS TO USE NAME AND LIKENESS

- 29.1 By participating in this event, competitors automatically grant to the organizing authority and the event sponsors the right, in perpetuity, to make, use, and show, at their discretion, any photography, audio and video recordings, and other reproductions of them made at the venue or on the water from the time of their arrival at the venue, until their final departure, without compensation.