

Beyonder Autumn Regatta

Weymouth and Portland National Sailing Academy

Wednesday 2nd (U11s) & Thursday 3rd (O11s) October

Sailing Instructions (SIs)

The Organising Authority (OA) is the Weymouth and Portland National Sailing Academy (WPNSA) in conjunction with the Andrew Simpson Centre (ASC) and Beyonder Boating.

1. RULES

- 1.1. The event is governed by the rules as defined in *The Racing Rules of Sailing (RRS)*.
- 1.2. The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a)
- 1.3. RRS Appendix T will apply.
- 1.4. RRS 35 is changed so that after the first boat has finished, boats may be finished based on their observed position on the course.
- 1.5. RRS 40.1 applies at all times while afloat. [DP].
- 1.6. 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.
- 1.7. Protocols relating to COVID-19 may be published at any time and will state if they have a status of a rule. [DP].
- 1.8. Helmets shall be worn by all competitors, which may be the competitors own or can supplied by the Andrew Simpson Centre.
- 1.9. The Organising Authority may decide that the RS Zests will not be rigged with jibs due to the weather conditions.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1. Any change to the sailing instructions will be posted before 09:00 on the day it will take effect.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1. Notices to competitors will be posted on the official notice board located on the event website at: <https://www.wpnsa.org.uk/official-notice-board>.
- 3.2. From the first warning signal until the end of the last race of the day, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats. [DP].

4. CODE OF CONDUCT [DP]

- 4.1. Competitors and support persons shall comply with reasonable requests from race officials.
- 4.2. Competitors and support persons shall place advertising provided by the Organising Authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.

5. SIGNALS MADE ASHORE

- 5.1. Signals made ashore will be displayed on the main WPNSA flag poles.
- 4.1. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 20 minutes in the race signal AP.
- 5.2. Flag D with one sound means 'The warning signal will be made not less than 20 minutes after flag D is displayed.' Boats are not to leave the slipway until this signal is made.

6. SCHEDULE

- 6.1. The schedule is as follows:

Day	Time	Event	Where
Wednesday	09:00 – 10:00	Registration	ASC Cabin
2 nd October	10:00	Competitor Briefing	Outside ASC Cabin
Under 11s	10:55	First warning signal	Portland Harbour
	After racing	Lunch	Cafeteria
	15:30	Prize Giving	ASC Cabin
Thursday	09:00 – 10:00	Registration	ASC Cabin
3 rd October	10:00	Competitor Briefing	Outside ASC Cabin
Over 11s	11:00	First warning signal	Portland Harbour
	After racing	Lunch	Cafeteria
	15:30	Prize Giving	ASC Cabin

- 6.2. Four races are scheduled for each day of the event.
- 6.3. The Organising Authority reserve the right to modify the programme due to weather conditions or other circumstances.
- 6.4. 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 a warning signal is made.
- 6.5. There will be no warning signal will be made after 15:30 on each day.

7. CLASS FLAGS

- 7.1. The class flag will be a yellow background with RS Zest logo on it.

8. RACING AREA

- 8.1. The racing area will be in Portland Harbour.

9. COURSES

- 9.1. The diagram in Appendix One shows the course, the order in which marks are to be passed, and the side on which each mark is to be left.
- 9.2. The course and number of laps to be sailed will be displayed on the committee boat.
- 9.3. No later than the warning signal, the race committee signal vessel may display the approximate compass bearing of the first leg.

10. MARKS

- 10.1. Marks 1, 2 and 3 will be a 1.6m blue cylindrical buoy with a black band.
- 10.2. The Starting/Lap/Finishing Mark will be either a mast on a committee boat displaying an orange flag or a dan buoy displaying an orange flag.

11. OBSTRUCTIONS [DP]

- 11.1. Boats shall keep more than 100 metres away from vessels over 100m in length, vessels at anchor or vessels displaying Flag A (indicating divers in the water). These areas are obstructions as defined in the rules.
- 11.2. 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.
- 11.3. Boats will not transit at any time through the RNSA moorings, which are to the left of the Marina exit as leaving the Marina.

12. THE START

- 12.1. Races will be started using RRS 26 with the warning signal made five minutes before the starting signal.
- 12.2. The starting line will be between a staff displaying an orange flag on the signal vessel and the starting mark.
- 12.3. A boat that does not start within four minutes after the starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

13. CHANGE OF THE NEXT LEG OF THE COURSE

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

14. THE FINISH

- 14.1. The finishing line will be between a staff displaying a blue flag on the signal vessel and the start/lap/finishing mark.
- 14.2. Grand Prix finish - When the leading boat completes the course and finishes, the Race Committee signal boat at the finish will immediately display a chequered flag with a sound signal. The chequered flag will be removed at the end of the finishing window time limit.
All boats that;
 - a) have completed a lap before the chequered flag is displayed, but then fail to finish while it is displayed, or;
 - b) cross the finishing line while the chequered flag is displayedshall be deemed to have finished irrespective of the number of laps completed. The boat's position in the race will be based on the order when they either completed their last lap or finished, with those having completed more laps finishing ahead of those with fewer laps. This changes RRS 28.1 and A4.

15. TIME LIMITS AND TARGET TIMES

- 15.1. The Mark 1 Time Limit, Race Time Limit (see RRS 35), Target Time, and the Finishing Window are shown in the table below.

Mark 1 Time Limit	Race Time Limit	Target Time
<i>15 minutes</i>	<i>45 minutes</i>	<i>30 minutes</i>

- 15.2. If no boat has passed the first mark 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).

16. HEARING REQUESTS

- 16.1. The protest time limit is 60 minutes after the last boat finishes the last race of the day or the race committee signals no more racing today, whichever is later. The time will be posted on the Official Notice Board.
- 16.2. Hearing request forms are available from <https://www.wpsa.org.uk/protest-form>.
- 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 and where they will be held, which may be online.
- 16.4. Data and the information from cameras, video and positioning equipment shall not be grounds for redress.

17. SCORING

- 17.1. One race is required to be completed to constitute a series.
- 17.2. The Under 11s and Over 11s will be scored separately.
- 17.3. The total score of each boat will be the sum of her scores as follows:
 - 17.3.1. When fewer than four races have been completed, a boat's series score will be the total of her race scores.
 - 17.3.2. 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.
- 17.4. Competitors may request a review of a boat's score by completing the online form at <https://www.wpsa.org.uk/request-for-a-review-of-a-boats-score>.

18. SAFETY REGULATIONS [DP]

- 18.1. A safety tally system will be in operation. Competitors tally numbers will be advised during registration.
- 18.1.1. The tally control point will be by the ASC Cabin adjacent to the dinghy park.
- 18.1.2. Competitors shall individually collect their tally band before racing by personally going to the tally control point.
- 18.1.3. Competitors shall individually return their tally band immediately on returning to shore by personally going to the tally control point and giving their sail number and name to advise they are ashore. This must be done no later than 10 minutes after the last boat has come ashore for the relevant class.
- 18.1.4. The penalty for failing to tally-out or tally-in as instructed above will be a standard penalty without a hearing. The standard penalty will be three points non-excludable added to the boat's series score, and five points for subsequent infringements. This changes RRS 63.1 and A5.
- 18.2. A boat that retires from a race shall notify the race committee as soon as possible. A declaration form is available online <https://www.wpnasa.org.uk/retirement-declaration> which shall be completed by competitors when ashore.

19. REPLACEMENT OF CREW [DP]

- 19.1. Substitution of competitors is not allowed without prior written approval of the race committee. Competitors shall request a substitution of crew online at <https://www.wpnasa.org.uk/request-for-a-change-of-crew>.

20. SUPPORT VESSELS [DP]

- 20.1. All support boats will register with the Weymouth and Portland National Sailing Academy by completing an online Event Support Boat Registration Form at <https://www.wpnasa.org.uk/event-support-boat-registration-form>. Once submitted, a member of staff will contact you to take the payment of £10 per day by card.
- 20.2. RRS 37 will be used. Except when responding to the signal in RRS 37, support boats, coaches and other support persons shall stay at least 100 metres outside areas where boats are racing from the time of the preparatory signal for the first class to start on that course until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment.
- 20.3. In order to prevent fuel spillage, refuelling of boats/tanks is not permitted on the pontoons at WPNASA. Boats may refuel at the Portland Marina fuel pontoon or removable tanks may be taken offsite to be refuelled at a service station.
- 20.4. Kill cords shall be worn at all times whilst engines are running. The Course Safety Leader will be looking out for compliance on this issue, there are no excuses and boats will be requested to leave the race area immediately if kill cords are not being used appropriately.
- 20.5. Personal floatation devices shall be worn by all persons in a support boat at all times, except briefing while adjusting clothing, while on the water.
- 20.6. Each support boat shall be insured with valid third-party liability insurance with a minimum cover of £3,000,000 per incident or the equivalent.
- 20.7. Where possible support boats should agree to carry drinks and small bags for sailors without support boats.
- 20.8. All Support Boat drivers shall attend the Safety Boat Briefing. Details will be advised once registered.

21. TRASH DISPOSAL

- 21.1. Rubbish is not to be thrown in the sea. Rubbish may be placed aboard official boats.

22. PRIZES

- 22.1. 1st to 3rd under 11 years
1st to 3rd over 11 years
Other prizes may be given at the discretion of IAPS and the ASC.

23. RISK STATEMENT

Rule 3 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.

24. INSURANCE

- 24.1. Competitors using ASC Boats will be covered under their insurance. Participants bringing their own boats shall be insured with valid third-party liability insurance with a minimum cover of £3,000,000 per incident or the equivalent.

APPENDIX ONE – COURSE DIAGRAM

T	COURSE: TRIANGLE with upwind finish
Signal	Mark Rounding Order
T1	Start - 1p - 2p - 3p - finish
T2	Start - 1p - 2p - 3p - lap - 1p - 2p - 3p - finish
T3	Start - 1p - 2p - 3p - lap - 1p - 2p - 3p - lap - 1p - 2p - 3p - finish
T4	Start - 1p - 2p - 3p - lap - 1p - 2p - 3p - lap - 1p - 2p - 3p - lap - 1p - 2p - 3p - finish

