

The organising authority is the **Royal Yachting Association**.

The venue is the **Weymouth and Portland National Sailing Academy, Weymouth UK**.

Section A: Event Instructions

This section cover rules that are common across all the elements of the event. They should be read in conjunction with the instructions for each element of racing across the regatta:

- [Section B: Random Pairs Team Racing](#)
- [Section C: Pursuit Race](#)
- [Section D: Keelboat League](#)
- [Section E: Fleet Racing](#)

1 Rules

- 1.1 The event will be governed by the Rules as defined in **The Racing Rules of Sailing (RRS)**.

2 Notice to Competitors

- 2.1 Notices to competitors will be posted on the official notice board, located in the Race Office (the Marquee in front of the WPNSA building)

3 Entry and Eligibility

- 3.1 To become eligible a competitor / team shall register as required by the notice of race or, if not specified, on arrival at the event.
- 3.2 After registration, no team member may be changed without the prior permission of the race committee

4 Signals Made Ashore

- 4.1 Signals made ashore will be displayed on the main flag staff at the south east end of the WPNSA building.
- 4.2 AP displayed ashore without a numeral pennant means “Racing is postponed indefinitely. Launching / leaving the pontoon will start soon after AP is removed”. This changes race signal AP.
- 4.3 Boats may only launch or leave the pontoon when Flag D is displayed ashore, either on its own or with the class / fleet flag.

5 Tallies

- 5.1 A tally board will be situated at the top of the slipways near the entrance to the pontoons

- 5.2 After flag T is displayed ashore and before going afloat each competitor intending to race shall take the appropriately coloured tally band bearing their tally number from the tally board and place it securely and visibly on their person, ideally on their wrist.
- 5.3 Immediately after coming ashore, each competitor shall remove their tally band and place it back on the tally board.

6 Safety and Equipment

- 6.1 On any day that racing is scheduled boats may not go afloat without the permission of the race committee.
- 6.2 Competitors shall wear a personal flotation device at all times when afloat except briefly while changing or adjusting clothing or personal equipment. This changes RRS 40.
- 6.3 All competitors shall wear a personal flotation device (PFD) to the minimum standard ISO 12402-5, (Level 50), or USCG Type III or AUS PDF II or equivalent. Toggle or automatic inflators are not permitted. Competitors' buoyancy aid must be to an appropriate buoyancy/standard in relation to their sizes and capabilities. Any requests to wear alternative personal flotation devices must be submitted in writing to the organising authority and approval granted before going afloat. Any competitors previously approved must confirm their intentions for this regatta in terms of the personal flotation device they intend to wear.
- 6.4 Personal flotation devices must be worn on the pontoons.
- 6.5 Any competitor intending to use any strap, harness or equipment to secure themselves in a sitting position in their boat, or to improve grip on steering or sail controls must notify the race committee in advance and have approval granted before going afloat.
- 6.6 Any person in a wheelchair on a pontoon must not be strapped to their wheelchair.
- 6.7 All boats, except the Elliot 6ms, must have a floating rope fixed to the boat capable of being used as a tow rope, in line with class rules and at least 5m in length.
- 6.8 Equipment Inspection may be made throughout an event on the instructions of a Race Committee.
- 6.9 When the Race Committee considers that a boat, its equipment or crew are not adequate for the existing or anticipated conditions or that a boat

or crew is in difficulty, it may instruct the boat and crew not to launch, or to retire or to sail ashore or to accept outside help. The boat and crew shall comply with such instructions without delay. The Race Committee's decision is final.

Areas that are obstructions [DP]

- 6.10 Boats shall keep more than 100m from vessels over 100m, vessels displaying Flag A (including divers in the water) or vessels at anchor.
- 6.11 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.
- 6.12 Only the Northern entrance should be used in leaving or returning to Portland Inner Harbour, unless directed otherwise by an Official or Portland Harbour Authority Boat.
- 6.13 Boats shall not transit at any time through the RNSA moorings, which are to the left of the Marina exit as leaving the Marina.

7 Protests

- 7.1 No boat may protest another boat for infringements of the following (This changes RRS 60.1):
 - a) Tallies
 - b) Any Local Regulations

8 Risk Statement and Insurance

- 8.1 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."
- 8.2 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 other 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; and
 - 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 safety briefing held for the event.
- 8.3 When the boats are provided by the competitors, the boat is required to hold adequate insurance and in particular to hold insurance against third party claims in the sum of at least three million pounds (£3,000,000).

9 Prizes

- 9.1 A notice detailing the prizes available for the entire event will be published on the official notice board the day racing starts.

Section B: Random Pairs Team Racing

This section applies to the Team Racing and is based on the Standard team racing sailing instructions supplied by the UK Team Racing Association.

1 Rules

- 1.1 Appendix D of the Racing Rules of Sailing (Team Racing Rules) will apply.
- 1.2 RRS D2 applies. Races will be umpired.
- 1.3 RRS D1.1(d) is deleted. No Arm Signals are required when rule 20 applies (room to tack at an obstruction).
- 1.4 The right of appeal is denied in accordance with RRS 70.5(a).

2 Changes to the Sailing Instructions

- 2.1 Changes to the sailing instructions will be posted on the official notice board not less than 10 minutes before the warning signal of the first affected race.

3 Event Format and Schedule of Races

- 3.1 The intended format of the event is Random Pairs described in section 7 of these instructions. The format may be modified during the event in a fair and practical way as solely determined by the race committee taking into account the entries, weather conditions, time constraints and any other relevant factors.
- 3.2 The initial schedule of races will be displayed on the official notice board. Any changes thereto and schedules for subsequent races will be displayed not less than 10 minutes before the start of those races.
- 3.3 Every race will be assigned a race number in the race schedule.
- 3.4 The number of the next race to start will be displayed on the committee boat no later than the warning signal (or promptly thereafter if coincident with the previous start) until the starting signal. The race committee may at any time postpone a race and reschedule it at a later time.
- 3.5 When a completed race has been abandoned and the result would not affect which teams qualify for a further stage, the race committee may cancel the race and score each team half a race win.

4 Courses, Marks, Starting and Finishing Lines, and Time Limits.

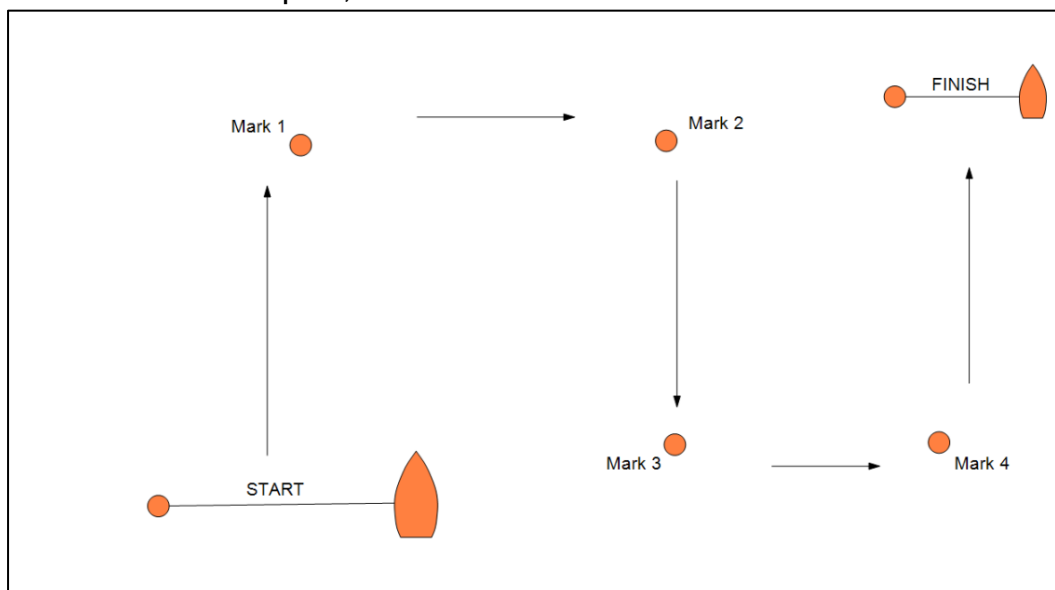
Course

- 4.1 The racing area will be Portland Harbour or Portland Marina.

Multiclass 2019 – 5th to 7th July Sailing Instructions

4.2 The course will be a 'digital N' Course.

'Digital N' Course – start, round marks 1 then 2 to starboard, round marks 3 then 4 to port, Finish



Marks

4.3 The marks of the course will be Orange Dumpys

4.4 The race committee may move marks of the course at any time. RRS 33 will not apply.

Start and Finish lines

4.5 The starting line will be between the mast of a committee boat and a starting mark.

4.6 The finishing line will be between the mast of a committee boat and a finishing mark.

Time Limits

4.7 A boat shall not start more than 2 minutes after her starting signal.

4.8 The time limit for each race shall be 30 minutes.

5 Starting Procedure

5.1 Races will be started by using the signals and timing in the following table. Times shall be taken from the start of each sound signal; the failure of a visual signal shall be disregarded. This amends RRS 26.

Signal	Timing	Sound	Visual signal
Warning	3	One	Class flag up
Preparatory	2	One	Flag P up
One-minute	1	One	Flag P down

Signal	Timing	Sound	Visual signal
Starting	0	One	Class flag down

- 5.2 However, when the starting signal is also the warning signal for the next race in the same class, the class flag will remain displayed.
- 5.3 Attention may be drawn to an imminent warning signal by a series of short sound signals.
- 5.4 A boat failing to start within two minutes of her starting signal shall be scored DNS without a hearing, this changes RRS A5

Recalls

- 5.5 When a boat is subject to RRS 29.1, flag X need not be displayed for more than 1 minute after the starting signal; this amends RRS 29.1. The race committee may hail the sail numbers or the total number of premature starters.

6 Format

- 6.1 The event format will be Random Pairs (2-boat teams only).
- 6.2 Boats are scored individually while competing as part of a team.
- 6.3 Boats will be randomly assigned to race in a team with another boat against another team of randomly allocated boats. No two boats will be assigned to the same team more than once.
- 6.4 Each boat in the winning team of each race shall be scored one race win. Each boat in the losing team shall be scored zero race wins.
- 6.5 Boats shall be ranked in order of number of race wins, highest number first. If the boats have not completed an equal number of races, they shall be ranked in order of the percentage of races won
- 6.6 Ties will be broken using RRS D4.4 amended as follows (changes in bold)
- a) Ties shall be broken using only the results in the **stage**, in order,
 - b) the highest number of race wins in all races between the tied **boats**;
 - c) the lowest total **team** points scored in all races between the tied boats;
 - d) if two boats remain tied, the winner of the last race between them;
 - e) the lowest average team points scored in all races against common teams of opponents;
 - f) a sail-off if possible, otherwise a game of chance.

6.7 If a tie is partially broken by one of these, the remaining tie shall be broken by starting again at step (a) above.

7 Protests, Requests for Redress and Penalties

7.1 D2.2 (a) is changed so that ‘and conspicuously display a red flag at the first reasonable opportunity for each’ is deleted.

7.2 When on an upwind leg of the course a boat may take a penalty by gybing, or when on a leg to a downwind mark of the course a boat may take a penalty by tacking when she may have broken on or more rules of part 2, or rule 31 or 42, in an incident while racing. Voluntary penalties taken after the Preparatory and before the Starting signal shall be taken by gybing. This changes RRS D1.3 (a)

7.3 A boat is on a leg to a downwind mark except when she is on a leg to a windward mark. She is on a leg to a windward mark when she crosses the starting line to start and when her bow crosses the extension of the line from mark 4 to the finishing line.

7.4 D2.2 (f) is amended as follows: “A boat penalised by an umpire shall take a One Turn Penalty”

7.5 A boat intending to protest or request redress shall hail the race committee as soon as possible after finishing and before the warning signal for any subsequent race.

7.6 When the outcome of a protest or request for redress would not affect which teams qualify to a later stage, the protest committee may refuse to hear it. This amends RRS 63.1.

7.7 When RRS D2 applies and the race umpires together with one other umpire (when available) decide that a boat has broken RRS 14 and there is damage or injury, they may penalise her team by half a race win without a hearing. The boat will be informed as soon as practical and may request a hearing. Any penalty after a hearing will be in accordance with RRS D3.1(d). This amends RRS 63.1.

7.8 When the race committee decides that a boat has broken SI B 4.7, Time Limit for Starting, or has failed to sail the course and broken RRS 28.2, it shall penalise her 6 points without a hearing. This amends RRS A5.

7.9 When the race committee decides that a competitor has broken SI A Section A:6 – Safety and Equipment it shall penalise the competitor's team one race win without a hearing. This amends RRS A5.

7.10 When the protest committee decides that a breach of a rule, other than a rule of RRS Part 2, has had no effect on the outcome of a race, it

Multiclass 2019 – 5th to 7th July

Sailing Instructions

may make any arrangement it decides is equitable, which may be to impose no penalty. This amends RRS 64.1 and D3.1.

Section C: **Keelboat League**

This section applies to the Keelboat League and is based on standard sailing instructions supplied by the British Keelboat League.

1 Rules

- 1.1. Races will be umpired using [Addendum Q \(January 1, 2019\)](#) which changes the definition of Proper Course and RRS 20, 28.2, 44, 60, 61, 62, 63, 64, 65, 66, 70, B5 & F5.
 - (a) Addendum Q is changed as follows:
 - i. Q2.3 is deleted
 - ii. The last paragraph of Q2.4 is changed to read “Shall hail the race committee as soon as possible after finishing.”
 - iii. Q3.2(a) is changed to read “A boat penalized under instruction Q3.1(b) shall take a **Two-Turn Penalty** in accordance with rule 44.2.”
- 1.2. The right of appeal is denied in accordance with RRS 70.5(a).
- 1.3. Boats are provided by the Organising Authority and shall be deemed to conform to their class rules.
- 1.4. RRS 31 is changed to: While racing, neither the crew nor any part of a boats hull shall touch a starting mark before starting, a mark that begins, bounds or ends the leg of the course on which she is sailing, or a finishing mark after finishing. In addition, while racing, a boat shall not touch a race committee vessel that is also a mark.
- 1.5. Add to RRS 41: (e) help to recover from the water and return on board a crew member, provided that the return on board is at the approximate location of the recovery.

2 Safety

- 2.1 A Personal Flotation device must be worn at all times whilst competitors are sailing or transferring between boats. This changes the preamble to Part 4 and RRS 40.
- 2.2 A boat shall neither make nor receive radio communications while racing.

3 Event Format and Schedule of Races

- 3.1 The event will be a series of fleet races with all boats competing in each race.
- 3.2 The race committee will allocate crews to the boats to be used in each race; boats will be exchanged in accordance to the schedule of races. This allocation shall not be grounds for redress and amends RRS 62.1.
- 3.3 The schedule of races may be modified during the event in as fair and practical way as possible determined by the race committee taking into account the entries, weather conditions, time constraints and any other relevant factors. Any change shall not be grounds for redress. This changes RRS 60.1(b).

- 3.4 The initial schedule of races will be displayed on the official notice board. Any changes thereto and schedules for subsequent races will be displayed not less than 10 minutes before the start of those races.
- 3.5 The number of the next race to start may be displayed on the committee boat no later than the warning signal.

4 Scoring

- 4.1 A High Point Scoring System will apply. No scores shall be excluded.
- 4.2 Points will be awarded with first place being equal to the number of boats available at the start of the event, second place will be one point less and so on.
- 4.3 The Score for DNC, DNS, OCS, RET or DSQ will be zero points. This changes RRS A4.
- 4.4 When crews have not sailed the same number of races, places will be calculated by the average points score of each crew in all races they have sailed.

5 Courses and Marks

- 5.1 The Course and Marks will be as described in this section, SI C11.
- 5.2 The course will only be changed at the leeward mark and will be signalled by a committee boat displaying Flag C over a coloured flag, indicating that the next Windward Mark will be the colour of the flag displayed. This amends RRS 33.

6 The Start

- 6.1 The starting line will be between a staff displaying a British Keelboat League flag on the main committee boat at the starboard end the line and course side of the starting mark at the port end of the line.
- 6.2 Races will be started by using the following signals:

Signal	Timing	Sound	Visual signal
Warning	3	One	Warning flag up
Preparatory	2	One	Flag P up
One-minute	1	One	Flag P down
Starting	0	One	Class flag down

- 6.3 The Warning Signal will be a flag of a single colour which will indicate which colour Windward Mark is to be used. The Colours which may be used are listed in this section SI 11.5.

- 6.4 When a boat is subject to RRS 29.1, flag X need not be displayed for more than 1 minute after the starting signal; this amends RRS 29.1. The race committee may hail the boat numbers or the total number of premature starters.
- 6.5 Attention may be drawn to an imminent warning signal by a series of short sound signals.
- 6.6 A boat that fails to start within three minutes of her start signal will be scored DNF, this changes RRS A5.

7 The Finish

- 7.1 The finishing line will be between a staff displaying a British Keelboat League flag on the main committee vessel and the course side of the finishing mark. This changes RRS Race Signals.
- 7.2 The time limit for each race is 25 minutes.
- 7.3 The target time for each race is 12 minutes.
- 7.4 Boats failing to finish within two minutes after the second boat sails the course and finishes will be scored for the place the umpires judge them to be in at that time without a hearing. This changes RRS 35, A4 and A5. This score shall not be grounds for redress, this changes RRS 62.1(a).

8 Changes to Sailing Instructions

- 8.1 Any change to the Sailing Instructions will be posted one hour before the start of the first race in which it will first take effect.
- 8.2 Any changes made afloat will be communicated orally by the umpires.

9 Racing Area

- 9.1 The Racing Area will be Portland Harbour

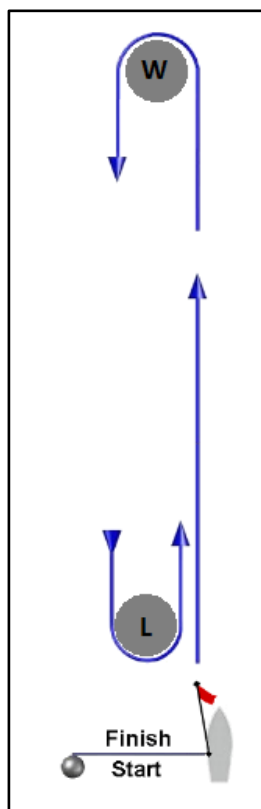
10 Sail Combinations

- 10.1 The sail combination to be used will be signalled from the race committee boat; with or before the warning signal. The signals will have the following meanings

Signal	Meaning
No Signal	Full main
Flag K	Single reefed main

- 10.2 Spinnakers may not be used.

11 The Course



Windward
Leeward Course

11.1 Mark W will be the Windward mark

11.2 Mark L will be the Leeward mark

11.3 Course – leaving W & L to Port:

Start – W – L – W – Finish

11.4 The colour of the Windward Mark to be used during a race will be indicated by the warning signal as per this section SI 6.3; or changed by a flag as displayed according to this section SI 5.2

11.5 The predominant colour of the available Windward Marks are as follows

- (a) Orange
- (b) Black
- (c) Blue

11.6 Where practical, the Race Committee will remove an unused Windward Mark; failure to do will not be grounds for redress; this changes RRS 62.1(a).

11.7 The Leeward Mark will be predominantly Grey.

11.8 The Starting/Finishing mark will be predominantly White.

Addendum K - Supplied boats

Breakdowns

- K.1 Crews are responsible for inspecting their boats before racing.
- K.2 Before the warning signal of a race or within **two** minutes of changing into a new boat, whichever is the later, a boat may display a Red flag to signal breakdown or damage to the boat, her sails, or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to a position just to leeward of the main RC boat and remain there unless otherwise directed.
- K.3 The time allowed for repairs will be at the discretion of the RC.
- K.4 After the warning signal of a race, it will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI C K.2.
- K.5 Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the Warning signal shall not be grounds for redress, this changes RRS 62.
- K.6 When to continue racing after damage or breakdown risks further damage to the boat, she shall retire immediately.

Continuity

- K.7 Before starting and after finishing or retiring, boats shall sail to minimise any delay to the race schedule and without interfering with any boat still racing.
- K.8 A boat shall remain the responsibility of the crew until handed over to the race committee or the next crew to use that boat.

Responsibility

- K.9 Crews scheduled to sail a boat at the end of each sailing day shall be responsible for:
- (a) folding, bagging and placement of the sails as directed.
 - (b) leaving the boat in the same state of cleanliness as when first boarded that day.
 - (c) complying with any instruction from the RC.
- K.10 Crews scheduled to sail a boat at the end of the final day shall also be responsible for, removing all trash, removing all tape and marks and complying with any instruction from the RC.
- K.11 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a Yes / No answer.
- K.12 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.

MultiClass 2019 – 5th to 7th July

Sailing Instructions



K.13 A breach of items SI K.7 and K.8 will be considered as damage and the cost of rectification may be charged against the Crew.

L Addendum L - Boat Handling Rules

General

L.1 While all reasonable steps are taken to equalise the supplied boats, variations in condition and maintenance of boats, their sails and their equipment shall not be grounds for redress. This changes RRS 62.

Prohibited Items and Actions

L.2 Except in an emergency or in order to prevent damage or injury, or when directed by an umpire otherwise, the following are prohibited:

- a. Any additions, omissions or alterations to the equipment supplied. In particular the cutting or shortening of any sheets, control lines or other running rigging.
 - b. The use of any equipment for a purpose other than that intended or specifically permitted.
 - c. The replacement of any equipment without the sanction of the Race Committee.
 - d. Sailing the boat in a manner that it is reasonable to predict would cause significant damage.
 - e. Moving equipment from its normal stowage position except when being used.
 - f. Boarding a boat without prior permission.
 - g. Hauling out a boat or cleaning surfaces below the waterline.
 - h. Perforating sails, even to attach tell tales.
 - i. Adjusting or altering the tension of standing rigging.
 - j. Omitting any headsail car or turning block.
 - k. The use of electronic instruments other than compass and watches.
 - l. Marking directly on the hull or deck with permanent ink.
 - m. The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking, gybing or steering.
- L.3 A breach of SI L2(m) is not open to protest by boats but may be subject to action by Umpires under Q4.1. This changes RRS 60.1.

Permitted Items And Actions

L.4 Taking on board and making appropriate use the following equipment:

- (a) basic hand tools consisting of knife, pliers and screwdrivers but excluding hammers and saws.
- (b) adhesive tape
- (c) line (elastic or otherwise of 4 mm diameter or less)

MultiClass 2019 – 5th to 7th July

Sailing Instructions

- (d) tell tale material
- (e) notebook
- (f) watch, timers and hand held compass
- (g) shackles and clevis pins
- (h) Velcro tape
- (i) Food and soft drinks

X Addendum X - Damage

Where boats are provided by the Organising Authority and damage occurs, there needs to be a method to ensure that the damage costs are kept down and delays avoided while boats are being repaired. It is also important that penalties are consistent and fit the rule breach.

Damage Charges

- X.1 By entering the event, the crew expressly agree to follow and comply with this system without delay or dispute. A failure to comply with an instruction or invoice issued may result in disqualification from the Championships without a hearing. This changes RRS 63.1 and A5.
- X.2 Each Crew will be liable for the cost of damage to boats, equipment and property up to a maximum of £500 per incident.
- X.3 Any decision on liability or the quantum of any damage is solely for the Organising Authority to determine. Subject to rule 62, the decision of the Organising Authority is final and teams and competitors agree to accept it without dispute
- X.4 In the event of damage occurring, the Race Committee may require a payment from the Crew responsible at the event to be made towards the damage costs. Crews shall make any such payment when required to do so.
- X.5 If a team is assessed to be liable for damage costs, and these are not paid at the event, the Organising Authority will issue an invoice to the Crew. Invoices must be paid (without set off or deduction) within 14 days unless an extension is agreed with the Organising Authority.
- X.6 Failure to comply with a damage invoice within 14 days (or any extension period) is a breach of this agreement and the Organising Authority may:
 - (a) disqualify the team in question without a hearing. This changes RRS 63.1 and A5.
 - (b) reject any future entries from the Crew, and or the Club they represent.
- X.7 The Organising Authority may amend or cancel a damage notice at any time and may reinstate a team disqualified.

Damage Penalties

Penalties for damage resulting from contact between boats racing

- X.8 SI C 1.1 permits umpires to determine the penalty for breaking RRS 14 without a hearing. The following explains how damage will be assessed and prescribes the appropriate level of penalties. The Protest Committee may impose additional penalties if it has good reason to do so.

MultiClass 2019 – 5th to 7th July Sailing Instructions

Damage Levels and Penalties

X.9 The level of damage may be assessed on either extent or effect.

X.10 Points Deductions may be imposed by umpires after a race to those boats that break RRS 14. Any penalties are applied to one boat's or both boats' score in the race in which the damage occurred.

Level	Extent	Effect	Points Deduction
A - Minor Damage	Up to 1 man hour to repair	Boat may race without repair	1 point
B - Significant Damage	More than 1 hour and up to 5 man hours to repair	Boat may need some (temporary) work before racing again.	3 point
C - Major Damage	More than 5 man hours to repair	Significant work required before racing again.	6 point

Application of Damage Charges

X.11 The assessment of damage level is only for the purpose of points penalties and is not linked to any values placed on any invoices sent to the crew.

X.12 Any points penalty will be based on the assessment of damage level made on the water. Subsequent assessments of the damage level after closer inspection, whether the level turns out to be higher or lower, will have no effect on the points penalty given on the water.

Section D: Pursuit Race

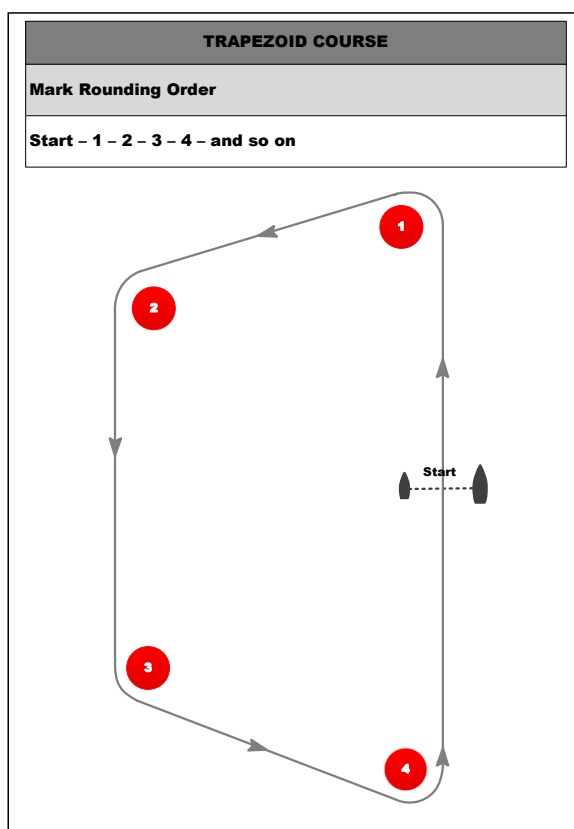
This section applies to the Ken Ellis Pursuit Race

1 Schedule

1.1 The warning signal will be at 1025

2 Course and Marks

2.1 The course will be a trapezoid



2.2 The marks will be Orange Dumpys.

2.3 No mark will be moved after it has been rounded by a boat for the first time

3 Start

3.1 The starting line will be between the mast of a committee boat displaying an orange flag and a starting mark.

3.2 The starting times will be posted on the official notice board by 0900hrs on Saturday 6th July, 2019.

3.3 The race will started by using the signals and timing in the following table

Signal	Timing	Sound	Visual signal
Start line open	10	One	Orange flag
Warning	5	One	Yellow flag
Preparatory	4	One	Flag P up
One-minute	1	One	Flag P down
First start	0	One	Yellow flag down
1 minute after first start	+1	One	Numerals displayed on a board
2 minutes after first start	+2	One	Numerals displayed on a board
n minutes after first start	+n	One	Numerals displayed on a board
After all boats have started		None	Orange flag removed

Recalls

- 3.4 In the event of an individual recall, flag X will be displayed with one sound signal and then lowered within 60 seconds. This amends RRS 29.1
- 3.5 To signal a general recall, the race committee shall display the 1st Substitute flag with 2 sounds signals for up to 2 minutes. Each boat shall return round the ends of the starting line and then restart immediately. This change RRS 29.2.

4 The Finish

- 4.1 The race will finish 90 minutes after the start of the first boat. The course may not be shortened. Rule 32.2 is deleted.
- 4.2 At the finish, support boats will make a long sound signal.
- 4.3 The finishing line will be between the masts of two committee vessels which will move through the fleet from the first boat to the last
- 4.4 At the finish, competitors should make a note the boat in front of them and the boat behind them.
- 4.5 After the finish a competitor may return to the shore.

5 Scoring

- 5.1 Boats will be scored according to their position at the prescribed finish time.

6 Protests and requests for redress

- 6.1 Protests shall be written on forms available at the Race Office within 90 minutes of the last boat finishing.
- 6.2 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. This will be the only notification and changes RRS 63.2
- 6.3 The exoneration penalty (and the advisory hearing and RYA arbitration procedures) of the RYA rules disputes procedures will be available and a summary will be posted on the official notice board.
- 6.4 When the Protest Committee decides that an infringement, other than an infringement of a rule of RRS Part 2, has had no significant effect on the outcome of the race, it may impose a penalty of one or more places or make such other arrangement as it thinks fair. This may be to impose no penalty. This changes RRS 64.1.
- 6.5 A boat that may have broken a rule of Part 2 of the Racing Rules of Sailing or rule 31 may, after finishing the race concerned and before the start of any related protest hearing, notify the race committee that she accepts a post race penalty. The penalty will be the loss of three places but shall not result in a score worse than DNF. This will not affect the points awarded to other competitors in the race. However, if the boat caused injury or serious damage or, despite taking a penalty, gained a significant advantage in the race or series by her breach her penalty shall be to retire
- 6.6 When a post race 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.

7 Prizes

- 7.1 The Ken Ellis Trophy will be awarded to the winner of the pursuit race.

Section E: Fleet Racing

This section applies to the Fleet Racing.

1 Changes to the Sailing Instructions

- 1.1 Changes to the sailing instructions will be posted on the official notice board.
- 1.2 Changes will be posted at least 1 hour before the first race affected.
- 1.3 Any changes that brings the first warning signal forward will be posted by 2000 on the day before it will take effect.

2 Schedule

2.1 The table below details the racing schedule

Class	Day	Warning signal	No. of races	Target time
All classes	Saturday	1425	3	40 mins
All classes except 2.4mR	Sunday	1025	5	20 mins
2.4mR	Sunday	1025	3	40 mins


- 2.2 Failure to meet the target time will not be grounds for redress. This changes RRS 62.1(a).
- 2.3 On the last day of racing there will be no warning signal after 14:00




3 Racing Area

3.1 The racing area will be Portland Harbour

4 Signals

4.1 The following warning signals will be used

Class / Fleet	Flag
Hansa 2.3 / Slow	Class Flag
Hansa 303	Class Flag
Hansa Liberty	Class Flag
SKUD 18	Class Flag
RS Venture	R – Romeo 

2.4mR	
Challenger	 Yellow
Weta / Fast	 Red

5 Course and Marks

- 5.1 The course configuration to be sailed may be selected from those shown in Attachment A. The diagrams indicate the number of legs required to complete each course. They do not indicate the length or the angle between each leg.
- 5.2 The course to be sailed (e.g. Inner/Outer + number of beats) will be displayed on the committee vessel before the warning signal. If no course is displayed, the group start (or a Single fleet start) shall sail an O2 course, the second group start shall sail an I2 course.
- 5.3 Leeward gates will be used. A gate may be replaced by a single mark to be left to port.
- 5.4 The classes / fleets will be assigned to one of two courses as follows:

Course	Marks	Class / Fleets
A	Pink Cylinders	Hansa 2.3, 303(S), 303(D), Liberty
B	Orange Dumpy	Challenger, Weta, 2.4mR, Venture, SKUD

6 Start and finish lines

- 6.1 The starting line will be between the mast of a committee boat displaying an orange flag and a starting mark.
- 6.2 The finishing line will be between the mast of a committee boat displaying a blue flag and a finishing mark.
- 6.3 A boat starting later than 4 minutes after its starting signal will be scored Did Not Start without a hearing. This changes RRS A4 and A5.
- 6.4 To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed on the committee signal boat with one long - or multiple short - sound signal(s) at least five minutes before a warning signal is made.

MultiClass 2019 – 5th to 7th July

Sailing Instructions

- 6.5 When the orange flag is displayed, the Race Committee may also display the class / fleet flags in the next start at half mast for approximately 1 minute.
- 6.6 When the orange flag is displayed all boats not in the next start shall immediately proceed to the holding area, approximately 50m down wind of the start line.

7 Starting Procedure

- 7.1 Races will be started using RRS 26.

8 Change of course

- 8.1 To change the next leg of the course, the Race Committee will move the existing mark or finishing line, or lay a new mark and remove the original mark as soon as practicable.
- 8.2 Minor mark moves (up to approximately 100m) may be made without signalling the change. This changes RRS 33.
- 8.3 The race committee may shorten or abandon a race (under RRS 32.1) because of a major wind shift or irregular winds or when the wind speed drops below 5 knots as measured by the race committee. Any action or no action by the race committee under this MEI will not be grounds for redress. This changes RRS 62.

9 The Finish Procedure

- 9.1 After finishing and clearing the finishing line boats shall avoid the course area including the finishing area and all boats not yet finished.
- 9.2 When a race committee vessel displays flag W to a boat with two sounds, that boat will be awarded a score equal to her current position in the race. The boat is no longer required to sail the remainder of the course. This changes RRS A5.

10 Scoring

- 10.1 The Low Points scoring system of RRS Appendix A will apply.
- 10.2 One race is required to be completed to constitute a series.
- 10.3 A boat's series score will be the total of her race scores excluding her worst scores as listed below:

Races Completed	Scores Excluded
1 - 3	0
4 - 6	1
6 – 8	2

10.4 Boats that are racing when the time limit expires will be scored points halfway between the points scored by the last boat to finish and points equal to the number of entries in their start group. Any fractions will be rounded up to the next whole number.

11 Protests and requests for redress

11.1 Protests shall be written on forms available at the Race Office within 90 minutes of the last boat finishing the last race of the day.

11.2 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. This will be the only notification and changes RRS 63.2

RYA Arbitration

11.3 When a protest is lodged, a boat may at the same time request RYA Arbitration, or the protest committee or race committee may offer it.

11.4 If the parties and a member of the protest or race committee agree that RYA Arbitration is suitable, an arbitrator (who may be that member of the protest committee) will call an Arbitration Hearing. When it is the arbitrator's opinion that a boat that is a party to the arbitration hearing has broken a rule for which the Post-Race Penalty is available, the party will be invited to accept that penalty and, if accepted, the protesting boat will be allowed to withdraw the protest, changing rule 63.1.

11.5 When there is not agreement to use RYA Arbitration or when, after RYA Arbitration, a protest is not withdrawn or Post-Race 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. Rules 66 and 70 (reopening and appeal, respectively) do not apply to an arbitration since this is not a protest committee decision or procedure. A boat may still accept a Post-Race Penalty at any time before the start of a protest hearing and receive its protection from further penalization. She may also retire.

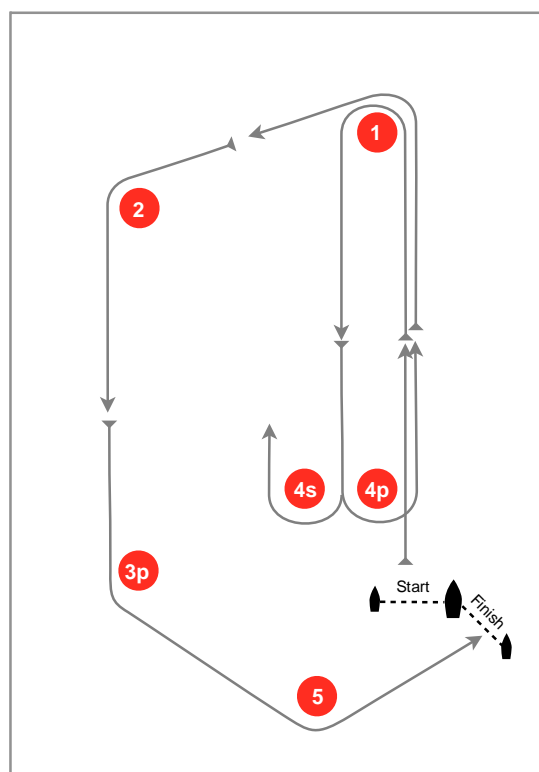
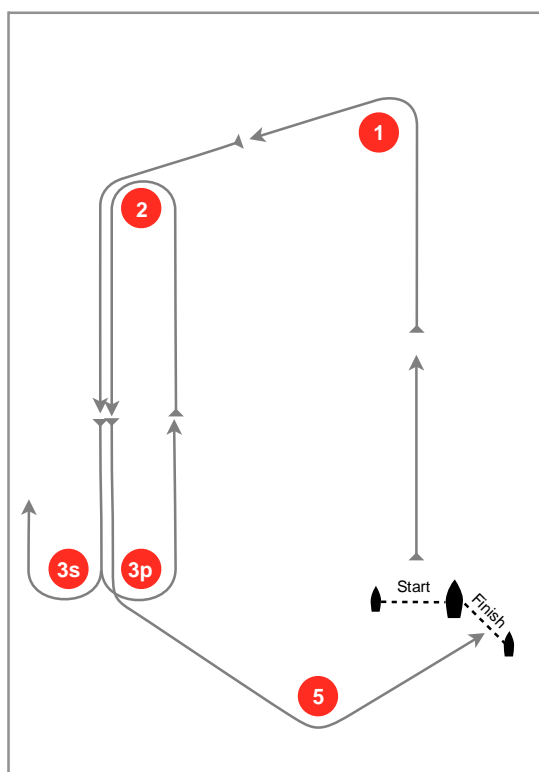
12 Penalty System

- 12.1 RRS 44.1 is changed so that only one turn, including one tack and one gybe is required.
- 12.2 The Post-Race penalty (and the advisory hearing and RYA arbitration procedures) of the RYA rules disputes procedures will be available and a summary will be posted on the official notice board.
- 12.3 When the Protest Committee decides that an infringement, other than an infringement of a rule of RRS Part 2, has had no significant effect on the outcome of the race, it may impose a penalty of one or more points or make such other arrangement as it thinks fair. This may be to impose no penalty. This changes RRS 64.1.
- 12.4 A boat that may have broken a rule of Part 2 of the Racing Rules of Sailing or rule 31 may, after finishing the race concerned and before the start of any related protest hearing, notify the race committee that she accepts a post-race penalty. The penalty will be a 30% scoring penalty at the discretion of the Protest Committee, calculated as stated in RRS 44.3 (c), except that the minimum penalty is three places and shall not result in a score worse than DNF. This will not affect the points awarded to other competitors in the race. However, if the boat caused injury or serious damage or, despite taking a penalty, gained a significant advantage in the race or series by her breach her penalty shall be to retire.
- 12.5 When a Post-Race 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.

Attachment A

A.1 Carantec Courses with reaching finishes

Signal	Mark Rounding Order
O1	Start – 1 – 2 – 3p – 5 – Finish
O2	Start – 1 – 2 – 3s/3p – 2 – 3p – 5 – Finish
O3	Start – 1 – 2 – 3s/3p – 2 – 3s/3p – 2 – 3p – 5 – Finish
I 2	Start – 1 – 4s/4p – 1 – 2 – 3p – 5 – Finish
I 3	Start – 1 – 4s/4p – 1 – 4s/4p – 1 – 2 – 3p – 5 – Finish



A.2 Windward / Leeward courses

Signal	Mark Rounding Order
L1	Start – 1 – 4p - Finish
L2	Start – 1 – 4s/4p – 1 – 4p – Finish
L3	Start – 1 – 4s/4p – 1 – 4s/4p – 1 – 4p - Finish
L4	Start – 1 – 4s/4p – 1 – 4s/4p – 1 – 4s/4p – 1 – 4p - Finish

