

NSR/ FOURTH EDITION  
2011

NATIONAL COMPETITIVE EVENTS

# NATIONAL SAILING REGATTA

CONDITIONS OF ENTRY AND RULES OF THE COMPETITION

Published by SRO



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## **GENERAL RULES COVERING ALL EVENTS**

### **1. Rule one**

All cadets taking part in any of the competitions, which require any form of qualification or charge certificate, will need to show the appropriate documentation to a member of Area Staff (ARO for example or the nominated representative). This is to be carried out before submitting the required Entry Form to the SRO and therefore in advance of being allowed to participate in the competition.

**The Commanding/Divisional Officer and Troop Commanders upon signing the CADETS'S HEALTH CERTIFICATE AND PARENTS CONSENT FORM SCC T1 & T1 Medical, also certifies that the cadet has obtained the required qualification.**

The ARO upon signing the required Entry Form certifies that the cadet has the appropriate qualification.

The principle being applied is that the cadet must be qualified and he/she must prove to Area Staff that they are.

### **2. Rule two**

The cadets are required to bring a FORM SCC T1 & T1 (MED) (If required) - CADET'S HEALTH CERTIFICATE AND PARENT'S CONSENT FORM, duly completed.

**Failure to bring and show the correct SCC T1 & T1 (med) completed and signed by the unit and a parent/guardian, for whatever reason, will result in the cadet not being allowed to participate in the competition.**

The principle being applied is that the cadet must obtain their parent/guardian and unit consent and approval before leaving home to participate in the competition.

### **3. Rule three**

When official accommodation (i.e. camp, school or unit) is being supplied, it is for the benefit of ALL competitors. ALL competitors are therefore required to live-in the official accommodation for the duration of the event.

**Failure to live-in the accommodation, for whatever reason, will result in the cadet not being allowed to participate in the competition.**

In the case of split accommodation (i.e. a number of SCC units) this rule will also apply.

The principle being applied, is that all cadets must experience the same standard of comfort (good or not so good) as everyone else, to ensure that no one cadet has an advantage over the rest.

### **4. Rule four**

**When cadet/s are sent home/withdrawn from the event for disciplinary reasons, no substitute/s will be permitted** (if it is impossible, for any reason, to send the cadet/s home the cadet/s is/are then withdrawn).

The principle being applied is that the local area is most likely to be able to provide substitutes and the other areas would be disadvantaged. Also, a sense of team spirit should be engendered and those who misbehave must understand that they are liable to let the whole team down.

### **5. Rule Five**

Team Managers will also be expected to live in the accommodation and be available to attend to the needs of their cadets, if required to do so by the accommodation staff.

The principle being applied is that you may be required to attend to the needs of one of your cadets on an urgent basis.

## **6. Rule Six**

When the Area Team (or part thereof) is transported by road transport (private, unit or hired vehicle) a team manager or other member of the team may be required to be available, at any time throughout the event weekend, to act as a duty area driver in the case of an emergency.

The principle being applied is that you may be required to take a cadet to hospital.

## **7. Rule Seven**

All adult staff are reminded that when they are self-driving cadets by any form of road transport, care must be taken to ensure that they take the required rest periods throughout the journey and at the event.

The routine which has been applied over the past few years is that you will not be given an on-watch accommodation duty if you attend the event as a member of the Area Team.

**The principle being applied is that you are required to take the necessary rest periods, before or during driving, to ensure that the cadets are not at risk.**

**WE ARE ON TRUST BY THE CADETS PARENTS AND THEREFORE  
HAVE A RESPONSIBILITY TO ENSURE THEIR SAFETY**

## **8. Rule Eight**

Other general rules which apply to any event, will be promulgated within the appropriate memorandum, which will be issued before the event. This would normally be not less than six weeks before the event.

# **SAILING COMPETITION (JUNIOR AND OPEN CLASSES)**

## **1. ENTRY OF TEAMS**

Each area may enter teams as laid down in the current Sailing Competition Memo. All teams and team management will be deemed to have read and fully accepted the current Memo, Conditions of Entry, Rules of the Competition and the Event Memorandum.

## **2. INTRODUCTION**

These Conditions of Entry, Rules of the Competition are intended to govern the conduct of National Sailing Regattas. Area Recreation Officers, District Officers, Commanding Officers, Officers in Charge and Team Managers should ensure that they have an up-to-date copy of these rules and that they are fully conversant with them before entering.

## **3. AGE QUALIFICATION**

- a. Cadet members of a competing crew must be fully enrolled cadets between the ages of 12 to 18 years, in accordance with Sea Cadet Regulations (SCR's).
- b. The age qualifying date (THE Q DATE) will be the Monday following the Nationals Sailing Regatta weekend (the actual date will be promulgated in the Event Memorandum each year, even when there is no National Event).

## **4. ENTRY CLASS**

- a. Junior Class: Over 12 and under 15 years on the Q DATE
- b. Open Class: Over 12 and under 18 years on the Q DATE

## **5. ENTRY CONDITIONS**

At the time of entry the PY Class boats MUST be identified along with their sail numbers. Team changes should not include any changes to the PY Class boats.

PY Class boats should be available for scrutinising at 0900 on the first day of racing.  
The Race brief will be at 0930 – all competitors and team managers MUST attend.

## **6. QUALIFICATIONS**

- a. The Helmsman of a Bosun, Topper, Pico or PY Class boat must hold a minimum RYA Level 2 Sailing Certificate, or a RYA Young Sailors Stage 3 Certificate.
- b. All Competitors in the Windsurfing event must be capable of sailing a Triangular Course to include tacking and gybing.  
(There will be a morning session where the competitors will be able to practice and get a small amount of coaching. During this session competitors will need to demonstrate that they can sail a triangular course, if they cannot, they will not be allowed to compete. The decision of the Sailing Race Committee on this is final with no recourse)

## **7. BOATS**

The Supply of Boats will be fully detailed in the current Regatta Memo however PY Class boats must be supplied by the competing area/district /unit.

Their Portsmouth Yardstick number must lie between that currently issued by the RYA (normally in the March of the year of the race) for a Topper (slowest) and that issued for a Laser 2 (fastest) inclusively.

They can be either single or two handed.

Measurement certificates will not be required for PY Class Boats however boats entered shall comply substantially with the relevant class rules.

PY Class Boats which deviate from their class rules in a manner which is considered to give a material advantage may be penalised or disqualified at the sole discretion of the Race Committee.

## **8. PRINCIPAL RACE OFFICER**

All races will be under the direction and control of the Principal Race Officer of the Day while afloat, assisted and advised by the Race Committee.

## **9. COMPETITION TIMINGS**

Competition timings shall be, wherever possible, in accordance with the Regatta Program.

## **10. PERSONAL AWARDS**

Each member of the winning team will receive Gold Medals, the runners up will receive Silver Medals and the teams placed third will receive Bronze Medals.

This will also include the reserves.

With regard to the Windsurfing element, only Class Winners will receive Gold, Silver and Bronze Medals respectively (NO individual Races), this is due to the format of the event being altered in that a time slot will be now given where a maximum of 8 races could be achieved in that period this will then determine a Class Winner.

## **11. CLASS WINNERS**

**BOSUNS: - OVERALL - THE WILSON & KYLE CUP (1951)**

**JUNIOR TOPPER: - OVERALL - THE SAIL ASSOCIATION CUP (BS CUP)**

**OPEN PICO: - OVERALL - THE SPORTING RECORD CHALLENGE**

**OPEN PY CLASS: - OVERALL – THE TS NARVIC CUP**

**WINDSURFING OPEN CLASS 4.5M – THE SAIL ASSOCIATION CUP (PLY)**

**WINDSURFING OPEN CLASS 5.5M – THE AYLESBURY SCC CUP**

**WINDSURFING OPEN CLASS 6.8M – THE BEN LINE CHALLENGE CUP**

**WINDSURFING OPEN (4.5M, 5.5M, 6.8M): - OVERALL - DAUNTLESS SHIELD**

## **12. OVERALL WINNING AREA - REGATTA / THE PETER RILEY TROPHY**

### **5 Classes**

**Open Bosun**

**Open Pico**

**Junior Topper Open**

**Open PY Class**

**Open Windsurfing (incorporating 4.5m, 5.5m & 6.8m Sections)**

## **CALCULATING THE OVERALL:**

Within each fleet "Sailing Points" are allocated, using the normal sailing Low Point system, this gives a net total for each competitor after discards and penalties (if any).

The placing within the fleet are determined using these Sailing Points with the lowest score being in first place.

"Fleet Points" are then allocated to competing boats within each fleet from first place down to last starting at the maximum number of allowable entries for first place and working down.

These Fleet Points are added up by area to give each area a Fleet Points score. The Area Fleet Points scores are used to determine the placing of each area within each Fleet.

This step changes the points from a Low Score system to a High Score system and serves to correctly penalize incomplete or missing entries.

For each Fleet and based on the above placing areas are allocated "Event Points" from 7 for a first and working down.

Each Area's Event Points are added across all fleets to give an overall score and hence establish the overall winner and allow the allocation of Peter Riley points.

# **SAILING COMPETITIONS**

## **SCC SAILING INSTRUCTIONS**

### **1. RULES**

- 1.1. The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2. No national prescriptions will apply.
- 1.3. Under rule 86.1(b), in the definition Zone the distance is three hull lengths; this may be changed and will be notified as at paragraph 3.1 and also at the race brief.

### **2. NOTICES TO COMPETITORS**

- 2.1. Notices to competitors will be posted on the official notice board located in the Race office.

### **3. CHANGES TO SAILING INSTRUCTIONS**

- 3.1. Any changes to the sailing instructions will be posted before 0900 on the day it will take effect, except that any changes to the schedule of the races will be posted by 2330 on the day before it will take effect.

### **4. BOATS**

- 4.1. With the exception of the PY Class; boats will be provided for all competitors who shall not modify them or cause them to be modified in any way except that
  - (a) A compass may be tied or taped to the hull or spars;
  - (b) Wind indicators, including yarn or thread, may be tied or taped anywhere on the boat;
  - (c) Hulls, centreboards and rudders may be cleaned but only with water;
  - (d) Adhesive tape may be used anywhere above the waterline;
  - (e) All fittings or equipment designed to be adjusted may be adjusted, providing that the class rules are complied with.
- 4.2. All equipment provided with the boat for sailing purposes shall be in the boat while afloat, except that competitors choosing to sail Bosuns without spinnakers will not be required to carry the spinnaker, pole or sheets.

- 4.3 The penalty for not complying with one of the above instructions will be disqualification from all races sailed in which the instruction was broken.
- 4.4 Competitors shall report any damage done or loss of equipment, however slight, to the organising authority's representative immediately after securing the boat ashore.  
The penalty for breaking this instruction, unless the protest committee is satisfied that the competitor made a determined effort to comply, will be disqualification from the race most recently sailed.
- 4.5 Class rules requiring competitors to be members of the class association will not apply.
- 4.6 PY Class boats will be provided by the competitor's area/district/unit.  
Their Portsmouth Yardstick number must lie between that currently issued by the RYA (normally in the March of the year of the race) for a Topper (slowest) and that issued for a Laser 2 (fastest) inclusively.  
They can be either single or two handed.  
Measurement certificates will not be required however boats entered shall comply substantially with the relevant class rules.  
PY Class Boats which deviate from their class rules in a manner which is considered to give a material advantage may be penalised or disqualified at the sole discretion of the Race Committee.

## 5. SAFETY

- 5.1. Safety boats are under the control of the Sailing Officer of the Day.
- 5.2. **PERSONAL BUOYANCY** – This is to be provided by all competitors taking part in the regatta (**NO PERSONAL BUOYANCY, NO ENTRY INTO THE REGATTA**).  
Personal Buoyancy must be in accordance with TARS and is to be worn and correctly made up.  
It is to be worn on top of all other clothing.
- 5.3. **DECISION TO RACE** – See rule 4; Team Managers will decide if their teams have the ability to cope with the conditions on a crew for crew basis.  
The Race Committee will decide if conditions are suitable for experienced crews with a view to the overall event and safety cover available.
- 5.4. **BOATS AND COMPETITORS IN DIFFICULTY.**

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.

## **6. SIGNALS MADE ASHORE**

- 6.1. Signals made ashore will be displayed at the Race Office.
- 6.2. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in the race signal AP.

## **7. SCHEDULE OF RACES**

- 7.1. The schedule of races will be as follows: ONE race Saturday morning followed by TWO races back-to-back Saturday afternoon and ONE race Sunday morning. Times will be detailed at the Team Manager Brief (Friday) and at the Race Brief.
- 7.2. One extra race per day may be sailed, provided that no class becomes more than one race ahead of schedule and that the change is made in accordance with rule 3 above.
- 7.3. The scheduled time of the warning signal for the first race of the first day will be 1030; for subsequent days the scheduled time of the warning signal for the first race will be 1000.
- 7.4. When more than one race is scheduled before return to the sailing centre, the warning signal for each succeeding race will be made as soon as practicable.  
To alert boats that a race or sequence of races will begin soon an orange flag will be display for at least 2 ½ minutes.  
The raising of the orange flag will be accompanied by a multiple blast sound signal.  
The orange flag will be lowered approximately 30 seconds before the starting sequence begins (no sound signal will be made on the lowering of the orange flag).
- 7.5. On the last day of the regatta no warning signal shall be made after 1430.

## **8. CLASS FLAGS**

- 8.1. The class flags will be
  - (a) Open Bosun – flag G (GOLF)
  - (b) Open Pico – flag “LASER”

- (c) Junior Topper – flag Q (QUEBEC)
- (d) Open PY Class – flag R (ROMEO)

## 9. RACING AREA

9.1. The racing area will be shown on the official notice board and described at the race brief.

## 10. THE COURSES

10.1. The courses to be sailed will be displayed on the official notice board and will be described at the race brief.

## 11. MARKS

11.1. The course, start and finish marks will be described at the race brief.

## 12. THE START

12.1. Races will be started as follows: This changes rule 26.

Start Time	Signal	Flag	Sound
-3	Bosun Warning	G up	1
-2	Bosun Preparatory	P up	1
-1	Bosun One-minute	P down	1 long
0	Bosun Start Topper & Pico Warning	G down Q & LASER up	1
+1	Topper & Pico Preparatory	P up	1
+2	Topper & Pico one-minute	P down	1 long
+3	Topper & Pico Start PY Class Warning	Q & LASER down R up	1
+4	PY Class Preparatory	P up	1
+5	PY Class one-minute	P down	1 long
+6	PY Class Start	R down	1

12.2 The starting line will be between the signalling mast on the committee boat and the windward edge of the starting (outer distance) mark.

12.3 A Limit (inner distance) mark may be laid adjacent to the committee boat and boats shall not pass between this mark and the committee boat.

12.4 Boats whose warning signal has not been made, shall avoid the starting area during the starting sequence for other races.

### **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.

### **14. THE FINISH**

14.1. The finish line will be between the signalling mast on the finish boat and the windward edge of the finish mark.

### **15. TIME LIMITS**

15.1. The time limit for each race is 90 minutes.

15.2. Boats in the Bosun, Pico and Topper classes failing to finish within the time limit, or 15 minutes after the first boat of their class sails the course and finishes, will be scored Did Not Finish without a hearing.

This changes rules 35, A4 and A5.

15.3. Boats in the PY Class failing to finish within the time limit, or 30 minutes after the first boat of their class sails the course and finishes, will be scored Did Not Finish without a hearing.

This changes rules 35, A4 and A5.

### **16. PROTESTS AND REQUESTS FOR REDRESS**

16.1. Protest forms are available at the race office, or position nominated at the race brief.

Protests shall be delivered there within the protest time limit.

16.2. The protest committee will only consider protest as “Full Protest Hearings” as defined by the RYA Racing Best Practices, Rules, Disputes, Hearings, type 3.

16.3. For each race the protest time limit is 15 minutes after the last boat to finish the race has returned ashore.

If two or more races are run “back-to-back” the protest time limit is 15 minutes after the last boat has finished the last in the series of “back-to-back” races and returned ashore.

[The same time limits apply to protests by the race committee and protest committee about incidents they observe in the racing area and to requests for redress.

This changes rules 61.1(b), 61.1(c), 61.3 and 62.2].

- 16.4. Flag U will be raised to indicate the start of the protest time and will be lowered when the protest time is complete.

Competitors are to make their declarations (sign off) on the designated sheets or return their armbands as appropriate, otherwise they will be considered to have retired from the race/s.

- 16.5. Notices will be posted no later than 15 minutes after the protest time limit to inform competitors of hearings in which they are parties or names as witnesses.

Hearings will be held in the place and at a time as indicated on the official notice board.

- 16.6. Notices of protests by the race committee or protest committee will be posted to inform boats under rule 61.1(b).

- 16.7. Breaches of instructions 12.4, 18, 21 & 22 will not be grounds for protest by a boat.

This changes rule 60.1(a)

Penalties for these breaches may be less than disqualification if the protest committee so decides.

This discretionary penalty shall be 20% of the number of boats entered rounded up to the nearest whole number.

The scoring abbreviation for a discretionary penalty imposed under this instruction will be DPI.

- 16.8. On the last scheduled day of the regatta 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 15 minutes after the requesting party was informed of the decision on that day.

This changes rule 66

- 16.9 Any boat found to have infringed the rules following a protest shall be subject to a penalty.

This penalty may be disqualification or a scoring penalty as detailed in 16.7 above.

16.10 Decisions of the protest committee will be final as provided in rule 70.5.

## **17. SCORING**

17.1. The scoring system is as follows: boats will be awarded the number of points equal to their finishing position.

17.2. When fewer than 3 races have been completed, a boat's series score will be the total of her race scores.

17.3. When 4 or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

## **18. SAFETY REGULATIONS**

18.1. Either the "sign out / sign in" sheets or the "armband system" will be used. Which system to be used, together with the location of the "sign out / sign in" sheets or the "armband stowage board", will be notified at the race brief.

18.2. For each race if a boat intends to race the helm will either "sign out" or take the armband from the board.

On completion of each race the helm will either "sign in" or replace the armband, as appropriate.

18.3. If two or more races are sailed without returning ashore, then the boats is to either "sign in", or replace the armband, as appropriate on completion of the last race run "back-to-back".

18.4. If a boat races without either "signing out" or taking their armband, as appropriate, they will be scored DNS; if the boat races and does not either "sign in" or replace their armband, as appropriate, by the end of the protest time limit for that race they will be scored DNF.

18.5. A boat that retires from a race shall notify the race committee as soon as possible.

## **19. REPLACEMENT OF CREW OR EQUIPMENT**

19.1. Substitution of competitors will not be allowed without prior written approval of the race committee.

19.2. The race committee may permit a boat to be used that carries a distinguishing number other than that on the sails as required by rule 77 and appendix G.

Such permission must be sought prior to racing.

19.3. Where a hull, spars or sails is damaged to such an extent that they cannot be used in the next race after all reasonable steps are taken to carry out repairs then competitors may change equipment with the prior agreement of the race committee.

## **20. EQUIPMENT AND MEASUREMENT**

20.1. A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions.

## **21. SUPPORT BOATS**

21.1. Team Managers, coaches and other support personnel shall stay outside areas where boats are racing from the time of the preparatory signal for the first class to start until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment.

## **22. RADIO COMMUNICATIONS**

22.1. Except in an emergency, 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. OUTSIDE HELP**

23.1. Rules 1 and 41 allow a boat to accept outside help without penalty under the following circumstances:

- (a) When a vessel or person is in danger (e.g. a person in the water)
- (b) Help for an ill or injured crew member
- (c) After a collision, help from the crew of the other boat to get clear
- (d) Help in the form of information freely available to all boats
- (e) Unsolicited information from a disinterested source

- 23.2 For the purpose of this rule; asking race officials (race committee, beach master, safety boat crews) for information on the correct racing course is something that is deemed to be freely available to all boats.
- 23.3 Outside help other than that listed above contravenes rule 41, the penalty for this will normally be disqualification but is at the discretion of the protest committee.
- 23.4 The event shall be defined as starting from the preparatory signal of the first race in the series, and ending when a competitor has either signed in from, or completed any relevant protests arising from, the last race of the series.

For the duration of the event, instructions, assistance or advice from any interested party (to include all area personnel and supporters) other than race officials or the Team Manager shall be considered as non-permissible outside help.

This includes unsolicited hailed advice.

Team Managers are additionally not permitted to provide any assistance to their teams while competitors are racing.

## **24. PRIZES**

- 24.1. Prizes will be as detailed on page 5

## **WINDSURFING SAILING INSTRUCTIONS**

### **1.0 RULES**

1.1 The regatta will be governed by the rules as defined in the *Racing Rules of Sailing*.

1.2 If any conflict should arise between the Notice of Race and these Sailing Instructions, then these Sailing Instructions shall prevail.

### **2.0 NOTICES TO COMPETITORS**

2.1 Notices to competitors will be posted on the official notice board at the venue. This will be located next to the support vehicle.

### **3.0 CHANGES TO SAILING INSTRUCTIONS**

3.1 Any changes to the sailing instructions will be posted before 0900 on the day it will take place.

### **4.0 BOARDS & RIGS PROVIDED BY THE ORGANISING AUTHORITY**

4.1 Boards and rigs will be provided for all competitors, who shall not modify them or cause them to be modified in any way except that:

- a. Boards and dagger boards may be cleaned but only with water.
- b. Adhesive tape may be used anywhere above the water line.
- c. All fittings or equipment designed to be adjusted may be adjusted.
- d. Competitors are not permitted to replace outhauls or downhauls supplied with other adjustable varieties.
- e. Competitors who wish to use a harness are welcome to do so, but must provide their own harness and harness lines.
- f. Competitors in the 6.8m class are to provide their own complete rig, a board will still be provided

4.2 All equipment provided with the board for sailing purposes shall be with the board while afloat.

4.3 The penalty for not complying with one of the above instructions will be disqualification from all races sailed in which the instruction was broken.

4.4 Competitors shall report any damage or loss of equipment, however slight to the organising authority's representative immediately after securing the board ashore. The penalty for breaking this instruction, unless the protest committee is satisfied that the competitor made a determined effort to comply, will be disqualification from the race most recently sailed.

## **5.0 SAFETY**

5.1 Safety boats are under the control of OIC Windsurfing.

5.2 **PERSONAL BUOYANCY AIDS** – Approved personal buoyancy aids in accordance with the current issue of TARS are to be worn and correctly made up. These are to be worn on top of all other clothing except the numbered bibs provided.

**5.3 Buoyancy Aids are to be worn by all competitors taking part in the regatta; THESE WILL NOT BE SUPPLIED BY THE EVENT ORGANISERS – NO PERSONAL BUOYANCY AID, NO ENTRY INTO THE REGATTA.**

5.4 **DECISION TO RACE** – Team managers will decide if their teams have the ability to cope with the conditions on a crew for crew basis. The race committee will decide if the conditions are suitable for experienced crews with a view to the overall event, location and safety cover available.

5.5 When the Principal Race Officer for Windsurfing considers that a competitor is in difficulty, they may instruct the competitor to accept outside help, retire or sail ashore

5.6 Competitors do not require to have any qualifications in order to participate but should be able to windsurf around a triangular course.

5.7 There will be a morning session where the competitors will be able to practice and get a small amount of coaching. During this session competitors will need to demonstrate that they can sail a triangular course, if they cannot, they will not be

allowed to compete. The decision of the Sailing Race Committee on this is final with no recourse.

5.8 All competitors are to ensure they have the appropriate level of equipment (clothing etc). It is a requirement to wear appropriate footwear when Windsurfing. Competitors will not be able to race bare foot.

## **6.0 SIGNALS MADE ASHORE**

6.1 Signals made ashore will be displayed at the support vehicle or an appropriate place to the venue.

6.2 When flag AP is displayed ashore, 1 minute is replaced by “not less than thirty minutes” in the race signal AP.

## **7.0 SCHEDULE OF RACES**

7.1 The schedule of races will be specified in the notice of race (Event Memo), at the briefing and on the official notice board.

7.2 The schedule of the warning signal for the first race each day is 1230.

7.3 There will be a timed race period of 3 hours where there will be a maximum of 8 races. This will allow for more opportunities to race for the competitors if there is enough wind. If there is little wind as many races as practical will be completed in the 3 hour period.

7.4 All Classes will race together

Competitors should return to the beach or other designated holding area on the completion of a race.

## **8.0 CLASS FLAGS**

8.1 No class flags will be used. All Classes will race together

## **9.0 RACING AREA**

9.1 The racing area will be shown on the official notice board.

## 10.0 THE COURSES

10.1 The courses to be sailed will be displayed on the official notice board and will be described at the race brief.

Each race will consist of two laps of a triangular course

The number of laps may be extended or reduced according to weather conditions.

The appropriate signals will be made.

## 11.0 MARKS

11.1 The course, start and finish marks will be described at the race brief.

## 12.0 THE START

12.1 Start sequences will follow System 2 of the Racing Rules of Sailing 2009 - 2011 (ISAF/IWA), colloquially known as the “traffic light” system.

Details as follows:

<b>Start Sequence – System 2</b>
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Signal	Flag & Sound	Minutes before start signal
Attention	Race number displayed	5
	Attention signal removed	4
Warning	Red Flag; 1 sound	3
	Red flag removed	2
Preparatory	Yellow flag; 1 sound	1
	Yellow flag removed	½
Starting	Green flag; 1 sound	0

12.2 All races will commence with an on the water line start

There will be **no beach starts**.

12.3 Competitors are reminded that intentional lying in the capsized position (with the sail in the water, acting as a sea anchor) is not allowed once the start sequence has commenced.

12.4 The start line will be described at the race brief.

### **13.0 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 finishing line) to a new position.

### **14.0 THE FINISH**

14.1 The finishing line will be described at the race brief.

### **15.0 TIME LIMITS**

15.1 Competitors that have failed to cross the start line within 10 minutes of the start will be scored "Did Not Start".

15.2 Competitors that have failed to reach the windward mark within 15 minutes of the start will be scored "Did Not Finish".

15.3 Competitors failing to finish within 15 minutes of the first board will be scored "Did Not Finish".

### **16.0 PROTESTS AND REQUESTS FOR REDRESS**

16.1 Protest forms will be available from the support vehicle.  
Protests shall be delivered there within the time limit.

16.2 The protest time limit is to be 15 minutes after the last boat has finished the last race of the day.

16.3 Flag U will be raised to indicate the start of the protest time and will be lowered when the protest time is complete.

16.4 Notices will be posted on the official notice board within 15 minutes of the protest time limit to inform competitors of hearings in which they are parties involved or named as witnesses.

Hearings will be held in the place and time as indicated on the official notice board.

16.5 Notices of protests by the race committee or protest committee will be posted to inform competitors under rule 61.1(b).

16.6 Any competitor found to have infringed the rules following a protest shall be subject to a penalty.

This penalty may be disqualification or a scoring penalty.

16.7 Decisions of the protest committee will be final as provided in the rule 70.4.

## **17.0 SCORING**

17.1 When 3 or fewer races have been completed, a competitor's series score will be the total of his/her race scores.

17.2 When 4 or more races have been completed, a competitor's series score will be the total of his/her race scores excluding their worst score.

## **18.0 SAFETY REGULATIONS**

18.1 The 'Sign Out Sheets' are to be completed before going afloat in the morning and after lunch.

'Sign In Sheets' are to be completed on the completion of racing, before lunch and at the close of racing, at the end of the day.

18.2 A competitor that retires from racing shall notify the race committee as soon as is possible.

## **19.0 REPLACEMENT OF CREW OR EQUIPMENT**

19.1 Substitution of competitors will not be allowed without prior written approval of the race committee.

19.2 Where a rig or board is damaged to such an extent that they cannot be used in the race after all reasonable steps are taken to carry out repairs, then competitors may change equipment with the prior agreement of the Race Committee.

## **20.0 EQUIPMENT AND MEASUREMENT CHECKS**

20.1 A board or rig may be inspected at any time for compliance with sailing instructions.

On the water, a board can be instructed by a race committee measurer, to proceed immediately to a designated area for inspection.

## **21.0 SUPPORTERS**

21.1 Team leaders, coaches and other supporters shall observe racing from the shore. There will be no support boats other than official committee boats or safety boats permitted in the sailing area.

The penalty for failing to comply will be the disqualification of all boards associated with the supporters not complying with this instruction.

## **22.0 RADIO COMMUNICATIONS**

22.1 A competitor shall neither make radio transmissions while racing nor receive radio communications not available to all competitors. This restriction also applies to mobile telephones.

## **23.0 PRIZES**

23.1 Prizes will be given as detailed as appropriate