

Sailing Instructions

RYA Cymru Wales Ffin a Ffoil 1st and 2nd October 2022

Dale Seafront, West Wales

[RYA Ffin a Ffoil Website](#)



The Organizing Authority is RYA Cymru Wales (RYA)

[SP] denotes a rule for which a standard penalty may be applied by the Race Committee without a hearing or a discretionary penalty applied by the Protest Committee with a hearing (this changes RRS 63.1 and A5); and

[NP] denotes a rule that shall not be grounds for protests by a boat. This changes RRS 60.1(a).

1. Rules

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

2. Changes to Sailing Instructions

2.1. Any change to the sailing instructions will be posted 20 minutes before it will take effect

2.2. Changes to a sailing instruction may be made on the water by the race committee making repeated sound signals with a “come to me” hand signal (arms raised and patting head). The race committee will then verbally communicate the change to Sis to any competitor which comes within hailing distance. It is the responsibility of the competitor to get within hailing distance. At the race committee discretion other official boats may be used to communicate the change.

3. Communications with Competitors

3.1. Notices to Competitors will be posted on the Official Notice Board which can be found at the RYA event tent.

3.2. [NP][DP] A boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction includes mobile telephones.

4. Code of Conduct

4.1. [NP][DP] Competitors and support persons shall comply with reasonable requests from Race Officials.

5. Signals Made Ashore or Afloat

5.1. Signals made ashore will be displayed from the flag poles located by the RYA event tent.

5.2. When flag AP is displayed ashore, ‘1 minute’ is replaced with ‘not less than 15 minutes’ in the race signal AP.

6. Schedule of Races

- 6.1. Racing will take place on both Saturday 1st October and Sunday 2nd October.
- 6.2. Racing may take place at other times during the Ffin a Ffoil event, notice of which will be provided to competitors onshore via representatives of the Organizing Authority
- 6.3. No Warning Signal will be made after 1600

7. Class Flags

- 7.1. The Class Flag will be described at the event briefing.

8. Racing Areas

- 8.1. The racing area is Dale Bay.

9. Courses

- 9.1. Potential Course diagrams are available on whiteboard in the RYA event tent.
- 9.2. Competitors may ask the race committee on the water for a course briefing.
- 9.3. The race committee will verbally communicate to competitors the intended course prior to the start, following the procedure specified in SI 2.2.
- 9.4. Back-to-back racing will use the same course as the previous race a
- 9.5. New courses and course alterations may be introduced in line with SI 2.2.
- 9.6. If 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.

10. Marks

- 10.1. Marks will be described at the event briefing.

11. Not Used

12. The Start

- 12.1. The starting line will be between the outboard engine of committee vessel for reaching starts, or the central console for upwind starts and the pin mark. Should the committee vessel be a "Jaffa" boat "central console" is replaced with "the bow edge of the port metal handrail"
- 12.2. U Flag will be substituted with an orange flag, Black Flag will be substituted with a red flag. This does not impact the meaning of the signal. This changes Race Signals and RRS 26.
- 12.3. [DP] [NP] Boats whose warning signal has not been made shall avoid the starting area.
- 12.4.A a boat starting later than 1 minute after her starting signal will be scored Did Not Start. This changes RRS A4 and A5.

13. Changes of the Next Leg of the Course

- 13.1. To change the next leg of the course, the Race Committee may lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.
- 13.2. All course marks will be orange.
- 13.3. Minor mark moves (up to approximately 5 degrees and/or 10% in length) may be made by moving the existing mark, and without signalling the change. This changes RRS 33.
- 13.4. RRS 32.1 is changed such that the Race Committee may also shorten the course, to allow other scheduled races to be started.

14. The Finish

- 14.1. The finish line will be between the outboard engine of committee vessel for reaching finishes, or the central console for downwind/upwind finishes and the pin mark. Should the committee vessel be a "Jaffa" boat "central console" is replaced with "the bow edge of the port metal handrail"
- 14.2. [DP] [NP] After finishing and clearing the finishing line, boats shall keep clear of the finishing area and of all boats not yet finished.
- 14.3. The Race Committee may give a score to any boat that is still racing by verbally informing boat from an official vessel (which may be in motion) with two sounds. A boat's score in these circumstances will be the

place she would have received had she sailed the course and finished within any time limit, without gaining or losing any place. She is no longer required to complete the course.

15. Not Used

16. Time Limits & Target Times

- 16.1. The Mark 1 time limit is 4 minutes for courses that use a reaching start and 10 minutes for courses that use an upwind start
- 16.2. The Race Time Limit is 10 minutes for courses that use a reaching start and 20 minutes for courses that use an upwind start.
- 16.3. If no boat has passed Mark 1 within the Mk 1 Time Limit or if no boat has finished within the Race Time limit the race will be abandoned.
- 16.4. Boats failing to finish within the applicable Finish Window, after the first boat in their flight sails the course and finishes will be scored Did Not Finish without a hearing, unless SI 14.3 applies. This changes RRS A4 and A5.
- 16.5. Failure to meet the target time will not be grounds for redress. This changes RRS 62.1(a).

17. Hearing Requests

- 17.1. The protest time limit is 45 minutes after the last boat has finished the last race of the day or the race committee signals no more racing today, whichever is later.
- 17.2. Hearing request forms are available from the race office at the RYA event tent.
- 17.3. Notices will be posted within 30 minutes of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses.

17.4. Post Race Penalty

- (a) A boat that may have broken a rule of Part 2 of the RRS or RRS 31, may, after finishing the race concerned and before the start of a related protest hearing, notify the race committee that she accepts a Post Race Penalty – a 30% scoring penalty calculated as stated in RRS 44.3(c), except that the minimum penalty is three places and she shall not be scored worse than the number of boats that came to the starting area. 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.
- (b) When a post-race penalty is accepted:
 - (i) Neither the boat nor a protest committee may then revoke or remove the penalty.
 - (ii) The boat shall not be penalised further in a protest hearing when the protest committee decides that it was appropriate to the facts found and the applicable rules.

17.5. RYA Arbitration

- (a) When a protest is lodged, a boat may at the same time request RYA Arbitration, or a member of the protest committee may offer it.
- (b) If the parties and a member of the protest 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 RRS 63.1.
- (c) When there is not an agreement to use RYA Arbitration or when, after RYA Arbitration, a protest is not withdrawn or the 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. RRS 66 and 70 (reopening and appeal) 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 penalisation. She may also retire.

18. Scoring

18.1. In each class, 3 races are required to be completed to constitute a series.

18.2. In each class, a boat's series score will be the sum of her race scores excluding her worst scores as follows:

| Races completed | Scores excluded |
|-----------------|-----------------|
| 1 – 5 | 0 |
| 6 – 10 | 1 |
| 11+ | 2 |

19. Safety Regulations [DP] [NP] [SP]

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

19.2. Boats shall follow the instructions of Official Vessels. Infringements will be reported to the race committee, which may protest the boat. Boats penalised under this instruction may be scored DNE, or such other penalty that the protest committee may decide.

20. Replacement of Crew or Equipment [DP] [NP]

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

20.2. Substitution of damaged or lost equipment will not be allowed unless approved by the race committee. If a substitution is made afloat, the competitor shall inform the Race Committee of the substitution at the earliest opportunity. Replacement equipment shall comply with the class rules.

21. Equipment & Measurement Checks

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

21.2. [DP] [NP] A boat shall comply with any reasonable request made by the Race Committee.

21.3. [NP] A breach of a Class Rule or the EIR shall not be grounds for protest by another boat. This changes RRS 60.

21.4. In accordance with the relevant Class Rules, camera recording & tracking equipment is permitted.

21.5. Any camera recording equipment fitted to the boat shall not extend the length of the boat or change the intended function of any part of the boat.

22. Not Used

23. Official Vessels

23.1. Official vessels can be identified by speaking to a representative of the Organizing Authority or Race Committee

23.2. Competitors may place clearly labelled (name, class, and sail number) spare equipment and food & drink on food/spare gear vessels.

24. Support Vessels [DP] [NP]

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

25. Trash Disposal [DP] [NP]

25.1. As sailors, we seek to protect and restore our oceans and coastal waters. Trash may be placed aboard safety and race committee vessels.

26. Not Used

27. Not Used

28. Not Used

29. Prizes

29.1. Prizes are detailed in the Notice of Race.

30. Risk Statement

RRS 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 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, safety vessels, umpires and other officials and volunteers by the organiser does not relieve them of their own responsibilities;
- f) The provision of safety vessel 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 competitor briefing held at the venue;

31. Insurance [DP] [NP]

31.1. Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3 million per event or the equivalent.