



TBYC RS Feva Grand Prix Sailing Instructions 19th & 20th May 2012

1.0 RULES

- 1.1** The regatta will be governed by the 'rules' as defined in the Racing Rules of Sailing.
- 1.2** Advertising is permitted in accordance with ISAF Reg 20 as amended here. The leading edge of the Jib (up to 14 inches), the lower part of the main below the bottom batten and the hull in front of the shroud attachment points are reserved for event sponsors stickers. This does not prevent the national flags nor the crew names from being displayed in the bottom part of the main. Note that the top panel of the sail is reserved for flight/fleet identification stickers if required.
- 1.3** Membership of the UK RS Feva Association is required in accordance with the membership policy which is on the class website at www.rsfeva.org.uk
- 1.4** These SI's shall be read in conjunction with any event notice of race and supplementary sailing instructions issued by TBYC. These SI's shall take precedence in the event of conflict between the two save as per SI no4.

2 MINIMUM WIND STRENGTH

The race officer will not normally start races with less than 3 knots of wind over the whole race area. This is a guideline only and shall not form basis for a protest.

3 PENALTY SYSTEM

The two-turn penalty as described in RRS 44.1 & RRS 44.2 shall NOT apply. The penalty shall be a one-turn penalty (one tack & one gybe). RRS 44.3 shall not apply.

Appendix P applies amended as follows

- P2.1 When a boat is penalized under rule P1 her penalty shall be a One-Turn Penalty under Rule 44.2. If she fails to take it she shall be disqualified without a hearing.

P2.2 and P2.3 are deleted.

4 TIME LIMITS

The time limit shall be 60 minutes from the starting signal for the first boat. Boats that fail to finish within 10 minutes of the first boat may at the discretion of the Race Officer be scored with their observed position on the course at that time or the position at the last mark rounded. Boats that the

Race Officer expects to finish outside of the time limit may be instructed by rescue boats to return to the starting area for start of the next race.

5 SCORING SYSTEM

5.1 The Low Points scoring system of RRS Appendix A will apply,

5.2 Discards Boats will exclude their “worst” results as follows unless notified differently on the event notice board:

1 - 3 races sailed	no excluded score
4 - 7 races sailed	1 excluded score
8 + races sailed	2 excluded scores

5.3 Series/event tie If, after discard, two or more boats have the same points total the tie will be broken in accordance with RRS Appendix A8.1. If there is still a tie this will be broken in favour of the boat with the best excluded result. If a tie still exists then the tie will be broken in accordance with RRS Appendix A8.2.

6 SCHEDULE OF RACES AND COURSE FORMAT

6.1 The schedule of races will be as listed in the notice of race

6.2 The course will be as detailed in appendix ‘A’

6.3 The racing area to be used will be south of the club house

7 MARKS

7.1 Marks Pin End, 1, 2 & 3 will be large orange or yellow inflatables. Marks 1A & F will be orange inflatable pencil marks.

7.2 The start - between a committee boat flying an ORANGE flag and the Pin End mark

The finish – between a committee boat flying an ORANGE flag and the F mark as detailed in appendix ‘A’

8 The Start

Races will be started using RRS26 (5,4,1, Go)

9 SAFETY REGULATIONS

9.1 Adequate personal buoyancy for crewmembers shall be worn at all times whilst racing. Neither a wetsuit nor a drysuit constitute adequate personal buoyancy. (Alters RRS 40).

9.2 Wetsuits or drysuits shall be worn by all crewmembers between 1st November and 30th April inclusive. (Adds to RRS 40)

- 9.3** A tally system will be in effect during racing each competitor is responsible to sign on and off in the club's bosun's hut (to the east of the slipway) forms will be provided. Each boat must sign on for the day and sign off as appropriate for each race when coming ashore.
- 9.4** Failure to sign off will result in disqualification of all races for the day
- 9.5** To access the beach launching area there is a main road to cross. TBYC organising committee will provide traffic management so please allow ample time to cross safely and take instruction from the staff operating the signs.

10 REPLACEMENT OF CREW

Where event results are combined to form a circuit then only results scored by the same helm will count, results from a different helm shall not be combined, even when helming the same boat.

No substitution of crew will be permitted without prior authority from the race officer

11 CLASS CONFORMITY

- 11.1** The spinnaker may only be set on the same side as the mainsail save for very brief periods during manoeuvres.
- 11.2** The dagger board must be securely attached to the hull when sailing.

12 DISCLAIMER OF LIABILITY

12.1 General

The race organisers shall not be responsible for any loss, damage, death or personal injury howsoever caused to the owner/competitor, his skipper or crew as a result of their taking part in the race or races. Moreover, every owner/competitor warrants the suitability of his boat for the race or races.

- 12.2** The safety of a boat and her entire management including insurance shall be the sole responsibility of the owner/competitor racing the boat, who shall ensure that the boat is fully found, thoroughly seaworthy and manned by a crew sufficient in number and experience who are physically fit to face bad weather. The owner/competitor shall be satisfied as to the soundness of the hull, spars, rigging, sails and all gear. He shall ensure that all safety equipment is properly maintained, stowed and in date and that all crew know where it is kept and how it is to be used. Local SI's will state what the minimum acceptable insurance cover will be per competing boat.
- 12.3** Neither the establishment of these Sailing Instructions nor any inspection of the boat under these conditions in any way limits or reduces the absolute responsibility of the owner/competitor for his crew, the boat and the management thereof. The crews are nonetheless advised to satisfy themselves as to the experience of the skipper and the adequacy of all safety equipment and insurance arrangements.

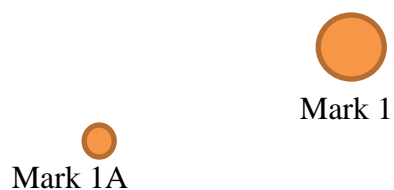
Appendix A

COURSE DIAGRAM

COURSE

Round 1 Starting line, Mark 1 to port, Mark 1A (spreader) to port, then pass either Mark 2 to starboard or Mark 3 to port.

FINISH After rounding Mark A1 (spreader) the number of times indicated on the committee boat, round Mark 3 to port and proceed directly to the finish line.



Mark 2

Mark 3

