

# TBYC Feva Easter Mini Series

## 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** 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 not required for this event however you are encouraged to join in support of the class and are advised that this a requirement for RS Feva events organised by the association.

**1.4** These SI"s shall be issued by an event organiser.

### 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.

### 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. *UK RS Feva Sailing Instructions Year 2011*

### 6 SAFETY REGULATIONS

**6.1** 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).

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

## **7 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. Replacement of crews may be aloud at the descression of race officer and only after a request in wrighting

## **8 CLASS CONFORMITY**

**8.1** The spinnaker may only be set on the same side as the mainsail save for very brief periods during manoeuvres.

**8.2** The dagger board must be securely attached to the hull when sailing.

## **9 DISCLAIMER OF LIABILITY**

### **9.1 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.

9.2 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.

9.3 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.