



Skiff Open 2024

Weymouth and Portland National Sailing Academy

Saturday 11th and Sunday 12th May 2024

Sailing Instructions (SIs)

The Organising Authority (OA) is the Weymouth and Portland National Sailing Academy (WPNSA) in conjunction with the B14 UK Class Association, Musto Skiff UK Class Association, UK Cherub Class Association 4000 UK Class Association, ISO Class Association, International 14 Class Association, 49er / FX Class Association

1. RULES

- 1.1. The event is governed by the rules as defined in *The Racing Rules of Sailing (RRS)*.
- 1.2. The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a)
- 1.3. RRS Appendix T will apply.
- 1.4. RRS 35 is changed so that after the first boat has finished, boats may be finished based on their observed position on the course.
- 1.5. RRS 40.1 applies at all times while afloat. [DP].
- 1.6. RRS 63.7 is changed so that in the event of a conflict between the Notice of Race and Sailing Instructions, the Sailing Instructions shall prevail.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1. Any change to the sailing instructions will be posted before 09:45 on the day it will take effect, except that any change to the schedule of races will be posted by 19:00 on the day before it will take effect.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1. Notices to competitors will be posted on the official notice board located on the event website at: <https://wpnsa.ourclubadmin.com/event/31/noticeboard>
- 3.2. From the first warning signal until the end of the last race of the day, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats. [DP].
- 3.3. An event WhatsApp group has been set-up for competitor communications. This is for information purposes only and does not replace the Official Notice Board. <https://chat.whatsapp.com/CFL5QwPYZ93C1WWjltKIIH>

4. CODE OF CONDUCT [DP]

- 4.1. Competitors and support persons shall comply with reasonable requests from race officials.

5. SIGNALS MADE ASHORE

- 5.1. Signals made ashore will be displayed on the main WPNSA flag poles.
5.2. When flag AP is displayed ashore, "1 minute" is replaced with not less than 30 minutes" when racing in Portland Harbour or "not less than 60 minutes" when racing in Weymouth Bay in the race signal AP.
5.3. Flag D with one sound means 'The warning signal will be made not less than 30 minutes' after flag D is displayed if racing in Portland Harbour or 'The warning signal will be made not less than 60 minutes' after flag D is displayed if racing is in Weymouth Bay. Boats shall not leave the slipway until this signal is made.
5.4. Flag P will be displayed if sailing is in Portland Harbour and flag W if in Weymouth Bay.

6. SCHEDULE

- 6.1. Registration will be 09:00 to 10:30 on Saturday 11th May 2023 in Room 4.
6.2. The competitor briefing will be at 10:30 on Saturday 11th May 2023 in Spinnakers.
6.3. The schedule is as follows:

Date	First Warning Signal	No. of Races
Sat 11 th May	11:55	4
Sun 12 th May	10:55	4

- 6.4.
6.4.1. To alert competitors that a sequence of races is about to begin, the orange starting line flag will be displayed with one sound signal at least three minutes before the first warning signal of that sequence of races.
6.5. On the last scheduled day of racing no warning signal will be made after 15:00.

7. CLASS FLAGS

- 7.1. The class flags will be:

Start	Classes	Flag
Fast Handicap	49er / FX, International 14	Numeral Pennant 1
Musto Skiff	Musto Skiff	Musto Skiff class insignia
Slow handicap	B14, Buzz, Cherub, ISO, 4000	Numeral Pennant 2

8. RACING AREA

- 8.1. The racing area will be in Portland Harbour or Weymouth Bay.

9. COURSES

- 9.1. The diagrams in SI Appendix One shows the courses, the order in which marks are to be passed, and the side on which each mark is to be left.
9.2. The course and number of laps to be sailed will be displayed on the committee boat.
9.3. No later than the warning signal, the race committee signal vessel may display the approximate compass bearing of the first leg.
9.4. The finish line is a control gate which all boats must sail through on each upwind leg except for the first beat.

10. MARKS

- 10.1. Marks 1 and 2 will be a 1.6m blue cylindrical buoy with a black band.
- 10.2. An extended Mark 1 will be used for the Fast Handicap class and Musto Skiff class will be a 1.6m orange cylindrical buoy.
- 10.3. The Starting Mark will be a dan buoy displaying an orange flag.
- 10.4. The Finishing Mark will be a dan buoy displaying a blue flag.
- 10.5. If used the inner distance mark (IDM) will be an orange dumpy buoy.

11. OBSTRUCTIONS [DP]

- 11.1. Boats shall keep more than 100 metres away from vessels over 100m in length, vessels at anchor or vessels displaying Flag A (indicating divers in the water). These areas are obstructions as defined in the rules.
- 11.2. 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.
- 11.3. 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.
- 11.4. Boats must not transit at any time through the RNSA moorings, which are to the left of the Marina exit when leaving the Marina.

12. THE START

- 12.1. The orange flag will be displayed on the committee boat 3 minutes before the first warning signal for a sequence of races.
- 12.2. Races will be started using a 3,2,1, go sequence. At 3 minutes before start Warning signal will be displayed. At minus 2 minutes preparatory will be displayed. Minus 1 minute preparatory will be removed at 0 minutes, class flag removed and race starts. This changes RRS 26.
- 12.3. The starting line will be between a staff displaying an orange flag on the committee boat and the starting mark.
- 12.4. A boat that does not start within three minutes after their starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.
- 12.5. The intended starting order will be confirmed at the competitors briefing, depending on the number of entries for each class. Competitors are advised that the sequence could be changed when afloat and that they should comply with the class flags displayed on the committee boat.
- 12.6. The inner distance mark (IDM) may be used on the finish line. If used, boats may not sail between the IDM and the committee on any lap, including the finish.

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.
- 13.2. Minor mark moves (up to approximately 100m) may be made without signalling the change. This changes RRS 33.

14. THE FINISH

- 14.1. The finishing line will be between a staff displaying a blue flag on the committee boat and the finishing mark.
- 14.2. The race committee may give a finishing place to any boat as follows:
 - a) When a race support vessel displays Flag W with an intermittent sound signal, boats that have not finished may be given a finishing place anywhere on the race course.
 - b) When a boat finishes in accordance with this instruction, she shall be awarded a finishing place matching her observed race position in that race. This changes RRS A5.
 - c) Boats finished this way will not have grounds for redress.

15. TIME LIMITS AND TARGET TIMES

15.1. The Mark 1 Time Limit, Race Time Limit (see RRS 35), Target Time, and the Finishing Window are shown in the table below.

Mark 1 Time Limit	Race Time Limit	Target Time	Finishing Window
<i>20 minutes</i>	<i>55 minutes</i>	<i>30 minutes</i>	<i>15 minutes</i>

- 15.2. If no boat has passed the first mark within the Mark 1 Time Limit, the race will be abandoned. Failure to meet the target time will not be grounds for redress. This changes RRS 62.1(a).
- 15.3. The Finishing Window is the time for boats to finish after the first boat sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalised, given redress or finished using flag W, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place one more than the points scored by the last boat that finished within the Finishing Window. This changes RRS 35, A5.1, A5.2 and A10.

16. HEARING REQUESTS

- 16.1. The protest time limit is 60 minutes after the last boat finishes the last race of the day when racing in Portland Harbour or 90 minutes after the last boat finishes the last race of the day when racing in Weymouth Bay or the race committee signals no more racing today, whichever is later. The time will be posted on the Official Notice Board.
- 16.2. Hearing request forms are available from the Online Noticeboard
- 16.3. 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 and where they will be held, which may be online.
- 16.4. Data and the information from cameras, video and positioning equipment shall not be grounds for redress.

17. SCORING

- 17.1. Two races are required to be completed to constitute a series.
- 17.2. All classes will be scored separately.
- 17.3. The total score of each boat will be the sum of her scores as follows:
 - 17.3.1. When fewer than four races have been completed, a boat’s series score will be the total of her race scores.
 - 17.3.2. When four or more races have been completed, a boat’s series score will be the total of her race scores excluding her worst score.
 - 17.3.3. Competitors may request a review of a boat’s score by completing the online form at <https://wpnsa.ourclubadmin.com/notice-board.php?event=31>.

18. SAFETY REGULATIONS [DP]

- 18.1. A safety tally system will be in operation.
- 18.1.1. Tallies comprise of numbered rubber wristbands; numbers will be allocated at registration. Tallies shall be worn visibly, over clothing, on the right wrist/arm by sailors at all times while afloat.
- 18.1.2. Sailors shall individually check-out before racing by personally collecting their tally.
- 18.1.3. Competitors shall individually check-in immediately on returning to shore by personally going to the tally control point to return their tally. This must be done no later than 10 minutes after the last boat has come ashore.
- 18.1.4. The penalty for failing to tally-out or tally-in as instructed above will be three points added to the boat's series score for the first offence and five points added to the boat's series score each subsequent offence. The penalty is non-excludable. This changes RRS 63.1 and A5.
- 18.2. A boat that retires from a race must notify the race committee as soon as possible. A declaration form is available online <https://wpnsa.ourclubadmin.com/notice-board.php?event=31> which shall be completed by competitors when ashore.

19. REPLACEMENT OF EQUIPMENT [DP]

- 19.1. Substitution of competitors is not allowed without prior written approval of the race committee. Competitors shall request a substitution of crew online at <https://wpnsa.ourclubadmin.com/notice-board.php?event=31>
- 19.2. Substitution of damaged or lost equipment is not allowed unless authorised in writing by the race committee. Requests for substitution shall be made to the committee at the first reasonable opportunity, which may be after the race. Competitors shall request a substitution of equipment online at <https://wpnsa.ourclubadmin.com/notice-board.php?event=31>
- 19.3. The race committee will comprise: The race officer, WPNSA events coordinator and one of the Mark Layers

20. EQUIPMENT AND MEASUREMENT CHECKS

- 20.1. See NoR 8.

21. SUPPORT VESSELS [DP]

- 21.1. See NoR 12.

22. RUBBISH DISPOSAL

- 22.1. Rubbish is not to be thrown in the sea. Rubbish may be placed aboard official boats.

23. PRIZES

- 23.1. See NoR 19.

24. RISK STATEMENT

- 24.1. See NoR 16.

25. INSURANCE

- 25.1. See NoR 18.

APPENDIX ONE – COURSE DIAGRAM

W	COURSE: WINDWARD/LEEWARD with upwind finish
Signal	Mark Rounding Order
W2	Start – 1 – 2 – Lap/Finish – 1 – 2 – Finish
W3	Start – 1 – 2 – Lap/Finish – 1 – 2 – Lap/Finish – 1 – 2 – Finish
W4	Start – 1 – 2 – Lap/Finish – 1 – 2 – Lap/Finish – 1 – 2 – Lap/Finish – 1 – 2 – Finish



