



World Championships

**Weymouth and Portland, UK
22nd to 30th August 2019**

**The Organising Authority is the Weymouth and Portland
National Sailing Academy in conjunction with the International
A Division Catamaran Association**

British National Championships

**Weymouth and Portland, UK
17th to 21st August 2019**

**The Organising Authority is the Weymouth and Portland
National Sailing Academy in conjunction with the British
International A Division Catamaran Association**



SAILING INSTRUCTIONS

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

[DP] denotes a rule for which the penalty is at the discretion of the International Jury.

[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 International Jury with a hearing

1. RULES

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2 The Class and Championship Rules of the International A Division Catamaran Association (IACA) will apply for the World Championships.
- 1.3 The RYA National Authority prescriptions will apply; see Attachment B of the Notice of Race.
- 1.4 The Classic Discipline Trial rules as per IACA website will apply
http://www.a-cat.org/sites/default/files/2019.02.06-definition_of_classic_2019_v3.pdf

2. NOTICES TO COMPETITORS

Notices to competitors will be posted on the Official Notice Board located in the Event Marquee.

3. CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted not less than two hours before the first warning signal on the day it will take effect, except that any change to the timing of races, will be posted by 2000 the day before it will take effect.

4. SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed at the official flagpole located on the balcony outside the Race Office. When a signal is displayed over a fleet flag, it applies to that fleet only.
- 4.2 [DP][NP][SP] Flag D displayed ashore with one sound signal this means: "the warning signal will be made not less than 60 minutes after flag D is displayed for boats racing in Weymouth Bay and 30 minutes for boats racing in Portland Harbour or not before the scheduled time, whichever is later. Boats shall not leave their allocated berth until this signal is made".

5. FORMAT OF RACING

- 5.1 The regatta will consist of a Single Series for each Fleet.
- 5.2 For the World and British National Championships the Open fleet and the Classic Discipline fleet will race in separate fleets with different starting times.

6. SCHEDULE OF EVENTS

- 6.1 British National Championships

Saturday 17 August	0900 - 1700	Nationals Registration
Sunday 18 August	1030	Competitors Briefing
	1230	Racing
	after sailing	Sailors snack and drinks
Monday 19 August	1100	Racing
Tuesday 20 August	1100	Racing
Wednesday 21 August	1100	Racing
	as soon as possible after racing	Prize Giving

- 6.2 On Wednesday 21 August there will be no warning signal after 1500.
 6.3 A total of EIGHT races are scheduled
 6.4 No more than THREE races may be sailed per day.

6.5 World Championships

Friday 23 August	0900 - 1700	Registration
Day 0 - Saturday 24 August	0900 - 1100	Registration
	1030	Support Boat Briefing
	1100	Competitors Briefing
	1300	Practice Races
	1800	Opening Ceremony
Day 1 - Sunday 25 August	1100	Racing - Open
	not before 1300	Racing - Classics
Day 2 - Monday 26 August	1100	Racing - Classics
	not before 1300	Racing - Open
Day 3 - Tuesday 27 August	1100	Racing - Open
	not before 1300	Racing - Classics
Day 4 - Wednesday 28 August	1100	Racing - Classics
	not before 1300	Racing - Open
Day 5 - Thursday 29 August	1100	Racing - Open
	not before 1300	Racing - Classics
Day 6 - Friday 30 August	1000	Racing - Classics
	not before 1200	Racing - Open

as soon as possible after racing Prize Giving and Closing Ceremony

- 6.6 On Friday 30 August there will be no warning signal after 1500.
 6.7 A total of TWELVE races are scheduled
 6.8 No more than THREE races may be sailed per day.

7. CLASS FLAGS

- 7.1 The class flag for the Open fleet will be a white flag with an A Cat Class logo
 7.2 The class flag for the Classic Discipline fleet will be a blue flag with an A Cat Class logo

8. RACING AREAS

- 8.1 Attachment B shows the location of the racing areas.
 8.2 Assignment of fleets to racing areas will be displayed with flag D. Flag W for Weymouth Bay and flag P for Portland Harbour.
 8.3 [DP][NP] Boats not racing shall not sail in the course area being used by another fleet.

9. THE COURSES

- 9.1 Attachment A shows the course to be sailed, the order in which the marks are to be passed, the side on which each mark is to be left, and the signals indicating the number of rounds to be sailed.
 9.2 No later than the warning signal, the race committee signal vessel will display the approximate compass bearing from the race committee signal vessel to Mark 1.
 9.3 There will be a gate at the leeward marks and a spreader mark at the windward mark.
 9.4 A gate may be replaced by a single mark to be left to port

10. MARKS

Marks 1, 2s and 2pRed conicals with WIP logo

Spreader mark.....	Black dumpy mark
Change mark	Orange dumpy mark
Starting marks.....	Race Committee vessels
Finishing marks.....	Race Committee vessels

11. THE START

- 11.1 The starting line will be between staffs displaying orange flags on the starting marks.
- 11.2 [DP][NP] Boats whose warning signal has not been made shall avoid the starting area.
- 11.3 A boat starting later than four minutes after her starting signal will be scored Did Not Start. This changes RRS A4 and A5.
- 11.4 To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with ONE sound signal not less than FIVE minutes before the warning signal is displayed.

12. CHANGE OF THE NEXT LEG OF THE COURSE

- 12.1 To change the next leg of the course, the race committee will lay a change mark, which will be as detailed in SI 10. When a new mark is laid, the original mark will be removed as soon as possible. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.
- 12.2 If the windward mark is changed a new spreader mark will **not** be laid

13. THE FINISH

The finishing line will be between staffs displaying orange flags on the finishing marks.

14. TIME LIMITS

- 14.1 The time limits and target times are as follows:
- | | |
|--------------------|------------|
| Time limit..... | 75 minutes |
| Finish window..... | 30 minutes |
| Target time..... | 45 minutes |
- 14.2 Boats failing to finish within the Finish Window (the time after the first boat sails the course and finishes) will be scored Did Not Finish without a hearing. This changes RRS 35, A4 and A5.

15. PENALTY SYSTEM

- 15.1 Appendix P, *Special Procedures for Rule 42* will apply, as changed by SI 15.2
- 15.2 RRS 44.1 and RSS P2.1 are changed so that the Two-Turns penalty is replaced by a One-Turn penalty.
- 15.3 Penalties for breaches of NOR 17 (Insurance), NOR 19 (Media Rights), the ER, Class Rules and rules in the Notice of Race and Sailing Instructions marked [DP], are at the discretion of the International Jury.
- 15.4 For breaches of the SIs marked [SP], the race committee may apply a standard penalty without a hearing. A list of these breaches and the associated standard penalties will be posted on the Official Notice Board. However, the race committee may protest a boat when they consider the standard penalty to be inappropriate. A boat that has been penalised with a standard penalty can neither be protested for the same incident by another boat nor can another boat request redress for this race committee action. This changes RRS 60.1, 63.1 and Appendix A5.

16. PROTESTS AND REQUESTS FOR REDRESS

- 16.1 Protest forms are available at the Race / Jury Office. Protests and requests for redress or reopening shall be delivered there within the protest time limit.
- 16.2 The protest time limit will be posted on the Official Notice Board located in the Event Marquee. The protest time limit will be 90 minutes for racing in Weymouth Bay and 60 minutes for racing in Portland Harbour, after the last boat of each class has finished the last race of the day or the race committee signals no more racing today, whichever is later. The same time limit applies to protests by the Race Committee, Technical Committee and International Jury about incidents they observe in the racing area. This time limit also applies to requests for redress. This changes RRS 61.3 and 62.2.
- 16.3 Notices will be posted no later than 30 minutes of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the designated jury room. Hearings may start before the scheduled time with the agreement of all parties.
- 16.4 The Race Committee, Technical Committee or International Jury intending to protest a boat under RRS 60.2, 60.3 or 60.4 will comply with RRS 61.1(b) by informing her by posting a notice as soon as reasonably possible.
- 16.5 A list of boats that have been penalised under RRS Appendix P on the water or have been disqualified by the jury will be posted on the Official Notice Board.
- 16.6 For the purposes of RRS 64.3(b) the 'authority responsible' is the Technical Committee appointed by the Organising Authority.
- 16.7 On the last day of racing of each series a request for redress from a jury decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.
- 16.8 The time limit for requests under RRS N1.4(b) is 5 minutes after a party is informed of a decision.

17. ARBITRATION

- 17.1 Add new RRS A4.3: "A boat that may have broken a rule of Part 2 or RRS 31 while racing may take a penalty after she has finished or retired and prior to the start of a protest hearing involving the incident. Her penalty shall be a Scoring Penalty of 30% calculated as described in RRS 44.3(c), but not more than the score for DSQ. However, if she caused injury or serious damage or gained a significant advantage in the race or series by her breach, her penalty shall be to retire."
- 17.2 RRS 63.1 is changed to add: "An appointed arbitrator may allow the protest to be withdrawn"
- 17.3 An arbitration meeting will be held prior to a protest hearing for each incident resulting in a protest involving a rule of Part 2 or RRS 31, unless the arbitrator deems the incident inappropriate for arbitration. One representative of each party, who was on board at the time of the incident, will meet with the arbitrator. If all the parties to a protest are not represented, the arbitration meeting shall not be held. No witnesses will be permitted.
- 17.4 After hearing the testimony, the arbitrator will offer one of the following opinions:
- (a) The protest committee would find the protest to be invalid. The arbitrator will allow the protestor to withdraw the protest.
 - (b) The protest committee would find that no boat broke a rule. The arbitrator will allow the protestor to withdraw the protest.
 - (c) The protest committee would find that one or more boats represented in the arbitration meeting broke a rule of Part 2 or RRS 31. The arbitrator would offer each of those boats the option to accept a Scoring Penalty, or to retire. The arbitrator will then give the protestor an opinion about whether the protest

committee would be likely to assign any additional penalties. The arbitrator will allow the protestor to withdraw the protest.

- (d) A protest hearing is appropriate
- (e) The protest committee will schedule a protest hearing for any protests that are not withdrawn. Any boat that accepted a penalty in accordance with W18.1 will not be penalized further as a result of the protest hearing unless the protest committee concludes that the boat caused injury or serious damage, gained a significant advantage in the race or series, or broke a rule other than a rule of Part 2 or RRS 31.1

18. INTERNATIONAL JURY

Decisions of the International Jury will be final as provided in RRS 70.5

19. SCORING

- 19.1 The low point scoring system of Appendix A will apply.
- 19.2 FIVE races are required to be completed to constitute the World Championships for each fleet
- 19.3 THREE races are required to be completed to constitute the British National Championships for each fleet
- 19.4 When fewer than FOUR races have been completed, a boat's Series score shall be the sum of her race scores.
- 19.5 When FOUR to NINE races have been completed, a boat's series score shall be the total of her race scores excluding her worst score.
- 19.6 When more than NINE races have been completed, a boat's series score shall be the total of her race scores excluding her two worst scores.
- 19.7 Resolving Ties
Ties will be broken in accordance with RRS A8.
- 19.8 **Scoring enquiries**
To request correction of an alleged error in posted race or series results, a boat shall complete a scoring enquiry form available at the race office. Scoring enquiry forms shall be delivered to the race office. A scoring enquiry may be regarded as a request for redress.

20. SAFETY [DP]

- 20.1 [SP] Each competitor will be issued with a tally number at registration. Each competitor shall, before going afloat each day, check out at the tally board under the balcony and check back in immediately on returning to shore and at the latest by the end of protest time.
- 20.2 Boats not leaving the shore for the day's races shall notify the race office as soon as possible.
- 20.3 A boat that retires from a race shall notify the race committee as soon as possible and sign the declaration sheet at the tally board.
- 20.4 When Flag V is displayed by the race committee signal vessel, coach and other support boats will collaborate with the race committee in rescue tasks.

21. REPLACEMENT OF EQUIPMENT [DP]

Substitution of damaged or lost equipment will not be allowed unless authorised by the Race Committee or the Technical Committee. Requests for substitution shall be made to the committees at the first reasonable opportunity.

22. EQUIPMENT AND MEASUREMENT CHECKS [DP]

- 22.1 A boat or equipment may be inspected at any time for compliance with A Class

Catamaran Equipment Regulations, which may include RRS 43. Event Limitation Stickers / Marks must remain in place for the duration of the event.

- 22.2 On the water or upon reaching the shore, a boat may be instructed by the Technical Committee to proceed immediately to a designated area for inspection.

23. OFFICIAL BOATS

Official boats will be identified as follows:

Race committee boats..... Red flags with numbers
Jury boats..... White flags with JURY
Technical Committee boats..... White flags with M
Media boats.....White flags with MEDIA

24. SUPPORT BOATS [DP][NP]

- 24.1 Support boats shall comply with the Support Boat Regulations.

This SI does not apply during rescue operations.

- 24.2 At all times while on water, support boats shall clearly display a yellow flag with a number, these will be supplied by the Organising Authority.

- 24.3 All support boats are at all times submitted to the Race Committee authority and must comply with any instructions given.

- 24.4 The International Jury may direct the Organising Authority to revoke privileges from any boat or person found to be in breach of SI 24.

25. EVENT ADVERTISING [DP][SP]

Boats shall display event advertising and bow numbers provided by the Organising Authority. Boats shall affix the stickers in accordance with the instructions given by the Organising Authority.

26. CODE OF CONDUCT [DP]

Competitors shall comply with any reasonable request from a regatta official or a member of the Organising Authority. Boats shall follow all instructions given by the OA when returning to shore to avoid overcrowding at the launching ramps.

27. TRASH DISPOSAL [DP]

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

28. RADIO COMMUNICATION [DP][NP]

- 28.1 Except in an emergency a boat that is racing shall not make voice or data transmissions and shall not receive voice or data transmissions that are not available to all boats.

- 28.2 The IACA Championship Rules apply for World Championships and forbid the carrying and use of any personal GPS device

29. PRIZES

The Organising Authority will provide prizes to the first FIVE boats in each fleet and as detailed in the Notice of Race.

30. RISK STATEMENT

RRS 4 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 inherently 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 omission;
- 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, patrol boats and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
- f) The provision of patrol boat 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 this event and to attend any competitors meetings held for this event.

31. INSURANCE [DP][NP]

Each participating boat shall have valid third-party liability insurance with a minimum cover of at least £1,500,000 (or equivalent) per incident.

Attachment A

Course Diagram

LA	COURSE: WINDWARD / LEEWARD with spreader mark and leeward finish
Signal	Mark Rounding Order
LA2	Start - 1 - 1a - 2s/2p - 1 - 1a - Finish
LA3	Start - 1 - 1a - 2s/2p - 1 - 1a - 2s/2p - 1 - 1a - Finish
LA4	Start - 1 - 1a - 2s/2p - 1 - 1a - 2s/2p - 1 - 1a - 2s/2p - 1 - 1a - Finish

The diagram illustrates a sailing course layout. At the bottom, there is a 'Start & Finish' line marked by two buoys. From this line, the course proceeds upwards. It first reaches a pair of buoys labeled '1a' and '1'. From this pair, the course turns downwards and then upwards to a second pair of buoys labeled '2s' and '2p'. From this second pair, the course turns downwards and then upwards, returning to the 'Start & Finish' line. Arrows on the lines indicate the direction of travel for the course.

Attachment B

Course Locations

