



## Sunsail Charities Regatta for the Little Britain Challenge Cup

### SAILING INSTRUCTIONS

SUNSAIL, PORTSMOUTH HARBOUR YACHT CLUB AND THE ORGANISERS (SEE NOTICE OF RACE) WILL BE HOSTING A SERIES OF RACES. THEY WILL BE IN THE FORM OF LEVEL BOAT RACING IN SUNSAIL 41.0 YACHTS CHARTERED FROM SUNSAIL AND IRC FLEET ON THE DATES SPECIFIED IN NOTICE OF RACE.

#### 1. RULES

- 1.1. The regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS) 2017-2020 and the Sunsail 41.0 class rules
- 1.2. The prescriptions of the RYA will apply
- 1.3. If there is a conflict between languages the English text will take precedence

#### 2. NOTICE TO COMPETITORS

- 2.1. Notices to Competitors will be posted on the official notice board located in **Sunsail Reception** or on the committee vessel if the fleet is not at Port Solent

#### 3. BOATS

- 3.1. Sunsail Class boats will be provided for all SUNSAIL competitors, who shall not modify them or cause them to be modified in any way outside of class rules except that all fittings and equipment designed to be adjusted may be adjusted excluding standing rigging.
- 3.2. The penalty for not complying with the above instruction or class rules will be disqualification from all races sailed in which the instruction was broken without a hearing.

#### 4. CHANGES IN SAILING INSTRUCTIONS

- 4.1. Any change to sailing instructions will be posted before 0815 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.
- 4.2. Changes in sailing instructions whilst underway, should conditions necessitate an alteration in these instructions **Flag Lima** will be flown from the Committee Vessel. It is the responsibility of all competitors on observing this flag to close to the committee vessel to receive amended instructions.

#### 5. SIGNALS MADE ASHORE

- 5.1. Signals made ashore will be displayed on the committee vessel.
- 5.2. When flag AP is displayed ashore, 1 minute is replaced by 90 minutes in the race signal AP
- 5.3. When flag Y is displayed ashore, rule 40 applies at all times while afloat. This changes Part 4 preamble.

#### 6. SCHEDULE OF RACES

- 6.1. Dates of racing: **11<sup>th</sup> September 2020**
- 6.2. Number of races- Maximum of 3 races
- 6.3. **Skippers Brief: Wednesday 9<sup>th</sup> September 2020 at 1830h via Virtual Zoom.** Details of log in will be emailed to the skipper of each entry
- 6.4. **Committee boat** will be Emily of Cowes
- 6.5. **Channel 08** for all race comms
- 6.6. The scheduled time of the first warning for the first race is 1025h for the IRC fleet & 1035h for the Sunsail 41.0 class
- 6.7. On the last day of the Regatta no warning signal will be made after 1500h

#### 7. CLASS FLAGS

- 7.1. The class flag will be the Sunsail 41.0 class flag with the Sunsail logo on a blue background
- 7.2. The class flag for IRC will be **Flag V**
- 7.3. Class flags do not have to be displayed on the backstay

#### 8. NUMBER OF CREW INCLUDING SKIPPER

- 8.1. Each team will have a **maximum of 6** crew including Skipper and First Mate
- 8.2. Boats sailing with more than 6 crew will be disqualified without appeal.
- 8.3. Except as permitted in this NoR all crew members shall be bona-fide employees within the construction industry or their spouses, or their immediate children sailing with their parents or shall be retired employees who used to work full-time within the industry. For the purposes of this rule:
- 8.4. "Bona-fide" is defined as having a regular and full time occupation or studying a course directly linked to the construction industry.
- 8.5. "Regular and full time occupation" is defined as working for an eligible construction related company for a continuous period of at least three months prior to the event.

- 8.6. The LBCC Organisation shall be the sole deciding body as to what constitutes an eligible crew member under (Section 8). Entrants who believe that another boat is in contravention of the eligibility rules may submit a protest in the normal way. An entrant intending to submit a protest may first request in writing to the Regatta Race Office a sight of the crew list of the boat(s) in question.
9. **NON-CONSTRUCTION INDUSTRY REPRESENTATIVES AND SUNSAIL SKIPPERS**  
**Boats may include non-construction industry crew members subject to the following restrictions:**
- 9.1. Boats of less than 11.5 metres LOA may include one non-construction industry representative among the crew.  
9.2. Boats with an LOA between 11.5 and 13.0 metres may include two non-construction industry representatives among the crew.  
9.3. Boats with an LOA greater than 13.0 metres LOA may include three non-construction industry representatives among the crew  
9.4. Boats of any length with a TCC of 1.300 or higher may include up to four non-construction industry representatives among the crew.  
9.5. Non-construction industry "owner's representatives" shall not steer while the yacht is under racing rules except for short periods of time in order to avoid damage, danger or immediate emergency.  
9.6. Sunsail 41.0 skippers employed and provided by Sunsail UK shall count as non-construction industry crew members for the purposes of (clause 9).
10. **RACING AREA**  
10.1. The race area will be the Solent and Approaches
11. **THE COURSE**  
11.1. Courses will be using the marks as described in SCRA buoy list  
11.2. One or more orange inflatable marks may be used.  
11.3. The moveable marks will be designated M and F on the course board. Marks with designators on a red background shall be rounded or passed to port. Marks with designators on a green background shall be rounded or passed to starboard.  
11.4. When one or more moveable marks are used, the approximate magnetic bearing from the previous mark will be displayed on the course board at the start. If more than one moveable marks are used the magnetic bearings will be displayed in the order in which the marks are to be rounded or passed.  
11.5. The course to be sailed will be displayed on the Committee vessel prior to the warning signal, using number boards.  
11.6. A black number on a green field will denote that the designated buoy is to be rounded or passed to starboard.  
11.7. A white number on a red field will denote that the designated buoy is to be rounded or passed to port.  
11.8. Where one white diamond is displayed after the letter boards, two rounds of the same course will be sailed. Two white diamonds after the letter boards indicate that three rounds of the same course will be sailed. If there are any course marks after the white diamonds then continue to the marks shown.  
11.9. When board # is shown in this sequence between two designated marks, yachts must pass through the starting line in that leg of the course as indicated.
12. **AREAS THAT ARE OBSTRUCTIONS**  
12.1. **Southampton Harbour Bye-law**  
11.1.1 The attention of all competitors is drawn to **Notice to Mariners No.2 of 1993** on the introduction of a **Moving Prohibited Zone**. This **Moving Prohibited Zone** shall be deemed an Obstruction for purposes of RRS rules 18 and 19, and ISAF RULES 60.2(a) and 61.1(b) is varied in that the Race Committee may disqualify without hearing a yacht that infringes this instruction except that the offending yacht shall be entitled to a hearing on request.
- 12.2. **Southampton Bye-law 22, Prohibited Area**  
12.2.1. Sailing vessels must not make use of the deep water channel in such a way to cause obstruction to large steam vessels using the Port (steam vessels shall mean any vessel propelled by machinery).
- 12.3. **LOCAL NOTICE TO MARINERS NO 24T OF 2016**  
11.3.1 Notice is hereby given that the Exclusion Zone will be removed on Tuesday 1st March 2016; the two buoys and five beacons listed in Table 1 remain on station to permanently mark the breakwater.  
In addition to the permanent marks in Table 1, two temporary North Cardinal marks will be instated to mark the surplus shingle that remains in temporary storage along the north face of the breakwater, see Figure 1 and Table 2 for positions. Mariners are strongly advised to remain 50 metres to the north of the breakwater crest to avoid the surplus gravel, which reduces depths below those charted.  
Mariners are also advised to remain at least 30m from the breakwater crest to the south as the rock armour extends 25m from the breakwater crest and to avoid passing between the buoys marking the western and eastern toes and the breakwater.
- 12.4. **Portsmouth Harbour Regulations**  
12.4.1. Helmsmen are reminded of their strict obligation **NOT TO IMPEDE SHIPS** in Main Buoyed channels and when proceeding in and out of Portsmouth Harbour to use the Small Boat channels as prescribed in the QHM's Notice to Mariners.
- 12.5. **Yachts shall not anchor or kedge:**  
12.5.1. Within an area bound by the mainland shore and the Browndown Range, North East Ryde middle and Stokes Bay buoys.  
12.5.2. Between Egypt Point and Thorness Bay, where there are very high tension (132 KV) cables on the sea bed.
13. **THE START**  
13.1. The start area will be announced at the skippers briefing.  
13.2. The starting line will be between a shroud displaying an orange flag on the race committee vessel and the buoy designated as the outer distant mark (ODM).  
13.3. 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 at least five minutes before a warning signal is made.  
13.4. A boat starting later than 10 minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This changes rule A4

#### **14. THE FINISH**

14.1. The finishing line will be between the shroud displaying an orange flag on the finishing vessel and the last designated mark of the course.

#### **15. PENALTY SYSTEM**

15.1. The Exoneration Penalty (and the Advisory Hearing and RYA Arbitration procedures) of the RYA Rules Disputes Procedures will be available. See the Official Notice Board for details

14.2 The Exoneration Penalty will be 20% of the number of boats competing added to her score she would have received without the penalty

#### **16. SAIL PLAN**

16.1. If no sail plan flags are flown from the committee vessel there are no sail plan restrictions

16.2. If international code flag W (Whiskey) is displayed on the committee vessel **no spinnakers may be flown.**

16.3. If international numeral pennant 1 is displayed on the committee vessel at least **1 reef in mainsail.**

16.4. If international numeral pennant 2 is displayed on the committee vessel at least **2 reefs in mainsail.**

16.5. If international numeral pennant 3 is displayed on the committee vessel you must have **3 reefs in the mainsail.**

16.6. If flags are used they will be flown prior to the warning signal and maybe relayed by VHF. The failure to receive such broadcast shall not be ground for redress.

16.7. The penalty for not complying with one of the above rules will be disqualification from all races sailed in which the rule is broken.

#### **17. TIME LIMIT**

17.1. Boats failing to finish within 30 minutes after the first boat sails the course and finishes will be scored Did Not Finish (DNF) without a hearing. This changes rules 35 and A4.

#### **18. PROTESTS**

18.1. Protest forms are available from the committee vessel or Sunsail reception. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.

18.2. The protest time limit is 90 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.

18.3. Notices will be posted no later than 30 minutes after the time limit expires to inform competitors of hearings in which they are parties or named as witnesses. Hearings may be held on the Committee vessel or another suitable location beginning at the time posted.

18.4. Notices of protests by the race committee or protest committee will be posted to inform boats under rule 61.1(b)

18.5. On the last scheduled day of racing a request for reopening a hearing shall be delivered (a) within the protest time limit if the requesting party was informed of the decision on the previous day (b) no later than 30 minutes after the requesting party was informed of the decision on that day. This changes rule 66

#### **19. SCORING**

19.1. The Low Point Scoring system RRS Appendix A will be used except as modified below.

19.2. An overall points series will be run for each class using the scores from Races 1-3. One race will constitute a series.

19.3. For the purposes of calculating comparative points scores for the LBCC cross-class trophies, including the Little Britain Challenge Cup, the following rules will apply for each trophy:

19.3.1. Boats must be entered in a class for which at least one valid race was completed and for which there were at least three boats entered.

19.3.2. Races that are abandoned will be scored in accordance with RRS A10(a) for the boat in question.

19.3.3. Scoring will use the low points system described in SI 20.1 except that the points so scored will be multiplied by a Class Weighting Factor (to recognise the added difficulty of winning in a larger fleet).

19.3.4. The Class Weighting Factor for each boat will be: 10 divided by the square root of (N+17), where N is defined as the number of boats in the class entered.

#### **20. SAFETY**

20.1. Yachts retiring shall report their retirement to the Committee vessel at the earliest reasonable opportunity.

#### **21. EQUIPMENT AND MEASUREMENT CHECKS**

20.1 A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions.

#### **22. PROPULSION**

22.1. The engine may be used to get clear after grounding or colliding with a vessel or object and also to avoid a collision with Merchant Shipping, provided the boat does not gain a significant advantage in the race.

#### **23. HAUL-OUT/SCRUBBING RESTRICTIONS**

23.1. The underwater surface of the yacht shall not be tampered with in anyway without the written permission of the Organising Authority or Race Committee.

23.2. The lifting, haul-out, drying out of the yacht or use of a diver for the cleaning of the hull is strictly prohibited from the time the yacht is collected until the end of the event without the written permission of either the Organising Authority or Race Committee

#### **24. RADIO COMMUNICATION**

24.1. Except in an emergency, a boat shall neither make radio transmissions nor receive radio communications not available to all boats. This restriction also applies to mobile phones

#### **24 RISK STATEMENT**

24.1 Rule 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 omissions;
- d) Their boat AS SUPPLIED 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 by the event organiser does not relieve them of their own responsibilities;
- f) They are responsible for ensuring that their boat is equipped and seaworthy so as to be able to face extremes of weather; that there is a crew sufficient in number, experience and fitness to withstand such weather, and that the safety equipment is properly maintained, stowed and in date and is familiar to the crew.