



Organised by
Yacht Clubs of Weymouth

Keelboat Sailing Instructions

(Wednesday 14th to Sunday 18th August 2013)

Supported by



1. RULES

The Regatta will be governed by the rules, as defined in The Racing Rules of Sailing 2013–2016. In case of conflict these Sailing Instructions will take precedence (changes Rule 63.7). The Bye Laws of Portland Harbour Authority (PHA) and Weymouth and Portland Borough Council (Harbour) shall also apply.

2. ELIGIBILITY AND ENTRY

- 2.1 The Regatta is open to all boats following acceptance of their entry form in accordance with the eligibility and entry requirements specified in the Notice of Race.
- 2.2 Boat Identification. All competitors should ensure that the sail number shown against their name in the final entry list is that under which they are sailing.

3. NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice boards located at WSC, and will be repeated at CCSC which may not be up to date..

4. CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 0830 on the day it will take effect, except that any change to the schedule of races will be posted by 1930 on the day before it will take effect.

5. SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed on masts at WSC and may be repeated at CCSC.
- 5.2 When Flag Y is displayed, Rule 40 (Personal Buoyancy) applies at all times while afloat (changes Part 4 preambles).

6. RACING AREA:

- 6.1 Racing will take place in Weymouth Bay and Portland Harbour.

7. CLASS FLAGS

- 7.1 Flag A denotes all classes.
- 7.2 Classes and Schedule: The division of classes and handicap range is as follows:

Class	Class Flag See Note a. below	Handicap range/class See note c. below
IRC 1	Numeral 1	IRC 0.990 and above
IRC 2	Numeral 2	IRC 0.940 to 0.989
IRC 3	Numeral 3	IRC 0.939 and below
PY 1	W	YCW PYN 1020 & below
PY 2	V	YCW PYN 1021 & above
PY 3 Non Spinnaker	Q	See Note b. below
Impala	TBC	

Note a. Boats shall fly their class flag from their backstays.

Note b. The non-spinnaker class is for boats racing without any form of spinnaker or loose-luffed foresail. It is intended for boats set up for cruising rather than racing and is not intended for boats choosing not to use a spinnaker due to prevailing conditions.

Note c. The race committee may amend the handicap range for any class or remove a class in order to ensure a fair spread of boats between classes.

8. SCHEDULE OF RACES

- 8.1 Overall schedule

Class	Wed 14 th Aug	Thur 15 th Aug	Fri 16 th Aug	Sat 17 th Aug	Sun 18 th Aug
All IRC classes	1 race	1 race	1 race	Up to 2 races	1 race
PY 1 & PY 2	1 race	1 race	1 race	Up to 2 races	1 race
PY 3 Non-Spinnaker	1 race	1 race	1 race	Up to 2 races	1 race
National Squib	1 race	1 race	1 race	Up to 2 races	1 race
National Impala			1 race	Up to 3 races	Up to 2 races

- 8.2 The warning signals for Wednesday and Thursday will not be before the following times:

Squib	IRC 1	PY 1	IRC 2	PY 2	IRC 3	PY 3
18:45	18:50	18:50	18:55	18:55	19:00	19:05

The warning signals for Friday will not be before the following times:

Impala	Squib	IRC 1	PY1	IRC 2	PY 2	PY 3
11:55	12:00	12:05	12:05	12:10	12:10	12:20

The warning signals for Saturday and Sunday will not be before the following times:

Impala	Squib	IRC 1	PY 1	IRC 2	PY 2	PY 3
10:25	10:55	11:00	11:00	11:05	11:05	11:10

- 8.3 The warning signals for the Saturday and Sunday second races of the day will be made as soon as practicable after the end of the previous race and will be announced by VHF Channel 09 after the last boat of the relevant class finishes the previous race.
- 8.4 For the subsequent races of the day, classes may be started out of sequence.
- 8.5 Boats whose warning signal has not been made shall avoid the starting area.

9. COURSES

For all classes the order in which marks are to be passed, the side on which each mark is to be left and the number of rounds to be completed will be announced on VHF Channel 09 prior to the warning signal. This will be repeated and a boat at random requested to acknowledge by repeating back the course.

10. MARKS

The course marks are detailed in Appendix 1 and Appendix 2. The directions of Mark 'A' (the farthest laid windward mark), Mark 'V' (the near laid windward mark) and Mark 'L' (the leeward laid mark) are positioned relative to the time of laying.

11. COMMITTEE BOATS (CB)

- 11.1 Approximate positions of the CB will be given via VHF Channel 09 before 09.45 am but may be subject to change depending on conditions.
- 11.2 For Wednesday and Thursday the CB will be the local clubs CB
- 11.3 For Saturday and Sunday the CB is MV Freedom, a blue-hulled catamaran motor vessel with an orange cabin. (see page 8)

12. THE START

- 12.1 Races will be started by using Rule 26 with the following addition. An attention signal (Orange Flag with one sound) will be displayed not less than 4 minutes before the warning signal. No attention signal will be made following a postponement or general recall. [Changes Rule 26]
- 12.2 The starting line will be between a staff displaying an orange flag on the start CB at the starboard end and the port end starting mark (spar buoy displaying an orange flag).
- 12.3 Boats are requested to pass near to the Committee Boat before their start signal with their mainsail hoisted for identification purposes.
- 12.4 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence of other classes.
- 12.5 A boat starting later than 4 minutes after her starting signal will be scored Did Not Start without a hearing. (Changes Rule A4.)
- 12.6 General recalls will be in accordance with Rule 29.2 except that, when starting in a sequence of starts, any recalled class shall wait until the other classes in the sequence have started or attempted to start. The recall flag (First Substitute) will be displayed for 2 minutes and removed with no sound. Subsequent general recalls will be dealt with in the same principle.
- 12.7 Individual recalls. Flag 'X' will be displayed with one sound, for four minutes only.
- 12.8 If any part of a boat's hull, crew or equipment is on the course side (OCS) of the starting line at her starting signal and she is identified, the race committee will attempt to broadcast her sail number via VHF Channel 09. Failure to make a broadcast or to time it accurately will not be grounds for a request for redress. (Changes Rule 62.1(a))

13. CHANGE OF THE NEXT LEG OF THE COURSE

A change in the position of the Marks 'A' and Mark 'V' will be signaled from the finish CB to the class concerned by the display of its class flag under the course change flag C. This will be signaled before the leading boat has begun the leg to the moved mark, although the moved mark may not yet be in position. Mark 'L' may be relocated without further signaling to maintain a windward leeward configuration. (Adds to Rule 33)

14. THE FINISH

- 14.1 The finish line will be between a staff displaying an orange flag on a finish committee boat at the port end and the starboard-end finishing mark (spar buoy with a blue flag). Boats not so crossing will be recorded as DNF. **Boats shall cross the finishing line at the end of each round and when line "Z" is signalled as a gate in the course**
- 14.2 In the event that the finish CB needs to take up a new position for the second race of the day before boats have finished the first race of the day. It will be replaced at the original finish CB's position by an alternative vessel or spar buoy flying Flag 'M'.
- 14.3 Boats are advised to log their time of crossing the finishing line at the end of each round and at the finish, which may later assist the Race Committee.

15. TIME LIMITS

- 15.1. The time limit will be and 120 minutes for all classes (IRC 1, IRC 2, IRC 3, PY 1, PY 2 and PY 3).
- 15.2. Boats failing to finish within 30 minutes of the first boat in their class will score Did Not Finish. (Changes Rules 35 and A4.)
- 15.3. If a second or subsequent round is attempted but not completed by the first boat within the time limit, the race will be decided upon timings and/or positions recorded on the previous round.

16. PROTESTS AND REQUESTS FOR REDRESS

- 16.1. Protest forms are available from the official notice boards at CCSC and WSC. Protests shall be delivered to a representative of the Race Committee within the protest time limit.
- 16.2. For each class, the protest time limit is 90 minutes after the last boat has finished the last race of the day. The same time limit applies to protests by the Race Committee and protest committee about incidents they observe in the racing area and to requests for redress.
- 16.3. Notices will be posted on the official notice boards at CCSC & WSC by 30 minutes after the protest time limit to inform competitors of the time and location of hearings. The protest room shall be in the Weymouth Lifeboat Station
- 16.4. Notices of protests by the Race Committee or protest committee will be posted to inform boats under Rule 61.1(b).

17. SCORING PENALTY

- 17.1. A boat that may have broken a rule of Part 2, or rule 31 or 42, may, after finishing the race concerned and before the start of a related protest hearing, notify the race committee that she accepts a 20% scoring penalty as stated in rule 44.3(c), (except that the minimum penalty is two places if that does not result in a score worse than DNF). This penalty does not reverse an OCS score or a disqualification under rule 30.3. It is not available for a breach of rule 2 or of class rules or for gross misconduct under rule 69. Nor is it available to a boat that caused injury or serious damage, or gained a significant advantage by her breach. In these circumstances, her penalty is to retire.
- 17.2. When a Scoring Penalty is accepted, neither the boat nor a protest committee may revoke or remove the penalty and the boat shall not be penalised further in a protest hearing when the protest committee decides that it was appropriate to the facts found and the applicable rules.

18. RYA ARBITRATION

- 18.1. When a protest or request for redress is lodged, a boat may at the same time request RYA Arbitration, or the protest committee or race committee may offer it. If the parties and a member of the protest or race committee agree that RYA Arbitration is suitable because it appears that the issue is not complex and that witnesses may not be essential, an arbitrator (who may be that member of the protest committee) will call a hearing conforming to Section B of Part 5 of the Racing Rules of Sailing, except that rule 64.1(a) will not apply. Instead, when the arbitrator decides that a boat that is a party to the arbitration hearing has broken a rule for which the Exoneration Penalty defined in SI 13.3 above would have been available, the party will be invited to accept a penalty equivalent to the Exoneration Penalty, and, if it is accepted by a protested boat, the protesting boat will be allowed to withdraw the protest, changing rule 63.1
- 18.2. When there is not an agreement to use RYA Arbitration, or when, after RYA Arbitration, a protest is not withdrawn or the Exoneration Penalty is not applicable to the facts, there will be a normal protest hearing, at which the arbitrator may be a member of the protest committee. Rule 66 will not apply to the arbitration decision. A boat may still accept an Exoneration Penalty at any time before the start of a protest hearing and receive its protection from further penalisation. She may also retire.
- 18.3. When redress is offered and accepted at the RYA Arbitration, the protest committee or race committee may seek to have this reviewed by asking for a full hearing. When redress is offered and not accepted, or not offered at all, the boat may have her request heard before a protest committee.

19. SCORING

- 19.1. Two races shall be completed to constitute a series.
- 19.2. The Low Point System for scoring, RRS Appendix A, will apply.
- 19.3. Boats shall discard their worst score if 4 or 5 races are completed
- 19.4. Boats shall discard their worst 2 scores if 6 races are completed..

20. SAFETY REGULATIONS

- 20.1. Competitors are reminded of Fundamental Rule 1.1 (Helping those in danger -- "A boat or competitor shall give all possible help to any person or vessel in danger"). Note: anyone doing so can seek redress.
- 20.2. Mandatory and recommended equipment

Class	Mandatory standard	Strongly recommended
IRC 1, IRC 2, IRC 3, PY 1, PY 2 and PY 3	ISAF Category 5. The following items shall be carried in addition to Cat 5 Part B: 2 red flares, 2 orange smoke, marine VHF radio, fog horn and a chart of Weymouth Bay.	ISAF Category 4

- 20.3. The following prescriptions of the RYA national authority shall apply.
 - Rule 41 Outside Help
 - Rule 41 is changed to
 - A boat shall not receive help from any outside source, except
 - (a) help for a crew member who is ill, injured or in danger;
 - (b) after a collision, help from the crew of the other boat to get clear;
 - (c) help in the form of information freely available to all boats;

(d) unsolicited information from a disinterested source, which may be another boat in the same race.

(e) however, a boat that gains a significant advantage in the race from help received under rule 41(a) may be protested and penalised; any penalty may be less than disqualification.

This changes Rule 41.

DANGER in Rule 41

- (a) can be such things as;
- (b) crew separated from a boat and unable to swim fast enough to climb on board
- (c) mast stuck in the mud and crew unable to extract it,
- (d) capsized boat and crew unable to right it,
- (e) keel boat aground on a falling tide

20.4. **Competitors under the age of 18 shall wear adequate personal buoyancy at all times whilst afloat.**

20.5. Any anchor or outboard motor must not protrude beyond the bow or transom.

21. EQUIPMENT AND MEASUREMENT CHECKS

A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions. On the water, a boat can be instructed by a Race Committee measurer to proceed immediately to a designated area for inspection.

22. HAUL-OUT RESTRICTIONS

Boats shall not be hauled out during the regatta except with and according to the terms of prior written permission of the Race Committee.

23. PLASTIC POOLS AND DIVING EQUIPMENT

Underwater breathing apparatus, plastic pools or their equivalent shall not be used around keel boats between the preparatory signal of the first race and the end of the regatta.

24. RADIO COMMUNICATION

24.1. A boat shall not receive radio communications unless they are available to all boats. This restriction also applies to mobile telephones.

24.2. The VHF Channel for the Race Committee shall be **VHF Channel 09**.

25. PRIZES

Prizes will be awarded as prescribed in the Notice of Race. The final prizegiving will take place at Weymouth Sailing Club as soon as possible after the last race on Sunday

26. DISCLAIMER OF LIABILITY

Competitors participate in the Regatta entirely at their own risk. See Rule 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during or after the regatta.

RISK STATEMENT

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 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 organizer 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) 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.

MV Freedom, Committee vessel for the Keelboat Regatta.



NOTES

PROVISIONAL

Appendix 1 – Weymouth Sailing Club Fixed Marks Approximate Position Description

Mark	Name	Approx. Position		Description
A	Atomic Buoy	50 35 03 N	2 11.64 W	Large Yellow Can
B	Bowleaze	50 37.52 N	2 24.53 W	Orange Sphere
C	Chemmers	50 37.58 N	2 25.24 W	Orange Sphere
D	Destroyer Buoy	50 36.38 N	2 26.20 W	Largest Yellow Light Can
F	Franklin	50 36.50 N	2 24.76 W	Orange Sphere
G	Noise Range	50 33.67 N	2 24.12 W	Large Yellow Can
H		50 37.30 N	2 25.81 W	Orange Sphere
I		50 36.05 N	2 26.05 W	Orange Sphere
J		50 37.00 N	2 25.00 W	Orange Sphere
K		50 37.16 N	2 24.10 W	Orange Sphere
L	St Albans	50 33.25 N	2 06.30 W	Large Yellow Can
M	Mid Bay	50 36.70 N	2 24.19 W	Orange Sphere
N	Northern Entrance	50 35.70 N	2 25.90 W	Portland Harbour
O		50.37.00 N	2.26.38 W	Orange Sphere
P	WSC fixed finish line North	50 36.76 N	2 26.53 W	Yellow Sphere
Q	WSC fixed finish line South	50 36.67	2 26.56 W	Small Orange Sphere
R	Ringstead	50 37.15 N	2 21.70 W	Orange Sphere
S	East Shambles	50 30.78 N	2 20.08 W	East Cardinal Buoy
T	Eastern Mark	50 36.50 N	2 25.47 W	Yellow Cone
U	YCW Mark	50 35.50 N	2 22.00 W	White Sphere
W	West Mark	50 34.76 N	2 27.15 W	CCSC No 4 Red Pillar Buoy with 1 orange flag
X		50 36.84 N	2 25.90 W	Orange Sphere
Z				

Castle Cove Fixed Marks Approximate Position Description

Mark	Name	Approx. Position		Description
1		50 35.39 N	2 27.30 W	Yellow Pillar Buoy with 1 Orange Flag
2		50 35.29 N	2 27.37 W	Yellow Pillar Buoy with 1 Orange Flag
3		50 35.07 N	2 27.24 W	Yellow Pillar Buoy with 1 Orange Flag
4		50 34.76 N	2 27.15 W	Red Pillar Buoy with 1 Orange Flag
5		50 34.63 N	2 26.72 W	Yellow Pillar Buoy with 1 Orange Flag
6		50 35.21 N	2 25.58 W	Yellow Pillar Buoy with 1 Orange Flag
7		50 35.40 N	2 25.90 W	Yellow Pillar Buoy with 1 Orange Flag
8		50 35.73 N	2 26.54 W	Yellow Pillar Buoy with 1 Orange Flag
9		50 35.70 N	2 26.92 W	White Pillar Buoy with 1 Orange Flag
OLM	Moveable Dan Buoy			Moveable Dan Buoy 2 Yellow Flags
J	Moveable Dan Buoy			Moveable Dan Buoy 2 Flags, 1 Yellow, 1 Black
K	Moveable Dan Buoy			Moveable Dan Buoy 2 Red Flags
M	Moveable Dan Buoy			Moveable Dan Buoy 2 Flags, 1 yellow, 1 Red
V	Moveable Dan Buoy			Moveable Dan Buoy 2 Green Flags

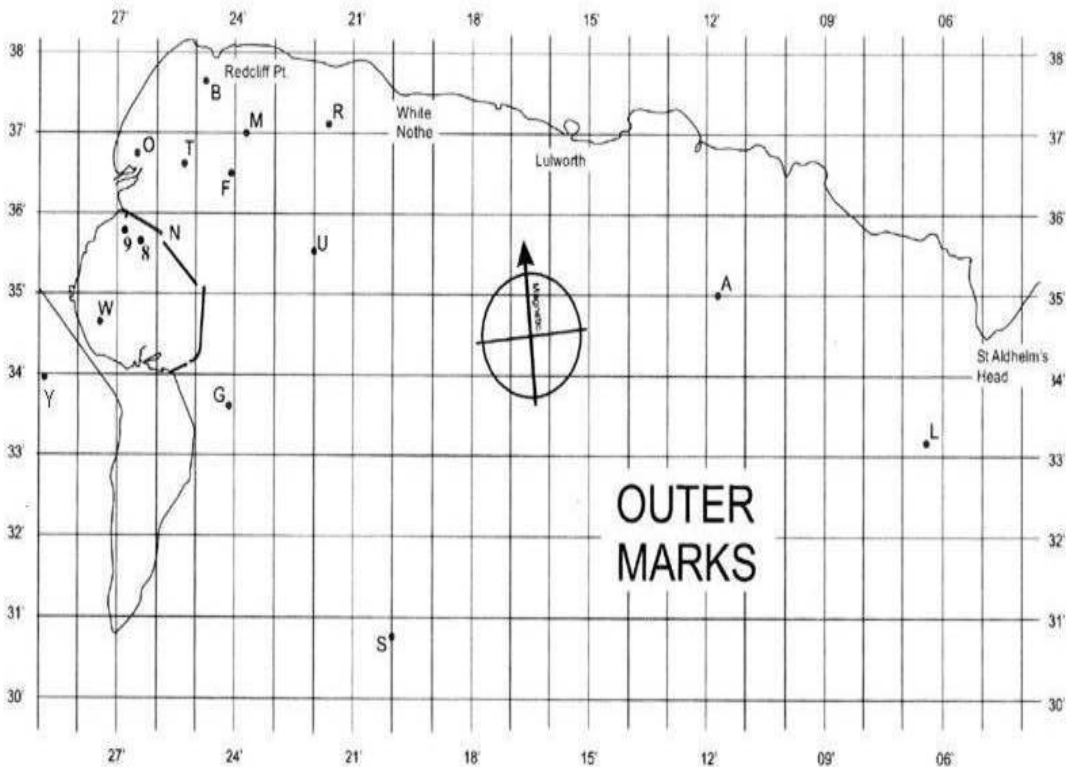
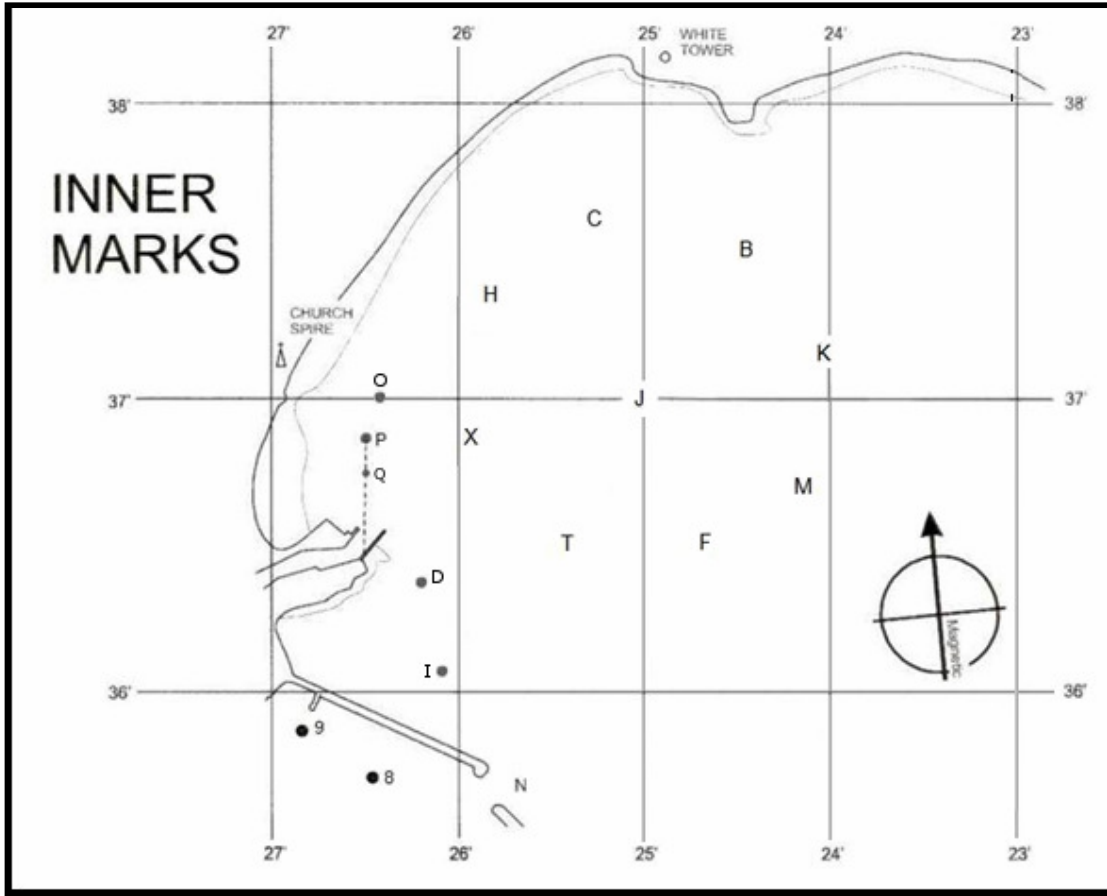
Moveable marks approximate position description

A	Far windward mark	0.6 to 1.5 nm to windward of CB	Orange cylinder inflatable
V	Near windward mark	0.4 to 1.0 nm to windward of CB	Orange cylinder inflatable
L	Leeward mark	0.2 to 0.6 nm to leeward of CB	Orange cylinder inflatable

Description of Finish Lines and Gate

P	Fixed finish line: Pass between Mark P (to port) and Mark O (to starboard)
Z	Pass through the finish line as a gate from the direction of the last mark

Appendix 2 Map of Weymouth Bay fixed marks.



General Information (Keelboat Regatta)

Race Committee

Chair: Stephen Dadd
Principal Race Officer: Adrian Patterson
Assistant Race Officers:
IRC & PY Fleets -- Euan McNair, Mick Church
Protest Panel Chairman (Keelboats): Charlie Watson (NJ)

Bridge opening times: 0800, 0915, 1000, 1200, 1400, 1600, 1800, 2000, 2100

Tide Times in (BST) Portland

	Sat 7 th July	Sun 8 th July			
	Time	m	10:52	15:05	15:43
High Water	m	10:17	1.9	0.2	0.3
Low Water	Time	2.0			

Club Telephones:

Castle Cove Sailing Club (CCSC): 01305 783708
Weymouth Sailing Club (WSC): 01305 785481
Royal Dorset Yacht Club (RDYC): 01305 786258

Membership:

All competitors and their families shall be deemed to be temporary members of CCSC, WSC and RDYC for the duration of the event.

Harbour Navigation

Competitors are reminded that commercial shipping has precedence in the harbour and in the approaches to it. Green or red lights on the harbour wall indicate a commercial vessel is about to enter or leave and competitors shall keep clear of the entrance.

Useful Local contacts:

Chandlers: Bussells, 20 Hope Square, Weymouth 01305 785633
Sail repairs: Barford Sails, 11 Nothe Parade, Weymouth 01305 768282
Weymouth Harbour Master: North Quay, Weymouth; 01305 838423 & VHF Ch. 12
Portland Harbour Authority VHF Ch. 74
Portland Marina: 08454 302012 & VHF Ch80

Regatta Socials:

At Weymouth Sailing Club from end of racing both days; music, bar and good food