

2006 BRITISH INTERNATIONAL 420 CLASS OPEN SELECTION REGATTA # 1

18 - 19 March 2006

The Organizing Authority is the British International 420 Class Association in conjunction with
Weymouth & Portland National Sailing Academy (Portland Castle Sailing Club)

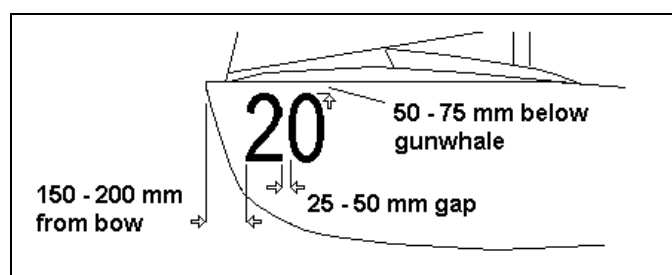
SAILING INSTRUCTIONS

1 RULES

- 1.1 The regatta will be governed by the 'rules' as defined in the Racing Rules of Sailing.
- 1.2 The attention of competitors is 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 staff shall be complied with without delay. The Race Committee will act when a ship or Port Authority makes a specific complaint. The WPNSA Instructions apply (see Attachment B).

2 ADDITIONAL IDENTIFICATION

- 2.1 Boats shall display bow numbers while racing. These will be issued at registration and shall be fixed to both sides of the bow as illustrated below. If a bow number becomes lost or damaged so that, in the opinion of the race committee, it is unclear or unreadable, it must be replaced before the first race of the following day. Replacement numbers are available at £1 each.



- 2.2 Boats sailed by all female crews shall display a red rhombus on both sides of the mainsail, above the top batten, approximately in the centre of the upper triangle. These will be available at registration.

3 CAMERAS AND ELECTRONIC EQUIPMENT

- 3.1 Boats may be required to carry cameras, sound equipment or positioning equipment as specified by the organizing authority.

4 NOTICES TO COMPETITORS

- 4.1 Notices to competitors will be posted on the official notice board, located in the event hall balcony of WPNSA.

5 CHANGES TO SAILING INSTRUCTIONS

- 5.1 Any change to the sailing instructions will be posted on the official notice board at least one hour before the launch signal on the day it will take effect, except that any change to the schedule of races will be posted by 19:00 hours on the day before it will take effect. The change will be signaled by displaying flag L ashore (SI 6.2)

6 SIGNALS MADE ASHORE

- 6.1 Signals made ashore will be displayed from the flag mast on the WPNSA balcony outside the race office.
- 6.2 Flag L will be displayed with a numeral pennant indicating the latest notice posted.
- 6.3 When flag AP is displayed ashore, 'warning signal' is replaced with 'launch signal' (SI 6.4) in race signal AP.
- 6.4 Flag D with a sound is the launch signal. No boat shall leave the shore until this signal is made, though competitors may tally out beforehand (SI 19.2(c)).
- 6.5 Flag P or W will be displayed under flag D to indicate the racing area:
 - (a) Flag P means racing will be held in Portland Harbour.

(b) Flag W means racing will be held in Weymouth Bay.

7 SCHEDULE OF RACES

7.1 Racing is scheduled as follows:

<i>Date - March 2006</i>	<i>Time of launch signal</i>	<i>Event</i>
Sat 18	10:55	3 races
Sun 19	09:25	3 races

7.2 Warning signal times are not stated (amending rule J2.1 (3) and Notice of Race). Boats are advised to launch promptly after the launch signal (SI 6.4), after which they will be allowed sufficient time to reach the racing area before racing commences.

7.3 The warning signal for the first race and each succeeding race will be made as soon as practicable. To alert boats that a race will begin soon, an orange flag will be displayed with one sound for five minutes before a warning signal is displayed.

8 CLASS FLAGS

8.1 The class flag will be the International 420 class flag.

9 RACING AREA

9.1 The racing area includes Weymouth Bay and Portland Harbour (see SI 6.5).

9.2 Boats shall use the Northern Harbour entrance at all times on passage to and from racing areas in Weymouth bay.

10 THE COURSES

10.1 The diagrams in Attachment A show the courses, including the order in which marks are to be passed, and the side on which each mark is to be left.

10.2 No later than the warning signal, the race committee boat will display on a board:

(a) The course to be sailed.

(b) The approximate compass bearing of the first leg.

10.3 Marks 3 and 4 are shown as gates, (3S-3P) and (4S-4P), which the race committee may replace by single marks 3 and/or 4. If a single mark 3 or 4 is used, it is to be left to port. When there is a gate, boats shall sail between the gate marks from the direction of the previous mark and round either gate mark.

11 MARKS

11.1 Marks 1, 2, 3S, 3P, 4S, 4P and 5 will be orange inflatable buoys.

11.2 The starboard end starting mark will be a race committee boat, including any buoy, object or boat attached to it for the duration of the starting period.

11.3 The port end starting mark will be a race committee boat, including any buoy, object or boat attached to it for the duration of the starting period, or a dan-buoy with an orange flag.

11.4 Finishing marks will be a race committee boat and a dan-buoy with a blue flag.

12 THE START

12.1 Races will be started in accordance with rule 26.

12.2 The starting line will be between staffs or masts displaying orange flags on the starting marks.

12.3 A boat starting later than 4 minutes after her starting signal will be scored DNS. This changes rule A4.1.

12.4 If any part of a boat's hull, crew or equipment is on the course side of the starting line during the two minutes before her starting signal, the race committee will display flag V. It will be displayed until all boats have sailed completely to the pre-start side, but not after the starting signal.

12.5 If a start using a black flag is subject to a general recall or is abandoned after the starting signal, either the bow numbers or the sail numbers of the boats identified as infringing rule 30.3 may be displayed. This amends rule 30.3.

- 12.6 If a boat fails to start or breaks rule 30.3, the race committee at mark 1, or another rounding mark, may display her sail number or bow number on a board to notify her. The notified boat shall immediately leave the course area.

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 move the finishing line) to a new position.

14 THE FINISH

- 14.1 The finishing line will be between the staff displaying an orange flag on the race committee boat, and the finishing line outer distance mark.
- 14.2 After the first boat has finished, the race committee may set alternative finishing lines as follows:
- (a) When a committee boat displays flag W with two sounds, boats that have not yet rounded the nearby mark shall finish between this mark and the staff on the boat displaying flag W.
 - (b) When a boat finishes in accordance with this SI, she shall be awarded a finishing place after all boats that have passed the nearby mark before flag W was displayed.
 - (c) Boats that have passed the mark before flag W is displayed, but subsequently fail to finish, shall be awarded the average of the points for places available to them had they finished.

15 PENALTY SYSTEM

- 15.1 A boat that has taken a penalty under rule 31.2 or 44.1 shall complete an acknowledgment form at the race office within the protest time limit.
- 15.2 Appendix P will apply, as changed by SI 15.3.
- 15.3 Rule P2.3 will not apply and rule P2.2 is changed so that it will apply to any protest after the first one.
- 15.4 Pumping, rocking and ooching may be allowed:
- (a) No later than the warning signal, the race committee may display flag O to signal that pumping, rocking and ooching are allowed as specified in class rule C2.1.2.
 - (b) After the starting signal, the race committee may display flag O with repetitive sounds at any rounding mark to signal that pumping, rocking and ooching are allowed as specified in class rule C2.1.2. This SI applies to a boat after she has passed the mark.
 - (c) If the race committee has acted under (a) or (b) and the wind speed becomes less than the limit specified in class rule C2.1.2, the race committee may display flag R with repetitive sounds at any rounding mark to signal that rule 42 applies. This SI applies to a boat after she has passed the mark.

16 TIME LIMITS & TARGET TIMES

- 16.1 The time limit is 90 minutes.
- 16.2 The target time is 55 minutes.
- 16.3 The mark 1 time limit is 30 minutes. If no boat has passed mark 1 within the mark 1 time limit the race will be abandoned.
- 16.4 Boats failing to finish within 20 minutes after the first boat completes the course in accordance with rule 28.1 will be scored Did Not Finish (DNF). This changes rules 35, A4 and A5.

17 PROTESTS & REQUESTS FOR REDRESS

- 17.1 Protests forms are available at the race office. Protests shall be delivered there within the protest time limit.
- 17.2 The RYA Rules Dispute Advisory Hearing is available at this event.
- (a) A boat, the race committee, or protest committee may request a hearing with a rules advisor appointed by the organizing authority to assist with rules disputes.
 - (b) The request shall be made within the protest time limit, and shall identify the race in question (if applicable) or time of incident, the other party or parties, and when necessary contact information. The rules advisor will log these details.
 - (c) The party requesting the hearing shall inform the other parties of this request.

- (d) If a boat is identified as having broken a rule, but no party takes any further action, the penalty for this infringement is zero.
 - (e) If a boat is identified as having broken a rule, and a party thereafter submits a protest, a boat may exonerate herself by taking the exoneration penalty below prior to the start of the protest hearing.
 - (f) If a boat initially requests an advisory hearing, and then submits a protest for the same incident, the protest committee will use its flexibility under rule 61.3 to extend the protest time limit to allow the protestor to submit a written protest promptly after the conclusion of the advisory hearing.
 - (g) The advisor will update the log in (b) above with his decision and the time it was given.
 - (h) The exoneration penalty is 20% of the number of boats ranking as starters, to a minimum of 2 and a maximum of 5 points. However if a boat caused injury or serious damage, or gained a significant advantage in the race or series by her breach, her exoneration penalty shall be to retire.
- 17.3 The protest time limit is 90 minutes after the last boat has finished the last race of the day. The same protest time limit applies to all protests by the race committee and protest committee and to requests for redress. This changes rules 61.3 and 62.2.
- 17.4 Notices will be posted within 30 minutes of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses.
- 17.5 Notices of protests by the race committee or protest committee will be posted to inform boats under rule 61.1(b).
- 17.6 A list of boats that, under SI 15.2, have acknowledged breaking rule 42 or have been disqualified by the protest committee will be posted before the protest time limit.
- 17.7 Breaches of SIs 2, 6.4, 15.1, 19, 20.2, 23.1, and 25 will not be grounds for protest by a boat. This changes rule 60.1(a). Penalties for these breaches may be less than disqualification if the protest committee so decides.
- 17.8 On the last day of the regatta rule 66 is changed so that a request for reopening a hearing shall be delivered:
- (a) Within the protest time limit if the party requesting reopening was informed of the decision on the previous day.
 - (b) No later than 30 minutes after the party requesting reopening was informed of the decision on that day.
- 17.9 On the last day of the regatta a request for redress from a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes rule 62.2.
- 17.10 Decisions of the protest committee will be final as provided in rule 70.4.

18 SCORING

- 18.1 Two races are required to be completed to constitute a series. A boat's series score will be the total of her race scores, except that if 4 or more races are completed there shall be 1 discard.
- 18.2 The regatta races will contribute to the selection series, which will be scored as stated in the Notice of Race.
- 18.3 The scoring abbreviation for a discretionary penalty imposed under SI 17.7 will be DPI.

19 SAFETY REGULATIONS

- 19.1 When racing, each crewmember shall wear personal buoyancy to the minimum standard EN 393 (CE 50N) or equivalent. Inflatable buoyancy vests are not permitted. Flag Y will not be displayed. This changes rule 40.1 and race signal Y.
- 19.2 **Tallies.** The requirements of this SI are specified for the safety of competitors.
- (a) The tally control point to check-in and check-out competitors will be located adjacent to the launching slipway.
 - (b) Tallies comprise a pair of numbered rubber wrist bands matching the boat's bow number (see SI 2.1), issued at or prior to registration. Tallies shall be worn visibly (i.e. over clothing) on the wrist by both helm and crew at all times while afloat.
 - (c) Both helm and crew shall individually tally-out before racing by personally collecting their tally, and individually tally-in immediately on returning to shore after racing by returning the tally personally to tally control.

- (d) Boats whose crew fails to comply may accept an alternative penalty for a first infringement by making a donation of £5 to the Royal National Lifeboat Institution. Otherwise the penalty will be disqualification from all races on the day concerned. Infringements will be posted on the official notice board before the protest time limit. This changes rule 63.1.

19.3 Boats wishing to sail ashore before the end of the day's racing shall inform a race committee boat of their intention. The race committee boat will instruct boats in the procedure for returning ashore.

19.4 Boats failing to follow the instructions of safety boats will be reported to the race committee, which may protest the boat. Boats penalized under this SI may be scored DNE. This amends rule 64.1(a).

20 REPLACEMENT OF CREW OR EQUIPMENT

20.1 Substitution of competitors will not be allowed without prior written approval of the race committee.

20.2 Substitution of damaged or lost equipment will not be allowed unless approved by the race committee. Requests for substitution shall be made to the race committee at the first reasonable opportunity.

21 EQUIPMENT AND MEASUREMENT CHECKS

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

22 OFFICIAL BOATS

22.1 Official boats will be marked as follows:

Official Boat	Flag
Protest committee	White flag with letters PC
Safety boats	Pink flag

23 SUPPORT BOATS

23.1 Team leaders, coaches and other support personnel and boats shall remain more than 100 meters from the course area from the time of the preparatory signal until all boats have finished or the race committee signals a postponement, general recall or abandonment. The course area is defined as the area bounded by all the racing marks and any boat(s) racing on the course.

24 RUBBISH DISPOSAL

24.1 Boats shall not throw rubbish into the water. Rubbish may be deposited on support and race committee boats.

25 BERTHING

25.1 Boats shall be kept in their assigned spaces in the boat park.

26 RADIO COMMUNICATION

26.1 A boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction includes mobile telephones.

27 PRIZES

27.1 Prizes are detailed in the Notice of Race.

28 DISCLAIMER OF LIABILITY

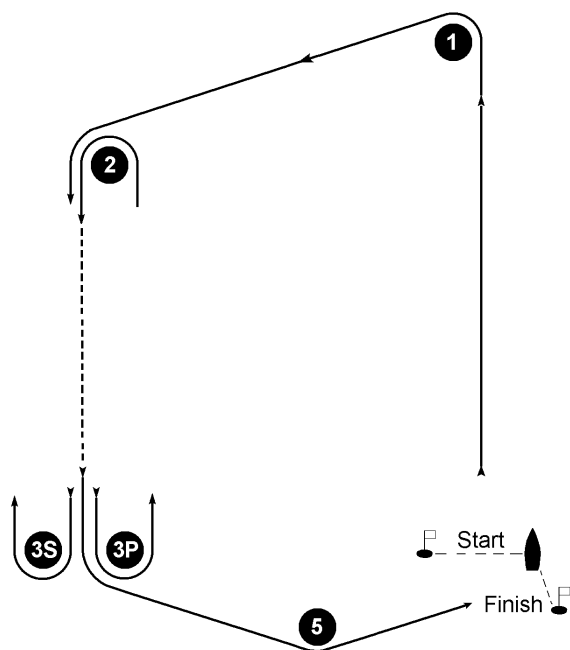
28.1 Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

29 INSURANCE

29.1 Boats are required to be adequately insured including insurance against third party claims of at least £2m or the equivalent in other currencies.

Attachment A COURSE DIAGRAMS

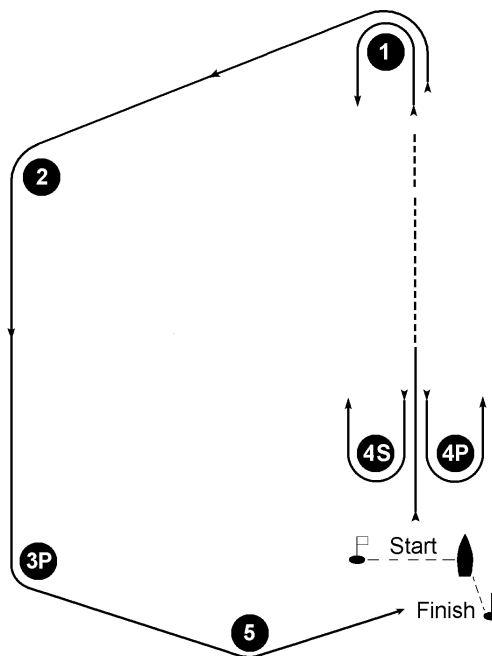
TRAPEZOID OUTER



Display Mark rounding order

- O 1** Start, 1, 2, 3S/P, 2, 3P, 5, Finish
- O 2** Start, 1, 2, 3S/P, 2, 3S/P, 2, 3P, 5, Finish
- O 3** Start, 1, 2, 3S/P, 2, 3S/P, 2, 3S/P, 2, 3P, 5, Finish

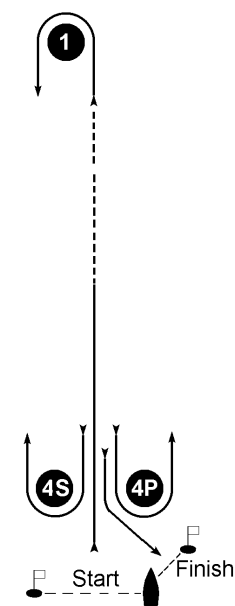
TRAPEZOID INNER



Display Mark rounding order

- I 1** Start, 1, 4S/P, 1, 2, 3P, 5, Finish
- I 2** Start, 1, 4S/P, 1, 4S/P, 1, 2, 3P, 5, Finish
- I 3** Start, 1, 4S/P, 1, 4S/P, 1, 4S/P, 1, 2, 3P, 5, Finish

WINDWARD - LEEWARD



Display Mark rounding order

- W 1** Start, 1, 4S/P, 1, 4P, Finish
- W 2** Start, 1, 4S/P, 1, 4S/P, 1, 4P, Finish
- W 3** Start, 1, 4S/P, 1, 4S/P, 1, 4S/P, 1, 4P, Finish

Attachment B

Local Sailing Instructions

These local instructions are to be added as an appendix to the Sailing Instructions of all events being held at WPNSA, whether the event itself is run under the burgee of Portland Castle Sailing Club, or managed by a Class or organising body which is not supported by WPNSA/PCSC, or local volunteer staff. In the event of conflict, these local Sailing Instructions shall prevail over the Sailing Instructions.

1. Safety

1.1. A tally system where by all competitors must wear a wrist band is mandatory for all competitive events taking place at WPNSA. This will be further detailed in the event Sailing Instructions, and explained at a briefing held before the first race.

1.2. Signing out and in for safety patrol teams and committee boat(s) is compulsory.

1.3. Registering of all non WPNSA RIB's that attend events is mandatory.

1.4. There will be a mandatory safety briefing prior to the commencement of racing.

1.5. Adequate personal buoyancy shall be worn as required by RRS (see Fundamental Rule 1.2 and Rule 40). Neither a wetsuit nor a drysuit alone shall constitute adequate personal buoyancy. This shall also include safety boats and any person going afloat.

2. The attention of all competitors, race management members and spectators afloat is 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 staff must be complied with without delay.

3.a. Race Officers are required to check, before laying courses, any programme shipping movements for the day (contact WPNSA office or PHA radio channel 74).

3.b. It is mandatory for current risk assessment forms to be read each day of the event by the Race Officer and Event Director, who will need to sign that they have read and understood the WPNSA risk assessment document.

4. Course marks shall only be placed in permitted areas particularly in relation to the Portland Harbour entrances.

5. When competitors are required to exit Portland Harbour to race in Weymouth Bay, the **Northern** entrance only shall be used for both exit and return.

General

6. Portland Harbour is a sailing and racing area for local sailing clubs, particularly Castle Cove Sailing Club, whose Clubhouse, starting line and moorings are on the Northern shore of the harbour.

Whether racing, prior to racing, or between races, consideration must be given to any boats racing in Portland Harbour or Weymouth Bay. Remember that the RRS apply to you and to any boats of any Class racing in other boats in other events in the area.

Ashore

7. Signals made ashore will be displayed on the flagpole on the balcony outside the race office (Lecture Room 4, first floor).

8. Details of local regulations, notices to competitors and event information will be posted on the official notice board in the WPNSA Event Hall (Balcony).

9. Competitors and visitors are required to follow any parking instructions given by WPNSA staff.

10. Launching trolleys and boat trailers shall not be placed in such a way that the launching ramp or access to the ramp is obstructed.

11. Disclaimer of Liability

11.1. Competitors participate in the regatta entirely at their own risk. See RRS for decision to race. The organising authority, Class Association, Portland Castle Sailing Club or WPNSA 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.

11.2. A boat is entirely responsible for her own safety, whether at sea or in harbour, afloat or ashore, and nothing, whether in the Notice of Race or the Sailing Instructions reduces this responsibility. It is for the boat to decide whether she is fit to sail in the conditions in which she will find herself. By going to sea, the boat confirms, that she is fit for those conditions and that her crew is competent to sail and compete in them.

11.3. The provision of safety patrol boats does not relieve the boat of her responsibilities

11.4. Nothing done by the organisers can reduce the responsibility of the boat, nor will make the organisers responsible for any loss, damage, death or personal injury however it may have occurred as a result of the boat taking part in the racing. The organisers encompass everyone helping to run the race the event, and include the organising authority, the race committee, the race officer, patrol boats and beach masters.