



2013 UK 18ft Skiff ROUND 1
of the UK 18ft Skiff Grand Prix Series
Stone Sailing Club, St Lawrence Bay – 11th May to 12th May 2013
for the Gul Challenge Plate

SAILING INSTRUCTIONS

1 RULES

- 1.1 The regatta will be governed by the rules as defined in the 2009-2013 Racing Rules of Sailing, the rules of the UK 18 foot Skiff Class Association as amended by the Notice of Series and these Sailing Instructions, where conflict occurs these Sailing Instructions shall take precedence.
- 1.2 Boats shall not be sailed in a manner likely to cause damage.
- 1.3 Each 18 foot skiff must hold 3rd party insurance to the value of not less than £2 million pounds.

2 NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the official notice board, location defined in Attachment 1 of these sailing instructions.
- 2.2 The competitors briefing will be held no later than 13h00 on the first day of the event at the location defined in Attachment 1. A representative of each team is required to attend.

3 CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any change to the sailing instructions will be posted before 09h00 hours on the day it will take effect, except that any change to the schedule of races will be posted by 20h00 on the day before it will take effect.

4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed on a flagstaff, location defined in Attachment 1

- 4.2 Flag R with a sound signal means 'The warning signal will be made not less than 45 minutes after R is displayed'. (Boats are requested not to leave the slipway until this signal is made)



- 4.3 When competitors are ashore all boats shall be upright and rigged 45 minutes before the scheduled first race start. Once standing a boat may not roll over until all competitors wishing to go afloat have done so, at which time this rule is suspended. Boats failing to comply with this rule shall be disqualified from competing in the first race following a period ashore, but may compete in subsequent races. This rule applies at the beginning of each day and at any time when boats are required to return to shore under postponement. This changes rule 63.1.



5 SCHEDULE OF RACES

- 5.1 The numbers of races scheduled is defined in attachment 1 of these sailing instructions.
- 5.2 When more than one race will be held on the same day, the warning signal for each succeeding race will be made as soon as practicable. To alert boats that another race or sequence of races will begin soon, the postponement signal will be displayed for at least 4 minutes before a warning signal is displayed.
- 5.3 On the last day of the regatta no warning signal will be made after 15h00

6 CLASS FLAGS

<i>Class</i>	<i>Flag</i>
18 foot skiffs	T



7 RACING AREAS

- 7.1 Racing will be held in the area defined by Attachment 1 of these sailing instructions

8 COURSES

- 8.1 The diagrams in Attachment A show the arrangement of buoys and courses, including the approximate angles between legs.
- 8.2 No later than the warning signal, the race committee signal boat will display the course to be sailed, the number of laps and, if possible, the approximate compass bearing from the committee Boat to Mark 1.
- 8.3 Long Distance Race: courses will be used on date defined in Attachment 1 of these sailing instructions and details will be issued by 18h00 of the preceding day.
- 8.4 SHORTEN COURSE
The race committee may shorten course only after the windward mark has been rounded twice by displaying flag S and two sound signals;
 - a. *From the committee boat*- boats are to finish between the committee boat flying an orange flag and the adjacent mark.
 - b. *From an official RIB or other committee boat*- boats are to finish between the RIB or other committee boat flying an orange flag and the adjacent turning mark.
- 8.5 HANDICAP COURSE
New teams or/and old boats will be assigned to the red fleet. If a team wishes not to be in the red fleet despite their allocation they may do so. The teams assigned to the red fleet will be determined by the UK 18ft Skiff Association committee taking into consideration past results, skill level, boat and forecast conditions.
Assignment can be changed during the regatta at the discretion of the Race Committee.
Race and overall results will be based on finishing positions and therefore teams in the red fleet can overtake other teams in the race and overall. (e.g. a red fleet team can win the event overall)
A regatta can include races held with both handicap and non handicap courses.

9 MARKS

- 9.1 Marks 1 and 2 will be specified in attachment 1.
- 9.2 The outer distance mark will be specified in attachment 1.
- 9.3 The main committee boat is specified in attachment 1 of these sailing instructions.
- 9.4 New marks as provided in instruction 11 will be specified in attachment 1.



10 THE START

- 10.1 Races will be started by using rule 26, with the warning signal given 5 minutes before the starting signal.
- 10.2 The starting line will be between the mast displaying an orange flag on the committee boat at the starboard end and the port-end outer distance mark
- 10.3 A boat starting later than 5 minutes after her starting signal will be scored Did Not Start. This changes rule A 4.1.
- 10.4 For starting and finishing purposes, the front of an 18 foot skiff will be taken as the intersection of the jib luff and foredeck. This changes Rule 30.

11 CHANGE OF THE NEXT LEG OF THE COURSE

- 11.1 To change the next leg of the course the race committee will lay a new mark or move the finishing line and remove the original mark as soon as possible. When in a subsequent change a new mark is replaced it will be replaced by an original mark.

12 FINISH LINE

- 12.1 The finishing line will be between the mast of the committee boat flying an orange flag and the outer distance mark.

13 PENALTY SYSTEM

- 13.1 Rules 44.1 and 44.2 are changed so that only one turn, including one tack and one gybe, is required and if the penalty is incurred whilst sailing downwind with the spinnaker flying the penalty may be taken before rounding the leeward mark, or if approaching the finishing line to finish, before crossing the finish.
- 13.2 Touching a mark (other than a starting or finishing line mark) with any part of the boat or crew shall not constitute an infringement of the Rules and does not require a 360-degree turn; Manhandling a mark which results in an advantage is not allowed nor is displacing it and a boat so doing shall promptly retire. If a boat touches a start or finish mark they shall complete a 360-degree turn. This changes rule
- 13.3 Minor contact of sheets or Gennaker or tiller extension shall not be grounds for protesting under rule 14.
- 13.4 A boat touching the committee boat at any time whilst racing shall be disqualified. This changes rules 31 and 63.1.

14 TIME LIMITS

- 14.1 The time limits and target times are detailed in attachment A1.8. If no boat has passed Mark 1 within the Mark 1 Time Limit, the race will be abandoned. The aim is to set a course length to allow for 3 to 4 rounds (i.e. number of roundings of windward mark) to be completed for the given race target time. Failure to meet the race target time or number of rounds will not be grounds for redress; this changes rule 62.1(a)
- 14.2 Boats failing to finish within the Relative Race Time limit as defined in the attachment A1.8 after the first boat sails the course and finishes will be scored Did Not Finish. This changes RRS rule 35 and A4.1.



14.3 Time limit for long distance races, from the time the first boat finishes the race, is 25% of the length of time it took the first boat to complete the course , but not less than 15 min.

15 PROTESTS AND REQUESTS FOR REDRESS

15.1 **Registration:** All Competitors intending to protest or request redress must inform the race committee at the finish of the race in which there was an incident unless conditions or damage prevent them from doing so. In such cases, the protesting competitor must make all reasonable efforts to inform the committee as soon as possible. Competitors must make the race committee aware of the boat or boats being protested.

15.2 **Publication:** A notice detailing all will be posted on the official notice board as soon as possible following the final race of the day.

15.3 **Procedure:** Protests and requests for redress will be handled using the “**Three Minute Justice**” procedure.

15.3.1 **Notification:** After the completion of racing, the skipper or a representative of the protesting boat informs the skipper or a representative of the protested boat(s) and agree a time for the hearing.

15.3.2 **Jury Representatives:** Each boat involved in the protest process must find another competitor, who is not part of the team sailing on one of the involved boats, to act as their Jury Representative.

15.3.3 **The Hearing:** At the agreed time a hearing commences with all representatives. The protesting boat explains their view of the incident – *target time of 1 minute (explanation should be timed)*. The protested boat then has the opportunity to explain their view of the incident. – *target time of 1 minute (explanation should be timed)*. The Jury Representatives may then ask questions. At the conclusion of questions, the Jury Representatives meet alone to discuss and come to a decision – *target time of 1 minute (deliberation time should be timed)* Once deliberation is complete, the all parties then reconvene to present the result.

15.3.4 **Completion of Hearing:** A hearing is complete when the Jury Representatives have informed the Race Committee of their decision.

Note: *It is the responsibility of the Jury Representatives to inform the race committee of the decision. Failure to do so may result in a penalty being assessed by a jury of their peers (Three Minute Justice) brought by one of the parties involved in the original hearing.*

Responsibility: Each party involved in this process it expected to act in good faith and in the interests of clarity and fairness.

Note: *Failure to agree a time for a hearing or failure to attend at the agreed time may result in a penalty being assessed by a jury of their peers (Three Minute Justice) brought by one of the parties involved in the original hearing - this includes competitors who agreed to be jury representatives.*

15.4 **Time Limit:** All hearings must be completed by the time the R flag is hoisted (45 minutes before warning signal of the first race) on the day following the incident. On the final day of racing, hearings must be completed 120 minutes after the finish of the final race. **Any protest not resolved by this time will be disallowed.**



15.5 **Protests by the Race Committee:** Boats observed by the Race committee not to have sailed the correct course will be scored DNF without the need to protest. Boats may seek redress from this action. This changes rule 61.

16 SCORING

16.1 The ISAF Low Points Scoring System of Appendix A of RRS will apply; 6 races are scheduled of which a minimum of 3 shall be completed to constitute a valid series. If 4 or more races are completed, there will be one discard.

17 SAFETY REGULATIONS

17.1 A boat that retires from a race shall notify the race committee as soon as possible.

17.2 A sheathed safety knife shall be securely fixed on the Port side of the rudder gantry.

18 EQUIPMENT AND MEASUREMENT CHECKS

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

19 PRIZES

19.1 Prizes will be given in accordance with the Notice of Series.

20 DISCLAIMER OF LIABILITY

20.1 Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The organising authority and Class association 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.

20.2 A boat is entirely responsible for her own safety, whether at sea or in harbour, and nothing, whether in the Notice of Series or the Sailing Instructions or anywhere else, 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.

20.3 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 and the event, and include the organizing authority, the race committee, the race officer, patrol boats and beach masters.



ATTACHMENT 1 – EVENT SPECIFIC DETAILS

A1.1 Briefing Location

Briefing will take place at Stone Sailing Club, Tinnocks Lane, St. Lawrence Bay. Nr Southminster. Essex CM0 7NF (+44 01621 77 93 44) at 13h00, Saturday 11th May 2013

A1.2 Sailing Area

The racing will take place on the River Blackwater (St Lawrence Bay).

NB: Boats will be based, rigged and launch from the Beach area opposite Stone Sailing Club. Access is via the entry road into Stone Sailing Club premises between the club house and changing rooms

A1.3 Location of Official notice board

The club office at the entrance to SSC club house

A1.4 Club Flag Staff

For the purpose of this event the club flagstaff will be located on the racebox above the clubhouse

A1.5 Schedule of Races

The schedule and number of races is:

Day	Number of Races per day
Saturday 11 th May 2013	3 - warning signal for first race – 14h00
Sunday 12 th May 2013	3 - warning signal for first race – 11h00

A1.6 Committee Boat & Marks

The main committee boat is to be announced at the skippers briefing

Marks 1 & 2 will be confirmed at the skippers briefing

Outer Distance mark will be confirmed at the skippers briefing

New marks will be specified at the skippers briefing

A1.7 Date of Long Distance Race

A long distance race may be planned if the conditions are suitable.

A1.8 Location of Protest Hearings

When possible the 3 minute justice will be conducted on the water or alternatively at the meeting room in the Stone Sailing Club club house. Full protests and request for redress will take place at Stone Sailing Club.

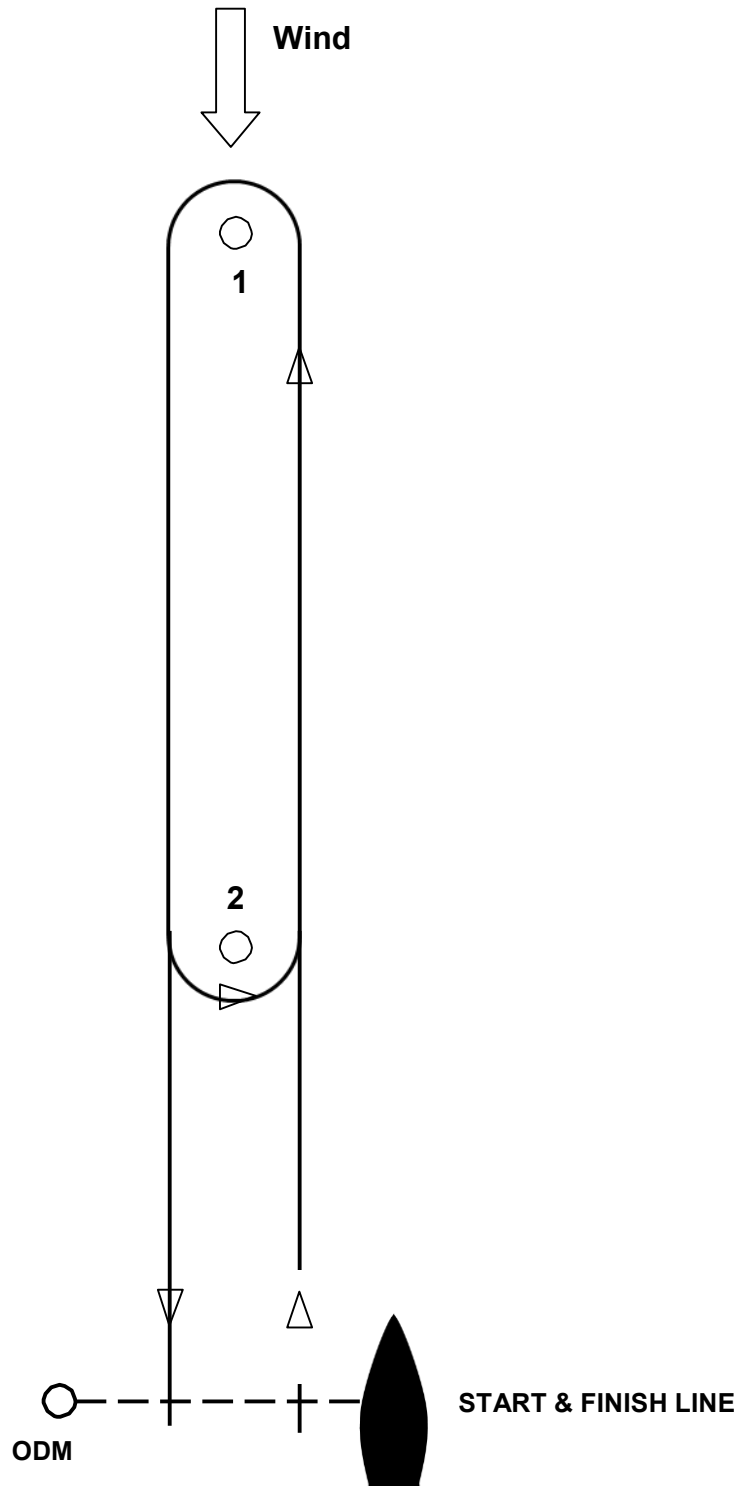
A1.9 Time Limits and Target Times

Mark 1 time limit for leading boat:	15 minutes
Race target time for leading boat:	45 minutes
Absolute Race time limit:	75 minutes
Relative Race time limit (from first boat finishing):	15 minutes



ATTACHMENT 2a – COURSE A:

WINDWARD/LEEWARD



³⁵₁₇ MARKS 1 & 2 TO PORT

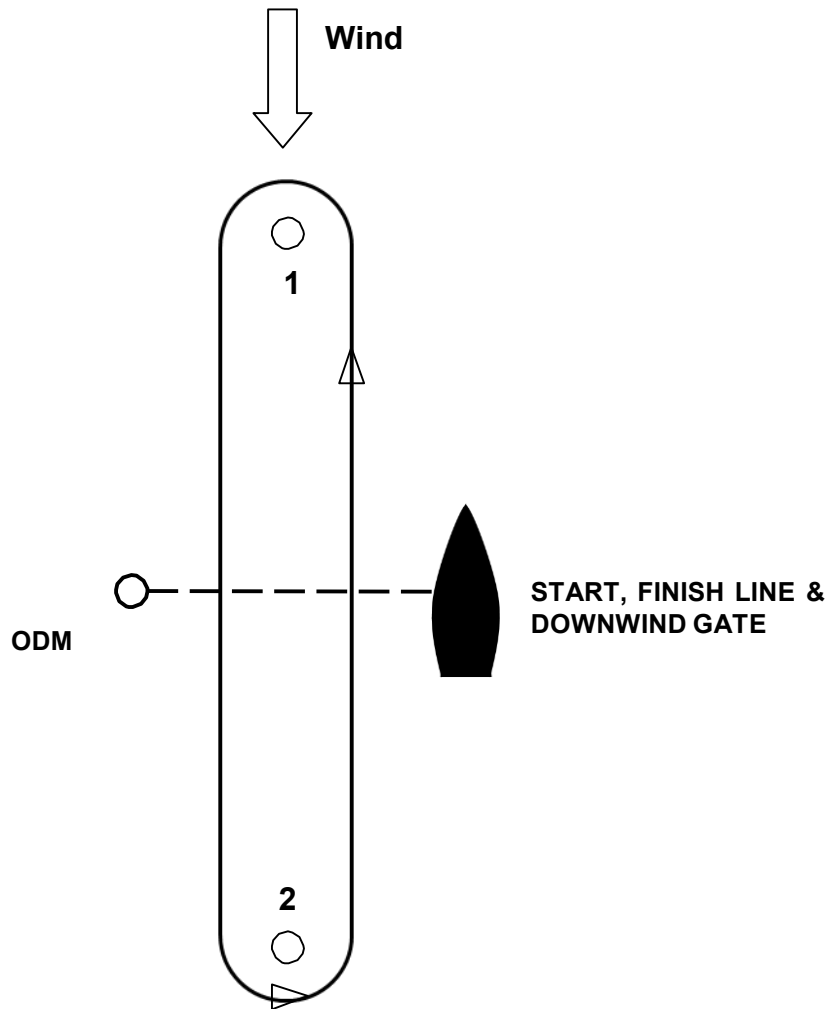
³⁵₁₇ FINISH DOWNWIND (1 TO FINISH LINE)

³⁵₁₇ MARK 2 IS **NOT A MARK OF THE COURSE** ON THE FIRST OR LAST LEGS OF THE COURSE

³⁵₁₇ THE NUMBER OF LAPS IS THE NUMBER OF WINDWARD MARKS THAT ARE ROUNDED



ATTACHMENT 2b- COURSE B: WINDWARD/LEEWARD INC.DOWNWIND GATE



³⁵₁₇ MARKS 1 & 2 TO PORT

³⁵₁₇ START / FINISH GATE TO BE CROSSED ON DOWNWIND LEG (MARKS 1 TO 2).

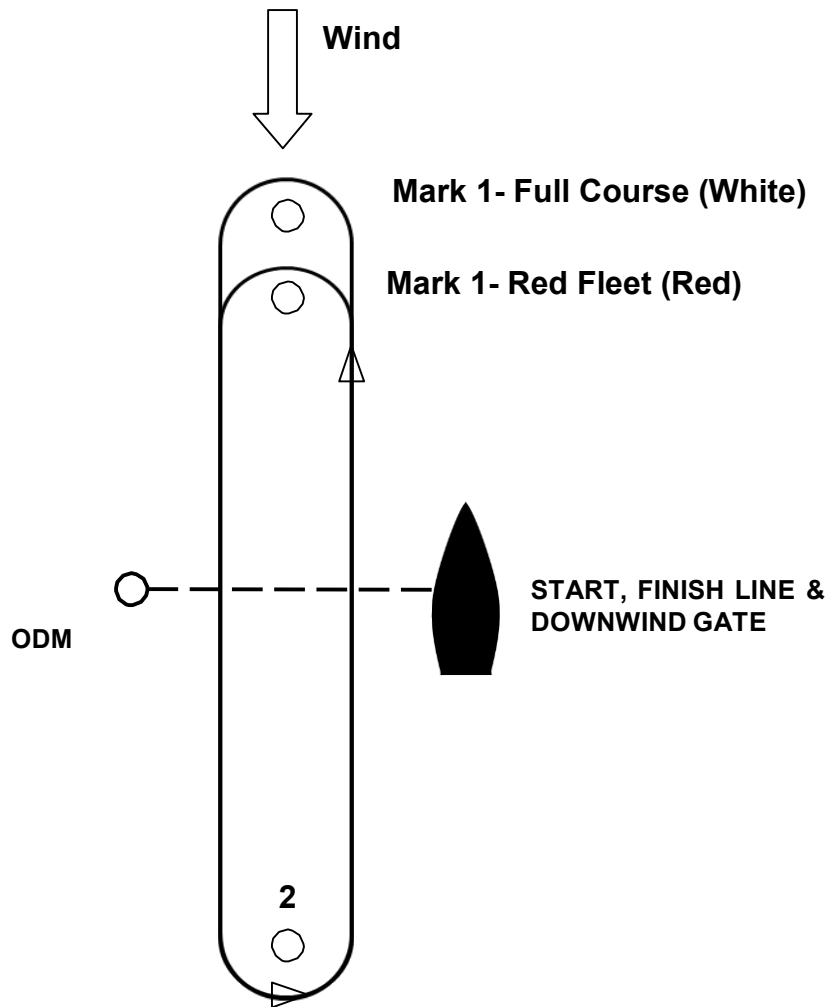
³⁵₁₇ START / FINISH GATE IS **NOT A MARK OF THE COURSE** UPWIND (MARKS 2 TO 1)

³⁵₁₇ FINISH DOWNWIND (1 TO 2)

³⁵₁₇ THE NUMBER OF LAPS IS THE NUMBER OF WINDWARD MARKS THAT ARE ROUNDED



ATTACHMENT 2c- COURSE C: Handicap Course - Split Windward Marks



³⁵₁₇ MARKS 1 & 2 TO PORT

³⁵₁₇ WHITE FLEET MUST ROUND FURTHEST MARK 1 FROM STARTLINE/GATE, RED FLEET MUST ROUND NEAREST MARK 1 FROM STARTLINE/GATE

³⁵₁₇ START / FINISH GATE TO BE CROSSED ON DOWNWIND LEG (MARKS 1 TO 2).

³⁵₁₇ START / FINISH GATE IS **NOT A MARK OF THE COURSE** UPWIND (MARKS 2 TO 1)

³⁵₁₇ FINISH DOWNWIND (1 TO 2)

³⁵₁₇ THE NUMBER OF LAPS IS THE NUMBER OF WINDWARD MARKS THAT ARE ROUNDED