



RS Games

RS Feva World Championship 2022

Weymouth and Portland National Sailing Academy

Thursday 21st to Wednesday 27th July 2022

Sailing Instructions (SI)

The Organising Authority is the Weymouth and Portland National Sailing Academy (WPNSA) in conjunction with the International RS Feva Class Association (IRSFCA) and RS sailing

The notation '[NP]' in a rule of the sailing instructions (SIs) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

1. RULES

- 1.1 The racing will be governed by the rules as defined in The Racing Rules of Sailing.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1. Any change to the sailing instructions will be posted not less than 30 minutes before flag D is displayed, except for changes to the schedule of races will be posted before 19:00 on the day before it will take effect.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the Official Notice Board, which is at <https://www.racingrulesofsailing.org/documents/3616/event?name=rs-feva-world-championship-2022>.
- 3.2 The race office is located in the RS Games Hub.
- 3.3 While racing from the first warning signal until the end of the last race of the day, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats. [DP].
- 3.4 There will be a competitor briefing in the RS Sailing Hub at 16:00 on Friday 22nd July 2022.

4. CODE OF CONDUCT[DP]

- 4.1 Competitors and support persons shall comply with any reasonable request from an event official. Failure to comply may be misconduct. Reasonable actions by event officials to implement COVID-19 guidance protocols or legislation, even if they later prove to be unnecessary, are not improper actions or omissions.
- 4.2 Competitors and support persons shall place advertising provided by the organising authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.

5 SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed on the flag poles on the main mast outside the Academy.
- 5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' when racing in the harbour or 'not less than 60 minutes' when racing is in the bay, in the race signal AP.
- 5.3 Flag D with one sound means 'The warning signal will be made not less than 30 minutes' after flag D is displayed if racing is in harbour or 'The warning signal will be made not less than 60 minutes' after flag D is displayed if racing is in the bay. Boats shall not leave the slipway until this signal is made. [DP].
- 5.4 Flag P displayed indicates racing will be Portland Harbour. Flag W displayed indicates racing will be in Weymouth Bay. This may be displayed below a class flag.

6 FORMAT OF RACING

- 6.1 The regatta will consist of a Qualifying Series followed by a Final Series. See Appendix B (Feva).

7 SCHEDULE OF RACES

7.1

Date	First Warning Signal	No. of Races
Sat 23 rd Jul	11:00	3
Sun 24 th Jul	11:00	3
Mon 25 th Jul	13:30	3
Tue 26 th Jul	11:00	3
Wed 27 th Jul	11:00	2

- 7.2 To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least two minutes before the first warning signal is made.
- 7.3 Each day succeeding races will be started as soon as practicable after the finish of the previous race.
- 7.4 On the last scheduled day of racing, no warning signal will be made after 15:00.

8 CLASS FLAGS

- 8.1 Class flags will be as follows:

Class	Class Flag	Intended Start Sequence
RS Feva	RS Feva logo on a white background	Flights may start in any order

Qualifying Fleets	Final Fleet	Flag colour
Yellow	Gold	Yellow
Blue	Silver	Blue
Red	Bronze	Red

9 RACING AREAS

- 9.1 The racing area will be in Portland Harbour or Weymouth Bay.

10 COURSES

- 10.1 The diagrams in SI Appendix A – Course Diagrams show the course options to be sailed with the order in which the marks are to be passed and the side on which each mark is to be left.
- 10.2 The course area to be used will be posted each day on the Official Notice Board.
- 10.3 The course and number of laps to be sailed will be displayed on the committee boat.
- 10.4 The approximate bearing of mark one may be displayed on the committee boat.
- 10.5 If a gate is replaced by a single mark, it is to be left to port.

11 MARKS

- 11.1 Marks 1, 2, 2s, 2p, 3s, 3p, 4s and 4p will be yellow marks.
- 11.2 Mark 1a will be a small orange dumpy buoy.
- 11.3 One starting mark will be the Race Committee signal vessel displaying an orange flag. The other will be either an official boat displaying an orange flag, or a dan buoy displaying an orange flag.
- 11.4 One finishing mark will be an official boat displaying a blue flag. The other will be either an official boat displaying a blue flag, or a dan buoy displaying a blue flag.

12 OBSTRUCTIONS [DP]

- 12.1 Boats shall keep more than 100 metres away from ships over 100 metres in length, ships at anchor or ships displaying Flag A (indicating divers in the water). These areas rank as obstructions
- 12.2 The attention of all competitors, race management personnel and spectators afloat are 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 either in person or by VHF (CH 74) shall be complied with without delay. Failure to comply with this instruction may result in a penalty.
- 12.3 Only the Northern entrance shall be used in leaving or returning to Portland Inner Harbour, unless directed otherwise by an Official or Portland Harbour Authority Boat.
- 12.4 Boats shall not transit at any time through the RNSA moorings, which are to the left of the Marina exit when leaving the Marina.

13 THE START

- 13.1 Races will be started by using RRS 26 with the warning signal made five minutes before the starting signal.
- 13.2 When both starting marks are vessels, the starting line is between the two staffs, one on each vessel, displaying an orange flag. When one starting mark is a dan buoy, the starting line is between the staff displaying an orange flag on the signal vessel at the starboard end, and the course side of the dan buoy at the port end.
- 13.3 A boat that does not start within four minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.
- 13.4 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races. [DP].

14 CHANGE OF THE NEXT LEG OF THE COURSE

- 14.1 To change the next leg of the course, the race committee will move the original mark or replace with a mark of the same colour.
- 14.2 Minor mark moves, up to approximately 100m in any direction, may be made without signalling the change. This changes RRS 33.

15 THE FINISH

- 15.1 The finishing line is either between the two masts displaying a blue flag on two official boats, or between the mast displaying a blue flag on an official boat and the nearby dan buoy displaying a blue flag.
- 15.2 The Finishing Window is the time for boats to finish after the first boat sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalised, or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place one more than the points scored by the last boat that finished within the Finishing Window. This changes RRS 35, A5.1, A5.2 and A10.
- 15.3 When an official boat displays flag W with two sounds, boats still racing shall be scored by the race committee in their observed position in the race at that time. This changes RRS A4 and A5.
- 15.4 When SI 15.3 applies, SI 15.2 does not.

16 PENALTY SYSTEM

- 16.1 RRS Appendix P will apply. RRS P2 is changed by deleting RRS P2.2 and P2.3. RRS P2.1 will apply to all Appendix P penalties and the penalty will be a One-Turn Penalty.
- 16.2 RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.
- 16.3 Jury members may blow a whistle when they see what they believe to be a breach of a rule.

17 TIME LIMITS

17.1 The time limits and target times are as follows:

Time Limit	Target Time	Finishing Window
60 minutes	40 minutes	25 minutes

17.2 Failure to meet the target time will not be grounds for redress. This changes RRS 62.1(a).

18 HEARING REQUESTS

18.1 Appendix T applies.

18.2 Protests/Redress shall be lodged online via the online Jury system located at racingrulesofsailing.org. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit using the online form available from [protest form](#).

18.3 The protest time limit for each class is 60 minutes after the last boat of each class has finished the last race of the day or after Flag AP over A is displayed ashore in the Portland Harbour, and 90 minutes when racing in Weymouth Bay.

18.4 The hearings will be heard in person unless otherwise advised.

18.5 A Hearing Schedule will be posted on the Official Notice Board as soon as possible after a protest has been lodged, but not later than 30 minutes after the end of Protest Time to inform competitors of hearings in which they are parties or named as witnesses.

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

18.7 On the last scheduled day of racing, a request for redress based on a protest committee decision shall be delivered no later than 20 minutes after the decision was posted. This changes RRS 62.2.

19 SCORING

19.1 One qualifying race is required to be completed by all fleets to constitute a series.

19.2 The total score of each boat will be the sum of her scores as follows:

19.2.1 Qualifying series:

19.2.1.1 When fewer than four races have been completed, a boat's series score will be the total of her race scores.

19.2.1.2 When four or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

19.2.2 Final series:

19.2.2.1 When fewer than four races have been completed, a boat's series score will be her qualifying series rank plus all of her final series scores.

19.2.2.2 When four or more races have been completed, a boat's series score will be her qualifying series rank plus all her final series scores except her worst final series race score.

19.3 A competitor may submit a request to review a boat's score online at [scoring queries](#).

20. SAFETY REGULATIONS [DP]

20.1. A boat that retires from a race shall notify an official boat if possible.

20.2. A tally system will be in operation:

20.2.1. The tally control point will be located under the main balcony.

20.2.2. Tallies comprise of numbered rubber wristbands. Numbers will be allocated at registration. Tallies shall be worn visibly, over clothing, on the right wrist by sailors at all times while afloat.

20.2.3. Sailors shall individually check-out before racing by personally collecting their tally.

20.2.4. Competitors shall individually check-in immediately on returning to shore by personally going to the tally control point. This must be done promptly.

20.2.5. The penalty for failing to check-out or check-in as instructed above will be a standard penalty without a hearing. The standard penalty will be three points non excludable added to the boat's series score, and five points for subsequent infringements. This changes RRS 63.1 and A5.

20.3. RRS 40.1 applies at all times on the water.

20.4. Boats wishing to sail ashore before the end of the day's racing shall not do so unless authorised by an Official Boat. The Official Boat will instruct boats in the procedure for returning ashore.

20.5. Boats shall follow the instructions of the Official Boats.

21. REPLACEMENT OF CREW OR EQUIPMENT

- 21.1. Substitution of competitors is not allowed. Competitors may request a change of crew through the [online form](#). [DP].
- 21.2. Substitution of damaged or lost equipment will not be allowed unless authorised in writing by the race committee. Requests for substitution of equipment shall be made to the committee at the first reasonable opportunity by completing the [online form](#). [DP].

22. EQUIPMENT AND MEASUREMENT CHECKS.

- 22.1. A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions. On the water or ashore, a boat may be instructed by an equipment inspector to proceed immediately to a designated area for inspection. A boat shall comply with any reasonable request made by an Equipment Inspector. [DP].

23. SUPPLIED BOATS

N/A

24. OFFICIAL VESSELS

- 24.1. Official vessels are defined as Signal Boat, Finish boat, Mark Layers, Safety Boats, jury boats.
- 24.2. Safety boats may carry competitors drinks, snacks, or spares, at the discretion of the driver/crew of the safety boat. Competitors shall not leave any bags on the committee or finish vessels.

25. SUPPORT BOATS [DP]

- 25.1. See NOR Appendix one

26. RUBBISH/TRASH DISPOSAL

- 26.1. Rubbish may be placed aboard support person vessels.

27. BERTHING [DP]

- 27.1 Boats shall be kept in their assigned places whilst in the boat park.

28. HAUL OUT RESTRICTIONS

N/A

29. DIVING EQUIPMENT AND PLASTIC POOLS

N/A

30. PRIZES

- 30.1 Prizes will be awarded as follows:

1st – 10th Overall

1st – 6th Silver Fleet

1st – 3rd Bronze Fleet

1st – 3rd Junior (helm and crew aged 13 or under on 31st December 2022)

1st – 3rd Female (helm and crew both female)

1st – 3rd Family (or close relatives)

Spot prizes may be awarded at daily prize-giving

- 30.3 Titles will be awarded as follows:

RS Feva World Champion (1st boat helm and crew aged 18 or under on 31st December 2022)

RS Feva Open Champion (this will only be awarded if the first boat does not meet the age criteria above)

First Ladies Boat (helm and crew both female)

First Junior Boat (helm and crew both aged 13 or under on the 31st December 2022)

31 RISK STATEMENT AND DISCLAIMER OF LIABILITY

Rule 3 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.'

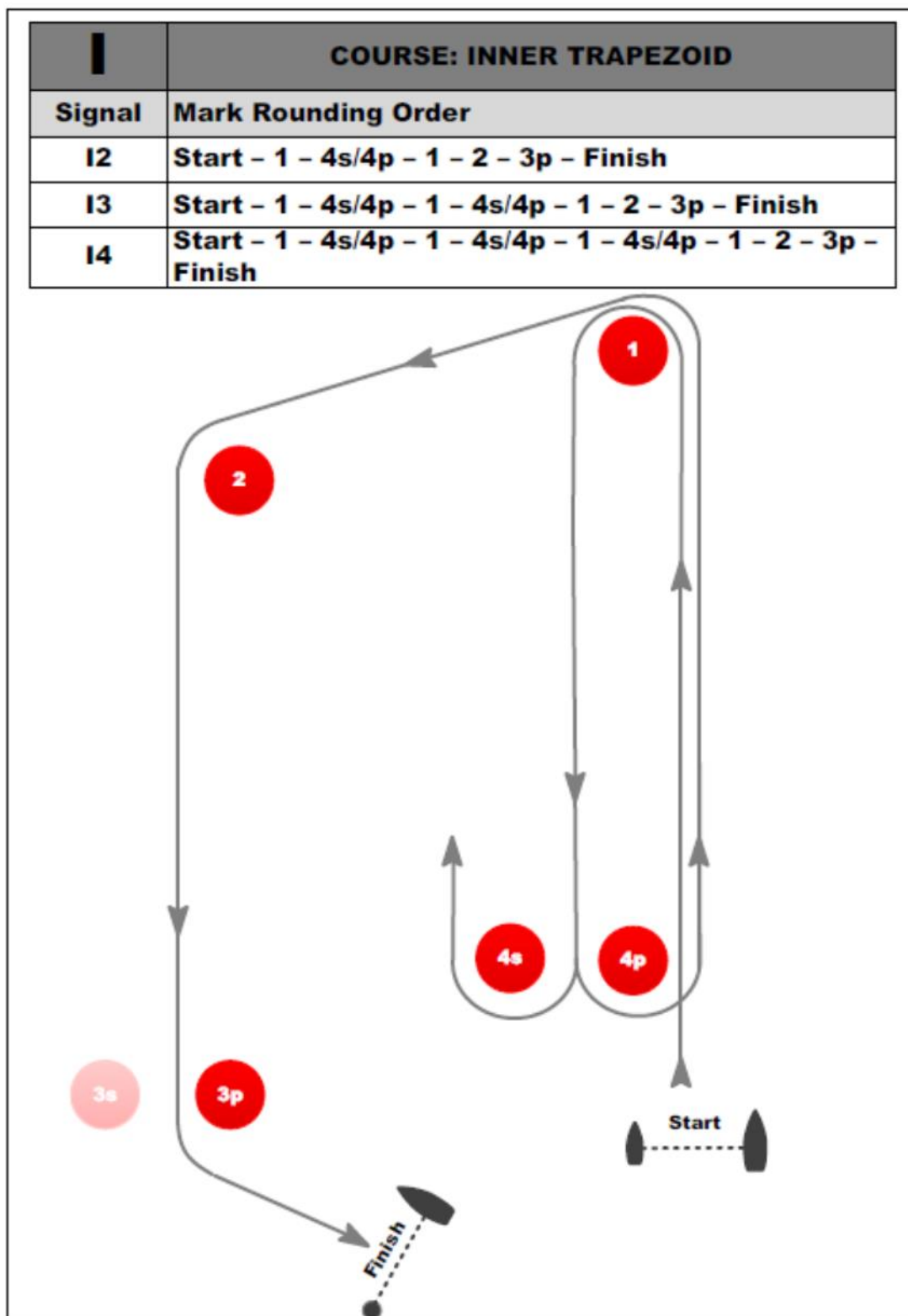
Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

- (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 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 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 the venue or event and to attend any competitors briefing held for the event.

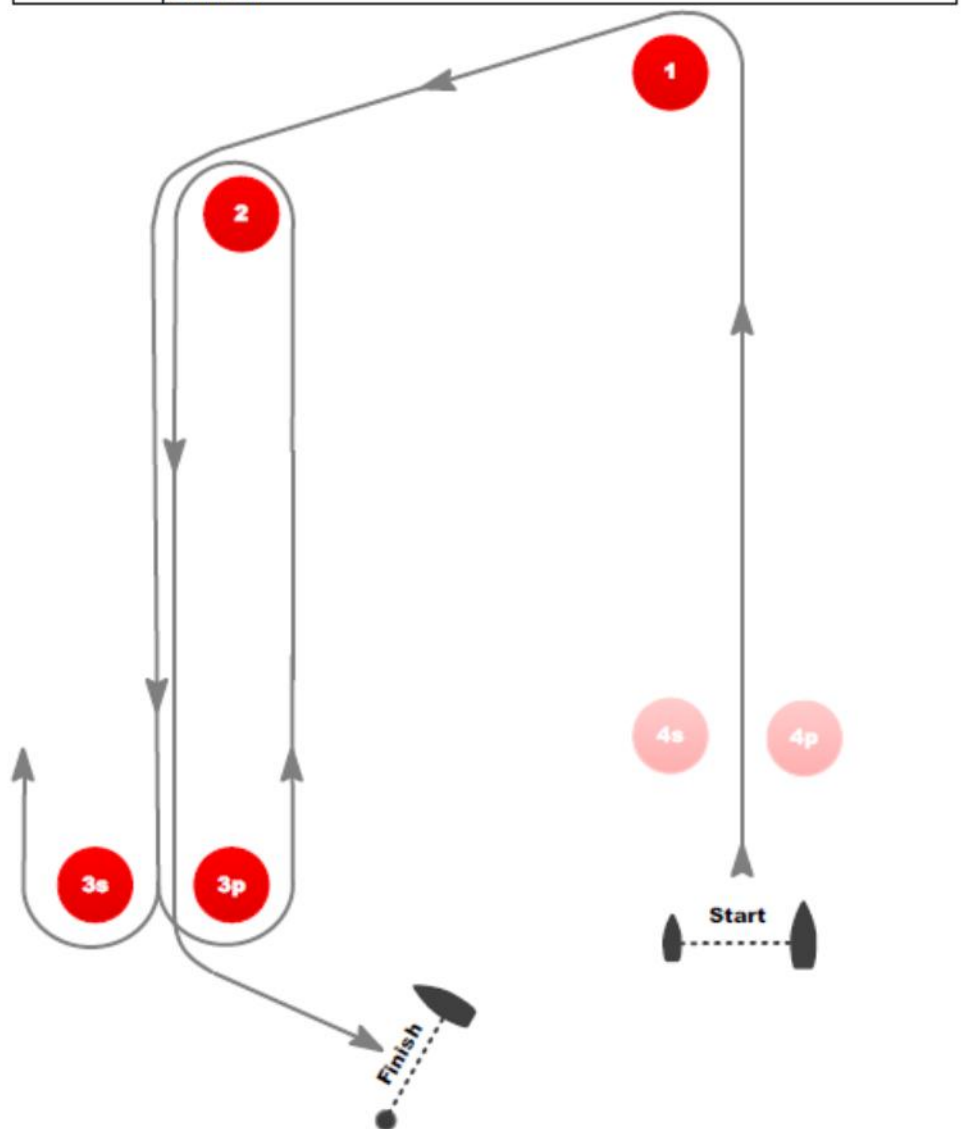
32 INSURANCE

- 32.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3,000,000 per incident or the equivalent.

Appendix A – Course Diagrams



O	COURSE: OUTER TRAPEZOID
Signal	Mark Rounding Order
O2	Start - 1 - 2 - 3s/3p - 2 - 3p - Finish
O3	Start - 1 - 2 - 3s/3p - 2 - 3s/3p - 2 - 3p - Finish
O4	Start - 1 - 2 - 3s/3p - 2 - 3s/3p - 2 - 3s/3p - 2 - 3p - Finish



LRA	COURSE: WINDWARD / LEEWARD with spreader mark and reaching finish
Signal	Mark Rounding Order
LRA2	Start - 1 - 1a - 2s/2p - 1 - 1a - 2p - Finish
LRA3	Start - 1 - 1a - 2s/2p - 1 - 1a - 2s/2p - 1 - 1a - 2p - Finish
LRA4	Start - 1 - 1a - 2s/2p - 1 - 1a - 2s/2p - 1 - 1a - 2s/2p - 1 - 1a - 2p - Finish

The diagram illustrates a sailing course layout. At the bottom, a dashed line represents the 'Start' line. From the start, the course proceeds to a red circular mark labeled '1a'. From '1a', the course goes to another red circular mark labeled '1'. From '1', the course goes to a red circular mark labeled '2s'. From '2s', the course goes to a red circular mark labeled '2p'. From '2p', the course goes back to '1a'. From '1a', the course goes to '2s'. From '2s', the course goes to '2p'. From '2p', the course goes to '1a'. From '1a', the course goes to '2s'. From '2s', the course goes to '2p'. From '2p', the course goes to '1a'. From '1a', the course goes to '2p'. From '2p', the course goes to the 'Finish' line, which is indicated by a dashed line and a small black dot.

Appendix B – RS Feva

1. Introduction

- 1.1 This addendum applies if boats are divided into fleets to sail a series.
- 1.2 If the fleet has more than 180 entries the fleet will be split into three equal flights for the qualifying series, re-fighting each day. The qualifying series will finish at the end of the day in which 6 races are completed for all flights. For the final series, the fleet will be split into three fleets (Yellow, Blue, Red) of equal size.

2. Qualifying Series

- 2.1 For the series boats that have completed registration will be assigned to fleets of, as near as possible, equal size and ability.
- 2.2 Initial assignments will be made by a seeding committee appointed by the organizing authority and will be posted by 17:00 on the last day of registration.
- 2.4 In the series boats will be reassigned to fleets after each day of racing, except if on the first day only one race is completed. If all fleets have completed the same number of races, boats will be reassigned on the basis of their ranks in the series. If all fleets have not completed the same number of races the series scores for reassignment will be calculated for those races, numbered in order of completion, completed by all fleets.
- 2.5 Reassignments will be made as follows: three fleet format

Rank in series	Fleet assignment
1	Yellow
2	Blue
3	Red
4	Red
5	Blue
6	Yellow
7	Yellow
8	Blue
9	Red
10	Red
11	Blue
12	Yellow
And so on	And so on

- 2.6 Reassignments will be based on the ranking available at 19:00 that day regardless of protests or requests for redress not yet decided.
- 2.7 If two or more boats have the same rank, they will be entered in the left column in the order of flights Appendix B 2.5
- 2.8 A series race will not count until all series fleets have completed that race.
- 2.9 The fleets will be re-flighted each evening, based upon the completed races.
 - 2.9.1 The qualifying series will be completed at the end of the day on which a sixth qualifying race has been completed. If at the end of the series some qualifying series fleets have more race scores than others, any extra races will be abandoned so that all boats in the qualifying series have the same number of race scores.

3. FINAL SERIES

- 3.1 Boats will be assigned to final series fleets Gold, Silver & Bronze based on their ranks in the qualifying series. Boats with the best qualifying series rank will race in the Gold fleet with the remaining boats racing in Silver and Bronze fleets in order of rank. The three fleets will be of, as nearly as possible, equal size.
- 3.2 Any recalculation of qualifying series ranking after boats have been assigned to final series fleets will not affect the assignments except that a redress decision may promote a boat to a higher fleet.
- 4.0 **Identification:** The Organising Authority shall supply each boat at registration 3 streamers - Yellow, Blue & Red - that must be displayed from the masthead corresponding to their daily fleet or flight colour.