



SAILING INSTRUCTIONS

RestartSailing K1 Class National Club Racing Championships

Organising Authority: K1 Class Association

Sunday 20th September 2020

1. Rules

- 1.1. The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2. The K1 Class Rules also apply.
- 1.3. The Remote Racing Safety Procedures (published in a separate document) also apply.
- 1.4. Competitors are reminded of their responsibilities to follow all applicable COVID-19 related rules or guidance. Full details are included in the Remote Racing Safety Procedures.
- 1.5. All competitors must follow any applicable local rules or regulations.
- 1.6. In the event of a conflict between documents, the Sailing Instructions will prevail.
- 1.7. The Sailing Instructions will change Class Rule C.5 as allowed for by the Class Association.
- 1.8. As allowed by the K1 Class Association, Class Rule C.5.1 is amended as follows: add part (f) A SailRacer GPS Tracker.

2. Notice To Competitors

- 2.1. Notices to competitors will be posted on the online noticeboard at sailracer.org.

3. Changes To Sailing Instructions

- 3.1. Any change to the sailing instructions will be posted online no later than 2000 on Saturday 19th September 2020.

4. Signals Made Ashore

- 4.1. There will be no signals made ashore.
- 4.2. The Race Committee may communicate with competitors using electronic means.
- 4.3. Adequate personal buoyancy shall be worn at all times by all competitors and support persons whilst afloat or on the foreshore near the water except briefly while changing or adjusting clothing or personal equipment. Flag Y will not be displayed. Wet or dry suits are not adequate personal buoyancy. This changes RRS 40.

5. Schedule & Format

- 5.1. Sailors may compete at any venue as long as applicable Government and local rules and guidelines allow. This may be either at a 'club' or any other piece of public water. The location sailors choose to sail at will hereon in be referred to as their 'venue'.
- 5.2. Sailors will compete in one or more races to be sailed at their venue between sunrise and sunset (local time) on Sunday 20th September 2020. Using the SailRacer software, and additional information provided by the club, results will be collated to create a national leaderboard.
- 5.3. Sailors may apply to the Race Committee for permission to complete their race on a different day.
- 5.4. The races shall be run using an 'average speed' format. A representative from each club will pre-determine a course configuration which meets the requirements of SI 8. Sailors will start, sail a number of laps around this course, and then cross a remote finish line. The trackers will calculate the sailors average speed between starting and finishing.
- 5.5. A representative from each venue may be asked to submit additional supporting information to the Race Committee.
- 5.6. It is the intention that a 'Virtual Prize Giving' will be held on Tuesday 22nd September 2020 at 1900.

6. Not used

7. Not used



8. The Courses

- 8.1. The course at each venue shall be determined by a representative from each venue and communicated to all competitors sailing at that venue.
- 8.2. The course must have an approximately equal distance of legs beating, reaching, and running. Where this is not possible, best endeavours must be employed to achieve as close to this as possible.
- 8.3. Where a venue has a strong tidal flow (>5% of the wind speed), the course must have an approximately equal distance sailing with, and against, the tidal flow.
- 8.4. The finish line must be 'remote' (i.e. sailors must not cross it until they intend to finish). Venues should inform the Race Committee if this is not possible.
- 8.5. Sailors at the same venue need not sail the same number of laps as each other.
- 8.6. Each race at each venue must last at least 30 minutes, and no more than 90 minutes.
- 8.7. An example course is shown in Attachment A.
- 8.8. Differences in course configuration between venues, and anything else arising from SI 8, are not grounds for redress or protest by a boat. This changes RRS 60.1(a) and 62.1(a).

9. Not used

10. Not used

11. The Start

- 11.1 Boats may start at any time within the start window.
- 11.2 The start window will be pre-determined by the venue representative and communicated to all competitors.

12. Not used

13. The Finish

- 13.1 Sailors must not cross the finish line until they intend to finish the race. This must be after no less than 30 minutes and no more than 90 minutes.

14. Not used

15. Time Limits And Target Times

- 15.1 Boats racing for less than 30 minutes shall be scored DNF without a hearing. This changes RRS A5.
- 15.2 Boats racing for more than 90 minutes shall be scored DNF without a hearing. This changes RRS A5.

16. Protests And Requests For Redress

- 16.1 Protest forms are available from the RYA website: <https://www.rya.org.uk/racing/racing-rules/Pages/rya-protest-form.aspx>
- 16.2 Completed forms can be emailed to james.ripley@sailracer.co.uk
- 16.3 The protest time limit is 1200 on Monday 21st September 2020.
- 16.4 Protest hearings shall be heard online using the 'Zoom' video conferencing app.
- 16.5 Notices will be posted online no later than 1800 on Monday 21st September 2020 to inform competitors of hearings in which they are parties or named as witnesses.
- 16.6 Notices of protests by the Race Committee or Protest Committee will be posted to inform boats under RRS 61.1(b).
- 16.7 A request for redress from a Protest Committee decision shall be delivered no later than 60 minutes after the decision was posted. This changes RRS 62.2.
- 16.8 **Post-Race Penalty**
 - 16.8.1 A boat that may have broken a rule of Part 2 of the RRS or RRS 31, may, after finishing the race concerned and before the start of a related protest hearing, notify the Race Committee that she accepts a Post-Race Penalty – a 30% scoring penalty calculated as stated in RRS 44.3(c), except that the minimum penalty is three places and she shall not be scored worse than the number of boats that came to the starting area. However, if the boat caused injury or serious damage, or, despite taking a penalty, gained a significant advantage in the race or series by her breach her penalty shall be to retire.
 - 16.8.2 When a post-race penalty is accepted:
Neither the boat nor a Protest Committee may then revoke or remove the penalty.



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.

16.9 RYA Arbitration

- 16.9.1 When a protest is lodged, a boat may at the same time request RYA Arbitration, or a member of the Protest Committee may offer it.
- 16.9.2 If the parties and a member of the Protest Committee agree that RYA Arbitration is suitable, an Arbitrator (who may be that member of the Protest Committee) will call an Arbitration Hearing. When it is the Arbitrator's opinion that a boat that is a party to the Arbitration Hearing has broken a rule for which the Post Race Penalty is available, the party will be invited to accept that penalty and, if accepted, the protesting boat will be allowed to withdraw the protest, changing RRS 63.1.
- 16.9.3 When there is not an agreement to use RYA Arbitration or when, after RYA Arbitration, a protest is not withdrawn or the Post Race 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. RRS 66 and 70 (reopening and appeal) do not apply to an arbitration since this is not a Protest Committee decision or procedure. A boat may still accept a Post-Race Penalty at any time before the start of a protest hearing and receive its protection from further penalisation. She may also retire.
- 16.10 If a competitor feels she has been scored incorrectly by the Race Committee, she is encouraged to submit a scoring query form before requesting redress to allow the Race Committee the opportunity to check their records.

17. Scoring

- 17.1 A boat's score will be the sum of her race scores.

18. Safety Regulations

- 18.1 Competitors must follow the rules defined within the Remote Racing Safety Procedures document which may be amended up until 2000 on Saturday 19th September 2020.

19. Not used

20. Not used

21. Not used

22. Not used

23. Support Boats

- 23.1 Individual venues may provide support boats for safety purposes however they, and competitors, are reminded of their responsibilities under RRS 41.

24. Not used

25. Not used

26. Not used

27. Radio Communication

- 27.1 Boats are encouraged to carry communication devices for safety purposes but are reminded of their responsibilities under RRS 41.

28. Prizes

- 28.1 Prizes shall be awarded at the discretion of the Organising Authority.



29. Risk Statement

29.1 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 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 vessels, umpires and other officials and volunteers by the organiser does not relieve them of their own responsibilities;
- f) The provision of patrol vessel 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

29.2 In addition to SI 29.1, competitors are reminded that the Organising Authority may not provide any patrol vessels or on-the-water officials due to COVID-19 related restrictions.

30. Insurance

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



Attachment A:

Example course layout for reference only – clubs may deviate from this as they wish (see SI 8).

Notes:

- The 'reaching legs' from 1 to 2 and from 3 to 4 should each be approximately half the beat length.
- All marks should be left to port.
- The start and finish lines should be set an appropriate distance away from the main course such that competitors do not cross the finish line until they intend to finish.
- One end of the start line may be substituted with a committee boat, a point ashore, or any other fixed point.

