The UK 29er Class Association

Major Event Instructions 2020/21

Version 1

These Major Event Instructions (MEIs) are published to give information that is common to all events organised by the UK 29er Class Association in conjunction with a host club, including Grand Prix events, Winter Championships, Inland Championships & Ovington Championships. Supplementary Sailing Instructions (SSIs) published by a host club will detail matters concerning a specific event, and shall be produced and made available to competitors by the host club in accordance with these MEIs prior to an event. These MEIs may be used for other events by referring to them in the Notice of Race for that event.

1 RULES

1.1 Racing will be governed by the rules as defined in the Racing Rules of Sailing, the International 29er Class Rules, the UK 29er Class Association Major Event Instructions (MEIs), and the local or Supplementary Sailing Instructions (SSIs). This changes RRS 63.7.

2 NOTICES TO COMPETITORS

2.1 All notices to competitors will be posted on the official notice board which will be in a prominent location at the venue (usually near the Race Office) and clearly labelled. The SSIs may specify an alternative location.

3 CHANGES TO SAILING INSTRUCTIONS

3.1 Any change to the MEIs or SSIs will be posted on the official notice board not less than 30 minutes before Flag D is displayed, except that any change to the schedule of races will be posted by 19:00 hours on the day before it will take effect.

4 SIGNALS MADE ASHORE

4.1 Signals made ashore will be displayed on the venue's main signal mast or an alternative location if specified in the SSIs.

4.2 When flag AP is flown ashore, '1 minute' is replaced with 'not less than 30 minutes' (change to Race Signals).

4.3 If the fleet is divided into flights, one or more flight flags beneath flag AP indicates that those particular flights have been postponed.

4.4 Boats shall not go afloat until flag D is displayed. If boats are to be launched by flight, then the flight colours of those to be released will also be flown.

5 FORMAT OF RACING

5.1 The format of racing will be a single fleet and a single series. Alternatively, the SSIs or Official Notice Board may specify an alternative format which might include flights and/or a qualifying and finals series.

5.2 Where the fleet is divided into groups or qualifying / final format, the following shall apply:

a) Allocation: The Race Committee will allocate each boat to one of two flights yellow and blue as posted on the official notice board. These flights shall normally be allocated alternately based upon a team's current position in the national ranking, or finishing position at the last event, whichever is better followed by boat number order.

b) Flight Identification: Each boat shall display the coloured flight identification card, provided by the organisers, in the pocket on the foot of her mainsail.

6 SCHEDULE OF RACES

6.1 The dates for racing will be published in the Notice of Series and / or Notice of Race.

6.2 The format for two day events is that there will be no more than eight races in total, with the intention to run 4 races on the first day, and four races scheduled for the second day. However, additional races may be sailed on either day if weather or other reasons dictate. If this is the case then it will be identified by flag F flying on the committee boat.

6.3 Unless altered by the SSIs or NoR the scheduled time for the first warning signal of the first race on each day will be as follows: NoR:

a) First Day: 11.55
b) All subsequent days: 10.25

6.4 On the last day of a two day event no warning signal shall be made after 1500hrs If flighted the second start can be started after this deadline. If no races are completed on day 1 this time deadline will be amended to 15.30 if flighted the second start can be started after this deadline.

6.5 To alert boats that a race will begin soon, an orange flag will be displayed (with one sound) for at least 2 minutes before a warning signal is displayed.

6.6 When more than one race will be held on the same day, the warning signal for the second and each succeeding race will be made as soon as practicable.

7 CLASS FLAGS

7.1 If the fleet is sailed as one fleet, then the class flag will be orange with the class insignia on it.

7.2 If the fleet is divided into flights, the class flags will be those whose colour corresponds to the flight. For example, yellow and red.

7.3 When the fleet is divided into Gold, Silver and/or Bronze and/or Emerald fleets the class flags will be:

a) Gold Fleet = YELLOW flag
b) Silver Fleet = BLUE flag

8 RACE AREA

8.1 If the venue has multiple race areas the location to be used will be specified in the SSIs or on the Official Notice Board.

9 COURSES

9.1 The diagram in Appendix 1 shows the courses, including the course signals, the order in which marks are to be passed, and the side on which each mark is to be left.

9.2 No later than the warning signal, the race committee signal boat will display a numeral Pennant or a board clearly displaying the number of laps to be sailed.

9.3 When rounding the leeward gate, boats shall sail between the gate marks from the direction of the previous mark and round either gate mark.

9.4 When one of two gate marks is missing then the remaining mark shall be passed to port.

10 MARKS

10.1 The marks will be described in the SSIs.

10.2 The race committee may move a mark (or the finishing line) up to 100m without signalling the change. This changes RRS 33.

11 THE START

11.1 Races will be started in accordance with RRS 26.

11.2 The starting line will be between the mast displaying an orange flag on the committee boat at the starboard end and the mast displaying an orange flag on the port end boat or a buoy with an orange flag.

11.3 A boat starting later than 4 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A4 and A5.

11.4 Boats whose warning signal has not been made shall keep clear of the starting area and of all boats whose warning signal has been made.

11.5 When a race is started under RRS 30.4, the Black Flag Rule, is recalled, the sail numbers of disqualified boats will be displayed on the race committee boat with a long sound signal, for at least three minutes. When the race is restarted, a disqualified boat shall not sail within 100 metres of the starting line before the starting signal, nor after the starting signal within an imaginary line drawn 100 metres outside any area where a boat might sail whilst racing. The penalty for breaking this Major Event Sailing Instruction or Supplementary Sailing Instruction is that the disqualification is not excludable (DNE).

12 THE FINISH

12.1 The finishing line will be between a mast with a blue flag on the committee boat and the mast displaying a blue flag on the port end boat or a buoy with a blue flag.

12.2 After finishing and clearing the finishing line boats shall keep clear of the finishing area and of all boats not yet finished.

12.3 Boats re-crossing the finish line in the direction from the last mark may be scored for their final crossing.

12.4 Alternative Finishing Line / W Flag
The Race Committee may give a finishing place to any boat that is still racing by displaying flag W to her from an official vessel (which may be in motion) with two sounds. A boat's finishing place in these circumstances will be the place she would have received had she sailed the course and finished within any time limit, without gaining or losing any place.

13 TIME LIMIT

13.1 The target time for the first boat to finish is 30 minutes. Boats failing to finish within 15 minutes after the first boat finishes will be scored Did Not Finish unless finished under 12.4. This changes RRS 35.

13.2 If no boat has passed Mark 1 within 25 minutes of the start the race will be abandoned.

13.3 If no boat finishes within 50 minutes of the start, the race will be abandoned.

13.4 Abandonment under MEI 13.2 or 13.3 will not be grounds for redress. This changes RRS 62.1(a).

14 PENALTY SYSTEM

14.1 RRS 44.1 is changed so that only one turn, including one tack and one gybe, is required.

14.2 Appendix P will apply, as changed by instructions 14.1 and 14.3.

14.3 RRS P2.3 will not apply and RRS P2.2 is changed so that it will apply to any penalty after the first one.

14.4 For infringements of rules other than in Parts 1, 2 or 3 of the RRS, the penalty for a breach of a rule may, at the discretion of the protest committee, be less than disqualification.

15 PROTESTS, EXONERATION PENALTIES, ADVISORY HEARINGS AND DECLARATIONS

15.1 Unless specified otherwise in the SSI's, the Exoneration Penalty and the Advisory Hearing and RYA Arbitration procedures of the RYA Disputes Procedures will be available. The Official Notice Board will give details of these procedures.

15.2 When the Organising Authority appoints a Protest Committee independent of the Race Committee, the Terms of Reference of the Protest Committee will be posted on the official notice board.

15.3 Protests will be written on forms available at the race office and delivered there within Protest Time which will end 30 minutes after the last boat comes ashore after the last race of the day.

15.4 When the chairman of the Protest Committee is an International Judge or National Judge and the Protest Committee decides that an infringement, other than an infringement of Part 2, has had no significant effect on the outcome of the race, it may impose a penalty of one or more points or make such other arrangement as it thinks fair. This may be to impose no penalty. This amends RRS 64.1.

15.5 A notice will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. This is the notification required by RRS 63.2. Advisory hearings, arbitration hearings and protest hearings may begin without a notice and within protest time when the parties are available.

15.6 On the last day of an event a request for re-opening a hearing shall be delivered:
a) within the protest time limit if the party requesting re-opening was informed of the decision on the previous day.
b) no later than 30 minutes after the party requesting re-opening was informed of the decision on that day.
This changes RRS 66.

15.7 No boat may protest another boat for infringements of the following MEI Rules 4.4, 5.2b, 17, 20, 21, 22, 23, 24. This changes RRS 60.1(a).

16 SCORING SYSTEM

16.1 The Low Points scoring systems of RRS Appendix A will apply, except as amended in the following clauses.

16.2 When the entry is divided into flights.
a) Each flight group in a race will be scored by Appendix A, low point system (as here amended). The scores from each flight group will be combined to produce the results of the race (so that there will be two firsts, two seconds, etc). These are not ties and will not be broken by RRS A7.
b) When one start is postponed, recalled or abandoned, the race will not be completed and scored until boats in each start sail the course and finish.
c) The first sentence of RRS A4.2 is deleted and replaced with: “All other boats, including a boat that did not start, a boat that finishes and thereafter retires or is disqualified, shall be scored points equal to one more than the number of boats entered in the largest flight racing together.”
d) Ties on total points will be broken by RRS A8 only for the purposes of fleet qualifications, and for awarding trophies and prizes, in which case RRS A8.2 will apply to tied scores only when the tied boats have sailed against each other.

16.3 When an event is sailed as one fleet, one race shall be required to constitute an event series.

16.4 For events where the fleet is divided into flights, three races are required to constitute an event series.

16.5 For events sailed as one fleet:
a) When 4 or less races have been completed a boats series score shall be the total of her race scores.
b) When from 5 to 8 races have been completed a boats series score shall be the total of her race scores excluding her worst score.

16.6 For events with a qualifying series in flights it is the intention to sail 4 races on the first day the fleet is then split into final series fleets for day two with 4 races.
a) A boats individual qualifying race scores will be carried forward to the final series.
b) Races from either series shall be eligible for exclusion.
c) When only 3 races are completed on the first day then the qualifying series will continue into the second day and there will be no final series.
d) When 3 or less races are completed a boats series score shall be the total of her race scores.
e) When from 4 to 8 races have been completed a boats series score shall be the total of her race scores excluding her worst score excluded from either qualifying or final series.
f) Each final series fleet will be scored separately. Different final series fleets need not have completed the same number of final races. The boats in gold fleet will be ranked highest.

17 SAFETY

17.1 All competitors must wear an adequate (closed cell foam) personal floatation device at all times when afloat except briefly while changing or adjusting clothing or personal equipment. Wet suits and dry suits are not adequate personal buoyancy. Failure to comply with this requirement may result in disqualification from one or more races. Flag Y will not be displayed. This changes RRS 40 and race signals.

17.2 The Race Committee may stop a boat launching, or require it to return ashore, if it is considered the boat is not adequately equipped or prepared, or for any other reason. The decision is final and will not be grounds for redress. This changes RRS 60.1(b).

17.3 Competitors in difficulty shall obey any instruction given by an official boat crew. Failure to comply with safety crew instructions may result in disqualification or other penalty

17.4 An official boat in close attendance to a craft or competitor in difficulty is an obstruction.

17.5 The attention of all competitors is drawn to clause C3.1b of the 29er International Class Rules, "each competitor shall carry at all times a SOLAS approved whistle". This should be attached by a lanyard to the personal flotation device.

Failure to comply shall result in a penalty of:
Whistle not attached. 1st offence, warning. 2nd offence, 3 points
No whistle. 1st offence, warning. 2nd offence, 5 points.

18 REPLACEMENT OF CREW OR EQUIPMENT

18.1 Substitution of competitors will not be allowed without prior written approval of the race committee.
a) Where substitution has been approved by the race committee the boat will be counted as a new entry and all races already sailed scored as DNC.

18.2 Substitution of damaged or lost equipment will not be allowed unless approved by the race committee. Requests for substitution shall be made in writing to the committee at the first reasonable opportunity and approval shall not be confirmed until such request is signed by the race committee and posted on the official notice board. Where a boat is found in breach of this rule the race committee will impose any penalty it sees fit which may include the boat being scored DNF for all previous races.

19 EQUIPMENT AND MEASUREMENT CHECKS

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

20 TALLIES

20.1 When the Supplementary Sailing Instructions state that tallies will be used, the following applies:

20.2 The location of the tally board will be specified in the SSI's or at the official briefing or on the official notice board.
a) All competitors shall "tally out" before launching, and "tally in" on returning to shore. The penalty for failing to "tally out" is five points, added to the boats score in the first race of that day, or in the nearest, without a hearing. This changes RRS 63.1.
b) The time to "tally in" finishes fifteen minutes after the last boat is ashore. The penalty for failing to "tally in" is five points, added to the boats score in her last race of the day, without a hearing. This changes RRS 63.1.
c) A competitor who does not tally out must request AND RECEIVE permission to compete from the race committee. The five point penalty identified in MEI Rule 20.2.a will still apply.

20.3 A boat that retires from a race shall notify the Race Committee or the Race Office as soon as possible.

21 ADVERTISING

21.1 When any event sponsor's promotional material is provided by the organising authority, competitors shall make every reasonable effort to display it on their boats and / or sails throughout the event, as directed at Registration.

21.2 Any individual caught stealing sponsor promotional items, e.g.: flags, banners, prizes, shall be deemed to have committed a gross breach of good manners and may be subject to a hearing under RRS 69.

22 OFFICIAL & SUPPORT VESSELS

22.1 Official vessels may include:

- Protest Committee Vessels
- Race Committee Vessels
- Safety Vessels
- Equipment Inspector Vessels
- Food Vessels
- Media / Photographer Vessels

22.2 Competitors may place clearly labelled (name and sail number) food & drink on the food vessels, or safety vessels designated as such by the race committee.

22.3 Safety vessels shall stay outside areas where boats are racing,and shall not communicate with competitors unless attending a boat in distress requiring assistance, or as directed by the race committee. Food vessels or safety vessels designated as such by the race committee are allowed to pass food and drinks to competitors while they are not racing.

22.4 Support Vessels include vessels carrying teams leads, coaches, relatives of competitors not crewing official vessels or other support roles.

22.5 All Support Vessels must be approved and registered with the host club and the 29er Class Chairman or Sailing Secretary or Safety Officer for each event.

22.6 Support boats may be marked with an appropriate coloured flag, National Flag or Country Code and shall comply with instructions from the event safety officer.

22.7 Support vessels shall not be in the racing area, nor shall they communicate with any competitors, from the time of the preparatory signal for the first race until the last boat finishes the last race of the day The penalty for failing to comply with this requirement will be the disqualification of all boats associated with the support personnel who do so.

a) For the purposes of this rule, the racing area shall be defined as not less than 750m from any boat that is racing, and this shall specifically include an area not less than 200m immediately to leeward of the finish line for any race.

b) For events that are held in restricted waters where the requirements in 22.3 a) are unable to be met, the Race Officer may designate a specific area for Support Vessels.

22.8 All Support Vessels shall be expected to act as part of the safety fleet if requested to do so by the Race Committee. The course safety lead or Race officer has authority to ask any safety/support boat to act solely as a safety boat without contact with sailors unless it is in respect of safety, after the finish of each race. The class safety boat protocol describes in detail safety and support boat procedures all crews must acquaint themselves with this document which is on the class website.

22.9 Kill cords shall be worn whilst engines are running. Failure to do so will result in the support boat and her crew being banned from the racing area for the remainder of the event.

22.10 No boats shall be towed to or from the race area without the express permission of the RC or the CSL This will normally be signalled by Flag T being flown from the committee boat or ashore.

23 WASTE / RUBBISH

23.1 Boats shall not put waste / rubbish into the water. Waste / rubbish may be placed aboard Official and Support boats.

24 RADIO COMMUNICATION

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

25 PRIZES

25.1 Prizes will be awarded as advised in the Notice of Race and/or in the Supplementary Sailing Instructions and/or on the UK 29er Class website as appropriate.

26 RISK STATEMENT

26.1 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 boats, umpires and other officials and volunteers by the 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 safety briefing held at the venue.

26.2 As part of the Event Registration Form, sailors aged Under 18 on the dates of an event will also need to have a parental consent completed by a parent or guardian, which will also confirm that they are entirely responsible throughout the event for themselves and their boats on land, and on the water.

27 INSURANCE

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

28 MAST FLOATATION DEVICES

28.1 Unless disallowed by the SSIs, mast flotation devices may be used on any day of racing.

APPENDIX 1 - COURSE DIAGRAM

L	COURSE: WINDWARD / LEEWARD with reaching finish
Signal	**Mark Rounding Order**
L2	Start - 1 - 2s/2p - 1 - 2p - Finish
L3	Start - 1 - 2s/2p - 1 - 2s/2p - 1 - 2p - Finish

