



	<p align="center">The International GP14 Class Association UK Inland Championship and Venetian Trophy (part of the GP14 Southern Bell Travellers Series)</p> <p align="center">Sailing Instructions (SIs)</p> <p align="center">Saturday 14th & Sunday 15th March 2026 at the Welsh Harp Sailing Club.</p> <p align="center">Organising Authority: Welsh Harp Sailing Club in collaboration with GP14 Class Association.</p>
0	GENERAL
	<p>International GP14 Class Association UK Inland Championship: A regatta series of up to 6 races will be held at Welsh Harp Sailing Club on Saturday 14th and Sunday 15th March 2026.</p> <p>Venetian Trophy (part of the GP14 Southern Bell Travellers Series): A regatta series of up to 3 races (same races as Inlands) will be held at Welsh Harp Sailing Club on Saturday 14th March 2026.</p>
1	RULES
1.1	This event will be governed by the current Racing Rules of Sailing (Sailing Racing Rules : Racing Rules World Sailing), the rules of the GP14 class association, the Notice of Race and these sailing instructions.
1.2	Rule 40.1 is made applicable by rule 40.2(c), each competitor shall wear a personal flotation device except briefly while changing or adjusting clothing or personal equipment. Wet suits and dry suits are not personal flotation devices.
1.3	The notation (DP) in a rule in these SIs means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification
2	CHANGES TO SAILING INSTRUCTIONS
2.1	Competitors will be informed of any changes in the sailing instructions on the day of the event by the Racer Officer (RO) at least 30 minutes before the race(s) concerned.
3	COMMUNICATIONS WITH COMPETITORS
3.1	Prior to the race day(s), notices to competitors will be posted on the GP14 website page https://gp14.org/events/gp14-inlands-2026/
3.2	On the race day(s), notices to competitors will be posted in the WHSC Clubhouse.
3.3	[DP] 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.
4	CODE OF CONDUCT
4.1	[DP] Competitors and support persons shall comply with reasonable requests from race officials.
5	SCHEDULE OF RACES
5.1	The schedule of races is defined in the Notice of Race (NoR) document.

6	CLASS FLAGS															
6.1	The following Class flag will be used: GP14 - White and blue pendant (international flag “A”)															
7	RACING AREA															
7.1	The racing area will be on the Welsh Harp Reservoir (see APPENDIX 1 – Chart of the Welsh Harp Reservoir)															
8	COURSES															
8.1	The course and the number of laps will be displayed on the committee boat before the warning signal is sounded.															
9	MARKS															
9.1	Course marks will be the spherical red buoys and a moveable white pin end mark.															
10	OBSTRUCTIONS															
10.1	The series of Blue Buoys mark the end of two separate underwater hazards protruding from the South Shore (close to Mark 6) and an imaginary line from each blue buoy directly to the adjacent bank is deemed an obstruction to sea room.															
10.2	Boats shall not pass between the Yellow Boom and the Dam. This ranks as an obstruction to sea room, and boats entering without good cause may be disqualified.															
11	REGISTRATION & SIGN-ON															
	All competitors must register for the event, plus sign on each racing day to declare their intention to race. Any boat taking part in a race without signing on may be scored NSO.															
12	THE START															
12.1	Races will be started using Rule 26 by using the following signals.															
	<table><tr><th>Signal</th><th>Flag and sound</th><th>Minutes before starting signal</th></tr><tr><td>Warning</td><td>Class flag; 1 sound</td><td>5</td></tr><tr><td>Preparatory</td><td>P, I, Z, Z with I, or black flag;1 sound</td><td>4</td></tr><tr><td>One-minute</td><td>Preparatory flag removed;1 long sound</td><td>1</td></tr><tr><td>Starting</td><td>Class flag removed; 1 sound</td><td>0</td></tr></table>	Signal	Flag and sound	Minutes before starting signal	Warning	Class flag; 1 sound	5	Preparatory	P, I, Z, Z with I, or black flag;1 sound	4	One-minute	Preparatory flag removed;1 long sound	1	Starting	Class flag removed; 1 sound	0
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12.2	The starting line will be between a staff displaying an orange flag on the committee boat at the starboard end and a white buoy marked “PIN” at the port end.															
13	THE FINISH															
13.1	The finishing line will be between a staff displaying a blue flag on the committee boat at the starboard end and a white buov marked “PIN” at the port end.															

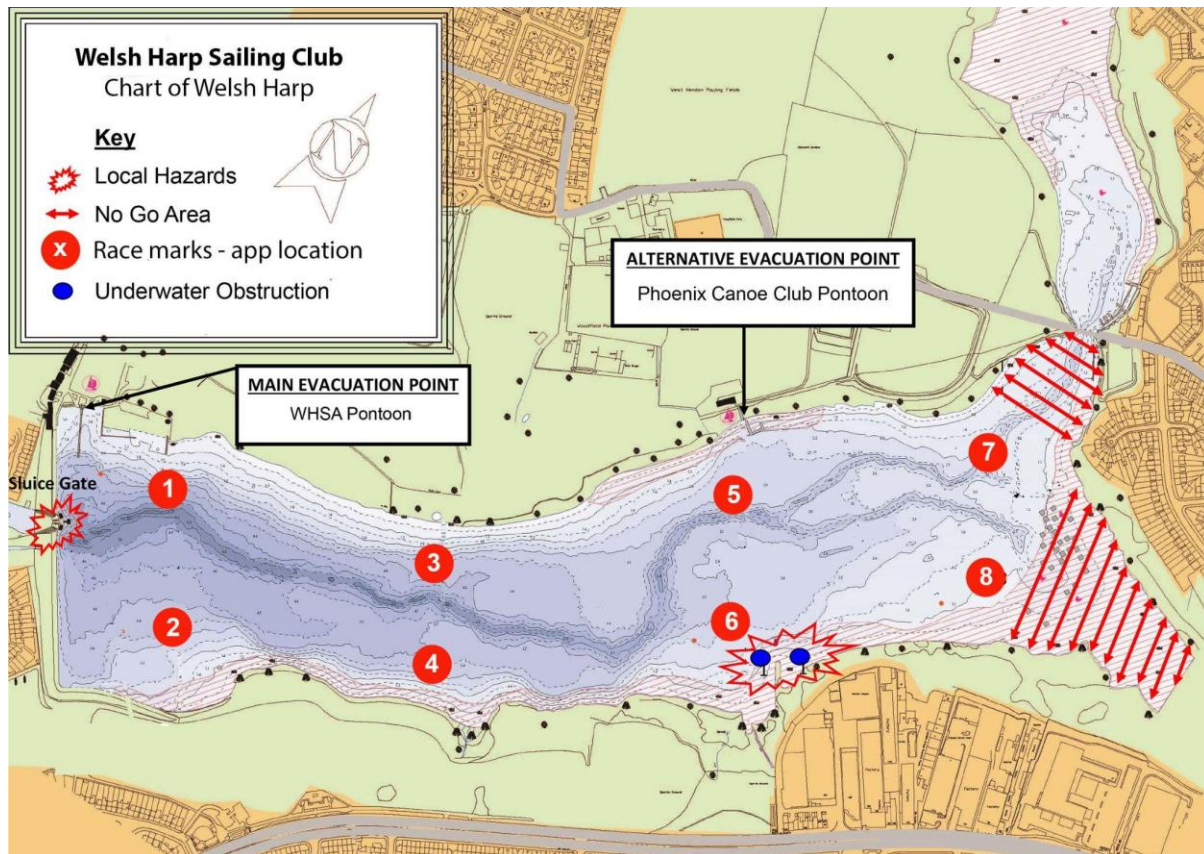
13.2	To shorten the course, the race committee shall display flag S with two sounds before the first boat crosses the finishing line. If the course is shortened, the finishing line shall be: (a) at a rounding mark, between the mark and a staff displaying flag S; (b) a line the course requires boats to cross; or (c) at a gate, between the gate marks.
14	PENALTY SYSTEM
14.1	The scoring penalty Rule 44.3 will not apply.
15	TIME LIMITS
15.1	The time limit for each race is 60 minutes. When the first boat finishes within the last 20 minutes of that time, the Time Limit will be extended to 20 minutes after the finishing time of the first boat. No boat shall finish after the expiry of the time limit. This changes rules 35, A4 and A5.
15.2	If no boat has passed the first mark of the course within 30 minutes the race will be abandoned. Failure to meet the target time will not be grounds for redress. This changes rule 62.1(a)
15.3	A tail-end boat that has lost contact with the body of the fleet may be informed on the water, towards the end of the race, that she need not complete that lap, but may return to the starting area for the start of the next back-to-back race. An appropriate finishing position will be recorded by the Race Committee. Failure to take advantage of this provision may result in any following back to back race being started before that competitor has returned to the starting area. This shall not be the basis for a redress request under Rule 62(a). This alters Rule 35.
16	HEARING REQUESTS
16.1	The Post-Race Penalty, Advisory Hearing and RYA Arbitration procedures of the RYA Rules Disputes procedures and RRS Appendix T shall apply. The outcome of an RYA Arbitration can be referred to a protest committee, but an arbitration cannot be reopened or appealed. See APPENDIX 3 – Rules Dispute Procedures for details.
16.2	The protest time limit is 30 minutes after the last boat has finished the last race of the day or the race committee signals no more racing today, whichever is later.
16.3	Protest forms are available in the clubhouse.
16.4	Notices 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. Hearings will be held in the Protest Room, located in the WHSC clubhouse. Times will be displayed on the Official Notice Board. Hearings that do not impact prize winners may be held after the prizegiving or on another day.
16.5	A breach of RRS 55 Trash Disposal may result in a penalty less than disqualification at the discretion of the Protest Committee.
17	SCORING
17.1	The series will be scored as provided in Appendix A of the RRS using the Low Point System.
17.2	For scores applied by the race committee see APPENDIX 2 – Scoring Notation and Definitions.
17.3	For the Inland Championship. When fewer than six races have been completed, a boat's series score will be the total of her race scores. When six races have been completed, a boat's series score will be the total of her race scores excluding her worst score (1 discard).

17.4	For the Venetian Trophy. When fewer than three races have been completed, a boat's series score will be the total of her race scores. When three races have been completed, a boat's series score will be the total of her race scores excluding her worst score (1 discard).
18	SAFETY REGULATIONS
18.1	A boat that retires from a race shall notify the race committee as soon as possible.
18.2	A capsized boat, whose mast is stuck in the mud, may receive assistance from the safety boat to right the mast to horizontal, but no further. This alters rule 41.
19	REPLACEMENT OF CREW OR EQUIPMENT
19.1	Substitution of the person named as helm or crew on the entry form will be permitted up to the start of the Championship with the agreement of the Organising Authority.
19.2	During the event, the crew may be substituted only with the prior written agreement of the Race Committee.
19.3	During the event, substitution of the person named a helm, with the prior written permission of the Race Committee, will restart the points score for that boat in the series.
19.4	Substitution of damaged or lost equipment will not be allowed unless authorized by the Race Committee. Requests for substitution shall be made to the committee at the first reasonable opportunity, which may be after the race.
20	EQUIPMENT AND MEASUREMENT CHECKS
20.1	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 equipment inspector or measurer to proceed immediately to a designated area for inspection.
21	BERTHING
21.1	[DP] Boats shall be kept in their assigned places while in the boat park.
22	PRIZES
	<p>Trophies and prizes will be awarded to the following categories. Other prizes may be awarded at the discretion of the organisers.</p> <p>Note:</p> <ul style="list-style-type: none"> • Gold / Silver / Bronze fleets might be different for Venetian and Inlands. • Youth is defined as 22 or younger as at 31 December 2026. <p>Inland Championship</p> <ul style="list-style-type: none"> • Winner of championship helm: The Norma and Harold Cragg Inland Championship Trophy • Winner of championship crew: The Bell Woodworking Trophy • Runner up helm: The Bassenthwaite Cannon Trophy • Runner up crew: The North East Water Trophy • 3rd Gold • 1st Silver

	<ul style="list-style-type: none"> • 2nd Silver • 3rd Silver • 1st Bronze • 2nd Bronze • 3rd Bronze • 1st Female helm • 1st Youth helm • 1st All Youth boat • 1st Master over 40 • 1st Grand Master over 55 • Oldest boat <p>Venetian</p> <ul style="list-style-type: none"> • 1st • 2nd • 3rd • 1st Silver • 1st Bronze
24	RISK STATEMENT
24.1	<p>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”.</p> <p>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:</p> <ul style="list-style-type: none"> (i) 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; (ii) They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore; (iii) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions; (iv) Their boat is in good order, equipped to sail in the event and they are fit to sail; (v) The provision of a race management team, patrol/safety boats and other officials and volunteers by the event organiser does not relieve them of their own responsibilities; (vi) The provision of patrol/safety boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances; (vii) It is their responsibility to familiarise themselves with any risks specific to the venue or the event drawn to their attention in any rules and information produced for the event or venue and to attend any safety briefings for the event.
25	INSURANCE
25.1	Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3 million per event or the equivalent and competitors are deemed to carry this insurance when registering for the race.
26	FURTHER INFORMATION
26.1	WHSC is within the London ULEZ – here is link to check if you need to pay to bring your vehicle into the zone: https://tfl.gov.uk/modes/driving/check-your-vehicle/

For any further information please contact www.gp14.org or Welsh Harp Sailing Club - sailing@welshharpssailingclub.org.uk (Quentin Drain)

APPENDIX 1 – Chart of the Welsh Harp Reservoir



APPENDIX 2 – Scoring Notation and Definitions

Notation	Definition	Score
DNC	A boat that was registered for the event but did not sign on and sail the race	100 points
NSO	A boat that sailed the race but did not sign on	two more than the number of boats in the race.
DTC	A boat that signed on but did not come to the starting area	one more than the number of boats in the series.
DNS	A boat that was on the water during the starting sequence, but did not start	one more than the number of boats in the race
DNF	A boat that started, but did not finish the race	one more than the number of boats in the race
DSQ	A boat that was disqualified	one more than the number of boats in the race

BFD	A boat that was disqualified (under rule 30.4) for being in the prohibited zone during a black flag start	one more than the number of boats in the race
OCS	A boat that was on course side at the start of the race (and didn't go back to restart from the pre-start side)	one more than the number of boats in the race
RET, RAF	A boat that retired during the race or after the finish (e.g. as the result of a Protest)	one more than the number of boats in the race
PRP	Post Race Scoring Penalty (following an advisory meeting or arbitration)	30% scoring penalty (i.e. the score she would have received without that penalty, made worse by 30% of the score for DNF, rounded to nearest tenth of a point, not totaling more than DNF). The scores of other boats shall not be changed.

APPENDIX 3 – Rules Dispute Procedures

WHSC has adopted the RYA's structured process for dealing with incidents (rules disputes) that are not dealt with whilst racing on the water. Please select the most appropriate from the three approaches below:

1. **Advisory Hearing**

- When to use: use this if you just want to learn whether you were in the right or wrong
- How to initiate: oral request, no protest is required
- Outcome, penalty, redress: the outcome is for information only and there is no option to impose a penalty or offer redress; a boat may voluntarily accept a 30% post-race penalty (PRP) or retire (RAF) for a broken rule but is not required to do so

2. **Arbitration**

- When to use: if you want something simpler than a Protest Hearing that provides formal resolution of the dispute; unsuitable if there was injury, serious damage or a boat gained significant advantage
- How to initiate: a protest is required
- Outcome, penalty, redress: guidance offered as to what a Protest Hearing would be expected to find and on that basis, a 30% post-race scoring penalty (PRP) and withdrawal of protest is offered; there is no option to offer redress. Should parties not be able to agree, then the dispute can go to a full Protest Hearing.
- WHSC uses the Arbitration Procedure in [RRS Appendix T](#)

3. **Protest Hearing**

- When to use: if the dispute is complex, there was injury, serious damage or a boat gained significant advantage and a post-race penalty would be inappropriate
- How to initiate: a protest is required
- Outcome, penalty, redress: disqualification (DSQ) for a boat not retired (RAF); options for redress