

STEWARTBY WATER SPORTS CLUB, SAILING SECTION

STANDARD SAILING INSTRUCTIONS

CLUB RACING

1. RULES

- 1.1. Club Racing will be governed by the rules as defined in *The Racing Rules of Sailing (RRS)*, and the prescriptions of the RYA.
- 1.2. The class rules of the class or classes intending to race will apply.
- 1.3. Competitors should note that Sailing Section of Stewartby Water Sports Club implement the RYA Racing Charter and that they will be required to undertake to sail in compliance with the Charter, which can be found at the front of the RYA rule book (Racing Rules of Sailing 2009-2012).
- 1.4. Club Racing will be sailed in accordance with the RYA Portsmouth Yardstick Scheme with the following prescriptions:
 - (a) Average Lap Racing (ALR)
 - (b) Published Portsmouth Numbers as amended by the Section Racing Committee. Portsmouth Numbers shall not be amended partway through a race series.
- 1.5. Competitors shall abide by the Rules and Regulations of the Sailing Section, and the Rules of Stewartby Water Sports Club at all times.

2. NOTICES TO COMPETITORS

- 2.1. Notices to competitors will be posted on the official notice board adjacent to the race control building.

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1. Any change to the sailing instructions, including changes to the schedule of races, will be posted 30 minutes before the start of the first race.

4. SIGNALS MADE ASHORE

- 4.1. Signals made ashore will be displayed at the 'flagstaff' located behind the race control building.
- 4.2. When a RED flag is displayed ashore the lake is closed and sailing is not permitted. Attention may be drawn to the flag by repeated sound signals. Boats afloat must return to shore as soon as possible.
- 4.3. When the code 'H' signal is displayed ashore the support boats are unavailable or withdrawn from use and safety cover shall be suspended until the signal is removed. Races not started will be postponed and those races started abandoned.

5. SCHEDULE OF RACES

- 5.1. The schedule of races shall be stated:
 - (a) on the sailing section online calendar at <http://www.swsc.org.uk>;
 - (b) in the sailing section handbook published at the start of the season.
- 5.2. In the event of a discrepancy between the handbook and the online calendar, the online calendar shall be deemed to be the correct schedule, and only further amended by the publication of a revised schedule on the official notice board.

- 5.3. The scheduled time for the warning signal for each race will be 5 minutes before the start times stated in the schedule of races.

6. CLASS FLAGS

- 6.1. The following Class Flags will displayed at each start.
 - (a) Code Flag 'K' Club Fleet Handicap Start
 - (b) Code Pennant '0' Junior Fleet Start
 - (c) Code Pennant '9' Open Fleet Start or Single Class Start
- 6.2. When more than one start is required further guidance may be provided when the course is displayed.

7. ENTERING A RACE

- 7.1. It shall be the helmsman and not the boat which enters a race or series.
- 7.2. The Race Officer will not impose a penalty or discard a finishing time for a boat that has started correctly, sailed the course and finished but had not entered the race correctly prior to the start.

8. THE COURSES

- 8.1. No later than 5 minutes before the warning signal, the course to be sailed shall be displayed with coloured numbers from the committee boat or ashore on the official notice board adjacent to the race control building.
- 8.2. The course shall indicate a start/finish line that boats shall cross at the start, finish and at the end of each lap.
- 8.3. The Race Officer shall display, at the same time as the course, a Planned Race Duration whose value may typically be 1 hour.
- 8.4. The Race Officer may amend the Planned Race Duration at his discretion or as directed by the schedule of races prior to displaying the course. The Planned Race Duration may not be less than 45 minutes or greater than 90 minutes.

9. MARKS

- 9.1. Marks used for racing may include
 - (a) Small orange or white spherical buoys fitted with numbered, lettered or coloured flags
 - (b) Large inflatable orange buoys
- 9.2. The approximate location of the spherical buoys is shown in the accompanying map. The Race Officer may move buoys may to set courses.

10. AREAS THAT ARE OBSTRUCTIONS.

- 10.1. The racing area is bounded on the eastern and northern sides by white dividing line buoys. Boats may only cross this line in the event of an emergency.
- 10.2. An imaginary line joining each dividing-line buoy must be considered a continuous obstruction while racing.
- 10.3. If the racing area is to be extended this will be made clear when the course is displayed.

11. THE START

- 11.1. Races will be started by using rule 26 with the warning signal given five minutes before the starting signal.
- 11.2. The starting line will shall be

- (a) from the orange pole on the committee boat at the starboard end of the line and the port end starting mark.
- (b) from a mark fitted with a numbered or orange flag and a transit pole with a red cross mounted at its top erected ashore.

11.3. Boats whose warning signal has not been made shall avoid the starting area.

12. THE FINISH

12.1. The finish line shall be the same as the start line.

12.2. Before the end of the Planned Race Duration, the 'About to Finish' ATF signal shall be made. This modifies Rules 32.2 & 32.1 in respect to Shorten Course only.

- (a) The race officer will select one boat that is about to finish and this boat shall be on the final leg of the course approaching the start/finish line;
- (b) The race office will display code flag 'S' with attention drawn by two sound signals;
- (c) All boats that cross the finish line after the ATF signal is made will have finished;
- (d) The Race Officer may delay ATF signal to allow slower boats to cross the line and sail a further lap.

12.3. Boats that have finished shall clear the finishing area and must not interfere with boats that are racing (Rule 22.1).

- (a) Interference includes, but is not limited to, any action which results in a boat racing to change of course, change speed or fail to make progress; or any action which distracts the attention of the helm or crew.
- (b) Boats that have finished and are about to be recovered or approaching jetties or the landing area shall take particular notice of this instruction.

13. EXONERATION PENALTY

13.1. A boat that may have broken a rule of Part 2, or rule 31.1 or 42, may, after finishing the race concerned and before the start of a related protest hearing, notify the race committee that she accepts a 20% scoring penalty as stated in rule 44.3(c), (except that the minimum penalty is two places if that does not result in a score worse than DNF). This penalty does not reverse an OCS score, a disqualification under rule 30.3 or a penalty under Appendix P. It is not available for a breach of rule 2 or of class rules or for gross misconduct under rule 69. Nor is it available to a boat that caused injury or serious damage, or gained a significant advantage by her breach: in these circumstances, her penalty is to retire.

13.2. When an Exoneration Penalty is accepted,

- (a) Neither the boat nor a protest committee may then revoke or remove the penalty.
- (b) The boat shall not be penalized further in a protest hearing when the protest committee decides that it was appropriate to the facts found and the applicable rules.

14. TIME LIMITS

14.1. The Race Officer shall not place any time limit on a boat starting correctly and sailing the course until the 'About To Finish' (Shorten Course) signal is made.

14.2. Boats failing to finish within 30 minutes after the first boat sails the course and finishes may be scored at the discretion of the Race Officer based on:

- (a) their performance in previous laps;
- (b) their position on the course when the time-limit is reached.

15. PROTESTS AND REQUESTS FOR REDRESS

- 15.1. Protest forms are available at the Race Office. Protests shall be delivered there within the protest time limit.
- 15.2. The protest time limit is 60 minutes after the last boat in the fleet has landed or the scheduled time of the warning signal of the next race if this is sooner. The same time limit applies to protests by the race committee about incidents they observe in the racing area and to request redress.
- 15.3. Protests will be heard as soon as possible.
- 15.4. The protestor and those protested will be informed of the time and place of the hearing.
- 15.5. The protestor and those protested should ensure that the relevant persons, including witnesses are notified and available at the time and place stated.

16. ADVISORY HEARING

- 16.1. When there is an incident that will not result in the lodging of a protest or a request for redress, a boat, protest committee or race committee may request an advisory hearing with the race office, and notify any boat involved in the incident. An adviser will then call a hearing to learn what may have happened and will state whether any rule appears to have been broken, and by which boat. A boat may as a result notify the race office that she accepts an Exoneration Penalty when it applies to the incident, or choose to retire, although there is no requirement for her to do either.

17. RYA ARBITRATION

- 17.1. When a protest or request for redress is lodged, a boat may at the same time request RYA Arbitration, or the protest committee or race committee may offer it.
- 17.2. If the parties and a member of the protest or race committee agree that RYA Arbitration is suitable, an arbitrator (who may be that member of the protest committee) will call a hearing conforming to Section B of Part 5 of the Racing Rules of Sailing, except that rule 64.1 will not apply. Instead, when the arbitrator decides that a boat that is a party to the arbitration hearing has broken a rule for which the Exoneration Penalty is available, the party will be invited to accept that penalty, and, if it is accepted by a protested boat, the protesting boat will be allowed to withdraw the protest, changing rule 63.1.
- 17.3. When there is not an agreement to use RYA Arbitration, or when, after RYA Arbitration, a protest is not withdrawn or the Exoneration 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. Rule 66 will not apply to the arbitration decision. A boat may still accept an Exoneration Penalty at any time before the start of a protest hearing and receive its protection from further penalization. She may also retire.
- 17.4. When redress is offered and accepted at the RYA Arbitration, the protest committee or race committee may seek to have this reviewed by asking for a full hearing. When redress is offered and not accepted, or not offered at all, the boat may have her request heard before a protest committee.

18. SCORING

- 18.1. The Low Scoring System (RRS Appendix A) will apply.
- 18.2. Scores will be allocated as indicated for the following conditions:
 - (a) DNF scores number of starters + 1
 - (b) RAF scores number of starters + 1

- (c) DSQ scores number of starters + 1
- (d) DNS scores number of starters + 1
- (e) OCS scores number of starters + 1
- (f) DNE scores number of starters + 1

18.3. Tie breaking will be as described in Appendix A8 of the RRS

19. SAFETY REGULATIONS

- 19.1. Adequate personal buoyancy for crew members shall be worn whilst afloat and failure to do so will result in immediate disqualification. Wetsuits and dry-suits do not constitute adequate personal buoyancy.

20. EQUIPMENT CHECKS AND MEASUREMENT

- 20.1. A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions.
- 20.2. Each boat shall produce on demand a valid measurement certificate with a current buoyancy endorsement.

21. RADIO COMMUNICATIONS

- 21.1. A boat shall neither make nor receive radio transmissions while racing. This restriction also applies to mobile telephones.

22. PRIZES

- 22.1. Prizes will be given to First, Second and Third places in a racing series, and other places depending on the number of entries.
- 22.2. Other categories may be decided at the discretion of the Section Racing Committee and subject to the entries received.

23. DISCLAIMER OF LIABILITY

- 23.1. Competitors participate in the regatta entirely at their own risk. See Rule 4, Decision to Race. The Organising Authority 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.

24. INSURANCE

- 24.1. Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £ 2,000,000 per event or equivalent.

Version 1.0	Revised to format set out in Appendix L of the RRS. (Jan 2007)
Version 2.0	Revised to include instructions derived from the Average Lap Racing Rules (Dec. 2007)
Version 2.1	Revised to prevent Race Officer's placing time limits on boats starting (Jan 2008)
Version 3.0	Revised to include the RYA Advisory Hearing and Arbitration, plus Exoneration Penalty (Mar. 2008)
Version 3.1	Revised to define the limit for publishing the course in terms of the Warning Signal (Mar. 2008) Effective from 30 th March 2008
Version 4.0	Revised to include 2009-2010 rules plus minor amendments. Effective from April 1 st 2009