

SIDMOUTH SAILING CLUB
SAILING INSTRUCTIONS 2017

1. All races will be sailed under The Racing Rules of Sailing (RRS) 2017-2020 and prescriptions of the RYA except when modified in these instructions or by amendments posted outside the clubhouse. The third sub will be flown from the club flagstaff when such amendments are posted.

2. CONDITIONS OF ENTRY

In all races under the burgee of Sidmouth Sailing Club:

- (a) No boat may compete unless in possession of a valid measurement certificate and are members of their class association.
- (b) All boats must be covered by third party insurance.
- (c) All boats must sail under her class number, unless prior consent has been given by the Race Officer of the Day (R.O.O.D).
- (d) All helmsmen must be members of the club except for open meetings, Sidmouth Regatta and at the discretion of the R.O.O.D.
- (e) To qualify for trophies awarded on the basis of age, both helm and crew must be within the prescribed age limits, except the Greybeard Trophy – open to any helm over the age of 50 years.

3. SAFETY

- (a) **Buoyancy:** Life-jackets or other adequate buoyancy must be worn by all competitors whilst afloat. Wet suits and dry suits are not adequate personal buoyancy. This amends RRS 40.
- (b) The priority of the patrol boats is the safety of competitors; the race committee can accept no responsibility for damage to boats or equipment. Crews must follow any instructions given by the patrol boats.
- (c) One patrol boat is required for up to 14 boats, in favourable conditions as per risk assessment from the Safe Sailing Policy. The Safe Sailing Policy describes the competency levels required in the patrol boats. Above this number, two or more patrol boats will be required except at the discretion of the R.O.O.D. Failure to abide by this rule will mean cancellation of racing.
- (d) All patrol boat crews will sign on before going afloat.
- (e) **The Safe Sailing Policy** describes the risk assessment process that gives the Club the right to stop people from participating in a race according to their experience and sailing conditions.
- (f) **Retirements:** Competitors who retire should endeavour to inform the patrol boat crew of that fact, so they can inform the R.O.O.D.
- (g) **Helping Those in Danger:** Attention is drawn to RRS rule 1.1 helping those in danger, 'a boat or competitor shall give all possible help to any person or vessel in danger.'
Note rule 41 'outside help': If outside help is given it does not automatically mean retirement for the competitor.
- (h) **RIGGING:** Boats should be rigged on the beach, but are not to be rigged on the promenade. It is the responsibility of members intending to race to carry the patrol boat and equipment to the beach,
- (i) **Launching: no boat is to be launched until the ROOD releases the fleet. The launched patrol boat will liaise with the ROOD to release the boats from the beach. When there is one patrol boat this is likely to be after the buoys have been dropped and the course set up.**
- (j) **Briefing:** There will be a briefing 20-30 minutes prior to the scheduled start time. See Safe Sailing Policy for detail and template.
Any change in sail number is to be noted on the intent to sail forms or reported to the race officer before racing.
Failure to comply with the above may result in disqualification.

4. NOTICE TO COMPETITORS

Notices to competitors will be posted on the Official Notice Board in the garage at the rear of the Sailing Club changing rooms.

5. CHANGES TO SAILING INSTRUCTIONS

Any changes to sailing instructions will be posted at least 60 minutes before the advertised start time, or actual start time, whichever is the later. Changes will also be posted on the Sailing Club website.

6. SIGNALS MADE ASHORE

Signals made ashore will be displayed from the Flagstaff of the Sailing Club

7. RACE PROGRAMME

(a) The Race Programme is set out on the Sailing Club Membership card.

(b) Start Times:

Saturdays	14.00 hours (2 races)
Sundays	10.30 or as notified on the club website and notice-board
Wednesdays	18.30 hours
Bank Holidays	As notified on the club website and notice-board

8. CLASS FLAGS

Topper	International Code Flag T
Mirror	6
Laser	Laser Class Flag (red flag with white Laser emblem)
Scorpion	Yellow with red horizontal stripe
RS Feva	International Code Flag F
Handicap	Numeral Pennant 9

Unless otherwise signalled Numeral Pennant 6 will be used for the Mirror, RS Feva and Topper start, the Laser Class Flag for the Laser and Scorpion Start.

9. COURSES

(a) When races are started and finished from race control, the course diagram will be displayed in the garage at the back of the changing rooms. **The preferred course format is triangle-sausage and repeated.** Boats will be required to pass the northern side of the 'home' buoy after the start. Signals will be flown from the club flagstaff. All marks will be left to port if a red flag is flying. All marks will be left to starboard if a green flag is flying.

(b) See Appendix B for course diagram when a Committee Boat start is used.

(c) Number of rounds: The maximum number of rounds is nine

10. MARKS

Course marks will be pillar buoys and others round or dan buoys. Mark 1 will be the intended Windward Mark and will be black. Mark 2 will be the intended Gybe Mark and will be yellow with a black stripe. Mark 3 will be the intended Leeward Mark and will be yellow.

11. STARTS:

11.1 STARTING RACES

(a) A sound signal may be given 10 minutes prior to the first warning signal.

(b) All visual signals will be hoisted from the flagstaff on the Clubhouse or Committee Boat.

(c) Times shall be taken from the visual signals; the failure of a sound signal shall be disregarded.

(d) RRS 26 applies. The starting signal will be the warning signal for subsequent fleets.

11.2 ORDER OF STARTING

(a) Toppers and Mirrors will start together

(b) Followed by Scorpions, RS Fevas and Lasers (starting together)

(c) Followed by a Handicap fleet if any

Fleets requiring a general recall may be put to the end of the starting sequence.

(d) If the number of boats dictates a mass start this will be operated under the handicap flag, and the classes described in 11.2 a & b will participate in the mass start but will be racing and scored as a fleet.

11.3 START LINES

There are two possible start lines:-

(a) Races started from race control: A transit through the race control and an inner limit mark.

Start in the direction of the course as per course board. An outer limit mark will sometimes be used.

(b) Sea starts. Flag 'Numeral Pennant 8' will be flown from the Clubhouse. The start line is between the mast on the committee/patrol boat and a starting mark as per course diagram in Appendix B, or between two starting marks. If two starting marks are used the committee boat will be in close proximity at the starboard end of the line, but is not part of the line. Full sound and visual signals will be made from the race control ashore or the committee boat.

11.4 PREMATURE STARTERS

(a) Will be indicated by one sound signal and class flag held at dip, after the start.

(b) The onus is on any boat over the line to return and make the correct start without interference to the other starters.

(c) General recalls for the class or classes are indicated by two sound signals after the start and first sub hoisted, all boats must keep clear of remaining starts. The recalled class then start at the end of the starting sequence, with their preparatory flag being broken at the start of the last class in the normal starting sequence.

12. FINISHING AND SHORTENING THE COURSE

(a) If a course from SI 9a is used the finishing line passes through a transit between the home buoy and the sailing club. Boats will cross the finish line by leaving the finish line buoy in the same direction as other marks of the course.

(b) If a course from SI 9b is used the finishing line will be described on the course diagram displayed in the garage at the back of the changing rooms. The finish line may be as per SI 12(a), or between the mast on the committee/patrol boat and a finishing mark as per course diagram in Appendix B

(c) Shortening the course will be signalled by 2 sound signals and hoisting flag S, if the course is shortened for a specific class then the relevant class flag will also be hoisted. When flag n is hoisted over flag s this means all boats for the relevant class or classes to return to the starting area once the first boat of that class has finished the race; boats that have started the final leg will continue to race to the finish line, other boats will be given a position from the previous round.

13. PENALTY SYSTEM

Any competitor who has accepted the Two-Turns Penalty shall indicate the fact by writing 'Two-Turns' for each infringement after their signature on the declaration sheet.

14. TIME LIMITS AND TARGET TIMES

The target time for a race is 60 minutes for the first boat, all remaining boats must finish within 30 minutes of the first boat. Boats will be recorded as finished the next time they cross the 'finish' line, even if a lap or more behind.

15. DECLARATIONS

Competitors must sign on and off, in the interests of safety a competitor may inform a patrol boat if he/she has forgotten to sign on. This is at the discretion of the R.O.O.D. Failure to sign on or off will result in disqualification.

16. PROTESTS and RULES DISPUTES

16.1 For each class the protest time limit is 60 minutes after the last boat has finished the last race of the day

16.2 Rules Disputes:

Disputes with rules may be settled using three options:

(a) Advisory Hearing (see Appendix A)

(b) Mediation hearing (see Appendix A)

(c) Protest hearing: Protesters must act in accordance with RRS rule 60, protest forms are available from race control, completed forms together with a returnable fee of £1.00 must be handed into the race committee within 1 hour of the finish (extended if Advisory Hearing is initiated within time limit). Protests will be heard as soon as possible after the race.

17. SCORING SYSTEM

(a) The helm will be awarded the points.

- (b) The scoring system is as recommended in Appendix A4.1 Low Point System.
- (c) The minimum number of boats to form a race is two in each class.
- (d) The Committee reserves the right to measure any boat in the club.
- (e) Members representing a club at an open meeting may claim average points, providing they inform the sailing committee on the following weekend. Average points will be calculated at the end of the series and will be the mean of all the boat's results (of the races that the boat started) including discards.
- (f) On some occasions there will be a requirement for club members to support race management duties and the Club's RYA training. When this is required it will be at the discretion of the senior officer present and Training Officer, and the process will be supported by a rota, it may be possible to claim average points. Average points will be calculated at the end of the series and will be the mean of all the boat's results (of the races that the boat started) including discards. Average points for race management duties will only be available for races on one day of each series.

18. LASERS

Laser radial sails and 4.7 sails are allowed for club racing providing:

- (a) The sail is nominated to the sailing committee at the start of the series.
- (b) The sail is used for all races in that series.

APPENDIX A

Advisory hearing:

The aim of an advisory hearing is to discuss and resolve disputes, without there being a protest, in a timely, informal and positive way. The option to request an advisory hearing belongs entirely to the aggrieved party.

- Procedure; party logs request and informs other party, each is allowed 1-2 minutes to say what happened. Parties may not call witnesses. Advisor asks questions and may call witnesses. Facts may or may not be agreed.
- If facts agreed, advisor explains which rules were broken and advises: (i) No protest is necessary, and if none is lodged no further action will ensue. (ii) A protest may be lodged. If one is lodged, either party may exonerate themselves at any stage before the hearing by accepting the reduced exoneration penalty. (Note, If it is established that a rule was broken, a party is not obliged to retire or take a scoring penalty. There is no stigma attached to that.
- If facts not agreed, they can only be established in a protest hearing. There is no expectation that either party will proceed to a protest. If either decides to proceed, they must complete a protest form. Either party may exonerate themselves before the hearing by accepting the specified reduced penalty. (Note, Usual requirements for a protest hearing must be satisfied, time allowed for submission of a protest form will be extended to allow submission after an advisory hearing.

Mediation (pre-protest) hearing:

The aim of the mediation hearing is to resolve disputes in a way which is more convenient and less adversarial than a full protest hearing, and introduce a significantly lower penalty.

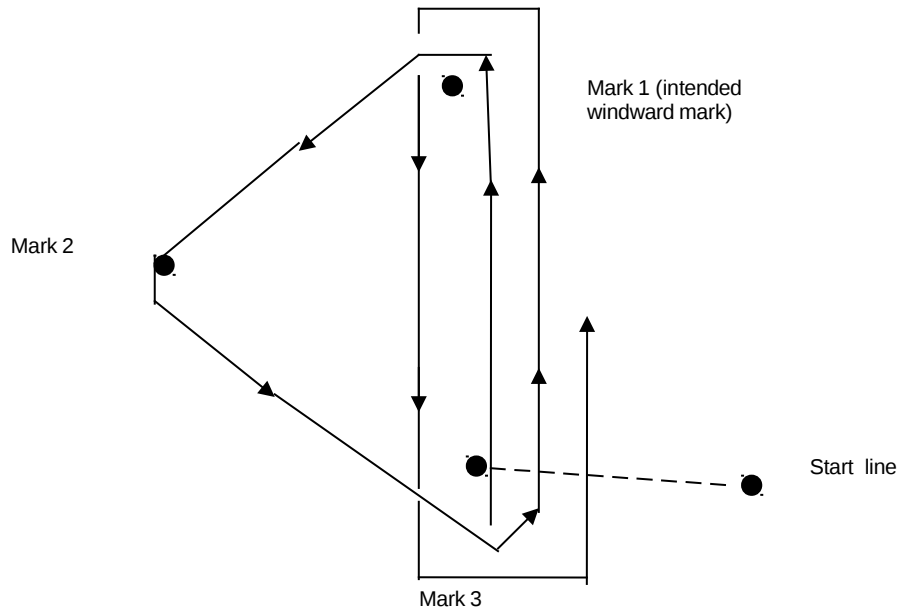
- Aggrieved part completes protest form within the time allowed, validity checked. Each party is allowed 1-2 minutes to give account.
- If agreement is reached on significant facts mediator uses rule book to explain which rule has been broken and invites the party in breach of the rule to take the reduced penalty of 20% (maximum 5 places, minimum 2 places). If the penalty is accepted, the mediator invites protestor (if appropriate) to withdraw protest.

Names of 'Advisors' and 'Mediators' will be kept in the race control.

APPENDIX B

When the race is started from a committee boat the preferred course configuration below may be used. The course detail including start and finish line will be displayed in the garage at the back of the changing rooms.

All marks to be rounded to port.



First and third (odd rounds) are 'triangles', second and fourth (even rounds) are 'sausages'. The finish line

(Instructions written in bold italics and underlined are the changes from the previous instructions of 2016.)

JK March 2017