

SIDMOUTH SAILING CLUB
SAILING INSTRUCTIONS 2021

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.
- (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 R.O).
- (d) All sailors must be members of the club except for open meetings, Sidmouth Regatta and at the discretion of the R.O/OOD (Officer of the day).
- (e) To qualify for trophies awarded on the basis of age, both helm and crew must be within the prescribed age limits.

3. SAFETY REGULATIONS

- (a) The Safe Sailing Policy describes in detail the elements to promote safe sailing at Sidmouth Sailing Club.
- (b) **Buoyancy:** *RRS 40.1 applies at all times whilst afloat.*
- (c) 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.
- (d) **Retirements:** Competitors who retire should endeavour to inform the patrol boat crew of that fact, so they can inform the R.O.
- (e) **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.
- (f) **Launching:** No boat is to be launched until the R.O releases the fleet. The launched patrol boat will liaise with the RO 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.
- (g) **Briefing:** There will be a briefing at least 30 minutes prior to the scheduled start time. See Safe Sailing Policy for detail and template.
- (h) **Changes to Sail Number:** Any change in sail number is to be noted on the intent to sail forms or reported to the race officer before racing.

4. NOTICE TO COMPETITORS

Notices to competitors will be posted on the Official Notice Board in the patrol boat store.

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.

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	14.30 hours (2 races)
Wednesdays	18.30 hours
Bank Holidays	As notified on the club website and notice-board

The start times can be brought forward to promote safer sailing (informed by weather forecast and state of tide). Members will be notified by WhatsApp message not later than 36hrs before the revised scheduled start time. Members who are unable to receive WhatsApp messages to inform the Vice Commodore to discuss an alternative means of communication.

8. CLASS FLAGS

Topper	International Code Flag T
Mirror	6
Laser	Laser Class Flag (red 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) The course diagram will be displayed in the patrol boat store. 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 usually be flown from the club flagstaff for beach starts

(b) See Appendix B for course diagram when a Committee Boat start is used. The course diagram will be displayed in the patrol boat store including the intended start and finish line.

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

10. MARKS

Course marks will be pillar buoys and other round or dan buoys. The colours of the buoys will be as described at the race briefing.

11. STARTS:

11.1 STARTING RACES

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

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

11.2 ORDER OF STARTING

- Toppers
- Followed by Scorpions and Lasers (starting together)
- 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. 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 Recalls

(a) **Individual recall:** RRS 29.1 is changed as follows: 'flag X' is deleted and replaced with 'the class flag displayed at dip'. This also changes RRS 26 and RRS Race Signals.

(c) **General recall:** the warning signal for the succeeding class, if any, shall be made one minute after the first substitute is removed (one sound), and the start for the recalled class shall follow any succeeding classes. This changes RRS 29.2.

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 patrol boat store. 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) 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 **35-40** minutes for the first boat ***if two races are scheduled and 50 minutes if 1 race is scheduled***, all remaining boats must finish within 30 minutes of the first boat.

15. DECLARATIONS

Competitors must sign on and off (either physically or verbally to the RO). 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.

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: protest forms are available from race control. Protests will be heard as soon as possible after the race.

17. SCORING SYSTEM

(a) The helm will be awarded the points.

(b) The minimum number of boats to form a race is two in each class.

Where there is only one boat from a class race the boat will score in the handicap class.

(c) The Committee reserves the right to measure any boat in the club.

(d) 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.

(e) 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.

18. LASERS and TOPPERS

To encourage a safe and inclusive approach to sailing laser and Topper sailors will be allowed a flexible sail choice during a series however they will score with the fastest handicap throughout that series. i.e. a sailor will sail the series on the handicap of the largest sail that they use.

For example if a sailor uses a full rig for 3 races and a radial for 6 races all races are scored on the handicap of the full rig sail.

If a sailor uses a radial sail 5 times and a 4.7 sail for 5 races all races are scored on the handicap of the radial sail.

19. DISCARDS

Within a series the number of races to count will be half the races plus 1. For example in a 12 race series, 7 races would count.

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.

