

Swanage Sailing Club - Racing Sailing Instructions – version 13.2.2019c

Rules

- 1.1: Every race shall be governed by the current Racing Rules of Sailing (RRS) and their prescriptions.
- 1.2: Amendments to RRS 78.1 for series racing shall all be listed on Appendix A of these sailing instructions.
- 1.3: All Amendments to RRS 78.1 need only the permission of the sailing committee. This changes RRS 87.
- 1.4: The RYA Rules Disputes Procedures (Rules Advice and Arbitration) may be used as per Appendix B of these sailing instructions.

Notice to competitors

- 2.1: Notices to competitors will be posted on the official notice board on the ground floor of the clubhouse.

Changes to Sailing Instructions

- 3.1: Any change to sailing instructions will be posted on the official notice board no later than one hour before the scheduled first warning signal.

Signals Made Ashore

- 4.1: Signals made ashore shall be displayed using the club's flag pole.
- 4.2: When flag AP is displayed ashore, sailors shall be given a minimum of 15minutes from the lowering of the flag to get to the race area before the start sequence is initiated.
- 4.3: Personal buoyancy is mandatory for racing, regardless of whether flag Y is flown. This changes RRS 40.

Schedule of Races

- 5.1: Series racing for all fleets shall take place as documented in the sailing calendar.
- 5.2: The scheduled time of the first race start signal for the series racing shall be as documented in the sailing calendar.
- 5.3: The scheduled start time for cup races shall be as documented in the sailing calendar, further details shall be provided on the notice board by the race officer, and will include details of the course etc.

Class Flags

6.1: The class flags shall be as follows:

Class	Flag	Description
Mixed Fleet	H	
Dart 18 Cats	D	
Lasers	V	
Handicap Fleet	W	
Junior	J	
Asymmetric	O	

Racing Area

7.1: Series racing shall be held within Swanage Bay, cup races as per notice board.

7.2: The racing committee is not subject to protest from any sailor under sailing instruction 7.1

.

Racing Courses

8.1: Possible course configurations for series races shall be displayed on Appendix C of these sailing instructions. However, the course diagrams are not to scale with regards to either distance or approximate angles between marks of the course. Courses for other races will be displayed on the noticeboard.

8.2: The course shall be displayed in the ground floor of the club house in good time allowing for the practical aspects of race management on the day (ideally 1 hour before the scheduled first warning signal).

8.3: The course for a series race shall not have a designated number of laps but instead be finished at the race officer's discretion. This will result in average lap times being used to determine race results. Cup races may be run as average or fixed lap races at the discretion of the race officer.

8.4: Boats shall go through the start/finish line on windward legs of each lap for a series race, cup races as per notice board.

8.5: Boats failing to pass through the start/finish line under 8.4 shall be scored as DNF without a hearing.

8.6: Boats shall not pass through the start/finish line on downwind legs of the course, boats doing so shall be scored DSQ without a hearing.

Marks of the Course

9.1: Racing marks may be over 1 metre tall and of a cube shape. Each mark may be a different colour. On occasions inflatable marks may be used as notified by the race officer at least one hour before the warning signal.

9.2: The race officer may substitute any of the race marks for a different size and shape mark, though any changes shall be notified on the official notice board no later than 1 hour before the first warning signal.

Areas that are Obstructions

10.1: The following areas are designated as obstruction

- a. The beach swimming area, which is marked by buoys in the summer
- b. Tanville Ledges in vicinity of Ocean Bay
- c. Peveril Ledges in the vicinity of Peveril Point

The Start

11.1: Races will be started as follows. This changes RRS 26.

11.2: The starting line shall be between a staff on the race committee boat displaying an orange flag and a staff on a buoy displaying a coloured flag or any substitute mark as notified by the race officer.

11.3: Boats whose warning signal has not yet been made shall avoid the starting area during the starting sequence for other racers.

11.4: A boat will be deemed to have come to the start area if it comes within hailing distance of the race committee boat in position on the start line.

11.5: A boat coming to the start area but not starting within 10 minutes after their starting signal shall be scored DNS without a hearing.

11.6: Any fleet subject to a general recall shall have their next starting sequence moved to the back of the queue of starting sequences.

Minutes before warning signal	Visual Signal	Signal Sound	Means
3	Class flag raised	One Blast	Warning signal
2	I, P, Z, Z with I, or black flag raised	One Blast	Preparatory signal
1	Preparatory flag removed	One Blast	One minute
0	Class flag removed	One Blast	Starting signal

The Finish

12.1: The finish line shall be between a staff on the race committee boat displaying a orange flag and a staff on a buoy displaying a coloured flag. or any substitute mark as notified by the race officer.

12.2: When the lead boat of a fleet rounds the final mark of the course and the committee boat raises the blue flag accompanied by 2 sound signals, the finish shall be when that boat and all following boats next cross the start/finish line. If the blue flag is accompanied by a class flag(s) then the finish only applies to the applicable classes / fleets.

12.3: A boat other than the lead boat in her fleet can be offered a finish on an earlier lap than described in 12.2 at the discretion of the race officer.

Penalty system

13.1: For Dart 18 Catamaran Fleet in series race or Cat Only race, rule 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty. In cup races and mixed fleet starts, all boats do the Two-Turns penalty.

Time Limits and Target Times

14.1: Series races shall be approximately 1 hour long

14.2: The time limit for a boat to finish in a series race shall be 2 hours after starting or 30 minutes after the first boat in their fleet finishes, whichever is the later. The finishing time for a cup race shall be at the discretion of the race officer.

14.3: Boats finishing outside the time limit shall be scored DNF without a hearing.

Protests and Requests for Redress

15.1: Protest forms are available in the training room and shall be filled out and returned within 1 hour after the last boat of the relevant fleet has finished.

15.2: Notices will be posted no later than 45 minutes after the protest time limit to inform which competitors of hearings in which they are parties or named as witnesses. Protests shall be held in the training room.

15.3: Notices of protests made by the race committee shall be posted no later than 1 hour after the last boat has come ashore.

15.4: See Appendix B re RYA Rules Disputes Procedures

Scoring

16.1: The scoring system used shall be the low points scoring system.

16.2: Three races are required to be completed to constitute a series.

16.3.a: Discards of a boats worst scores depending on the number of races completed will be as follows: 5-6 races – 1 discard, 7-8 races – 2 discards, 9 or more races – 3 discards.

16.3.b: Any changes to 16.3a for an individual series will be posted on the Club's noticeboard prior to the start of the series.

16.4: A nominated crew member (see 18.1) competing away shall get a result for their boat, recorded as ACA and treated as being OOD (see 16.5). A maximum of 1 ACA will be allowed in any one series with the prior consent of the Fleet Captain.

16.5: A nominated crew member (see 18.1) on safety duty shall get a result, recorded as

OOD, equal to [the average of their series scores, including any scoring codes except DNC. A maximum of 2 OOD's (including any ACAs as 16.4) will be allowed in any one series.

16.6: A boat scoring DNS shall be given a result equal to [the number of boats coming to the start area of the race plus 1].

16.7: A boat scoring DNF, DSQ or retiring shall be given a result equal to [the number of boats starting the race plus 1].

16.8: Boats in handicap fleets shall use current RYA Portsmouth yardstick handicapping numbers unless specified otherwise by the sailing committee.

Safety Regulations

17.1: Competitors are required to sign on and off legibly on the sign on sheets made available in the club house. Only one signature will be required per competing boat.

17.2: Competitors failing to comply with 17.1 will be scored DSQ unless they notify the race officer before the start of the race.

17.3: A boat that retires from a race shall notify the race committee as soon as possible.

Crew Members

18.1: The helm must be a club member. An entry into a series race must consist of a boat and one nominated crew member, and that crew member must be on the boat for each race that is counted towards the series. The nominated crew member may have any role on the boat. Additional crew members may be used on boats as needed.

Prizes

19.1: Trophies shall be awarded to the first place finisher in each class in each series.

Disclaimer of Liability

20.1: Competitors participate in the series 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 racing.

Insurance

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

Eligibility to enter Race

22.1: The race officer may refuse entry to any competitor if they believe that entry would reduce the effectiveness of the race safety cover.

22.2: Junior members under the age of 16 on the day of the event shall not be eligible to enter as helm on courses not wholly within Swanage Bay unless accompanied by a competent adult as crew. An exception to this can be made for those aged 14 to 16 with written permission from parent or guardian and approval from the race officer or club senior instructor.

22.3: A quorum of at least 3 entries is required to make a valid cup race

22.4: A series race need not include all classes / fleets. For a race to be run for a particular

class / fleet, a quorum of at least 2 entries is required, with at least one boat starting and another coming to the start area.

Appendix A

The following are changes to class rules, approved by Swanage Sailing Club Sailing Committee.

A.1: Laser standard / radial / 4.7 sailors may use replica unofficial sails and spars, so long as they are indeed in every way possible a true replica of the official equipment. They shall replicate the primary materials, reinforcement materials, fittings, 2D measurements and 3D measurements. If they are not exact replicas, further approval for use will have to be obtained from the sailing committee.

A.2: Classes that require a class measurer to sign their sails can forgo that rule of their class rules so long as they can show that their sails conform to all the construction and measurement rules.

A.3: All boats may use smaller or cut down sail plans in higher wind speed, if agreed by the appropriate fleet. In the event of a sailor using a smaller sail, they shall be required to use the PY number relating to the largest sail plan they have used in that series. [Note: A.3 is not applicable to the Dart 18 fleet]. However sailors in the Laser Fleet may use any rig configuration during a series but each rig used shall be recorded as a new entry and scored accordingly.

Appendix B – RYA Rules Disputes Procedures (with SSC / Sailwave modification of PRP value)

B.1 Post-Race Penalty (PRP)

B.1.1: A boat that may have broken a rule of Part 2 of the Racing Rules of Sailing or rule 31 may, after finishing the race concerned and before the start of any related protest hearing, notify the race committee that she accepts a Post-Race Penalty – a 30% scoring penalty (SCP) calculated as:

Points for place of finish place + SCP [30%] but no more than half the difference between place and DNF.

(The formula above is the closest currently available in Sailwave to the spirit of RYA Arbitration)

However, if the boat caused injury or serious damage or, despite taking a penalty, gained a significant advantage in the race or series by her breach her penalty shall be to retire.

B.1.2: When a Post-Race 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.

B.2 Advisory Hearing

When there is an incident that will not result in the lodging of a protest or a request for redress, a boat may request an advisory hearing and notify any boat involved in the incident. An adviser will then call a hearing to learn what may have happened and, provided all parties are willing to attend, 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 a Post-Race Penalty when it applies to the incident, or choose to retire, but is not required to do so.

B.3 RYA Arbitration

B.3.1 When a protest is lodged, a boat may at the same time request RYA Arbitration, or the protest committee or race committee may offer it.

B.3.2 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 an Arbitration Hearing. When it is the arbitrator's opinion that a boat that is a party to the arbitration hearing has broken a rule for which the Post Race Penalty is available, the party will be invited to accept that penalty and, if accepted, the protesting boat will be allowed to withdraw the protest, changing rule 63.1.

B.3.3 When there is not agreement to use RYA Arbitration or when, after RYA Arbitration, a protest is not withdrawn or the Post-Race 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. Rules 66 and 70 (reopening and appeal, respectively) do not apply to an arbitration since this is not a protest committee decision or procedure. A boat may still accept a Post-Race Penalty at any time before the start of a protest hearing and receive its protection from further penalization. She may also retire.

Appendix C – Courses (see diagrams below)