

## Sailing Instructions for Club Racing

Updated April 2016

### **1. Rules**

All races will be governed by the Racing Rules of Sailing (RRS), the prescriptions of the Royal Yachting Association (RYA) and the rules of each class concerned, except as any of these are changed by these sailing instructions. Internal events at Papercourt sailing club (PSC) are designated Category B.

### **2. Entries**

Entry to races is open to sailors who are fully paid up members of PSC or visitors to PSC. Boats are only eligible if a fully paid-up boat fee has been paid or a visiting boat fee.

The safety of a boat and her entire management including insurance (minimum £2,000,000 third party risk) shall be the sole responsibility of the owner/person in charge, who must also ensure that the boat and crew are adequate to face the conditions that may arise during the course of the race or event. Neither these sailing instructions nor any inspection of the boat limits or reduces the absolute responsibility of the owner/person in charge for the crew, the boat or her management. PSC and Race Officers shall not be responsible for any loss, damage, death or personal injury howsoever caused to the owner/person in charge or crew, as a result of their taking part in race or races. Moreover, every owner/person in charge warrants the suitability of the boat for the race or races.

### **3. Notices to competitors**

Notices to competitors will be posted on or adjacent to the course board at the front of the clubhouse.

### **4. Changes to Sailing Instructions**

Any changes to the sailing instructions will be posted at least 30 minutes before the commencement of the race for which the change applies.

### **5. Signals made ashore**

Signals made ashore will be flown on the flag pole by the clubhouse

Flag AP with 2 sound signals means “racing is postponed”. If flown ashore, flag AP will be lowered with 1 sound signal and the warning signal for the race will be made not less than 15 minutes after AP is lowered.

## **6. Schedule of Races**

Races are as shown in the Summer and Winter programmes, as displayed on the notice boards at the club and circulated to members in advance of the programme commencing.

## **7. Class flags**

Class Flags will be:-

Fast Handicap (H)	Code Flag A
Slow Handicap (h)	Code Flag A
General Handicap (GH)	Code Flag A
Pursuit (P)	Code Flag A

## **8. Racing Area**

The racing area is as indicated on the course board in front of the clubhouse.

## **9. The Course**

The course to be sailed will be indicated on the course board at the front of the clubhouse not less than 20 minutes before the start of each race. The order in which the marks are to be rounded will be listed on the board together with the side on which they are to be passed. The written course will also identify the start and finishing line to be used, the anticipated number of laps or time duration and the intended start time. It is customary for the course to be shown as a diagram also. It is not however mandatory to do so and where there is a conflict then the written course shall take precedence. Where races are run “back to back” then subsequent courses may be displayed on the committee boat.

## **10. Marks**

Marks are orange and numbered 0-6. They may or may not be placed in numerical sequence around the lake. In addition unmarked white marks may be used from time to time.

Changes of course will not occur after the start but marks may be moved up to a distance of 50 metres without redress being available but only when no boats are sailing the leg of the course ending in the mark being moved and when no boats have already passed the mark on that lap. RRS 33 (a) and (b) are deleted.

The start and finishing marks will be as indicated on the course board.

## 11. The Start and Race types

The start will be between the mast on the race committee boat flying an orange flag and an Outer Distance Mark (ODM) or between the Race Committee boat and a nearby rounding mark.

Boats whose preparatory signal has not been made shall keep clear of the starting area and clear of all boats whose preparatory signal has been made.

A boat shall not start more than 5 minutes after her starting signal.

**Pursuit** races will normally be based on a 70 minute race for Toppers (PY 1341). There will be an adjustment for boats with a greater PY numbers starting later. All other classes will be started at nominal 1 minute intervals thus also requiring adjustments to ensure accurate reflection of their PY numbers. The starting sequence, times of starts and adjustments will be displayed on the Sailing Secretary's notice Board.

### Pursuit Start Sequence

5 minutes before the first start (Warning Signal)	<ul style="list-style-type: none"> <li>hoist code flag 'A'</li> <li>one sound signal</li> </ul>
4 minutes before the first start (Preparatory Signal)	<ul style="list-style-type: none"> <li>hoist code flag 'P' (Blue Peter)</li> <li>one sound signal</li> <li>display the number '1' in the rack</li> </ul>
1 minute before the first start	<ul style="list-style-type: none"> <li>lower code flag 'P' (Blue Peter)</li> <li>one sound signal</li> </ul>
At the first and subsequent starts	<ul style="list-style-type: none"> <li>dip the code flag 'A' for 10 seconds</li> <li>one sound signal</li> <li>alter the number in the rack to that of the next class of boat to start.</li> </ul>
At the final start	<ul style="list-style-type: none"> <li>drop all Flags</li> <li>one sound signal</li> </ul>

In pursuit races all boats will be deemed to become subject to the RRS at 5 minutes prior to the time of their own start.

**Handicap Races** will be limited by the specific duration of the race or a designated number of laps. The actual finishing time may be shortened by the Race Officer

**GH races will start as follows:**

<b>5 minutes before the start (Warning Signal)</b>	hoist code flag 'A' one sound signal
<b>4 minutes before the start (Preparatory Signal)</b>	hoist code flag 'P' (Blue Peter) one sound signal
<b>1 minute before the start</b>	lower code flag 'P' (Blue Peter) one sound signal
<b>At the start</b>	lower the code flag 'A' one sound signal

The finishing order for all handicap races will be determined by:

-Working out time elapsed between the starting signal and the finish of each boat.

-The correction of such elapsed time by using Portsmouth Yardsticks

-The number of laps completed by each boat

The boat with the lowest average corrected lap time is the winner and subsequent places are allocated accordingly.

## **12. The Finish**

The finishing line will either be between:

- a. The mast of the committee boat displaying an orange flag and an outer distance mark. or
- b. The mast of the committee boat displaying an orange flag and a nearby turning mark in the vicinity of the committee boat.

## **13. Time limit**

When the leading boat fails to complete the first leg of the race within 30 minutes, the Race may, at the discretion of the race officer, be cancelled. This alters RRS 32.

The race officer may specify an overall time limit for any race by displaying the stipulated time limit on the course board at least 20 minutes prior to the start of the

race. When no boat has finished within this specified time limit the Race may, at the discretion of the Race officer be abandoned.

In all races the maximum on station finishing period shall be 30 minutes after the first boat finishes. Boats not completing their final lap within the allotted time shall be given a finish. The race officer shall estimate their finishing time based on prevailing conditions and calculate the results accordingly. A suitable method for such estimation would be for the committee boat (or a safety boat) at the end of the finishing period to sail the course in reverse, logging sail numbers and then estimating finishing times from the relative positions of the boats. This alters RRS 35.

#### **14. Protests**

Protests shall be written on forms available from the office and submitted no later than 30minutes after the finish of the last boat in the race. Protests will be heard as soon as practicable for all parties.

#### **15. Scoring**

The low point scoring system, Rule A2, will apply, or as varied by the programme for special events and class series.

Corrected times will be calculated using:  $C=E$  divided by the PY x 100

#### **16. Support Boats**

On club open meeting days, boats containing team leaders, coaches and other support personnel shall not be in the race area from the time of the preparatory signal for the first class to start until after all boats have finished.

#### **17. Oars and Anchors**

Class rules requiring oars and anchors to be carried while racing shall not apply.

#### **18. Obstructions**

For the purposes of the RRS, angler's rods, lines and other equipment shall be regarded as obstructions.

#### **19. Bylaws**

Papercourt Sailing Club bylaws apply.

## **20. Sailing prohibited**

All sailing is prohibited when code flag N is displayed over code flag A on the clubhouse flag pole.

Cruising is prohibited when code flag Y is displayed on the clubhouse flag pole. This alters RRS signal Y and RRS 40.

Cruising is not permitted on Open Meeting days or other special events as noted in the Sailing Programme.

## **21. Oral instructions**

Oral instructions are permissible but will only be used in exceptional circumstances. Every effort will be made by the Race Officer to ensure that starters are advised of any alteration to written instructions.

## **22. Slow and Fast Handicap Classes**

Slow Handicap classes are encompassed between PY's of 1646 and 1178

Fast Handicap classes are encompassed between PY's of 1177 and 1018

Both classes will race under the GH instructions, with results separated after the race.

## **23. Buoyancy and Protection suits**

It is the sole responsibility of the owner/person in charge to ensure that any boat sailed at Papercourt has adequate buoyancy properly secured.

A boat sailing with any member of her crew not wearing adequate personal buoyancy shall be disqualified. Manually inflated life jackets, inflated either by mouth or manually triggered compressed air, are not deemed adequate. Wet suits or dry suits alone do not constitute adequate buoyancy. This alters RRS 40.

In addition to adequate personal buoyancy, full-length wet suits or dry suits must be worn between the period from November to March inclusive.

## 24. **Declaration**

For all club racing it is necessary to “sign on” to state an intention to participate in a particular club race, it is however not compulsory to “sign off” at the end of a club race.

For all Open meeting races, entry into the open meeting is deemed as intention to race and all competitors are not required to sign off unless retiring.

## 25. **Series Qualification**

Eligibility in club series and events is set out in the current programme.

A boat that it is permissible to sail both as single handed and with a crew, will be considered as 2 different classes unless the PY of that class is the same for both single handed and double handed sailing.

## 26. **General**

Abridged sailing instructions may be used or temporary instructions may be introduced by the sailing subcommittee to cater for special events or by reason of special circumstances. Any alteration to these sailing instructions will, whenever possible, be posted on the sailing notice board in advance of the change.

## 27. **Statement of risk**

Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the sailing, each participant agrees and acknowledges that:

- 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;
- they are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
- they accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- their boat is in good order, equipped to sail in the event and they are fit to participate;
- the provision of a race management team, patrol boats and other officials and volunteers by the organiser does not relieve them of their own responsibilities;
- the provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
- it is their responsibility to familiarise themselves with any risks specific to this

venue or event and to attend any safety briefing held at the venue;