

SIDMOUTH SAILING CLUB
SAILING INSTRUCTIONS 2009

1. All races will be sailed under The Racing Rules of Sailing (RRS) **2009-2012** 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 O.O.D.
- (d) All helmsmen must be members of the club except for open meetings and at the discretion of the 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.

3. SAFETY

- (a) 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 safety 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 safety boats.
- (c) Two adult crew members are required for each safety boat before members are allowed to launch their own boats. One safety boat is required for up to 14 boats, in normal conditions. Above this number, two safety boats will be required except at the discretion of the O.O.D. Failure to abide by this rule will mean cancellation of racing.
- (d) All safety 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.

4. 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

Handicap Numeral Pennant 9

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

5. STARTING TIMES

Saturday 1500 hours (2 races) (14.00 Winter Series)

Sunday As notified on the club website and notice-board

Wednesday 1830 hours

Other events as notified.

6. 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.

7. ORDER OF STARTING

- (a) Toppers and Mirrors will start together
- (b) Followed by Scorpions 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.

8. 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.

9. 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 with the course signals when this is in use. The start line is between the mast on the committee/safety boat and a starting mark as per course diagram in Appendix B. An inner distance mark may be laid within two boat lengths of the committee/safety boat.
Full sound and visual signals will be made from the race control ashore or the committee boat.

10. 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 course format will be 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.

11. FINISHING AND SHORTENING THE COURSE

- (a) If a course from SI 10a 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 10b is used the finishing line is between the mast on the committee/safety 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.

12. NUMBER OF ROUNDS

The maximum number of rounds is nine.

13. TIME LIMIT

The time limit for a race is 2½ hours for the first boat, all remaining boats must finish within 30 minutes of the first boat. (1 hour in a handicap race).

14. DECLARATIONS

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

15. 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.

16. SCORING SYSTEM

- (a) The boat 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 three 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 boats results including discards.
- (f) On some occasions there will be a requirement for club members to support race management duties. When this is required it will be at the discretion of the senior officer present, and the process will be supported by a rota. Average points will be calculated at the end of the series and will be the mean of all the boats results including discards.

17. ALTERNATIVE PENALTIES

- (a) Touching a mark: A yacht shall exonerate herself in accordance with RRS rule 31. Class rules may alter RRS rule 31.
- (b) Alternative penalty: 720° will apply. Any competitor who has accepted this alternative penalty shall indicate the fact by writing 720° for each infringement after their signature on the declaration sheet.

18. *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.

19. 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 safety boat and engine to the beach, no boat is to be launched until the safety boat is on the water.

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.

20. RETIREMENTS

Competitors who retire should endeavour to inform the rescue crew of that fact, so they can inform the race officers, unless returning to the beach.

21. 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.**

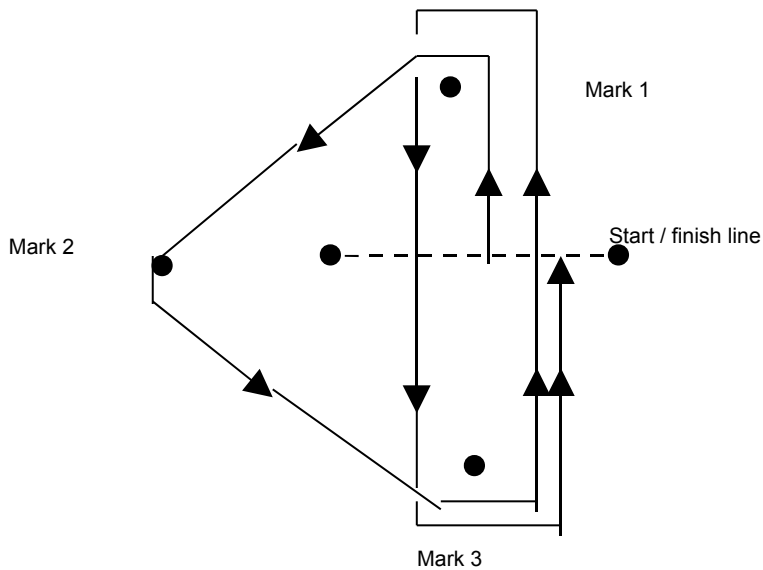
Names of 'Advisors' and 'Mediators' will be kept in the race control.

APPENDIX B

When the race is started from a committee boat the course configuration below will be used. The start and finish line will be situated between marks 1 and 3, mark 1 is normally the intended windward mark.

All marks to be rounded to port.

Boats must pass through the start finish line from mark 3 to mark 1.



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

Boats must pass through the gate when going from mark 3 to mark 1

(Instructions written in bold italics and underlined are the changes from the previous instructions of 2008.)

JK March 2009