

SPINNAKER SAILING CLUB
Organising Authority is Spinnaker Sailing Club
SAILING INSTRUCTIONS 2015

1 RULES

1.1 The events will be governed by the rules as defined in *The Racing Rules of Sailing*. (RRS)

1.2 Racing Charter

Competitors should note that Spinnaker Club has implemented the RYA Racing Charter and that when entering competitors shall sail in compliance with the charter. The Racing Charter can be found at the beginning of the RRS.

1.3 The rules and regulations of Spinnaker Club shall be followed and will be available on the Official Notice Board.

2 ENTRIES

2.1 Entries for an event or series are made and results are awarded in the name of the helm, or joint helms as provided in these sailing instructions – not in the name of the boat. This changes rule 75.1 and Appendix A. Helms will specify the boat in which they will compete by its sail number and class and for the Laser Class can use either Full rig, Radial or 4.7 and for Handicap class any boat. Also the helm must specify, if normally a double-handed boat, whether sailing single handed or double handed. The results for that helm will be based on notifying the race office in writing. The signing on sheet has provision for this notification.

2.2 The entry to an event can be made in the names of two joint helms and this entry shall be the only entry that these helms can make for the event.

2.3 Entries will be made on the appropriate entry form with all sections completed when so required by the Race Committee.

3 NOTICES TO COMPETITORS

Notices to competitors will be posted on the Official Notice Board located in the Clubhouse.

4 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted not later than 30 minutes before the warning signal of the race to which the change applies.

5 SIGNALS MADE ASHORE

5.1 Signals made ashore will be displayed at the Race Hut to the North-East of the Clubhouse.

5.2 For Committee Boat starts, when flag AP is displayed ashore, '1 minute' is replaced with 'not less than 10 minutes' in the race signal AP.

6 SCHEDULE OF RACES

6.1 The schedule of races and the scheduled time of the warning signal is given in the Sailing Programme found in the Club Calendar at the end of this booklet or on the Club's website (www.spinnakerclub.co.uk) Any changes will be posted on the Official Notice Board not less than 7 days before the scheduled day of the race.

7 CLASS FLAGS

7.1 The recommended Class flags for Open Meetings will be;

<i>Optimist</i>	<i>Flag O</i>	<i>Topper</i>	<i>White with Black Top Hat</i>	<i>Enterprise</i>	<i>Flag E</i>
<i>Firefly</i>	<i>Flag F</i>	<i>Solo</i>	<i>Flag R</i>	<i>National 12</i>	<i>Numeral 7</i>
<i>Laser Standard</i>	<i>Red Laser symbol on white background</i>	<i>Laser Radial</i>	<i>Red Laser symbol on green background</i>	<i>Laser 4.7</i>	<i>Red Laser symbol on Yellow background</i>
<i>Handicap</i>	<i>Numeral 8</i>	<i>Junior Handicap</i>	<i>Numeral 9</i>	<i>RS Feva</i> <i>RS Vision</i>	<i>Flag R</i> <i>Flag V</i>

7.2 Sunday Series racing will use Handicap – Numeral 8 and Junior Handicap – Numeral 9.

8 THE COURSES

8.1 The course will be displayed on the Official Notice Board not less than 10 minutes before the Warning signal.

8.2 The course will also be displayed below the Signal Mast in front of the Race Hut. The course may be changed after the first race when racing back-to-back races. Any change will be indicated by the Signal Flag L being displayed. The course boards indicate the sequence of rounding the marks from left to right and the background colour Red or Green indicates which way to round the mark Red to Port and Green to Starboard.

9 MARKS

9.1 The lake has a number of fixed marks that are spherical buoys with alpha numeric characters as shown on the map of the lake. There are additional white dan buoys with a pole that are moveable they will be identified with coloured flags with numbers when used as marks of the course. Marks should be rounded in sequence for each lap. If the Red and Green Flags are used then Red flags indicates round to PORT, Green flags indicates round to STARBOARD, corresponding with the course boards on the Race Hut.

9.3 All marks of the course are rounding marks unless otherwise stated.

9.4 The starting and finishing marks will be white dan buoys with a Red or Blue flag, this will be known as the Outer Distance Mark (ODM). A Committee Boat may be used as the starboard end starting and finishing mark.

10 AREAS THAT ARE OBSTRUCTIONS

The islands are designated as obstructions.

11 THE START

11.1 Races will be started by using rule 26 with the warning signal given 3 minutes before the starting signal. The Preparatory signal will be given 2 minutes before the starting signal. This changes Rule 26.

11.2 When starts are from the race hut, the starting line will be a transit formed by the tallest signal mast in front of the Race Hut displaying an Orange flag and the upper apex of the triangle in front of the signal mast. An Outer Distance Mark (ODM) marked with a Blue flag will be used.

11.3 If an Inner Distance Mark (IDM) with a Red flag is used to keep boats away from the shore for Safety reasons, this shall be positioned as near as possible on the Start Line. Boats shall pass between the ODM and IDM mark when starting. The IDM can be ignored when the Start Finish line is used as a gate on each lap and at the Finish.

11.4 When Committee Boat starts are used, the starting line is between the committee boat mast displaying an Orange flag and the ODM.

11.5 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

11.6 A boat starting later than 6 minutes after her starting signal will be scored Did Not Start (DNS). This changes rule A4.

11.7 If a boat is OCS at the start of a race the X flag will be raised with one sound signal. When individual boats return the X flag may be dipped. When all boats have returned the flag will be removed. Failure to dip or remove this signal will not be grounds for redress. This changes rule 29.1 & 62.1(a).

12 CHANGE OF THE NEXT LEG OF THE COURSE

12.1 Marks may be moved at any time after the start to maintain the courses configuration with respect to the wind. This changes rule 33.

13 THE FINISH

13.1 The finishing line will be between a staff displaying an Orange Flag on the Race Hut and an ODM mark with a Red or Blue flag. (A Blue flag may also be displayed to indicate the end of the race. See RRS Race Signals for information on use).

- 13.2** When the finish is at a Committee Boat the finish line will be between a staff on the Committee Boat displaying a Orange flag and a ODM displaying a Red or Blue flag. (A Blue flag may also be displayed to indicate the end of the race).
- 14 TIME LIMITS**
- 14.1** The race officer will shorten the race so that the duration is approximately the length specified in the Club Year Book or the Notice of Race or as advised on the Official Notice Board. The time limit for the race shall be 30 minutes after the shorten course signal is made. Failure to shorten the course will not be grounds for applying for redress. This changes rule 62.1(a).
- 14.2** Boats failing to finish within 30 minutes after the first boat sails the course and finishes will be scored Did Not Finish. This changes rules 35, A4 and A5
- 15 DECLARATIONS**
- 15.1** All the boats that retire must inform the race officer within 10 minutes after the time of the last boat's finish in each race. If "back-to-back" racing takes place then within 10 minutes after the time of the last boat's finish in the last race sailed in this way.
- 15.2** When required by the Race Committee, all competitors shall complete the signing off sheet within 10 minutes after the time of the last boat's finish in each race. If "back-to-back" racing takes place then signing off shall be done after the last race sailed in this way and within 20 minutes after the time of the last boat's finish.
- 15.3** When a signed declaration is required by the Race Committee a boat that retires from a race shall notify the Race Committee by stating on the declarartion 'Retired'.
- 16 PROTESTS, ARBITRATION AND REQUESTS FOR REDRESS**
- 16.1** The Exoneration Penalty, Advisory Hearing and RYA Arbitration service is available at Spinnaker Club. (A full explanation can be found at www.rya.org.uk/general/rulesdisputes)
- 16.2** Protest forms are available at the race office, located outside the Office. Protests and requests for redress or reopening shall be delivered there within the protest time limit.
- 16.3** For each class, the protest time limit is 15 minutes after the last boat has finished the last race of the day. The same time limit applies to protests by the Race Committee and Protest Committee about incidents they observe in the racing area and to requests for redress.
- 16.4** Notices will be posted within 30 minutes of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the Club House or Boatswain's Locker.
- 16.5** Breaches of instructions 1.3 and 15 will not be grounds for a protest by a boat. This changes rule 60.1(a). Penalties for these breaches may be less than disqualification if the protest committee so decides. The scoring abbreviation for a discretionary penalty imposed under this instruction will be DPI.
- 16.6 Exoneration Penalty**
- 16.6.1** A boat that may have broken a rule of Part 2, or rule 31 or 42, may, after finishing the race concerned and before the start of a related protest hearing, notify the Race Committee that she accepts a 20% scoring penalty as stated in rule 44.3(c), (except that the minimum penalty is two places if that does not result in a score worse than DNF). This penalty does not reverse an OCS score, a disqualification under rule 30.3 or a penalty under Appendix P. It is not available for a breach of rule 2 or of a class rules or for gross misconduct under rule 69. Nor is it available to a boat that caused injury or serious damage or gained a significant advantage by her breach; in these circumstances, her penalty is to retire.
- 16.6.2** When an Exoneration Penalty is accepted,
- (a) Neither the boat nor a protest committee may then revoke or remove the penalty.
- (b) The boat shall not be penalised further in a protest hearing when the Protest Committee decides that it was appropriate to the facts found and the applicable rules.
- 16.7 Advisory Hearing**
- 16.7.1** When there is an incident that will not result in the lodging of a protest or a request for redress, a boat, Protest Committee or Race Committee may request an advisory hearing with the Race

Committee, and notify any boat involved in the incident. An adviser will then call a hearing to learn what may have happened and will state whether any rule appears to have been broken, and by which boat. A boat may as a result notify the race officer that she accepts an Exoneration Penalty when it applies to the incident, or choose to retire.

16.8 RYA Arbitration

16.8.1 When a protest or request for redress is lodged, a boat may at the same time request RYA Arbitration, or the Protest Committee or Race Committee may offer it.

16.8.2 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 a hearing conforming to Section B of Part 5 of the RRS, except that rule 64.1 will not apply. Instead, when the arbitrator decides that a boat is a party to the arbitration hearing has broken a rule for which the Exoneration Penalty is available, the party will be invited to accept that penalty, and, if it is accepted by a protested boat, the protesting boat will be allowed to withdraw the protest, changing rule 63.1

16.8.3 When there is not an agreement to use RYA Arbitration, or when, after the RYA Arbitration, a protest is not withdrawn or the Exoneration Penalty is not applicable to the facts, there will be normal protest hearing, at which the arbitrator may be a member of the Protest Committee. Rule 66 will not apply to the arbitration decision. A boat may still accept an Exoneration Penalty at any time before the start of a protest hearing and receive its protection from further penalization. She may also retire.

16.8.4 When redress is offered and accepted at the RYA Arbitration, the Protest Committee or Race Committee may seek to have this reviewed by asking for a full hearing. When redress is offered and not accepted, or not offered at all, the boat may have her request heard before a Protest Committee.

17 SCORING

17.1 The Low Point Scoring system of Appendix A4 will apply.

17.2 The scoring system will be based on the HELM of the boat not the boat. This changes Appendix A and RRS rule 75.1. See SI 2 for details on entry. On the first race of the series the HELM will state on the Signing On Sheet what class he/she is going to race in. For example, for a single class series then he/she must race that type of boat throughout the series. If it is a Solo class then he/she cannot change type of boats but can change sail numbers. If it is a Laser then he/she can start with a Full rig and change to a Radial or 4.7 rig. If it is the Handicap fleet then he/she must decide on the class at the beginning of the Series and must not change class during that series but can change sail number.

17.3 For Two handed boats you can race with a crew or single-handed. This shall be stated on the entry form (signing on sheet) for that race. This will affect your score.

17.4 The number of races scheduled will be those shown in the programme of races found in the Club Calendar at the back of this booklet. Any changes will displayed on the official notice board at least 7 days before the first race of the series.

17.2 Series scoring shall be as follows and this changes the rule appendix A2.

Format	Number of Races Completed	Series Score
1 or 2 day regatta	Less than 3	Total of race scores
1 or 2 day regatta	3 to 5 races completed	Total of race scores excluding her worst score
1 or 2 day regatta	More than 5 races completed	Total of race scores excluding her two worst scores
Series over more than 2 days	More than 5 races completed otherwise consider as a 2 day regatta	As designated in the series information table.

18 SAFETY REGULATIONS

- 18.1** No support boats are allowed on the lake without express permission of the Race Committee.
- 18.2** A boat that retires from a race shall notify the race committee as soon as possible.
- 18.3** When afloat all patrol boat crews shall wear a personal flotation device, except briefly while changing or adjusting clothing or personal equipment. Wet suits and dry suits are not personal flotation devices.
- 18.4** When afloat all competitors shall wear a personal flotation device, except briefly while changing or adjusting clothing or personal equipment. Wet suits and dry suits are not personal flotation devices. Flag Y will not be displayed. This changes RRS 40 and the preamble to Part 4.
- 18.5** Either a wet or dry suit must be worn when sailing or canoeing between 1st November and 31st March, unless with express agreement of the Training Centre's Chief Instructor who must be present at all times. Regarding all other activity, it is the sole responsibility of each person to wear clothing appropriate to the activity undertaken.
- 18.6 Outside Assistance**
- 18.6.1** A boat may receive help from an outside source as detailed in rule 1 without incurring a penalty. Rule 41 now states that help can be given to any person in danger. If a Safety Boat crew decides somebody may be in 'Danger' then the person receiving help need not retire. A report will be made to the Race Officer and if it is deemed that he did not gain a significant advantage no further action will be taken. If the person did gain an advantage then the person may be protested and penalized; any penalty may be less than disqualification.

19 RISK STATEMENT

Rule 4 of the Racing Rules of Sailing states; "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone".

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

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

20 INSURANCE

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