

SPINNAKER CLUB

Club Racing - Sailing Instructions

Organising Authority is Spinnaker Club

Valid from 01st January 2018 to 31st December 2018

Change Tracker

| Rev | Status | Date Compiled | Compiled by | Date Approved | Approved by | Remarks |
|-----|--------|---------------|-------------|---------------|-------------------|----------------------------|
| A | Draft | 09/01/2018 | EM | | | First Draft for discussion |
| B | Final | 04/03/2018 | EM | 04/03/2018 | Sailing Committee | For Racing |
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1 RULES

- 1.1 These Sailing Instructions (SI) will be used for all club racing unless replaced by event specific sailing instructions. In the event that the Notice of Race and Sailing Instructions conflict, the Sailing Instructions will prevail.
- 1.2 All racing will be governed by the rules as defined in The Racing Rules of Sailing 2017-2020 (RRS). Some rules in the RRS are changed. The changes are outlined in these SIs.
- 1.3 The rules and regulations of Spinnaker Club shall be followed and are available to view the club website (www.spinnakerclub.co.uk).
- 1.4 **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 on the RYA website (www.rya.org.uk).
- 1.5 The rules of the relevant class associations will apply unless stated in these SIs.
- 1.6 RRS are changed as follows:
 - a) RRS A4.1 is changed to allow boats that finished the race but failed to comply with the requirements of SIs 4.3 or 11.9 to be scored Did Not Start or if they fail to comply with the requirements of SI 14.3 or 15.1 to be scored Did Not Finish (DNF) by the Race Committee or to allow competitors on duty to be scored with average points (see SIs 4.3, 14.3 15.1 & 16.7)
 - b) RRS A5 is changed to allow Duty Race Officer to score helms in accordance with SIs 4.3, 11.9, 14.2, 15.1 & 18.5, (SIs 4.3, 11.9, 14.2, & 18.5)
 - c) RRS A8 is changed to allow competitors on duty to be scored with average points (see SIs 16.7)
 - d) RRS Race Signals is changed to allow the extension of the period of postponement ashore (see SI 5.3,)
 - e) RRS 26 is changed for a 3, 2, 1, Go start sequence (see SI 11.1)
 - f) RRS 26 is changed for Pursuit Racing (see Addendum D)
 - g) RRS 28.1 is changed to allow helms that have not sailed the full course to be finished with a Backsweep if required (see SI 13);
 - h) RRS 29.1 is changed so that Signal Flag X-RAY (X) is displayed for only 1 minute. (see SI 11.7)
 - i) RRS 29.2 is changed to allow the start of the following fleets before the fleet that has been recalled (see SI 11.8)
 - j) RRS 33 is changed to allow moving of marks of the course at any time. (see SI 12.1)
 - k) RRS 35 is changed to allow helms that have not sailed the full course to be finished with a Backsweep if required (see SI 13.4) & helms that do not complete the course within 30 minutes of the first helm to not be finished (see SI 14.2)
 - l) RRS 44.1 is changed to allow contact with flags that form part of a mark (see SI 9.3)
 - m) RRS 44.3 is not used and should be ignored
 - n) RRS 75.1 is changed, such that entries to races are accepted by the Helm not Boat (see SI 4.6)
 - o) RRS 60.1(a) is changed to limit a helms right to protest for breaches of the SIs (see SI 17.6)
 - p) RRS 60.1(b) is changed so that competitors may not request redress for alleged breaches of 62.1(a) concerning SIs 8.4, 8.5, 11.2, 13.4 & 14.1. (See SIs 4.5, 8.4, 8.5, 11.2, 13.4, 14.1. D.1 & D.2d)

2 NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the Official Notice Board (ONB) located in the Club House.
- 2.2 Information regarding racing may be communicated to competitors by various means such as club newsletters, emails, posters and social media posts (this list is not exhaustive). Every attempt will be made to ensure this information is correct, however any such communications are not official Notices to Competitors. Competitors should check the ONB for the Official Notices to Competitors.

3 CHANGES TO SAILING INSTRUCTIONS

- 3.1 Changes may be made to the SIs at any time. Changes to the SIs will be notified using Signal Flag LIMA (L) and displayed on the Official Notice Board (ONB) in the Club House
- 3.2 No race will start until at least 10 minutes after the change has been notified to competitors.
- 3.3 Changes to the SIs will only apply for the duration of the day that the change was made on and will not be considered permanent changes until revised SIs are issued.

4 ENTRIES & REGISTRATION

- 4.1 Club Racing is open to any member.
- 4.2 Unless stated on the club website or Official Notice Board (ONB), there is no requirement to enter a series or event prior to attending the racing. The Racing Programme (RP) details the different series and events that are run during the year.
- 4.3 Before each individual day of racing, each helm (or their representative) must register with the on duty Race Officer. In order to register they must enter their name, class of boat to be raced and sail number on the appropriate form which will be within the Race Hut (located to the North East of the club house). Failure to register correctly may result in boat being scored Did Not Start (DNS) in any races that they complete without registering correctly for. This amends RRS A4.1 or A5.
- 4.4 Racing will be started with either:
 - a) One combined classes, (Handicap) start
 - b) Multiple Class starts,
 - c) Separate Starts for Juniors & Seniors
 - d) Individual starts for Pursuit Racing (See Addendum D)

The RP will state the starting arrangements. When racing is started with one combined handicap start, separate results (in addition to the Overall Results) may be published for individual classes.

- 4.5 Separate Results may be published for any class that has 6 or more boats qualify for the series. Failure to publish separate results will not be grounds for redress under RRS 62.1(a). This changes RRS60.1(b)
- 4.6 Entries for an event or series are made, and results are awarded, in the name of the Competitors not in the name of the boat. This changes RRS 75.1 and RRS Appendix A.

- 4.7 Competitors in the Laser Class can enter with either a Full, Radial or 4.7 rig. This changes the Class Association Rules. Separate results for each class are not published unless the criteria set out in SI 4.5 are met.
- 4.8 Competitors in the Handicap Class can enter any class of boat that meets the Clubs Rules and Regulations
- 4.9 The Youth Class is open to Helms, sailing any class, aged under 18 years old on the 31st December 2018
- 4.10 Unless stated on the ONB, there are no limits to the maximum or minimum number of competitors in each boat, this may change Class Association Rules.
- 4.11 Provided that the helm does not change, other members of the crew can be substituted, swapped or changed for any subsequent race and all previous results for that helm may be used within the series of races. This may change Class Association Rules.

5 SIGNALS MADE ASHORE

- 5.1 When a committee vessel or vessels are being used, signals made ashore will be made at the Race Hut to the North-East of the Clubhouse.
- 5.2 When racing is being run from the shore all race signals will be made at the Race Hut to the North-East of the Clubhouse.
- 5.3 For races that use a committee vessel or vessels, when Race Signal AP is displayed ashore, '1 minute' is replaced with 'not less than 10 minutes' in the Race Signal AP. This amends RRS Racing Signals

6 SCHEDULE OF RACES

- 6.1 The schedule of races and the scheduled time of the warning signal is given in the Racing Programme (RP) which is displayed on the Club's website (www.spinnakerclub.co.uk)
- 6.2 Some events or series may have their own Notice of Race published. If the published Notice of Race and RP conflict, the Notice of Race will prevail.
- 6.3 Any changes to RP will be posted on the Official Notice Board (ONB) and a revised RP published on the Club Website, not less than seven days before first effective date of the changes. Details of any changes to the RP may be communicated to competitors via other means (such as club newsletters or emails). Attention is drawn to SI 2.2

7 CLASS FLAGS

- 7.1 Table A1, contained Addendum A details the Class Flags that will be used for racing.
- 7.2 When class flags not listed in Table A1 are required, the name and description of the class flag will be displayed on the Official Notice Board (ONB).

8 THE COURSES

- 8.1 Courses and number of laps (per race) will be displayed on the Course Board at the Race Hut (located to the North of the Club House) not less than 15 minutes before the first Warning Signal of the first race of the day, for each race series or event .
- 8.2 The name and rounding sequence of marks of the course will also be displayed below the Signal Mast in front of the Race Hut and on the committee boat acting as a start boat if it is being used.
- 8.3 The sequence of rounding, of the marks (as displayed from the race hut and committee boat) will be; 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
- 8.4 The course may be changed after any race, when the course is changed on the same day of racing, the change in course will be indicated by the Signal Flag LIMA (L) over Signal Flag CHARLIE (C) being displayed. Failure to display Signal Flag Lima (L) over signal flag CHARLIE (C) when the course is changed will not be grounds for redress under RRS 62.1(a).This changes RRS60.1(b)
- 8.5 If a course is to be changed between races that are to be run back-to-back, a lead boat shall be provided. Failure to provide a lead boat will not be grounds for redress under RRS 62.1(a).This changes RRS60.1(b).

9 MARKS

- 9.1 Marks will be either;
 - a) Fixed marks - Spherical buoys with alpha numeric characters as shown on the map of the lake, contained in Addendum B of these Sailing Instructions
 - b) Laid marks - white Dan buoys with a pole staff to display a Numeric Character, when used as marks of the course.
- 9.2 All marks of the course are rounding marks unless otherwise stated.
- 9.3 Provided the flag remains on the buoy there shall be no penalty when a boat touches any part of a flag which does not surround the staff of a mark. This amends RRS 44.1

10 AREAS THAT ARE OBSTRUCTIONS

- 10.1 The following areas are designated as obstructions:
 - a) NONE

11 THE START

11.1 Races will be started using the Racing Signals contained in Table 1. This changes RRS 26

| Minutes to Start Signal | Visual Signal | Sound Signal | Means |
|-------------------------|------------------------------------|--------------|--------------------|
| 3 | Class Flag | One | Warning Signal |
| 2 | P, I, Z, Z with I, U or Black Flag | One | Preparatory Signal |
| 1 | Preparatory Flag Removed | One Long | One Minute |
| 0 | Class Flag Removed | One | Starting |

Table 1 - Starting Signals

11.2 Sail numbers of individually recalled boats may be hailed or displayed from the Committee Boat. Failure to hail sail numbers will not be grounds for redress under RRS 62.1(a). This changes RRS 60.1(b).

11.3 The starting line will be defined by one of two methods:

- a) Committee Boat Start Line – A line between a flag staff on a Committee Vessel displaying an Orange Flag and a white Dan Buoy with a Blue Flag
- b) Race Hut Start Line - A transit formed by the southern column of the race signal gantry and the upper apex of the triangle in front of the signal gantry. Boats shall pass between the outer limit mark and the signal gantry or, if an inner limit mark is laid, between the two limit marks.

11.4 Either line may use an Inner Distance Mark. Which will be a white Dan Buoy displaying a Red Flag. When laid, boats shall start by passing through the defined line, between the inner and outer distance marks

11.5 If there are separate class starts for a race, the order of starts for each class will be displayed on the course board. In these occasions, the Starting Signal for one Class may be the Warning Signal of the following Class.

11.6 In the event of an Individual recall, RRS 29.1 is changed so that Signal Flag XRAY (X) will be displayed for no longer than 1 minute after the affected start. This changes RRS 29.1

11.7 In the event of a general recall. RRS 29.2 is changed to allow the Race Officer to start the following fleets before the fleet that has been recalled. This changes RRS 29.2

11.8 A boat starting later than 6 minutes after her starting signal will be scored Did Not Start. This changes RRS A4.1 & A5.

11.9 Separate starting arrangements will apply for Pursuit Racing. The starting arrangements for Pursuit Racing are contained in Addendum D.

12 CHANGE OF THE NEXT LEG OF THE COURSE

12.1 Marks may be moved at any time without any notice to competitors, this changes RRS 33.

13 THE FINISH

13.1 The Finish Line will be defined by one of two methods –

- a) Committee Boat Line – A line between a flag staff on a Committee Vessel displaying an Orange Flag and a white Dan Bouy with a Blue Flag
- b) Race Hut Line - A transit formed by the southern column of the race signal gantry and the upper apex of the triangle in front of the signal gantry. Boats shall pass between the outer limit mark and the signal gantry or, if an inner limit mark is laid, between the two limit marks.

13.2 The type of finish line will be stated on the Course Board

13.3 Either line may use an Inner Distance Mark. Which will be a white Dan Buoy displaying a Red Flag. When laid, boats shall finish each lap by passing through the defined line, between the inner and outer distance marks

13.4 The duty race officer shall plan to finish slower boats as close to the leading boat's finish time as possible. This may necessitate finishing individual boats without shortening the course for the entire fleet. The Duty Race Officer or their assistants will notify the competitors that they have finished by verbal communication, there will be no visual or sound signal. This is known as a Backsweep. The Duty Race Officer's decision in the matter is final and is not grounds for redress. Failing to undertake a Backsweep will not be grounds for redress under RRS 62.1(a).

When a Backsweep is undertaken, finishing places, for those finished using a Backsweep, will be awarded as followed

- a) Portsmouth Yardstick Handicap Racing - Competitors can be finished at any time when they pass through the Start/Finish line. The finishing place is awarded based on average lap time and calculated as per the procedure detailed in Addendum C.
- b) Individual One Design Classes – Competitors can be awarded a finishing place at any point during the race. Competitors shall be given a finishing place after all boats which completed the course and boats that were finished under a Backsweep but at a point further along the course, or at same point but at an earlier time.
- c) Pursuit Racing - A Backsweep finish cannot be awarded

This changes RRS 28.1, 35, 60.1(b), & A5

13.5 There are separate finishing arrangements for Pursuit Racing which are listed in Addendum D.

14 TIME LIMITS AND TARGET TIMES

14.1 The target time for each race may be listed on either the Racing Programme (RP), the Event Specific Notice of Race or the Official Notice Board (ONB). Failure to meet the target time will not be grounds for redress. This changes RRS 60.1(b). Furthermore a Target Time may not be stated.

14.2 A finish window will be in place; boats must finish within 15 minutes of the first boat in the race finishing, unless they are awarded a finish via a Backsweep (see SI 13.4). This changes RRS 35

- 14.3 Boats failing to finish within the finish window and not awarded a place by a Backsweep (see SI 13.4) will be scored Did Not Finish by the Race Committee. This changes RRS A4.1 and A5.

15 DECLARATIONS

- 15.1 Some Events or Series may require a formal Signing Off Declaration. When required, competitors shall complete the signing off sheet as soon as possible but no later than 10 minutes after the time of the last boat's finish in that race. If "back-to-back" racing takes place then signing off shall be done as soon as possible after the last race sailed on that day, in that series, and no later than 20 minutes after the time of the last boat's finish. Failure to correctly complete the Signing Off Declaration may result in Helms being scored Did Not Finish (DNF) by the Duty Race Officer. This changes RRS A4.1 & A5
- 15.2 All the Boats that retire must inform the Duty Race Officer as soon as possible, but not later than 10 minutes after the time of the last boat's finish in that 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. When a Signing Off Declaration is required by a boat that retires from a race shall notify the Duty Race Officer by stating on the declaration 'Retired'.

16 SCORING

- 16.1 The Low Point System of Appendix A4 will apply.
- 16.2 The Racing Programme (RP) details the number of races and number of discards for each series or event.
- 16.3 Final Results for the Handicap Class will be calculated using the Portsmouth Yardstick (PY) Handicapping System, which is detailed in Addendum C. The PY numbers for each class may change throughout the year, but the PY Numbers will not be changed during a series or event. Any changes will be notified as per the prescriptions of SI 3.
- 16.4 The scoring system will be based on the Helm of the boat not the boat. This changes RRS Appendix A & 75.1. See SI 2 for details on entry. Attention is drawn to SI 4.10 & 4.11
- 16.5 In classes, where competitors have a choice of rig size, they may change between Rigs and retain their scores from different rigs for the series. When results are determined using the Portsmouth Yardstick Handicapping System, the finishing position for all races in series will be calculated using the Portsmouth Number for the largest rig used by that competitor in that series.
- 16.6 For events or series where the RP does not state the number discards or races in the series, the number of races and the number of discards will be displayed on the Official Notice Board (ONB) not less than 15 minutes before the first race in the event or series.
- 16.7 For each series or event, competitors who undertake a club duty or duties during that series or event, will be scored with average points in races missed whilst undertaking said duties. The average points will be the mean score of all race scores in which the competitor competed in, during that series. For the purposes of series tie breaks, ties will be broken in favour of the competitor who has competed in more races. This changes RRS A4.1 & A8

17 PROTESTS AND REQUESTS FOR REDRESS

- 17.1 An Exoneration Penalty, Advisory Hearing and Arbitration service is available. Full details of this service are contained in Addendum E
- 17.2 Protest forms are available in the Race Hut, located to the North-East of the Clubhouse. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.
- 17.3 The protest time limit for each race is 15 minutes after the last boat has finished that race. Where races are run back to back, the protest time limit is 15 minutes after the last race of that series, that day
- 17.4 Notices will be posted on the Official Notice Board no later than 24 hours after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Emails will also be sent to these parties within 72 hours of the Protest Time Limit. The anticipated time and location of protest hearings will be advised on this notice and email. Times will be advisory only.
- 17.5 Notices of protests by the Race Committee or Protest Committee will be posted to inform boats under rule 61.1(b).
- 17.6 Breaches of Sailing Instructions will not be grounds for a protest by a Competitor. 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.

18 SAFETY REGULATIONS

- 18.1 No support boats are allowed on the lake without express permission of the Race Committee
- 18.2 All competitors shall wear a personal flotation device at all times when afloat, except briefly when changing or adjusting clothing or personal equipment. Signal Flag YANKEE (Y) will not be displayed. Wet suits and dry suits are not considered personal flotation devices. This changes rule 40 and the preamble to Part 4.
- 18.3 A boat that retires from a race shall notify the Race Committee as soon as possible. Attention is drawn to SI 15.2
- 18.4 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 Patrol Boat crew decides that competitor(s) may be in 'Danger' then the competitor(s) receiving help need not retire. A report will be made to the Duty Race Officer and if it is deemed that there was no significant advantage gained, no further action will be taken. If the competitor(s) did gain an advantage then the competitor(s) may be protested and penalized; any penalty may be less than disqualification. The scoring abbreviation for a discretionary penalty imposed under this instruction will be DPI.
- 18.5 If a Patrol Boat is required to provide a level of assistance to an individual boat or competitor(s) and it is deemed by the Duty Race Officer that this is causing the Patrol Boat to be unable to adequately perform their other duties, said boat will be scored as retired (RET) and asked to stop racing and return to the shore. The Duty Race Officer's decision in the matter is final and is not grounds for redress. Failure to obey this SI will result in a Protest by the Race Committee for alleged breach of RRS 69.

19 REPLACEMENT OF CREW OR EQUIPMENT

- 19.1 There are no restrictions on the substitution of competitors that are not the helm, attention is drawn to SI 4.10 & 4.11. In exceptional cases the Race Committee may permit a change in Helms.
- 19.2 There are no restrictions on the replacement or substitution of equipment between races. In Handicap racing, and where different equipment configurations have different Portsmouth Yardstick Numbers, (such as the National 12 Class) differing Portsmouth Yardstick Numbers may be used when equipment is changed.

20 EQUIPMENT AND MEASUREMENT CHECKS

- 20.1 A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions.

21 ADVERTISING

- 21.1 Boats shall display advertising supplied by the Organising Authority as required.
- 21.2 Competitors may be asked to remove or conceal any advertising that has not been provided by the organising authority.

22 RISK STATEMENT

- 22.1 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 other 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; and
 - g) It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any safety briefing held for the event.
 - h) Their boat is adequately insured, to include a minimum third party cover with a minimum cover of £2,000,000 per incident or the equivalent

23 INSURANCE

- 23.1 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.

A. ADDENDUM A - CLASS FLAGS

A.1 The Class Flags that will be used are shown in Table A1, contained below.



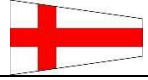










| Class | Signal Flag | Description |
|------------------|---------------------------|---|
| Enterprise | Signal Flag ECHO (E) |  |
| Firefly | Signal Flag FOXTROT (F) |  |
| Handicap | Numerical Pennant 8 |  |
| Junior Handicap | Numerical Pennant 9 |  |
| Laser (Standard) | Laser Standard Class Flag |  |
| Laser (Radial) | Laser Radial Class Flag |  |
| Laser (4.7) | Laser 4.7 Class Flag |  |
| National 12 | Numerical Pennant 7 |  |
| Optimist | Signal Flag OSCAR (O) |  |
| RS Feva | Signal Flag KILO (K) |  |
| RS Vision | Signal Flag VICTOR (V) |  |
| Solo | Signal Flag ROMEO (R) |  |
| Topper | Topper Class Flag |  |

Table A1 - Class Flags to be Used for Club Racing

B. ADDENDUM B – FIXED MARKS

B.1 The fixed marks and approximate locations are shown in figure B1, contained below

B.2 Marks are yellow or orange, spherical buoys with black lettering

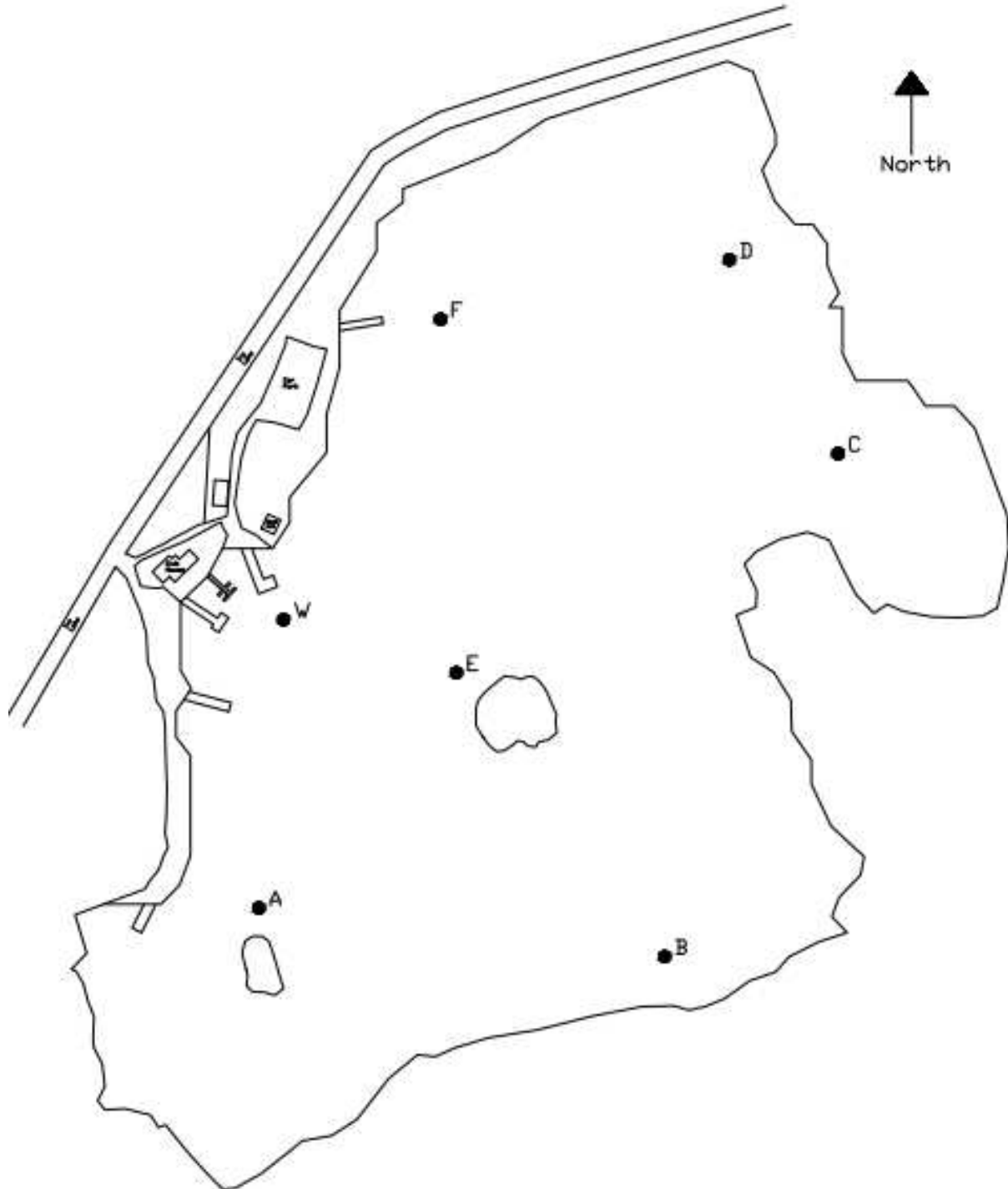


Figure B1

C. ADDENDUM C – PORTSMOUTH YARDSTICK CALCULATIONS

- C.1 A full explanation of the Portsmouth Yardstick scheme is contained on the RYA Website at <http://www.rya.org.uk/racing/Pages/portsmouthyardstick.aspx> .
- C.2 In accordance with RRS A3, Finishing places will be determined using a Corrected Time (C).
- C.3 The Corrected Time (C) for each boat is calculated using the average lap time equation in Figure C1, contained below.

$$\text{Corrected Time (C)} = \frac{(\text{Elapsed Time} \times \text{Total Laps} \times 1000)}{(\text{PN} \times \text{Actual Laps})}$$

Elapsed Time = The time in seconds from the starting signal until the boat is finished

Total Laps = The number of laps completed by the boat that sailed the furthest

PN = Portsmouth Number

Actual Laps = The number of laps completed by the boat

Figure C2

- C.4 The Portsmouth Number for each class is shown in Table C1, contained below. For classes not listed below, the standard Portsmouth Number listed on the RYA website should be used

| Class | Portsmouth Number | Difference to RYA Standard |
|---|-------------------|----------------------------|
| Enterprise | 1113 | 0 |
| Firefly | 1165 | 0 |
| Firefly (Single Handed) | Not Used | N/A |
| Laser (Standard) | 1097 | 0 |
| Laser (Radial) | 1139 | 0 |
| Laser (4.7) | 1200 | 0 |
| National 12 | 1064 | 0 |
| National 12 (Pre 2005 Double Floor) | Not used | N/A |
| National 12 (Post 2005 Double Floor) | Not used | N/A |
| National 12 (All Admiral Cuppers) | Not used | N/A |
| Optimist | 1665 | 0 |
| RS Feva | 1240 | 0 |
| RS Vision | 1128 | 0 |
| Solo | 1143 | 0 |
| Topper | 1347 | 0 |

Table C1

- C.5 The Portsmouth Number may be changed between separate series or events. If new Portsmouth Numbers are used, they will be displayed on the Official Notice Board. Attention is drawn to Sailing Instruction 3. Portsmouth Numbers will not be changed during an event or series
- C.6 In the event that that a boat has a greater corrected time greater than a boat which completed less laps but has the same Portsmouth Number the modifying calculation shown in Figure C2, contained below, should be applied. In these cases the finishing place is determined using the Modified Time (M).

$$\text{Modified Time (M)} = \text{Corrected Time (C)} \times \text{Multiplier}$$

$$\text{Multiplier} = \frac{(\text{Slowest} \times (\text{Fastest Laps} - 1))}{\text{Race Time} \times \text{Fastest Laps}}$$

Slowest = The elapsed time in seconds from the start signal to the finish of the slowest boat in the group

Actual Laps = The number of laps completed by the fastest boat in the group

Race Time = The elapsed time in seconds from the start signal to the shortened course signal

Figure C2

D. ADDENDUM D – ADDITIONAL SI FOR PURSUIT RACING

D.1 Start Times

- a) Individual start times for each entrant are allocated by the Duty Race Officer. The start times take into account the class of boat raced and the ability of the competitors. The Duty Race Officers decision in the matter is final and is not grounds for redress under RRS 62.1(a). This changes RRS60.1 (b).
- b) Results will be reviewed regularly to ensure competitors are in an appropriate start time and any changes notified to them at least 7 days before the affected start. Attention is drawn to SI D.1 (d).
- c) Helms who achieve finishing positions of either 1st or 2nd in a race are required to move their start times back by 1 minute for the following race that they participate in, in the same class. Thereafter, a finishing position of 3rd or below permits their start time to revert back to its original start time.
- d) For each series or event, a list of start times for entrants will be maintained & displayed on the Official Notice Board, and must be followed.

D.2 The Start

- a) Sailing Instruction 11.1 is deleted and replaced with –
Boats shall start by passing through the starting line (as defined in SI 11.3 & 11.4) on or after the sound signal at their prescribed time which is listed on the Official Notice Board. This changes RRS 26.
- b) Boats that pass through the starting line before their respective sound signal will be deemed to be On Course Side and will be subject to RRS 29.
- c) Starting times will be published as a set number of minutes after the Base Time. The Racing Programme (RP) will list the Base Time.
- d) The Duty Race Officer will make one long sound (between 3-5 seconds) each minute, the start of the sound signal shall be taken as the signal, and there is no visual signal.
- e) Prior to and immediately after the sound signal, the race officer may give a verbal notification of the time of the signal. Failure of the verbal notification will not be grounds for redress under RRS 62.1(a). This changes RRS60.1 (b).
- f) Sailing Instruction 11.9 is deleted.

D.3 The time limit for the race will be 1 hour 28 minutes after the Base Time.

D.4 The Finish

- a) At the time limit, the Duty Race officer will make one long sound signal. This sound signal known as the Finishing Signal, is the finish of the race.
- b) Boats are said to be finished at the Finishing Signal and are awarded a finishing place based on their position in the race at the time of the Finishing Signal.
- c) If at the Finishing Signal boats are tied, and it cannot be mutually agreed by all parties, who is ahead, the affected boats should continue to race until the next mark of the course. The rounding order at that mark will be used to break the tie.
- d) Competitors should sail the course as described on the Course Board and pass through the start/finish line (if part of the course) on each lap.

D.5 Declaration

- a) In accordance with Sailing Instruction 15.1, a formal Signing Off Declaration is required.
- b) Competitors shall complete the signing off sheet as soon as possible but no later than 20 minutes after Finishing Signal.
- c) In order to correctly Sign Off, competitors must log down the Class and Sail Number of the boat that was in front and behind at the time of Finishing Signal or after a tie break in accordance with SI D.4 (C).
- d) Failure to correctly complete the Signing Off Declaration may result in Helms being scored Did Not Finish (DNF) by the Duty Race Officer. This changes RRS A4.1 & A5

E. ADDENDUM E – ALTERNATIVES TO PROTESTS

- E.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)
- E.2 Exoneration Penalty
- a) 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 rule 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.
 - b) When an Exoneration Penalty is accepted Neither the boat nor a protest committee may then revoke or remove the penalty and 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.
- E.3 Advisory Hearing
- a) 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.
- E.4 RYA Arbitration
- a) 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.
 - b) 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
 - c) 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.
 - d) 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.