

## CLUB RACING: SAILING INSTRUCTIONS

*These sailing instructions apply to all fleets sailing at Budworth except when indicated thus\*\*.*

### 1. Applicable Regulations

Racing will be under ISAF Racing Rules of Sailing, RYA prescriptions and the relevant class regulations, subject to any modifications below. All boats must have current registration certificates and sail endorsements where applicable.

### 2. The Starting Interval (Changes Rule RRS 26)

This will be 3 minutes. For the first fleet start, sound signals will be at 9, 6 and 3 minutes and at the start, with visual signals at 6, 3 minutes and the start. Subsequent fleet starts will follow at 3 minute intervals.

### 3. Starting Signals

Unless otherwise prescribed by the PRO, visual starting signals will be given by switching on or off lights displayed in the race box. A klaxon or bell will be used as a sound signal. The warning signal will be a coloured light – the class light. The usual sequence will be as follows:

	White	Yellow	Blue	Green	Red
Points Series	Laser	Fireball, Firefly, Solo & Junior	RS200	Snipe	GP14
Sun H'cap	Handicap	-	-	-	-
Saturday	Handicap	Raceboard	-	-	-
Wednesday	Laser	Handicap	-	-	-

Except where indicated Junior classes start with the Handicap start

The Preparatory Signal will be a white light under the warning signal light.

### 4. Ranking as a Starter

To rank as a starter in a race the helmsman or crew must indicate their intention to race using the system provided, before the preparatory signal for their start.

A boat that signs on but does not start will not be ranked as a starter.

### 5. Minimum Number of Starters

In the Main Points Series a quorum of three boats are required (for Junior fleets two boats from any fleet shall form a quorum).

In the Summer and Autumn series two boats shall form a quorum.

For fleets which have adopted the Queen Mary scoring system there will be no quorum restrictions.

A boat that starts and participates in a race but does not sign on shall nevertheless count towards the quorum for that race.

### 6. Individual Recalls (Changes RRS 29. 1)

If a boat is on or across the starting line when the signal to start is made, a second sound signal will be given, the boat's class light will be switched on, but no recall number will be displayed. The responsibility for return will rest with the helmsman concerned. The class light will remain on until all boats have started correctly, or for a maximum of 40 seconds after the starting signal, whichever is the earlier.

The 'round the ends rule' does not apply. Any boat known to be over the line and not returning to the satisfaction of the PRO will be scored OCS (On Course Side).

### 7. General Recalls (Changes RRS 29.2)

In the event of a general recall, two sound signals will be given and the class light will flash at one second intervals for a maximum of 30 seconds. The fleet recalled will start 3 minutes after the last fleet to start in the original starting order. If the new start is 6 minutes or less after the recalled start, the lights will show the appropriate warning or preparatory signal after 30 seconds.

Should a fleet originally scheduled to start later than a recalled fleet also be recalled, then this later fleet will start one starting interval behind the fleet previously recalled.

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### 8. Raceboards

Raceboards must race with a sail number or identifier, preferably their UKBSA issued number.

On Tuesday's Raceboard races RRS Appendix B preamble, B1, B2, B3, B4 and B5 shall apply. On all other occasions no section of Appendix B shall apply.

Starting procedure for Tuesdays:

The PRO will give the following sound signals:

- (i) a 6 minute warning signal
- (ii) a 3 minute preparatory signal
- (iii) a starting signal

If a raceboard is on or across the starting line when the signal to start is made, a second sound signal will be given but no recall number will be displayed. The responsibility for return will rest with the board sailor concerned.

### 9. Time of start

The first race will start no earlier than the time stated in the Sailing Programme in Club Handbook. Subsequent starts will normally follow the timings indicated in the table below:

	4 Races	3 Races	3 Races(Sat)	Autumn
First race (as programme)	12:30 pm	1:30 pm	2:00 pm	12 noon
Second race should start at	1:30 pm	3:00 pm	3:10 pm	1:15 pm
Third race should start at	3:00 pm	4:15 pm	4:20 pm	2:30 pm
Fourth race should start at	4:15 pm	-	-	-

  

Planned Finish Time	5:00 pm	5:00 pm	5:15 pm	3:15 pm
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### 10. Starting Line

Unless otherwise prescribed by the PRO the starting line will be a transit line from the race box and limited in length by marks designated on the course board.

### 11. Finishing Line

Unless otherwise prescribed by the PRO, the finishing line will be between the markings on the race box, and a mark designated on the course board. This line may be further limited in length by an additional mark on the course board. A sound signal will usually be given to a boat finishing.

### 12. "Off the Jetty" (Changes Rule 45)

A boat shall be afloat and off her moorings (jetty) at her start signal. Thereafter she shall not be hauled out or made fast except to bail out, reef sails or make repairs. She may anchor or her crew stand on the bottom. She shall recover the anchor before continuing in the race unless she is unable to do so.

### 13. Courses

The course and number of laps to be sailed will be shown on the course board with the marks to be rounded in order. The course board will be displayed at the front of the Club or on the committee boat.

### 14. Shortening course (Varies Race Signals, flag "S")

A flashing white light signal will normally be used in place of the code flag "S" laid down in RRS Race Signals. When the signal is applicable only to certain fleets, the coloured warning signal lights for the fleets affected will be illuminated in addition to the white flashing lights. Alternatively, code flag "S" shall be used, flown above the appropriate class flags.

### 15. Average Lap Racing for Handicap racing

A handicap race that is to be run using Average Lap Racing will be indicated as such on the course board.

Every lap of the course will be the same, starting and finishing at the start line which must be passed through.

The intended duration of the race will be displayed on the course board instead of the number of laps.

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Shortly before the finish a flashing white light with two sound signals will be displayed. This is the About To Finish signal (ATR). All boats will finish the race when they next pass through the finish line at the end of their current lap.

### 16. Time limit

Other than Pursuit races, there will be no time limit except when prescribed by the PRO.

### 17. Scoring points for trophies \*\*

Unless specified otherwise at Class Meetings, the following 'Low' points scoring system will be used: 1st place 1 point, 2nd place 2 points, 3rd place 3 points, etc.

Retirement scores same points as number of starters.

Disqualification scores same points as number of starters plus 2.

### 18. Qualifying Number of Races

Series	Number of Qualifying Races
Main Points Trophies	18
Icebreaker Open	½ of races held rounded up
Summer Points	8
Laser Midweek	12
Midweek Handicap	12
Saturday Main Points	18
Saturday Summer	8
Autumn Open	⅓ of races held rounded up
Raceboard	12

In order to qualify for a series, a helmsman may request his own average points scored in that series be allowed for races when he has carried out a duty. This may be granted at the discretion of the fleet captain, will not be awarded if a duty has been missed in the year, and is applicable only to the number of races required for qualification.

### 19. Discards (Changes Appendix A A9)

(i) All races not sailed may be discarded. Additional discards may be taken as detailed in (ii) to (iii) below.\*\*

(ii) For Main Points, Laser Midweek and Raceboard Points, after achieving qualification, the next race provides a discard

Thereafter discards accrue at a rate of ONE discard for every TWO races sailed

(iii) All other points events, including Icebreaker, Summer and Autumn, one discard is allowed for every race sailed above the qualifying number.

\*\*Discards are not operable in classes using the "Queen Mary" scoring system.

An additional discard may be allowed for attendance at an Open Meeting when there is Main Points racing for the class at Budworth. Such additional discards shall be at the discretion of the Class Captain.

### 20. Ties (Changes Appendix A A8)

Ties in race series will be broken using the procedure in ISAF RRS Appendix A except where the number of discards possible equals or exceeds 50% of the number of races held. In that case ties will be broken in favour of the boat which scored better than the other most times. If more than two boats are tied they shall be ranked in order of the number of times each boat scored better than another of the tied boats. Races in which one of the tied boats did not start shall not be included. If the boats are still tied, the tie will be broken using the procedure in Appendix A.

### 21. Class handicaps at Budworth

The Club operates the RYA Portsmouth Yardstick Numbers, which may be suitably altered to accommodate local conditions. These will be displayed in the Clubhouse, and in the Race Box.

Unless otherwise stated, Single Handed PYR will be 20 points lower than the crewed PYR in crewed fleets.

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### 22. Exoneration Penalty

**22.1** A boat which 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 officer 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 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.

**22.2** 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 penalized further in a protest hearing when the protest committee decides that it was appropriate to the facts found and the applicable rules.

### 23. 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, within the protest time limit, lodge a request for an advisory hearing with the race officer, and notify any other boat involved in the incident. An advisor 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.

### 24. RYA Arbitration

**24.1** 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 officer may offer it.

**24.2** If the parties and a member of the protest or racing committee agree that RYA Arbitration is suitable because it appears that the issue is not complex and that witnesses may not be essential, an arbitrator (who may be that member of the protest committee) will call a hearing conforming to Section B of Part 5 of the Racing Rules of Sailing, except that rule 64.1 will not apply. Instead, when the arbitrator decides that a boat that 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.

**24.3** When there is not an agreement to use RYA Arbitration, or when, after RYA Arbitration, a protest is not withdrawn or the Exoneration 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. 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.

**24.4** When redress is offered and accepted at the RYA Arbitration, the protest committee or racing 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.

### 25. Responsibility for safety

The race organisers shall not be liable for any loss, damage, death or personal injury howsoever caused to the owner / competitor, his skipper or crew, as a result of their taking part in the race or races. Moreover, every owner / competitor warrants the suitability of his boat for the race or races and is responsible for the appropriate use of buoyancy and other safety equipment.

### 26. Rescue

RRS Fundamental Rule 1-1 will apply on all occasions. In points races boats assisting a capsized dinghy may elect to count the race as a non-start or to act under RRS 62-1(c) and 64.2

### 27. Limitations of rule changes

A Race Officer shall not introduce any supplementary race instructions which may result in the disqualification of a competitor, if such disqualification is not already provided for in existing ISAF, RYA or BSC Rules.