



Club Racing Sailing Instructions

2020 Edition: Updated

These Sailing Instructions replace the ones published in the Club Handbook for the interim period from racing being re-introduced with COVID-19 restrictions in place until the point in time when the published Race Programme in the Club Handbook is re-instated.

1 GENERAL

1.1 Rules used in races

Racing will be conducted under World Sailing Racing Rules of Sailing (RRS), these Sailing Instructions, the prescriptions of the National Authority, and the rules of each class concerned. The Exoneration Penalty and the Advisory Hearing of the RYA Rules Disputes Procedures also apply – see Instruction 23.

These Instructions will apply to all boats sailing on the Pond, whether racing or not, while racing is taking place. Boats not racing must keep clear of boats racing.

The Race Committee shall have all the powers and duties as required by World Sailing Rules 89 and 90. The Race Officers act with delegated powers from the Race Committee. In case of conflict these Sailing Instructions will take precedence.

1.2 Nomenclature

In these Sailing Instructions, references to the World Sailing Rules will use the word Rule(s). References to these Sailing Instructions will use the word Instruction(s).

2 TYPES OF RACES

The following types of races will be held if two or more boats present themselves in the vicinity of the starting line between the preparatory and starting signal.

2.1 Class Points Series

Races held for each of the adopted Club classes as decided by the Race Committee.

2.2 Class Personal Handicap Races

These are class races in which helms have a Personal Handicap. The personal handicap is used to adjust the helm's elapsed time.

2.3 Class Pursuit Races

These are class races in which helms have a personal start time (at or after the advertised start time). Results are determined by each boat's finishing position.

2.4 Handicap Races

Races in which all boats start together. Points are awarded throughout each series. Results will be determined by using each boat's elapsed time and its RYA Portsmouth Number or Club Number.

2.5 Pursuit Races

Races in which the classes start at prescribed time intervals, points for which shall be awarded throughout each series. The starting intervals are given on the list on the course board in the Clubhouse.

2.6 Additional Races

Other types of race may be held from time to time.

3 CREWS

Boats may be sailed and raced with a reduced complement of crew (double handed boats being sailed single handed), contravening the appropriate Class Associations rules. This facility may be withdrawn by the Race Officer when it is not deemed to be prudent due to the safety cover available, wind conditions and number of other competitors.

4 CLASSES ELIGIBLE TO RACE

4.1 Class Races

Cadets, RS Teras, Enterprises, GP14s, Lasers, Solos, 2.4mRs and a K Class (for all those classes not having their own class start, with an upper PY limit of 1266, unless agreed by the Race Committee).

4.2 Pursuit and Handicap Races

The Club Classes and some other racing classes will have standard handicaps as shown in Appendix A. In Pursuit Races all boats, including those not in the Club Classes, will start as shown in Appendix A and will sail the same number of laps.

5 QUALIFICATION FOR POINTS SERIES

Boats may only score points in a series if they are sailed by members. If a member sails more than one boat in a series then they shall be scored for each boat sailed, the exception being if a member has replaced a boat or they have damaged a boat, in which case they must obtain permission from the relevant fleet captain.

Boats that are family owned, i.e. husbands, wives and children included in the same membership or co-owned by members of the club, may with the permission of the Race Committee score points collectively whilst sailing one boat. Group members will be awarded points individually sailing the same boat.

For Handicap and Pursuit Races that are part of a series, a Laser which normally uses a standard or radial rig may be sailed with a smaller rig without penalty, provided that it is sailed and scored as though it was still using its normal rig.

Helm and crew may only change places in a race temporarily in an emergency without affecting their results.

Visitors may race after being signed in by a bona-fide member and paying the day sailing rate, but their results will not be counted except during designated events, e.g. open meetings.

All boats shall comply with the rules of their Class Association **unless exempted by these instructions**, and carry adequate boat buoyancy and have a valid measurement certificate where the Class Association specifies such. All boats must have insurance (refer to the Club by-laws for the amount).

6 SAFETY

Between the months of November and March inclusive or when flag "Y" is flying at the Clubhouse yardarm, all competitors must wear personal buoyancy aids. Anyone disregarding this Instruction will be disqualified. Similarly, between the months of November and March inclusive or when flag "Y" is flying from the Clubhouse yardarm, a Safety Boat will be manned and patrolling on the water during racing. The Race Officer is empowered to suspend racing until this is complied with or cancel racing if adequate safety cover is not available or the prevailing weather conditions are too severe (e.g. very strong winds, ice and/or snow). Whatever safety cover is provided, the safety of the dinghy and her entire crew, including insurance, shall be the sole responsibility of the owner/helm sailing the dinghy.

7 COURSES

Courses will be **displayed before each race at the clubhouse**. The sequence and direction of rounding of buoys together with the prescribed starting and finishing lines will be shown. All marks of a course, except for the red, blue and green inner, middle and outer distance marks where included, are rounding marks. Courses may be altered up to 15 minutes before the preparatory signal. The Race Officer will announce **the course and any course change** over the tannoy system.

8 RACES ABANDONED

The Race Committee reserves the right to organise another race for any race which has had to be abandoned. Otherwise an abandoned race will be considered to have been cancelled.

9 SAIL NUMBERS

Competitors wishing to use sail numbers other than their own registered number must obtain the permission of the Race Officer before their preparatory signal. Rule 77 shall not be held to prevent the Race Officer giving permission.

10 STARTING LINES

10.1 Definition

There are three lines known as red, green and blue. The red and green lines are extensions of lines from the yellow-and-black upright of the flagstaff on the Race Hut platform through red-and-white and green-and-white transit posts. The blue line is the extension of a line from a blue-and-yellow post on the Race Hut platform through a blue-and-white transit post. The green line is divided into two starting lines by a green middle limit marker placed on or near the line. The GREEN NORTH starting line is that part of the green line which lies between this middle limit mark and the northern shore. The GREEN SOUTH starting line is that part of the green line which lies between the green-and-white transit post and the middle limit mark. The RED NORTH and RED SOUTH starting lines are similarly defined. The BLUE starting line is that part of the blue line which lies between a blue inner limit mark and a blue outer limit mark – both placed on or near the line.

10.2 Alternatives

At the discretion of the Race Officer the whole of the red or green starting line may be used for starting.

10.3 Middle limit marks

A middle limit mark shall rank as a starting mark where it defines one extremity of the starting line.

10.4 Committee Boat starts

For some races a Committee Boat starting line may be used. A starting line will be formed between the mast of the Committee Boat and an Outer Distance Mark. The limits of the line will be the Outer Distance Mark at the outer end and the Committee Boat at the inner end. An Inner Distance Mark at the Committee Boat end may be used, in which case boats must not pass between the Committee Boat and the Inner Distance Mark.

11 COMPUTER-BASED STARTS

This section defines the starting procedure employed when the race is being managed from the Race Hut, using the race management computer and club starting lines. This changes Rule 26.

11.1 Starting signals

The starting signals are lamps situated above the Race Hut. There are four sets of lamps, with 3 lamps in each set. Where only one race is involved set number one will be used; where several races are involved, set one will be used for the first race, set two for the second and so on. If a fifth race is involved, it will reuse set one. A sound signal will also be made at the same time as the lamps are lit, except during Pursuit races (see Appendix A). Flags will not be used. Starting Penalties will be as though flag "P" was being used except following a General Recall (see Instruction 11.6).

11.2 Timing

The Warning Signal is a white lamp, which is lit exactly ten minutes before the start and stays lit until half a minute before the Preparatory Signal. The Preparatory Signal is a blue lamp, which is lit exactly five minutes before the start and stays lit until half a minute before the start. The start is indicated by the lighting of the Starting Signal, which is a red lamp.

11.3 Race intervals

Except for Pursuit Races (see Appendix A), the intervals between successive starts of a set of races will be 5 minutes.

11.4 Premature starters

If a boat is over the line (but not its extensions) at the start a further sound signal will be made. The requirement to fly flag "X" will be waived, changing Rule 29.1.

11.5 General Recall

For a general recall, two sound signals will be made and the starting lamps for that start will flash for a while. **The requirement to fly the First Substitute flag will be waived, changing Rule 29.2.** All recalled **boats** will restart together after all other **Fleet Starts** have started. The starting signals for these recalled classes will use the same sets of lamps as those used originally. The first signal for the restart will be the preparatory signal which will be fired five minutes after the start signal of the last scheduled start.

If the restart is itself recalled, then a further restart will occur with the first signal – the preparatory signal – being fired five minutes after the previous aborted start.

11.6 Starting Penalties following a General Recall

Rules 30.1 (“I” flag Rule) and 30.2 (“Z” flag Rule) will both be in effect, without either flag being required to be flown or any additional sound signals being made. The penalty area of Rule 30.2 is changed to the whole of the course side of the line. This changes Rules 30.1 and 30.2.

12 MANUAL STARTS, USING CLUB STARTING LINES

This section defines the starting procedure employed when the race is being managed from the Race Hut and using club starting lines, but without the help of the race management computer.

12.1 Starting signals

The starting signals will be a sound signal accompanied by a tannoy message describing the signal.

12.2 Race intervals

Except for Pursuit Races (see Appendix A), the intervals between successive starts of a set of races will be 5 minutes.

12.3 Starting sequence

10 minutes before first start First sound signal, and “10 minute preparatory signal” announcement or similar

5 minutes before first start Another sound signal and “5 minute warning signal” announcement or similar.

First start Another sound signal and announcement of the Class start.

Second start Another sound signal and announcement of the Class start.

Third start Another sound signal and announcement of the Class start.

The above will be adjusted to suit the number of races to be started.

In the case of Pursuit Races, the start of the entire race is indicated as above. Following that, a sound signal and announcement shall be made for each start.

12.4 Premature starters

If a boat is over the line (but not its extensions) at the start a further sound signal will be made and an announcement made that a boat over, or boats over signal has been made. The requirement to fly flag “X” will be waived, changing Rule 29.1. There is no obligation to identify the boats over the line.

12.5 General Recall

Rule 29.2 will apply except that the recalled class’s new start will be 5 minutes after all other classes have started unless it was the last class in the sequence, in which case its start will be 10 minutes later. There will be no warning signal, and its preparatory signal will be signalled by a sound signal and announcement. The requirement to fly the First Substitute flag will be

waived, changing Rule 29.2. An announcement stating that a general recall has been made shall accompany the two sound signals.

12.6 Starting Penalties following a General Recall

Rules 30.1 ("I" Flag Rule) and 30.2 ("Z" Flag Rule) will both be in effect, without either flag being required to be flown or any additional sound signals being made. The penalty area of Rule 30.2 is changed to the whole of the course side of the line. This changes Rules 30.1 and 30.2.

13 COMMITTEE BOAT STARTS

This section defines the starting procedure employed when the race is being run from a committee boat.

Rules 26, 27, 29 & 30 will apply.

14 SAILING THE COURSE

The course will be sailed in accordance with Rule 28, except that, when buoy 8 is the last buoy to be rounded before finishing, Rule 28.2b will not apply to that buoy for this final rounding.

15 PENALTIES AT THE TIME OF AN INCIDENT

One-Turn and Two-Turns penalties will be as in Rule 44 with the following exception: For the 2.4mR Class, and for its class races only, the Two-Turns penalty is replaced with a One-Turn penalty.

16 LIMITED CAPSIZE ASSISTANCE

Boats that have capsized whilst racing, and have gone over more than 90 degrees, may receive assistance from a safety boat to bring their masthead to the water level, without being judged to have received outside assistance, and may continue to race.

Mast floats may be used by competitors.

Similarly keelboats which run aground whilst racing may be towed into deeper water by a safety boat, without being judged to have received outside assistance, and may continue to race.

17 SHORTEN COURSE

The course may be shortened from any mark. Two sound signals to be made as the leading boat is approaching this new last mark before having to cross the finishing line. The requirement to fly flag S will be waived, changing Rule 32. One set of two sound signals may be made to shorten course for all Fleets racing, providing they are all shortened from the same Mark and sail the same distance (or multiples of complete laps), and the appropriate Mark Number Board is displayed.

18 FINISHING

The finishing line will be indicated on the course board. Alternatively a finishing line may be set up between the Committee Boat and the nearby mark.

Except for Pursuits, and at the discretion of the Race Officer, a boat that has been lapped may be finished without sailing the full course.

19 TIME LIMIT

A boat not finishing within 30 minutes of the first boat to finish may, at the discretion of the Race Officer, be considered as having retired. In handicap races, boats with a handicap number over 1266 will be considered to have a finish separate to that of the rest of the fleet.

20 SIGNING ON

Helms are required to sign on before the start of any race.

21 DECLARATIONS

Helms are only required to sign a declaration if they have retired from a race or wish to lodge a protest against another competitor.

22 OFF JETTIES

The requirement to be afloat and off moorings at a boat's preparatory signal is waived, changing Rule 45.

23 RULES DISPUTES

The standard protest procedure is available to resolve disputes and that is described in Instruction 24. There are however two alternative procedures that may be used and they are described below.

23.1 Exoneration Penalty

A boat that may have broken a Rule of Part 2, or Rules 31 or 42, may, after finishing the race concerned and before the start of a related protest hearing, notify the Duty Officer for the day 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 Rules 30.3 or 30.4, or a penalty under Appendix P of the RRS. 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 those cases, her penalty is to retire.

When an Exoneration Penalty is accepted,

23.1.1 Neither the boat nor a protest committee may then revoke or remove the penalty

23.1.2 The boat shall not be penalized further in a protest hearing when the protest committee decides that it is appropriate to the facts found and the rules applicable.

The protest committee shall inform the Sailing Secretary that the boat has agreed a 20% penalty.

23.2 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, with the agreement of any other boat involved in the incident and within the protest time limit, lodge a request for an Advisory Hearing with the Sailing Secretary for the day in question. The Duty Officer will arrange for an advisor [for the list of Protest Advisors, see Appendix B] to call a hearing with the relevant individuals to learn what has happened and will state whether any rule has been broken, and by which boat. A boat may as a result notify the Sailing Secretary that she accepts an Exoneration Penalty when it applies to the incident, or choose to retire.

24 PROTESTS

Protests shall conform to Rules 60, 61 and 62. The helm of the protesting boat must, within 30 minutes of finishing the race or retiring from it, indicate on the Signing Off Sheet or inform the Race Officer of the intention to protest. Other parties concerned in the protest shall be notified by the protester of the protest being lodged within 30 minutes of race finishing.

A protest form must be completed and handed or emailed to the Honorary Sailing Secretary. This must be done not more than 4 days after the incident. Protest hearing may be conducted by video conferencing.

Members protesting or protested against should warn their crews and any witnesses to be available at the time required by the relevant Protest Officer. In special cases, application for re-hearing of a protest may be made in writing to the Race Committee stating the grounds for the re-hearing. The Race Committee will then refer it to a special Sub-Committee, which may at its discretion, arrange for a re-hearing.

The right of appeal to the RYA is not affected, but if an appeal for a re-hearing is made to the Race Committee in the first instance, a subsequent appeal to the RYA must be lodged with the Race Committee within 10 days of receiving the decision of the special sub-committee. World Sailing Rules shall not be held to invalidate the above procedure.

25 REDRESS

Rule 62 applies.

There are three additional circumstances where redress may be claimed –

A member volunteering to undertake race duties is entitled to claim redress for the race they perform the race duty for. They may claim average points for a maximum of two races per series. In order to qualify for this, the person should inform the Sailing Secretary prior to undertaking their duty.

If there are an insufficient number of race officials or safety boat personnel for a race to be held a member may, with the agreement of the Race Officer, assist in the race team and thereby enable the race to take place. If that member was intending to take part in the race, he/she may claim average points for it. This can only happen if that member was not under any prior obligation to assist in the management of the race. The Race Officer for the race in question will indicate on the results sheet the name of the member who should benefit from this Rule.

When a member represents Frensham Pond Sailing Club, their Class Association or country at a formally constituted sailing event and misses a club race which is part of an extended series they are entitled to claim redress for the class of boat concerned. When this happens the member may claim average points up to a maximum of 2 times during each summer series and 2 times during each winter series. This is restricted to the Saturday / Sunday Handicap and Class series and the Wednesday evening summer handicap series. In order to qualify for this, the person should inform the Race Official (Class Captain for a Class series or Sailing Secretary for other series) for the series in question in writing at least three days before the club race is due to take place.

In these situations, “average points ”is defined as the average (arithmetic mean) of all the places the claimant achieves when entering a race in the series of which the redress race is a part – expressed to one place of decimals. The points scored by the other boats in the race are not affected.

26 ASSESSMENT OF POINTS IN RACE SERIES

The total number of races in a series is determined by the total number scheduled minus the total of races that the Race Officer abandoned or are cancelled. A race that was voided because, for example, there were insufficient competitors still counts towards the total number of races in the series. Either i or ii below will apply.

26.1 Low Point Scoring

The Low Point scoring system, Rule A4, will apply.

Unless otherwise prescribed, 40% of the total number of races, or the nearest whole number above if a fraction, will count towards the race series results and series qualification. Where an individual has completed more than the minimum number of races, his/her best results will be used to form his/her score. For any event taking more than one day to complete, the modification of Rule A9 will also apply.

For the GP14 and the 2.4mR Class race series 50% of the total number of races, or the nearest whole number above if a fraction, will count towards the race series results and series qualification.

When 40% of the total number of races count towards the race series results and there is a series-score tie between two or more boats, then tie-breaking shall proceed as follows:

26.1.1 Rule A8.1 is applied.

26.1.2 If one or more ties remain, Rule A8.1 without removing excluded scores shall be used.

26.1.3 If one or more ties remain, the scores of tied boats (taken two at a time) shall be used, using only those races where both boats competed and excluding any other boats (i.e. their head to head scores).

26.1.4 If one or more ties remain, A8.2 shall be applied.

26.2 Alternative Assessments

In a Summer Series, for each class that has two class races on a Sunday, individual Class Captains, after consultation with the members of their class, may decide on an alternative assessment for one of the races. This must then be displayed on the Class Notice Board.

When ad hoc short duration race series are put in place by the Race Committee: series with 2 races will have no discards; series with 3 or 4 races will have one discard; series with 5 or 6 races will have two discards; series with 7 or 8 will have three discards.

Version v1.2

26th June 2020

