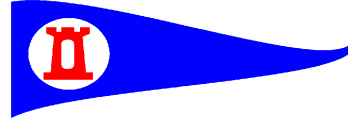


# SAUNDERSFOOT SAILING CLUB



## SAILING INSTRUCTIONS FOR CLUB RACES 2018

### 1. Rules.

- a. Racing will be governed by the Racing Rules of Sailing (RRS), the prescriptions of the RYA, and the RYA Racing Charter except as varied by the Notice of Race and these Sailing Instructions. Club racing is governed by the ISAF code for advertising.
- b. The Sailing Committee of Saundersfoot Sailing Club shall be the Race Committee.
- c. The Club has adopted the RYA Racing Charter for race management and competitors are expected under this charter to show respect to other competitors and officials, to compete in compliance with the rules, to acknowledge infringements and take penalties as required and to resolve disputes.
- d. No race will be started unless there are at least three competing boats in the vicinity of the start area and for the race to count 3 boats must cross the start line in the direction of the first mark after the starting sequence has been completed.

### 2. Conditions of entry.

- a. No person other than a member or guest of Saundersfoot Sailing Club may take part in any club race.
- b. A boat is entirely responsible for its own safety, whether afloat or ashore, and nothing whether in the Notice of Race, these Sailing Instructions or anywhere else, reduces this responsibility.
- c. It is for the boat to decide whether it is fit to sail in the conditions in which it finds itself. By launching or going to sea the boat confirms that it is fit for those conditions and that its crew is competent to sail and compete in them.
- d. The boat is required to hold adequate insurance and in particular to hold insurance against third party claims in the sum of at least £2m.
- e. Nothing done by the organisers can reduce the responsibility of the boat nor will it make the organisers responsible for any loss, damage, death or personal injury, however it may have occurred, as a result of the boat taking part in the racing. The organisers encompass everyone helping to run the race and the event, and include the organising authority, the race committee, the race officer, patrol boats and beach masters.
- f. The provision of patrol boats does not relieve the boat of its responsibilities.


### 3. Safety.

- a. All competitors shall wear an approved buoyancy aid at all times whilst racing and proceeding to and from the course area, failure to do so will result in disqualification.
- b. The instructions of the Race Officer or Patrol Boat Crew shall be obeyed at all times, and no race will be started without adequate patrol boats being in attendance. Priority will always be given to the safety of competitors not to the salvage of boats or equipment, which if necessary will be anchored and recovered at the end of the race if possible.
- c. Any boat that retires from a race shall inform the Race Officer or a Patrol Boat of their intentions before going ashore or leaving the race area.
- d. Members and the parents/guardians of junior members are warned that the Club is only able to provide patrol facilities during the hours of club racing. Outside those hours, members, and parents/guardians of junior members have sole responsibility for their actions and must appreciate that the Club cannot be expected to exercise supervision or control. Even during club racing the Club cannot accept responsibility for any other persons not engaged in racing.

**4. Notices.** All notices to competitors will be posted on the official notice board in the Clubhouse.

**5. Changes in sailing instructions.** Changes to these sailing instructions or the programme of races will be posted for a minimum of seven days before coming into force.

**6. Race signals.** All race signals will be in accordance with the RRS and the Starters Box on the harbour wall will be considered as a committee boat for that purpose.

**7. Class flag.** The Warning signal for Dinghy races will be Flag R. 

**8. Schedule of races.** Will be in accordance with the programme published for the season, times given will be the intended starting time of the first race on any day.

**9. Getting afloat.** Paddles or other means of propulsion including accepting a tow may be used to clear the harbour entrance and the surf zone on the beach even after the preparatory signal, once clear then only sail power shall be used.

**10. Recording.** The Race Officer will be responsible for recording the sail number of all starters and finishers in the race, any boat that retires from a race shall inform the Race Officer or a Patrol Boat before going ashore or leaving the race area.

**11. Handicaps.** All boats will be handicapped according to their current Portsmouth Number unless a local Club Handicap is set by the Race Committee. Any boat not having a handicap must apply to the Race Committee prior to racing, for a trial number. A full list of handicaps is displayed in the clubhouse.

**12. The course.** Will be displayed on a board at the starters box and will indicate the marks of the course and the direction in which they are to be rounded. The number of laps to be sailed need not be stated and boats will continue until the shorten course signal is flown. Races will always consist of a number of identical laps.

**13. Marks.** The Amroth and Pendine marks are red spherical buoys, **the Monkstone mark will be either a red spherical buoy or an orange inflatable mark ( which may be laid prior to the start)**, the Outfall mark is the red navigation buoy, the Harbour/Outer Distance mark and the Inner Limit mark if laid will be yellow cylindrical buoys.

**14. Start line.**

There are two possible start lines;

a. The Normal club line parallel to the beach indicated by start board H.

b. The Alternative line at right angles to the beach indicated by start board S, when the Alternative line is used it will normally remain open for a maximum of four minutes after the start, after which it will be closed, in order to allow its relocation as the harbour rounding mark/finish line.

c. In both cases the line will be between the mast at the starters box flying the club burgee and the Outer Distance mark, the Inner Limit mark may not be on the line and is intended to keep boats away from the harbour mouth when starting and finishing.

**15. Start sequence.** Will be in accordance with RRS 26 (5 : 4 : 1 : GO)

**16. Individual recalls.** In addition to displaying flag X with one sound signal, competitors who are OCS will be advised verbally as soon as is practicable by either the Race Officer or a Patrol Boat, this varies RRS 29.1 but does not absolve boats who are OCS of their responsibility to sail fairly under the rules.

**17. Finish line.** In all cases the finish line will be the same as the Normal start line parallel to the beach. The Outer Distance mark of the finish line will be the Harbour mark of the course, which will be returned to this position if the alternative start line has been used. All boats finishing must leave the Outer Distance mark to Starboard; that is from the direction of the last mark, this will also apply if the course has been shortened by a full lap or laps.

**18. Finishing and shortening course.** All races will consist of a number of identical laps, but all boats may not sail the same number of laps in any race. Once the race has been shortened then every boat will finish the next time it crosses the finish line, all boats in the same class may not necessarily sail the same number of laps. The course can be shortened at any time and at any point in the fleet. Corrected times will be adjusted according to the number of laps sailed by each boat. Boats with a handicap greater than 1500 (Laser Bug and Optimists) will sail one lap only finishing at the end of that lap.

**19. Clearing the finish area.** Having finished all boats must keep clear of the finish area, and must not impede other competitors who are still racing, or the vision of the Race Officer. Boats that fail to do so may after protest be disqualified from the races concerned.

**20. Time limit.** If no boat finishes within two hours then the race will be declared void. In a race where the first boat finishes within two hours then all boats not finishing within three hours but still racing at that time will have their time calculated from the last complete lap sailed. All boats will if possible have their times taken at the end of each lap by the OOD.

**21. Boat starts.** Races may also be started and finished from an official boat, if this is the case then the course will be displayed on a board on that boat or announced verbally to the fleet and all race signals will be displayed in the normal manner on that boat. The start / finish line will be between that boat and an adjacent rounding mark, which could be either one of the club fixed marks or a yellow cylindrical buoy laid for that race only and indicated by "S" on the course board. The race will be started and finished in the same location to ensure equal length laps are sailed.

**22. Restricted area.** Apart from when leaving or entering the harbour or when manoeuvring or approaching the start line after the warning signal then boats shall remain outside of the area between the Inner limit mark of the Start/Finish line and the harbour at all times so as not to impede other traffic.

**23. Protests.** Any protest shall be written on the forms provided in the Clubhouse and lodged with the race officer within one hour of the finish of the race. The club will operate the RYA rules dispute advisory and mediation hearing procedure for resolving any protest lodged.

#### **24. Scoring.**

**a.** Will be in accordance with the Low Point System in Appendix A, clause A9 will apply for boats not having a finishing position.

**b.** For all series one discard will be allowed for every three races that are sailed, this varies Appendix A.

**c.** Helms who miss a race by undertaking a duty will be scored average points after discards in compensation, however no more than 4 duty scores can be counted towards any individual series and no more than 8 duty scores can be counted towards the season championship.

**d.** Points for all series will be awarded to a **REGULAR COMBINATION** of helm crew and boat, regardless of which person fulfils which role. Points may be awarded at the discretion of the Race Committee, where an alternative boat is sailed as a result of permanently changing boats during the season or temporary serious damage to equipment rendering the original boat unsailable. Points may also be awarded at the discretion of the Race Committee for an alternative crew member in the event of one of the regular combination being unavailable so long as one of the original combination still helms the original boat. Points may also be awarded at the discretion of the Race Committee where one of the original pair is unavailable and a single-handed boat is sailed instead by the remaining person. Points will not be awarded where the change is considered to be made for tactical reasons or due to weather conditions.

**e.** Where a single hull has a variety of rig configurations then a smaller rig may be used but the results for that race will be calculated using the handicap of the larger rig or that rig with the lowest yardstick number. This allows for example a Laser sailor to use a full rig or a radial one during the series but the results will be worked out using the full rig handicap regardless of which rig is used.

**f.** For boats whose PY is worked out with a spinnaker or Gennaker a trial allowance of plus 20 will be given if they declare they are not going to use their spinnaker or Gennaker for the duration of a points series, this only applies to club races and will be reviewed.

#### **25. Points Series**

As set out in the Club Programme for 2018 the main racing season is divided into three series: Warm Up, (W) Mid Season (M) and Late Season (L) the last race sailed in each series will also count as an individual cup race. The Frostbite Series is a separate event and not part of the Club Championship.

**26. Duty rota.** Any helm or crew who is unable to fulfil his/her duties must swop them for a similar number of club point's race duties. Any helm who does not undertake their duties and fails to arrange to undertake alternative duties, either by being absent or by sailing instead, will be disqualified from the

races concerned by the Race Committee without a hearing, this alters RRS 63. Subsequent offences under this clause will be treated as gross misconduct under RRS 69 and will be treated accordingly.

**27. Radio and Telephone Communication.** Except in an emergency, a boat shall neither make nor receive radio transmissions while racing, neither shall it make or receive mobile telephone calls.

### 28. Club Race Course diagrams

The Amroth **A**, and Pendine **P**, marks will be red circular buoys.

The Monkstone **M**, mark will be either a red spherical buoy or an orange inflatable mark.

The Outfall **O** mark is the Red navigation mark. The Harbour **H** / Outer Distance mark of the start and finish line will be a small yellow cylinder.

The Inner Limit mark will be a small yellow cylinder.

The course to be sailed will be displayed on a board that will indicate the marks of the course and the direction in which they are to be rounded

