



**SAILING INSTRUCTIONS Asymmetric Regatta
SI's for races on Saturday 13th October 2018 only**

1 Rules

- 1.1** Racing will be governed by the Racing Rules of Sailing (RRS), the prescriptions of the RYA and the rules of the relevant Class Associations, except as any of these are changed by these instructions.
- 1.2** Before racing, each helmsman must enter his name and craft number (and in Handicap races THE HANDICAP NUMBER) on the appropriate entry form on the Club signing-on desk.
- 1.3** To rank as a starter, a boat shall sail in the vicinity of the start area between the preparatory signal of the relevant start and the starting signal for that start. Whether she starts or not she shall rank as a starter.

2 Notices to Competitors

- 2.1** Notices to competitors will be posted adjacent to the signing-on sheets in the Wet Bar.
- 2.2** Special instructions for a particular class or start will be shown on their signing-on sheet.

3 Changes to Sailing Instructions

Alterations, amendments or additions to these instructions may be made by the Sailing Committee at any time. Changes will be displayed adjacent to the signing-on desk, not later than 1 hour before any start affected.

4 Signals made ashore

Signals made ashore will be displayed from the flagpole in front of the Club House on the shore side.

5 Schedule of Races

- 5.1** Three races are scheduled.
- 5.2** All Races will be sailed back to back.
- 5.3** The warning signal for Race 1 shall not be before 14:00hrs.
- 5.4** The Race Officer shall have discretion to change the timing of the starts.

6 Racing Area

- 6.1** The racing area may be indicated on the wall map above the signing-on desk in the wet bar or on the map on the west wall of the Coxswains' Shed.

7 Course and Course Instructions

- 7.1** The course, as shown in Appendix 1, will be Windward – Leeward with an upwind gate formed by the Start line (committee boat and a Dan buoy carrying an Orange Flag).
- 7.2** Boats MUST pass through the upwind gate on the upwind leg of the course each lap.
- 7.3** The Windward Mark shall be left to port.
- 7.4** Pass between the Leeward gate leaving buoys 2S to starboard and 2P to port –
- 7.5** Pass through Upwind gate.
- 7.6** Repeat 1-2S/P- upwind gate until race is shortened.
- 7.7** The Race Officer shall have discretion to amend the course and may set a spacer mark to be rounded to port before rounding the leeward marks

8 Marks

- 8.1** The Windward Mark is a pillar buoy,
- 8.2** leeward marks may be pillar buoys, or Dan buoys subject to practicality

9 Areas that are obstructions

- 9.1** The prohibited area at the west end of the water, whose boundary is a line of buoys forming its eastern boundary.



SAILING INSTRUCTIONS Asymmetric Regatta

SI's for races on Saturday 13th October 2018 only

9.2 Any boat actively fishing and an area extending 20 metres in any direction from it.

9.3 A safety boat in close attendance to a small craft or competitor in difficulty.

10 The start

10.1 Races may be started by using RRS 26 (**ie, 5,4,1,start with flag signals**), or by displaying numeral boards. This would modify RRS 26. Numbers displayed on boards on the committee boat shall be signal. The starting signals to be used will be confirmed during the Race Officer's briefing. Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded.

10.2 The starting line will be between the mast on the Committee boat flying an orange flag and a Dan buoy carrying an orange flag.

10.3 A boat starting later than **4** minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This changes RRS A4.

12 Change of the Next Leg of the Course

12.1 To change the next leg of the course, the race committee will move the original mark (or the finishing line) to a new position.

12.2 The race committee may station a boat at the previous mark to signal the change of the next leg by displaying (with sound signals) a green flag or shape (course moved to starboard) or a red flag or shape (course moved to port).

12.3 Except at a gate, boats shall pass between the boat signalling the change of the next leg and the nearby mark, rounding the mark in the direction indicated in Figure 1 (Asymmetric fleets sailing windward-leeward courses).

13 The Finish

13.1 After approximately 30 minutes (or at the Race Officer's discretion) Flag 'S' plus two sound signals will signify that the race is to be finished.

13.2 Each boat will be finished as it passes through the 'upwind gate' to complete the lap that it is sailing when the race is shortened.

13.3 the number of laps completed and the total elapsed time will be recorded for each boat and corrected on handicap using the boat's PY number (adjusted by the Race Committee as necessary) to calculate the overall result.

13.4 After finishing, boats shall keep clear of the finishing gate and of all boats that are continuing to race.

14. Penalty System

14.1 Boats which fail to start or finish correctly or to sail the course as set and thus fail to comply with RRS 28 may be disqualified without protest or a hearing, except that boats that fail to pass through the upwind gate (see SI 8.8) will not be disqualified but will be credited only with the number of laps they have sailed correctly. The Race Committee shall record the finishing time or place as appropriate as well as noting the disqualification. Boats may apply for redress if they believe an error has been made. This changes RRS 63.1

15. Time limit

RRS 35 will not apply. A boat that has not finished within 30 minutes after the first boat in her class start will be scored DNF. The Race Committee may then lower all flags and make a sound signal.

**SAILING INSTRUCTIONS Asymmetric Regatta
SI's for races on Saturday 13th October 2018 only**

16. Protests

- 16.1** Protests or requests for redress shall be written on the form available from the Secretariat and delivered to the Race Committee within 30 minutes of the finishing time of the last boat in the protestor's class (Keelboats 45 minutes). The Protest Committee may waive the time limit in exceptional circumstances.
- 16.2** A boat that may have broken a rule of Part 2, or rule 31.1 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 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.
- 16.3** 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.
- 16.4** 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.
- 16.5** 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 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.
- 16.6** 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 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.
- 16.7** Protests will be heard as soon as possible after the race. Only in exceptional circumstances will the protest/arbitration not be held on the day of the incident. The time, date and place of the protest hearing will be posted on the signing-on desk.
- 16.8** A boat that does not finish or retires after finishing shall mark 'R' against her sail number no later than 30 minutes after the last boat finishes that race.
- 16.9** No Boat needs to display a red flag while informing a protestee of the intention to protest. This modifies RRS 61.1 (a) 2.
- 16.10** No action by a Safety Boat when performing activities deemed necessary for safety reasons will constitute grounds for protest or redress.

17. Scoring

- 17.1** The Low Point Scoring System of RRS Appendix A will apply.
- 17.2** When fewer than four races have been completed, a boat's series score will be the total of her race scores.
- 17.3** When four races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
- 17.4** Handicap races shall be sailed on the basis of Portsmouth Yardstick numbers (or as modified by Sailing Committee) and displayed on the signing-on desk.

18. Safety

- 18.1** It is a condition of racing that a Competitor shall comply with the instructions of Safety Boat crews. Any action by these crews solely intended to ensure the safety of a competitor, such as recovering crew



SAILING INSTRUCTIONS Asymmetric Regatta

SI's for races on Saturday 13th October 2018 only

or separated components of the boat, is not "outside help" as defined in RRS 41 and is not subject to protest from another competitor. The competitor may continue to race.

- 18.2** Where the Safety Boat crew renders assistance greater than that necessary solely for safety considerations, such as righting or re-orientating the boat, providing spares or effecting repairs, the crew may so advise the competitor who shall retire immediately.
- 18.3** No action by a Safety Boat when performing activities deemed necessary for safety reasons will constitute grounds for redress.

19. Replacement of Crew

- 19.1** In two person boats, the registered helm for a series may change crews without notifying the Race Committee.
- 19.2** Helms that change boats to any other class during a series must sign on as a separate entry.

20. Measurement compliance

- 20.1** All boats racing must hold valid certificates of measurement with current buoyancy test endorsements if required by class rules.
- 20.2** Boat owners to whom this rule applies are required to comply with this instruction at all times. Failure to comply may result in exclusion from racing results
- 20.3** Sailing Committee reserve the right to measure any boat, sails or gear at any time.
- 20.4** Any helmsman intending to use sails differing in number from that of his boat must inform the Race Officer. Two boats of the same class may not use sails with the same number without the Race Officer's prior approval. The Race Officer may treat as a non-starter any boat whose sail number is incomplete unless the helmsman can show that it was complete at the start of the race.



**Grafham Water
Sailing Club**

**SAILING INSTRUCTIONS Asymmetric Regatta
SI's for races on Saturday 13th October 2018 only**

Appendix 1

