

FRENSHAM POND SAILING CLUB

SAILING INSTRUCTIONS

RS Tera Open Meeting Sunday 22nd September 2019

1 Rules

The meeting will be governed by the Racing Rules of Sailing (RRS), the prescriptions of the RYA, the rules of the RS Tera Class, except as any of them are changed by these Sailing Instructions.

2 Conditions of Entry

2.1 Eligible boats are RS Teras with either the Pro or Sport rig. Those using a Mini-sail on a Sport rig will be included with the Sport fleet. No dispensation (in terms of handicap) will be made for those using the Mini-sail. They may be entered with the organizing authority as stipulated in the Notice of Race. Boats must conform to the class rules.

2.2 Rule 4 of the RRS 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 (and their legal guardian or attending in loco-parentis) agrees and acknowledges that:

- (i) 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;
- (ii) they are responsible for the safety of themselves, their crew, their boat and their property whether afloat or ashore;
- (iii) they accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- (iv) their boat is in good order, equipped to sail in the event and they are fit to participate;
- (v) the provision of a race management team, safety boats and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
- (vi) the provision of safety boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
- (viii) their boat is adequately insured, with cover of at least £3,000,000 against third party claims;

3 Helms

A boat may be helmed by more than one person, but the points obtained by different helms will not be cumulative. A competitor may helm only one boat unless agreed in writing in advance by the Race Officer. The Race Officer must be informed of any changes of helm.

4 Club Membership

All competitors are granted Honorary Membership of the Club during the meeting.

5 Notices to Competitors

Notices to competitors will be posted on the official notice board – which will be defined at the briefing.

6 Changes in Sailing Instructions

Any change to the Sailing Instructions will be posted at least 30 minutes before the first race to which the change applies.

7 Signals made ashore

Signals made ashore will be displayed on the Club flagstaff by the Clubhouse.

When code flag AP is displayed ashore the first warning signal will be made not less than 20 minutes after it is lowered.

8 Schedule of Briefing and Races

Briefing: 09:30

Race 1: First warning signal 10:20

The approximate schedule for the remaining races will be given at the briefing.

9 Class Flags

Class Flags for the Pro and Sport fleets will be defined at the briefing.

10 Sails and Sail Numbers

Except with the prior permission of the Race Officer no boat shall use any sails other than her own. Permission may be refused if the sail number is the same as one of the other entries.

11 Personal Buoyancy

Personal buoyancy must be worn by all competitors at all times whilst afloat, except briefly in order to adjust clothing. Flag Y may not be flown. This changes RRS 40.

12 Launching

Competitors may not launch until the Event Safety Officer has given permission for them to do so. This will be indicated by code flag D being displayed and may be relayed to competitors by the Beachmaster.

Competitors may only launch their boats using the designated concrete ramps.

Boats ashore must only be left in the areas allocated and in particular must not be left on the pathways in the dinghy park.

13 Course

13.1 The course will be described in terms of all or some of the nine yellow marks which are numbered consecutively and clockwise round the pond.

13.2 The course will be displayed on the side of the committee boat.

14 Local Rules and Hazards

14.1 ***The helm of a capsized boat may request a safety boat to assist with raising his/her mast.*** A safety boat will respond when it is able to do so without compromising the safety of other helms and, in the case of multiple capsizes, in the most expedient order. This changes RRS 41 (outside help).

14.2 ***Safety boats have the right under RRS 60.2 to protest or request redress for a boat.*** The intent of this is to encourage good sportsmanship and develop awareness of the Racing Rules of Sailing amongst competitors. If it sees an infringement, the safety boat will inform the helm or helms involved and give them ample opportunity to complete penalty turns. If a competitor fails to respond appropriately then the race committee will protest that boat.

14.3 Boats may not sail into the swimming areas, marked in the summer months by lines of white buoys and situated in the north-east sector of the pond perimeter.

14.4 Boats should keep clear of an underwater fence situated on the southern edge of the pond and to the east of the Club Starting Hut, marked by a few small yellow buoys.

14.5 Boats should give adequate room to fishermen, leaving at least 30m between themselves and the shore where fishing is taking place.

15 The Start

15.1 Races will be started using rule 26. The starting sequence will be 5 – 4 – 1 – go.

15.2 The starting line will be between a staff displaying an orange flag on a committee boat at the starboard end and a buoy at the port end.

15.3 The start signal for the Pro fleet will be the warning signal for the Sport fleet unless a combined series is being run.

15.4 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

15.5 A boat does not have to be afloat at her preparatory signal. This changes rule 45.

15.6 A boat shall not start after the closure of the start line. This closure will be not less than 5 minutes after her starting signal.

16 Lead Boat

A boat flying flag "L" may motor around the course ahead of the fleet. This will be held not to infringe RRS 41.

17 Change of Course after the Start

A change of bearing of any mark after the start will be signalled before the leading boat has begun the leg, although the repositioned mark may not then be in its new position. Any mark to be rounded after rounding the repositioned mark may also be relocated to maintain as far as possible the original course configuration.

18 Shortening Course

If a race is shortened for one fleet only then that fleet's class flag will be displayed below flag S. If flag S is displayed on its own then the race is shortened for both fleets.

19 Outside Assistance

A boat may receive outside assistance in the form of coaching if the event organisers feel the sailor would benefit without significant detriment to the nature of the event as a sailing completion. Assistance will be given as fairly and evenly as possible based on sailors' capabilities in accordance with the nature of the competition – encouraging those new to open meeting sailing. This changes rule 41 – Outside Help.

20 The Finish

20.1 The finishing line will be between a staff displaying a blue flag on a committee boat and the nearby mark.

20.2 Scoring other boats:

20.2.1 After the first boat has sailed the course and finished, the race committee may score other boats based on their relative positions at a mark of the course or on a leg of the course.

20.2.2 When a race committee boat displays flag W with two sounds, boats still racing may be scored by this race committee boat.

20.2.3 When a boat is scored in accordance with this instruction it shall be given score for a place after all boats that have sailed the course and finished.

This changes RRS 35, A4 and A5.

21 Time Limit

The Race Officer may impose a time limit, in which case boats failing to finish within fifteen minutes after the first boat finishes will be scored "Did not finish". This changes RRS 35.

22 Declarations and Protests

22.1 Declarations are required only from those who finish and subsequently retire from a race, and are to be completed within 20 minutes of the last boat finishing – or similarly after the following race(s) if held back-to-back. A declaration sheet will be displayed on the official notice board for this purpose.

22.2 Protests must be lodged with the Race Officer within 20 minutes of the last boat finishing (or similarly after the following race(s) if held back-to-back) and on the form provided. A protest committee will meet as soon as practicable after the race. In the event of a dispute, other than protests under ISAF/RYA rules, the decision of the Race Committee is to be final.

22.3 A system for Post-Race penalties, advisory hearings and arbitrations will be available. The Post-Race penalty will be 30% of the number of boats (rounding 0.5 upwards) entered in the relevant fleet.

23 Scoring

23.1 Appendix A will be used – Low Point System.

23.2 One race completed shall constitute a series.

23.3 If less than three races are completed, a boat's series score will be the total of her race scores. Otherwise her series score will be the total of her race scores excluding her worst score.

23.4 If less than 5 entries are received for either rig then a combined series may be run and boats will be scored based on their corrected time.

Appendix 1: SOME EXPLANATIONS OF THE PROTESTS AND REQUESTS FOR REDRESS PROCESS - NB - NOT RULES!!!!

If you are involved in an incident on the water - you may want to protest another boat. To do so you must immediately hail 'Protest'. Later you can fill in a protest form and deliver it at the race office before the protest time limit ends.

Many times you can chose between arbitration and a regular protest hearing. You can read more about that in SI Attachment B, but here is some information about each system:

| Protest hearing | Arbitration |
|--|---|
| <p>Sometimes you have to wait before your protest can be heard.</p> <p>There will normally be 3 - 5 judges hearing the protest.</p> <p>They will decide whether the protest is valid.</p> <p>If valid, they will hear it.</p> <p>If they find that anybody broke a rule - they will disqualify that boat.</p> | <p>There will normally be 1 judge hearing the protest - and this is much faster than a normal protest hearing.</p> <p>He will decide whether the protest is valid. If valid, he will hear the protest.</p> <p>You cannot bring any witnesses to an arbitration hearing.</p> <p>If the arbitrator finds that anybody broke a rule, he will suggest that the boat that broke a rule accepts an exoneration penalty (30%).</p> <p>If the penalty is accepted, the protestor will be asked to withdraw the protest.</p> <p>If this happens - the case is closed.</p> <p>If this does not happen - the case goes to a normal protest hearing.</p> <p>If a boat has accepted an exoneration penalty in arbitration - she cannot be penalised further in a hearing about the same incident later on.</p> <p>It arbitration goes to a full hearing - the decision may be the same - but it may also be different.</p> |
| Advisory hearing | |
| <p>If you have been involved in an incident - but you don't want to protest anybody, maybe you want to learn what the rules are in that situation anyway, then you can ask for an advisory hearing.</p> <p>This can be a good way to learn more about situations that happen on the water - and nobody will get disqualified or penalised.</p> <p>If you are told in an advisory hearing that you did break a rule in the situation - you can ask to get a penalty or to retire - but you don't have to.</p> | |