

SAILING INSTRUCTIONS

For

CBYC Christmas Regatta 19th December 2021

1.0 RULES.

- 1.1 The series will be governed by the Racing Rules of Sailing (RRS) 2021-2024, the prescription of the R.Y.A., the Notice of Race and these sailing instructions.
- 1.2 Rule 40 will be changed as follows: Competitors shall wear personal flotation devices **at all times whilst afloat**, except briefly while changing or adjusting clothing or personal equipment.
- 1.3 Masthead buoyancy will be allowed for all classes
- 1.4. All activities of the regatta will be governed by the current COVID-19 relevant regulation and guidance in place at the time of the racing - [Welsh Government - Staying Safe at Christmas guidance](#), [Alert level 0: guidance for the public](#) and [RYA Cymru Wales Current guidance](#).
- 1.5. Non-compliance with the club or regatta Covid guidelines may be treated as a breach of Rule 69 Misconduct under the RRS.

2.0 NOTICES TO COMPETITORS.

- 2.1 Notices to all competitors will be posted on the CBYC Notice Board (outside the ground floor car park entrance to the club).

3.0 CHANGES IN SAILING INSTRUCTIONS.

- 3.1 Any changes to the sailing instructions (SIs) will be posted on the CBYC Notice Board at least 60 minutes before the start of the first race of each day.

4.0 SCHEDULE OF RACES.

- 4.1 1st Warning Signal not before 11:00. It is expected that at least 2 races in every class will be run, dependent on weather conditions, this will be announced at the briefing

5.0 SIGNALS MADE

- 5.1. Signals made will be hoisted on the flagpoles, the racing location of which is on the Committee boat. Onshore signals will be made from the flagpoles attached to the training centre.

6.0 CLASS FLAGS

Optimist Fleet Flag 'O'



Topper Fleet Flag 'T'



General Handicap: Flag 'F'



7.0 COURSES

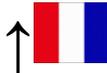
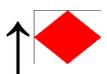
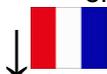
- 7.1 The Race Officer of the day may choose between any of the courses listed in Appendix 1. The course being used for that particular set of races shall be signaled by the Committee Boat by displaying the Course letter and Number.
- 7.2 Courses for the Regatta fleet will be explained at their briefing

8.0 MARKS

- 8.1 Marks of the course will be cylindrical orange buoys.
- 8.2 The starting and finishing marks will be spherical buoys, preferably with a white pole through it which may be topped with a flag.

9.0 THE START

- 9.1 The starting line will be between the starting mark bearing an orange flag, as shown in Appendix 1, and a staff bearing an orange flag on the committee boat (or the mast of the committee boat if the orange flag is not on a staff),.
- 9.2 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 9.3 A boat starting later than 2 minutes after her starting signal will be scored Did Not Start. This changes rules A4 and A5.
- 9.4. Races will be started as follows. Times shall be taken from the visual signals; the absence of any sound signal shall be disregarded.

Time	Signal		Number of sound signals	Flags
-5	Warning	Class flag	1	 (O) or  (T) or  (F)
-4	Preparatory displayed	Flag 'P' or Flag 'U' or	1	 (P) or  (U)
-1	Preparatory removed		1	 (P) or  (U)
0	Start	Class flag removed	1	 (O) or  (T) or  (F)

- 9.5 Individual Recalls - If, at the starting signal, any part of any dinghy or any crew are on the course side of the starting line the 'X' Flag will be flown and a single sound signal shall be made to draw attention to the flag. Where possible the boat may be informed. The flag will be lowered when that boat restarts or at 2 minutes after raising, whichever is sooner



- 9.6 General Recalls - If there are a number of unidentified premature starters or an error in the starting procedure identified after the starting signal the 'First Substitute' flag will be flown with a double sound signal.



- 9.7 New Start After General Recall - The starting sequence will recommence as soon as possible after the general recall has been observed, but no sooner than 1 minute after the lowering of the general recall flag.

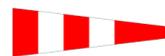
- 9.8 If a race is abandoned after a start the 'N' Flag will be flown with a double sound signal, all boats should return to the starting area



- 9.9 If all racing is abandoned for the day the 'N' Flag will be flown over the 'A' with a repeating sound signal. All participants must return to shore.



- 9.10 Prior to starting a race, racing can be postponed by flying the 'Answering Pennant' from the committee boat or from the training centre flag pole. Racing will not restart sooner than 1 minute after it is lowered from the committee boat or 20 minutes after it is lowered from the training centre.



10.0 SHORTENED COURSE.

- 10.1 If the Race Officer decides to shorten course, they will display the "S" flag on the committee boat and a double sound signal and the course will be shortened so that the lead boat will round their next mark and proceed to the finish line.



11.0 THE FINISH

- 11.1 The finishing line will be between the finish mark bearing a blue flag, as shown in Appendix 1, and a staff bearing a blue flag on the committee boat,.

12.0 TIME LIMITS

- 12.1 The Race officer will have the discretion to finish any boats that are a significant way behind the leaders, such that the race officer can then start the next race of the day in good time. Any boats finished early will be awarded positions in the order they are finished by a race committee boat flying the W -flag (these positions will be scored in the results after normal finishers).



13.0 PROTESTS AND REQUESTS FOR REDRESS

- 13.1 Protest Forms are available from the race committee. Additional forms are also available from the RYA website. Protests and Requests for Redress shall be delivered to the race committee, within 1 hour of the end of the last race of the day. Protests and Requests for Redress shall also be signaled verbally to the Race Officer on the water within 60 minutes of the end of the race .
- 13.2 Notification of Protest and / or Redress outcomes will be displayed on the CBYC notice board

14.0 SCORING & DISCARDS

- 14.1 The minimum number of boats for a race to count is 3.
- 14.2 The Low Points scoring system will apply (RRS Appendix "A" A4).
- 14.3 Appendix "A" A5 is amended as follows:
A boat that DNF (Did Not Finish), DNS (Did Not Start), OCS (On Course Side), RET (Retired) or NSC (did not Sail The Course), shall be scored points for the finishing place one more than the number of boats starting the race.
A boat that DNC (Did Not Compete) or DSQ (Disqualification) shall be scored points numbering one more than the number of boats competing in the series.
- 14.4 The number of races sailed and "discards" allowed is given in the table below:

Number of races sailed	Number of races to count	Number of discards
1	1	0
2	2	0
3	3	0
4	3	1
5	4	1
6	4	2

- 14.5 A boat's series score will be the total of her race scores excluding her worst scores up to the number of discards allowed in the table
- 14.6 Ties will be decided by using RRS Appendix "A" A8.
- 14.7 Any boat that races without a sail number will only be awarded a finish at the discretion of the Race Officer.
- 14.8 Handicaps used shall be taken from the current RYA National Portsmouth Number list. This list is available from the RYA's website:
www.RYA.org.uk/racing/Pages/portsmouthyardstick.aspx
- 14.9 Where the class, or a boat within a class not sailed in accordance with class rules, is not listed on the RYA PN list the CBYC Dinghy Committee shall assign the class, or boat, a trial number based on known performances to similar fleets or based on other methods as consulted with the RYA technical team.

15.0 REPLACEMENT OF CREW OR HELM

- 15.1 A boat can only change crews, with the express advance permission of the race committee. This will then count as one entry in the series.

16.0 EXONERATION PENALTY

- 16.1 A boat that may have broken a rule of Part 2, rule 31 or rule 42, may, after finishing the race concerned and before the start of a related protest hearing, notify the Race Committee that it accepts a 30% scoring penalty as stated in rule 44.3(c), except that the minimum penalty is two places provided 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.

- 16.2 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 penalised further in a protest hearing when the protest committee decides that it was appropriate to the facts found and the applicable rules.

17.0 ADVISORY HEARING & RYA ARBITRATION HEARINGS

- 17.1 When there is an incident that will not result in the lodging of a protest or a request for redress, a boat, Protest Committee or Race Committee may request an advisory hearing, and notify any boat involved in the incident. The Principal Race Officer 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 Principal Race Officer that it accepts an Exoneration Penalty when it applies to the incident, or choose to retire.
- 17.2 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.
- 17.3 If the parties and a member of the protest or race committee agree that RYA Arbitration is suitable, an Arbitrator appointed by the Dinghy Chair of CBYC (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(a) 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.
- 17.4 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 and 70 (reopening and appeal, respectively) do not apply to the arbitration decision since this is not a protest committee decision or procedure. A boat may still accept an Exoneration Penalty at any time before the start of a protest hearing and receive its protection from further penalisation. It may also retire.
- 17.5 When redress is offered and accepted at the RYA Arbitration, all parties the Protest Committee or Race 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.

18.0 RUBBISH DISPOSAL

- 18.1 Boats shall not put rubbish into the water. Rubbish should be retained on the boat and disposed of on-shore
- 18.2 The penalty for breaking RRS 47 is at the discretion of the protest committee (DPI) and may be less than disqualification. The penalty for intentionally breaking 18.1 may include disqualification.

19.0 BOATS AND COMPETITORS IN DIFFICULTY

- 19.1 When the race committee considers that a boat or competitor is in difficulty it may instruct the boat or competitor to accept outside help, retire or sail ashore.

20.0 RADIO COMMUNICATION

- 20.1 A boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction includes mobile telephones.

21.0 DISCLAIMER OF LIABILITY

Risk Statement

RRS Rule 4 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."

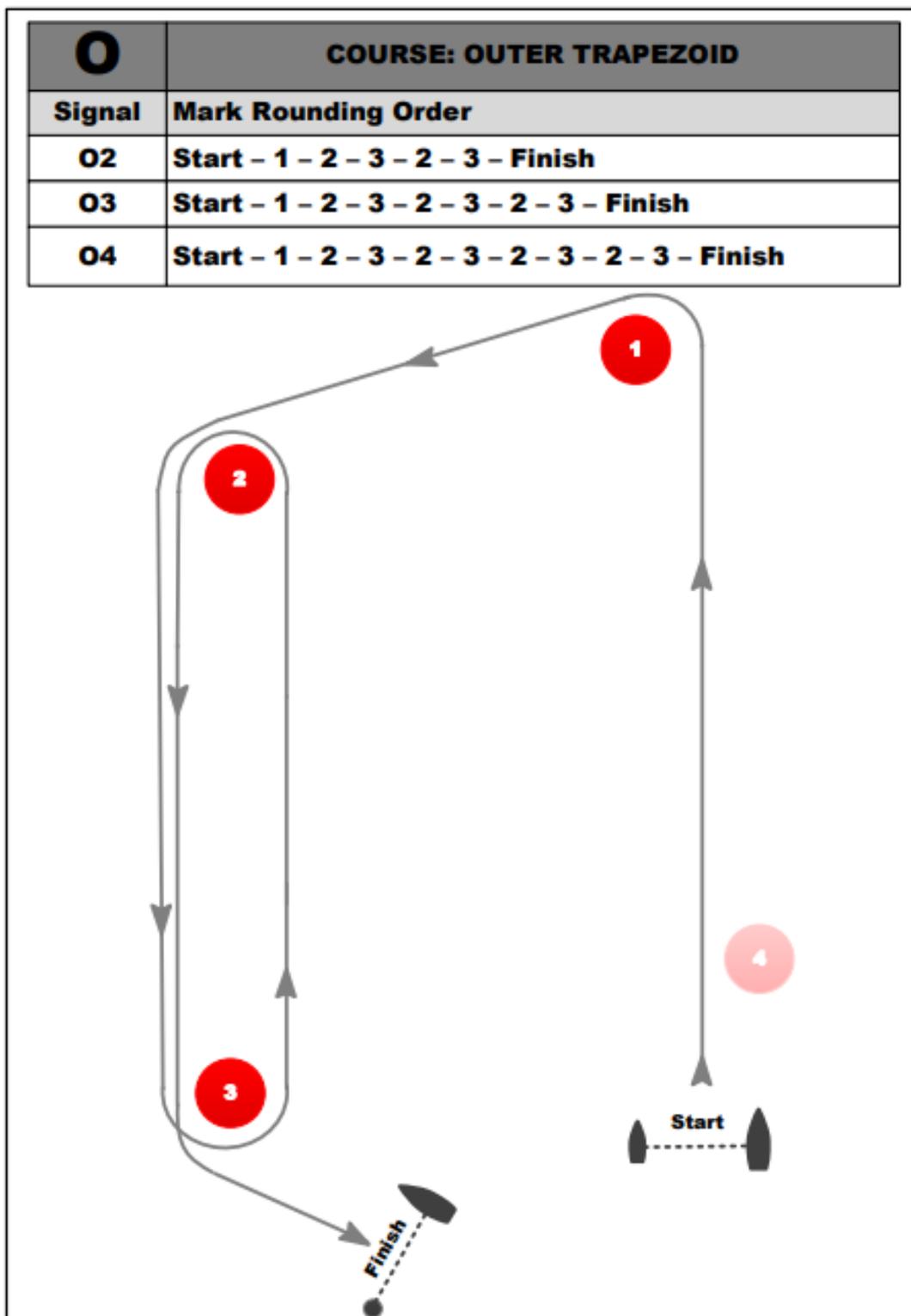
Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

- a) 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;
- b) They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
- c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omission;
- d) Their boat is in good order, equipped to sail in the event and they are fit to participate;
- e) The provision of a race management team, patrol boats and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
- f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;

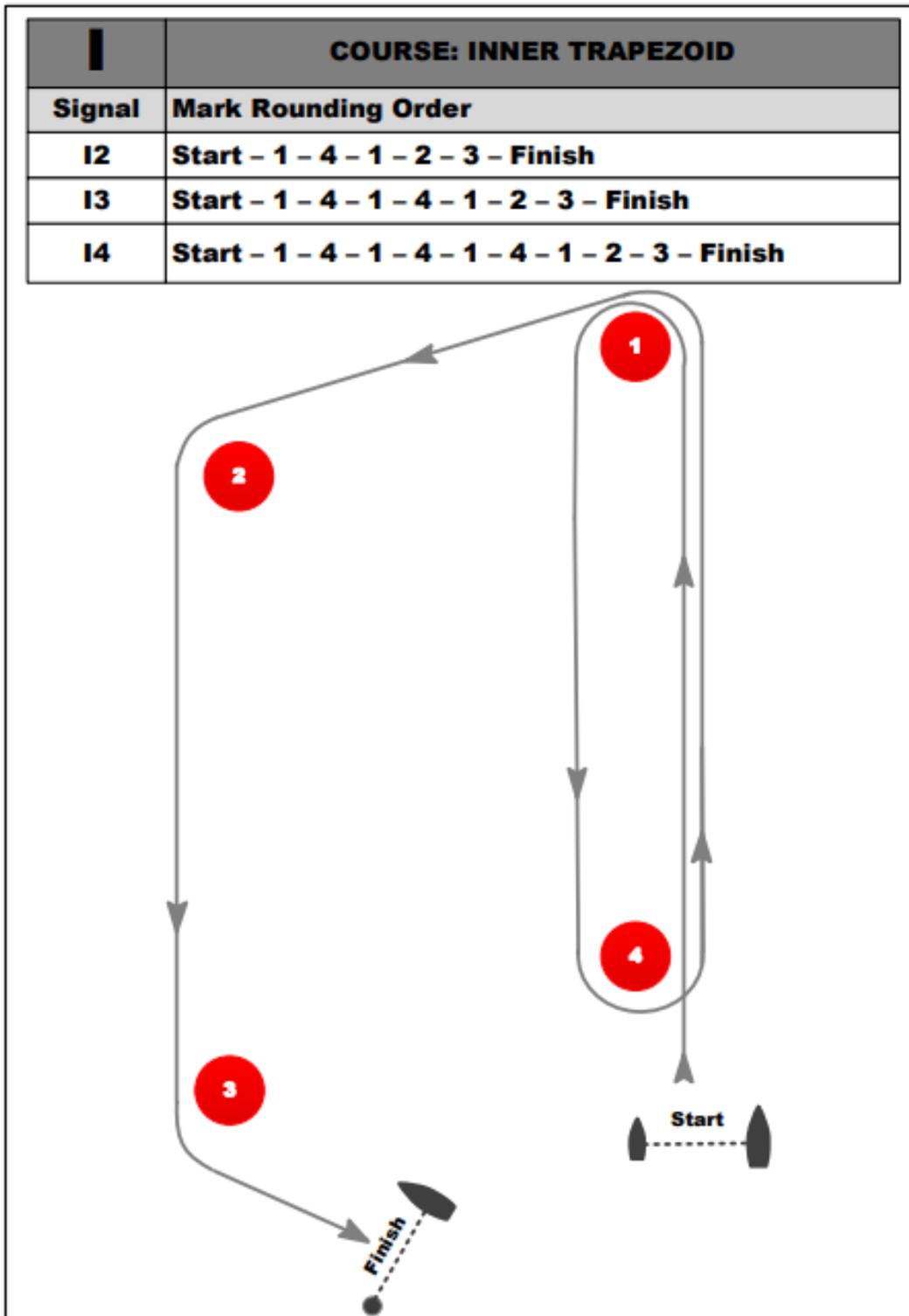
22.0 INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum insurance cover of £3M.

Appendix 1



Competitors please note that the finish line will be off the leeward end of the committee boat, the committee boat is one end of both the start line and the finish line. Starting line will be signaled by the transit between orange flag staffs and finishing line by the transit between blue flags



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