

ISLAND BARN RESERVOIR SAILING CLUB

SAILING INSTRUCTIONS FOR RS200 OPEN MEETING 2022

Rules

All races shall be sailed according to the World Sailing Racing Rules of Sailing (RRS) 2021-2024 with latest amendments, the RYA Racing Charter, the prescriptions of the Royal Yachting Association (RYA), and the rules of the individual classes being sailed, except as any of these are changed by these Sailing Instructions.

All competitors shall comply with the rules and byelaws of Island Barn Reservoir Sailing Club, as described on the club web site.

The Exoneration Penalty, Advisory Hearing and RYA Arbitration of the RYA Rules Disputes Procedures will be available. Decisions from RYA Arbitration can be referred to a protest committee but cannot be reopened or appealed.

Changes to the Sailing Instructions

Any changes to the sailing instructions will be posted on the clubhouse notice board at least 30 minutes before the scheduled start of the first race and flag I raised.

Distinguishing Numbers

Permission to deviate from RRS Rule 77 must be obtained from Race Officer before the race.

Safety

This instruction changes RRS Rule 40. Adequate personal buoyancy shall be worn at all times when afloat.

Risk

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 omissions.
- (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.

Insurance

Each competitor is required to hold adequate insurance and in particular to hold insurance against third party claims in the sum of at least £2 million.

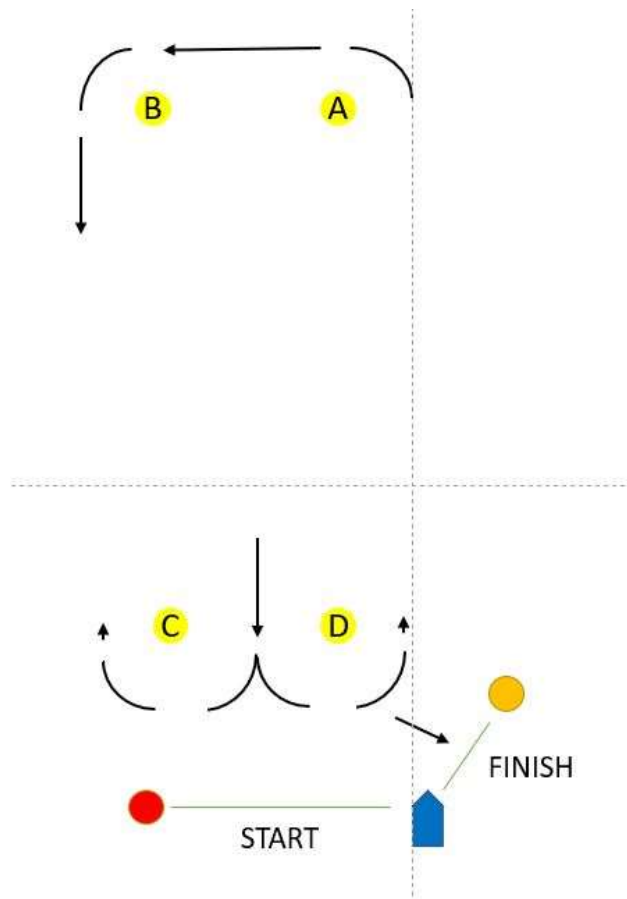
Course

The course will be displayed on a whiteboard close to the clubhouse (exact position depends on the weather)

Yellow inflatable pillar marks labelled A, B, C or D may be positioned as required by the Race Officer. These will be used unless otherwise specified at the briefing.

The first mark is called the Windward Mark (A) approximately due upwind from the start. All course marks are to be passed to port.

The number of laps will be shown on the Committee boat.



Marks A, B, C, D will be yellow inflatable pillar buoys unless otherwise specified at the briefing.

The start outer distance marks will be a red buoy unless otherwise explained at the briefing.

The Finish outer end will be a Yellow round buoy unless otherwise explained at the briefing.

Change of Course

A new course may be signalled on the water by the Race Officer abandoning a start (Flag N) with three sound signals and showing the new course on a board on the committee boat with the addition of an orange diamond which will remain on the starting line course board until the last boat has started.

Start

Race start times will be advised at the competitors' briefing and during the day. The first start will not be before 11:00. The intention of the Race Officer will be to complete 2 races "back-to-back" before going ashore for a quick lunch break, followed by 2 further "back-to-back" races. The last start will be no later than 3 PM.

The starting line will be a line between the front orange mast on the committee boat and an outer distance mark. To start a boat shall cross this line in the direction of the first mark.

Starting Signals

Starting signals will be as RRS Rule 26

The penalties laid out in RRS Rule 30 may be applied. In particular 30.1 ("I Flag"), 30.3 ("U" flag), or 30.4 (Black flag) may be used at the Race Officer's discretion for any or all starts.

For the first start of the first race a 5 minute warning and 4 minute Preparatory signal will be made.

Finish

The finishing line lies between the orange mast on the committee boat, displaying a blue flag, and an outer distance mark. If the race has been shortened the committee boat will fly flag S with 2 sound signals instead of the blue flag.

The Race Officer will normally signal a shortened course as the leading boat approaches the last mark of the lap to be completed and competitors will finish when they next complete a lap even if they are then a lap behind, however shorten may be signalled at any time.

To avoid any confusion, the Race Officer may signal to shorten course as the leading boat approaches the last mark of a lap even if the leading boat is completing the full number of laps. This allows competitors about to be lapped, or already lapped, to be finished so that a following race can be started with minimum delay. Competitors finished before they have sailed the same number of laps as the leading boat will be scored in their finishing order after the last competitor that completes the same number of laps as the leader.

The course may be shortened to finish the race between the committee boat and a turning mark of the course by positioning the committee boat close to that mark of the course and flying S flag with 2 sound signals. All boats finish as they next finish a leg of the course and cross this line (even if multiple legs or laps behind the leader).

After finishing a boat shall clear the finish line in the direction of the course and shall not re-cross the line in either direction before the last boat has finished.

Time Limit

The time limit shall be 60 minutes from the starting signal for the first boat in each fleet. Boats failing to finish within 15 minutes after the first boat of its fleet sails the course and finishes will be scored DNF without a hearing.

A competitor retiring from a race shall inform the Race Committee as soon as practically possible.

Penalty System

Penalties are as for Rule 44.1 touching a mark- one turn, other infringements two turns 10.2.

The protest committee may, without a hearing, penalise a boat that has broken Rule 42

Protests

The Race Officer must be informed of the intention to protest, seek redress or arbitration prior to the next race of the series or within 30 minutes of the last boat finishing if it is the last race. The protest itself must be lodged within 45 minutes of the last boat finishing the race. In the case of a back-to-back block of races, the 45 minutes is from the last race of that block. Protests will be heard in approximately the order of receipt and as soon as reasonably possible.

RRS Rule 63.1 (Requirement for a Hearing) is modified to allow disqualification without a hearing when the Race Officer or his team observe a breach of RRS Rule 28.1 (Sailing the Course).

Exoneration Penalty

A boat that may have broken a rule of Part 2, or rule 31 or 42, may, after finishing the race concerned and within the protest notification period, notify the race committee that she accepts a scoring penalty of 30% of the entrants in that race (rounded to the nearest integer), except that the minimum penalty is two places and no total score can be 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 which circumstances the penalty is to retire.

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.

Advisory Hearing

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 with the race office, and notify any boat involved in the incident. An adviser 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 race office that she accepts an Exoneration Penalty when it applies to the incident or choose to retire.

RYA Arbitration

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.

If the parties and a member of the protest or race committee agree that RYA Arbitration is suitable, an arbitrator 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.

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 still 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.

When redress is offered and accepted at the RYA Arbitration, 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.

Scoring

In each fleet points will be awarded according to the low point system described in Appendix A of RRS, except where varied by the following.

A boat that comes to the starting area, but does not start (DNS, OCS), finish (DNF) or retires (RET) after finishing shall be scored the number of starters for that race plus one.

A boat not coming to the starting area (DNC), or a disqualified boat (DSQ), shall be scored the number of entrants for the event plus one.

Boats receiving assistance once from safety boats will be scored behind all boats finishing without assistance.

The number of races to count shall be one less than the number of races sailed unless only one or two races are sailed, in which case all races shall count.

Advertising

All boats and competitors shall comply with the advertising standards laid out in ISAF Regulation 20.

Radio Communication

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