

Racing

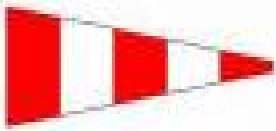
1. All Races will be raced under The Racing Rules of Sailing, the RYA prescriptions and the class rules supplemented by these Local Racing Instructions. Proven infringements of these rules shall be grounds for protest and disqualification with or without protest.
2. Foul or abusive language between competitors either on the water or ashore will not be tolerated and may lead to disqualification and dismissal from the club.
3. Individual boat numbers will not necessarily be displayed for premature starters, the class flag will be half masted. If possible, the offending boats will be hailed but the responsibility for correct starting rest with all helmsmen.
4. No boats are to sail into the Officers' Club Bay, CESSAC Bay or any area bounded by swimming buoys when the SBA Ordnance is in force, except in cases of emergency.

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5. Code Signals.

Flag H		Handicap
Flag E		Laser 2000
Flag L		Lasers
Flag N		Abandonment
Flag P		Preparatory signal
Flag I		Round the ends Rule (Also Preparatory Signal)
Flag S		Shorten Course
1 st Substitute		General Recall

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Answering Pennant		Postponements
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6. In the application of the rules, the OOD shall be deemed the representative of the Race or Sailing Committee.
7. Helms and crews must be 7 years of age and over.
8. Helms in the ladies, childrens' and novices races shall be in personal control of the tiller and mainsheet gear from the preparatory signal until crossing the finishing line except in the case of a capsize or man overboard, when a crew may give such assistance as may be necessary during the period of such emergency.
9. For a ladies race, all helms and crews must be female.
10. A children's race shall be open to any child over 7 but under 14 years of age.
11. A junior's race shall be open to any junior between 8 and 16 years of age inclusive.
12. A novice race shall be open to any person aged 7 years and over with a personal handicap of 100 or higher.
13. All competitors must clearly enter their names (initial and surname), sail number and class of boat on the race entry form.
14. The course will be displayed on the Course Board 20 minutes before the start of each race.

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15. The OOD shall use the Committee Boat start line.

16. If after 90 minutes the leading yacht has not finished, the race will be abandoned by flying code flag "N" and making three sound signals.
17. If the leading yacht finishes a race within 90 minutes, all other yachts not finishing within 30 minutes of the first yacht shall be deemed to have retired.
18. Retirements should be notified to the OOD as soon as possible.

19. The 720deg rule applies where a penalty has been incurred except when exoneration oneself from touching a mark, where a 360deg rule applies or otherwise stated in the Sailing Instructions for a specific race.

20. A protest shall be made verbally to the OOD within 15 minutes of coming ashore, followed by a written protest within 45 minutes.
21. An advisory hearing may be called in lieu of a full protest (leaflet D).

22. Race results will be posted on the board as soon as possible.
23. A race is not valid unless there are 3 or more entries.

24. Points will be scored in accordance with the RYA short series scoring system
i.e.
1st 1 point
2nd 2 points
3rd 3 points etc

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25. a. A yacht which ranks as a starter but does not “start”, shall score the points for the number of starters plus two.
- b. A yacht which “starts” and does not “finish”, including a yacht which infringes the rules but retires within a reasonable time, shall score the points for the number of starters plus one.
- c. A yacht which is disqualified shall score the points for the number starters plus three.
- d. A yacht which does not rank as a starter, will incur, in a series the points equal to the total number of participants in that series plus two.
- e. Duty personnel will be awarded points for that race equal to the average of that persons points from the rest of that series.
- f. The following infringements will result in disqualification:-
- (1) Failure to enter correctly.
 - (2) Failure to be afloat and untied at the preparatory signal.
26. This will be at the discretion of the Sailing Committee. In the event of a tie, use Appendix A8 of the Racing Rules of Sailing 2013-2018.
27. Note: All signals are made by breaking or lowering flags on the Committee Boat.
The HOOTER is used to draw ATTENTION TO CHANGES in flag signals only. The breaking and lowering of flags and the sounding of the hooter should coincide and therefore two or more persons are required to form the Committee Boat crew.
Where possible, races will be finished from the shore using the permanent mark “A” and a transit through the club flag pole.

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28. Prior to 30 minutes before the Start:-

Measure wind speed and direction, decide on any special sailing instructions or restrictions and set a course for a race of some 45 minutes anticipated duration. **If in doubt on the setting of a course, the OOD should consult the Rear Commodore (Sailing) or a member of the Sailing Committee.**

29. Course Board. The following information is to be displayed on the course board.

- a. The time of the start.
- b. The course to be sailed.
- c. The starting line in use and the direction of the start.
- d. The finishing line and the direction of of the finish.
- e. Details of the shortened course.
- f. Other special instructions.

30. Approximately 20 minutes before the Start:-

Ensure that the race entry proforma are placed by the course board and announce that the "Course is Set", invite entries and collect race fees.

31. **Approximately 15 minutes before the Start:-**

Give a time check and confirm the number of minutes to the Start. (Eg The start is in 15 minutes).

32. **5 Minutes before the Start:-**

Break the warning flag for the class due to start and make one sound signal. (NB: For Handicap Races, Flag 'H' will be broken).

33. **4 Minutes before the Start:-**

- a. Break the Preparatory Signal (Flag I) and make one sound signal.
- b. Ensure that all dinghies entered are afloat and off their moorings and are not receiving outside assistance.

34. **1 Minute before the Start:-**

Flag "I" down.

35. **At the Start:-**

- a. Lower the Class Warning and make one sound signal.
- b. By sighting along the Start Line, an extension of the line between the flag mast on the Committee Boat and the outer distance mark (ODM), usually the permanent mark at DSC.
- c. Check that no dinghies are over this line.
- d. Check sail numbers of dinghies starting against the entry list.

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36. False Starts:-

Provided that the sail numbers of the dinghies over the start line before the start can be identified either by reading them directly or by deducing which they are by identifying those dinghies that make a correct start, make one sound signal and raise the warning signal (Class Flag) to half mast. Record the numbers of the dinghies that fail to return behind the start line and thereafter start correctly.

When there are either a number of unidentified premature starters or an error in the starting procedure, break the 'First Substitute', or raise the class flag to half mast and give two sound signals. When all competitors have returned behind the start line, give one sound signal, lower the class flag or first substitute and raise the 'Answering Pennant'. To restart, give one sound signal and lower the answering pennant, one minute later start the the sequence as normal from the 5 minute point.

37. Having published or announced a start time for a particular race, the start time may be postponed by breaking the Answering Pennant either alone, (signifying an unspecified delay time), or in conjunction with a class flag, (signifying the class race only is to be delayed) or in conjunction with 'shapes' or numeral flags (signifying delays of a specific period).

Example:- The course has been set and 12 minutes before the start, it is decided to delay the start by 10 minutes.

- a. At the time the decision to delay is made, break AP and make two sound signals.
- b. 6 minutes before the New Start Time:- Lower AP and make one sound signal.
- c. 5 minutes before the New Start Time:- Break the Class Warning Flag and continue the normal starting sequence.

- NB
- a. Try to avoid delaying a start after the Warning Flag has been broken. If a delay is unavoidable, lower the Warning Flag and continue as in the example above.
 - b. If delays of 15 minutes or more are necessary, signal specific delay times.

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38. During the progress of the race, it may be apparent that there is insufficient wind to enable the race to be completed within a reasonable time or the wind speed is increasing above the limits of the helms racing. (Bear in mind that the race limit is 60 minutes and all boats must finish within the next 30 minutes). For these and other reasons it may be decided to terminate the race early by shortening course.
39. The usual situation in club racing is to break the shorten course flag 'S' from the committee boat and make two sound signals as the leading dinghy approaches the mark at which it is intended to shorten. The dinghies should then sail directly from that mark to the finishing line that they would have crossed if the race had continued to its normal conclusion, but crossing it from the direction of the shortening mark.
40. NB If helms do not see the shorten course flag and round another mark between the shortening mark and the finish line, they must cross the finish line from the direction of the shortening mark in order to finish the race correctly.
41. Whilst the onus is upon each helm to decide whether he or she should continue to race under adverse conditions, the OOD should either Shorten Course or Abandon a race if foul weather endangers the dinghies. This may be done at any time by breaking flag and making THREE sound signals.
42. NB In the DSC, breaking flag N at any time indicates that sailing, whether racing or otherwise is prohibited.
43. As each dinghy starts to cross the finishing line extension (determined by sighting along the side of the mast and the shoreline transom or ODM), make one sound signal and note the time to the nearest second. Record this finishing time against the sail number of the dinghy concerned.

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44. a. Work out the elapsed time in minutes (multiply minutes by 60 and add seconds).
- b. Divide elapsed time by the PY and multiply by 1000 and you will have the corrected scratch. (time in secs/PY x 1000).
- c. Divide the elapsed time by the PY +PH and multiply by 1000 and you will have the corrected PH time. (time in secs/(PY+PH)x1000).

Reviewed 8th May 2013