

Northampton Sailing Club

2010 RS Sailing Instructions
for Gul Grand Prix and Winter, Youth, Sprint and Inland Championships
(excluding RS Fevas and RS Teras)

Please note all Event Appendix amendments (E.A.) appear under lined in ***bold italics***

SAILING INSTRUCTIONS for RS Under 22 Championships Friday July 9th to Sunday July 11th 2010

1 RULES

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2 In addition either the helm or crew shall be a member of the RS Class Association. Anyone not complying with this will be disqualified without a hearing. This changes RRS 63.1. and A5 This SI cannot be amended by the Event Appendix, the RS Class Association and its designated representative at each event is the sole arbiter of this rule.
- 1.3 Competitors shall complete the entry form and pay the necessary dues in order to be eligible to race.
- 1.4 Any competitors who are aged under 18, shall complete a Parental Disclosure Form, Photography Consent Form and a Medical Consent Form. These can be downloaded from the RS Association website and should be handed in at the event.

2 NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the Official Notice Board as defined in the Event.
E.A. Located in the Galley

3 CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any changes to the Sailing Instructions will be posted at least one hour before the advertised start time of the race or races concerned; except that any change to the schedule of races shall be posted by 1900 hours on the day before it will take effect.

4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed at the location described in Event Appendix.
E.A. signals will be hoisted on the flagpole located on the Veranda at the North East corner of the Clubhouse.
- 4.2 When flag AP is displayed ashore (with two sound signals; one sound signal when lowered) '1 minute', in 'Race Signals' is replaced with 'not less than 30 minutes'. In the race signal AP.

5 FORMAT OF RACING

- 5.1 The Gul RS Grand Prix and Championships will comprise a maximum of 6 races for a two-day event except the Sprint Championships, and a maximum of 9 races for a three-day

E.A. 8.2 will not apply for this event

9 MARKS

9.1 The course marks will be described in Event Appendix A.

E.A. The course marks will be 1 metre Orange Spherical Buoys, Spreader marks (if used) maybe smaller.

9.2 If the start or finishing mark will be a committee boat it shall be that committee boat together with any rib or buoy if attached to the stern.

10 THE START

10.1 Races will be started by using RRS 26. Multiple classes sharing a starting line may be started in any order.

10.2 The starting line will be between a staff displaying an orange flag on the starting mark at the starboard end and the port-end starting mark.

10.3 When a limit mark is laid near the Committee Boat it is a starting limit mark that shall be left on the same side as the nearby committee boat.

10.4 Boats whose preparatory signal has not been made are reminded of their obligations not to interfere with boats that are racing as set out in RRS 23.1.

10.5 When the race committee sees a boat breaking rule 23.1 it may, without a hearing disqualify her from her nearest race notifying her in the race results. This changes RRS 63.1 and A5.

10.6 A boat starting later than 4 minutes after her starting signal will be scored Did Not Start without a hearing. This changes rules A4 and A5.

10.7 When there are more than 50 entries in one class two alternative start procedures may be used. The race committee may choose to use a gate start for this class. If so flag G will be flown from the committee boat and Event Appendix C will apply. This changes RRS 26. At the discretion of that class's Owners Club Committee competitors in that class may be split into flights and racing will be organized as per Event Appendix D. Competitors will be advised at the briefing if flights are to be used and a notice to this effect posted on the official notice board.

E.A. Fleets will start at five minute intervals in the following order.

1.RS 200

2.All other classes

The start signal of one fleet being the warning signal for the following fleet.

In the event of a general recall the fleet recalled will have it's start postponed until after the last outstanding start. The next start will not normally be interrupted by a general recall.

11 BLACK FLAG RULE

- 11.1 At the discretion of the Race Officer the Black Flag Rule as per RRS 30.3 can be used.
- 11.2 If a start using a black flag is subject to a general recall, the sail numbers of the boats identified as infringing this instruction will be displayed on the Committee Boat no later than 3 minutes before the preparatory signal of the next start. A long sound signal will be made when the numbers are displayed. This changes RRS 30.3
- 11.3 Boats so identified shall immediately retire and remain well clear of all boats racing. A boat that fails to comply with this instruction may be disqualified from all races in the series without a hearing. This changes RRS 30.3 & 63 and A5
- 11.4 It is the sole responsibility of each competitor to find out if their sail number is or is not displayed and then to act in accordance with this instruction.

12 MINIMUM WIND STRENGTH

- 12.1 Races will not be started unless the Race Committee is satisfied that the wind strength in the starting area, and to the best of its belief on the rest of the course, is in excess of an average of four knots for a reasonable period before the start.

13 CHANGE OF THE NEXT LEG OF THE COURSE

- 13.1 To change the next leg of the course, the race committee will move the original mark or a mark described in event appendix A for that purpose (or the finishing line) to a new position.
- 13.2 When the course to be made good is significantly changed by such an alteration, a boat will be stationed near the mark at the start of the leg affected, and will fly code flag (or board) "C" over a green (triangular) or red (rectangular) flag (or board) indicating that the direction of that leg lies either to starboard or port respectively of its previous bearing. She will draw attention to this signal by making repeated sound signals. When the leg affected is to windward, the approximate magnetic bearing of the new direction to the next mark may also be displayed near the start of that leg. This changes RRS 33.

E.A. Any mark to be rounded after rounding the moved mark may be relocated without further signalling to maintain course configuration.

- 13.3 Except at a gate, boats shall pass between the race committee boat signalling the change of the next leg and the nearby mark, leaving the mark to port and the race committee boat to starboard. This changes rule 28.1.

14 THE FINISH

- 14.1 The finishing line will be between a staff displaying a blue flag on the finishing mark and the nearby mark, or the finishing mark described in Event Appendix A.

E.A. The finish line will be between the mast displaying a blue flag on the committee boat or a RIB, and the end of line marker or other mark of the course

- 14.2 A boat that has finished shall then pass completely through the finishing line, and no part of her shall thereafter again cross the finishing line from either direction while the finishing vessel is on station and flying a blue flag. A boat that infringes this Sailing Instruction will be scored DSQ in the race she has just finished; this changes RRS 63.1, A5 & RRS A11
- 14.3 When the committee boat is in position by the inner loop (or only) leeward mark, and flying flag "S" alongside, the class flag, with a blue flag, then the course is changed and a boat shall round the leeward mark (be it on the inner or outer loop) and proceed to the finish line.

All competitors shall complete the number of rounds equal to the leading boat before proceeding to the finish. Where multi classes are racing using the outer loop on a trapezoid course then these classes will additionally be advised of shorten course by having a signal (patrol) boat positioned at their leeward mark flying code flag S and making repeated sound signals. This changes Race Signals [as the finish will be at the finish line and not between "s" and the nearby mark or this gate] and RRS32

15 PENALTY SYSTEM

15.1 The two-turn penalty as described in RRS 44.1 & RRS 44.2 shall apply, except that RRS44.1 is changed for RS600, RS700 and RS800 fleets where the two-turns penalty is replaced by a one-turn penalty.

15.2 If a boat touches a start or finish mark they shall complete a one-turn penalty as described in RRS 44.2. Touching other rounding or passing marks is permitted. This changes RRS 31. A boat shall not manhandle a mark when it results in an advantage, if a boat does so she shall promptly retire. A boat that infringes this Sailing Instruction will be scored DSQ in the race she has just finished; this changes RRS 63.1, A5 & RRS A11

16 TIME LIMITS AND TARGET TIMES

16.1 The time limit shall be 75 minutes. Boats that fail to finish within 20 minutes of the first boat will be scored with their observed position on the course at that time. This changes RRS 35 and 28. At the discretion of the Race Officer (A) positions when the boats last rounded the mark nearest the Committee Boat may be awarded. , (B) boats that he expects to finish outside of the time limit may be given their observed position on the course and instructed by rescue boats to return to the starting area for start of the next race. If competitors are finished in this way, they must return immediately to the starting area. There will be no redress if they delay and miss their start. Changes RRS62

17 PROTESTS AND REQUESTS FOR REDRESS

17.1 Protest forms are available from the Race Office. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.

17.2 For each class, the protest time limit is one hour after the last boat finished the last race of the day or when instruction 17.1 has been applied to that race.

E.A. The protest time limit. In 17.2 "one hour is replaced by 30 minutes"

17.3 Notices will be posted no later than 30 minutes after the expiry of the protest time limit to inform competitors of hearings in which they are parties to a hearing or named as witnesses. It shall be the responsibility of competitors to check the notice board for such notices, obtain their copy of the protest form and make sure that they and their witnesses attend the hearing.

17.4 On the last day of racing a competitor's request for reopening a hearing shall be delivered:

- (a) Within the protest time limit if the party requesting reopening was informed of the protest committee's decision on the previous day;
- (b) No later than 30 minutes after the party requesting reopening was informed of the protest committee's decision on that day.

This changes RRS 66.

17.5 Where a Class judge a NJ, IJ or official arbitrator is appointed to an event the Exoneration Penalty and the Advisory Hearing and RYA Arbitration procedures of the RYA Rules Disputes Procedures will be available. See official notice board for details.

17.6 For infringements of the rules other than in Part 2 of the RRS, the protest committee may award a lesser penalty than disqualification.

17.7 Breaches of instructions 1.4, 23.1, 23.2 and 24 will not be grounds for a protest by a boat. This changes rule 60.1(a). Penalties for these breaches may be less than disqualification if the protest committee so decides. The scoring abbreviation for a discretionary penalty imposed under this instruction will be DPI.

17.8 Penalties for breaking rule 41, Outside Help, shall be at the discretion of the protest committee. When a boat has received outside help, a request for a lesser penalty than retirement may be made to the protest committee in writing before the end of protest time on the day concerned.

18 SCORING

18.1 2 races are required to be completed to constitute a series.

18.2 (a) **E.A. When 4 or fewer** races have been completed, a boat's series score will be the total of her race scores.

(b) **E.A. When from 5 to 7** races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

(c) When 8 or more races have been completed, a boat's series score will be the total of her race scores excluding her two worst scores.

18.3 To request correction of an alleged error in posted race or series results, a boat may complete a scoring enquiry form available at the race office.

18.4 The scoring abbreviation for a discretionary penalty imposed under instruction 18.6 will be DPI.

18.5 **Series/event tie** If, after discard(s), two or more boats have the same points total the tie will be broken in accordance with RRS Appendix A8.1. If there is still a tie this will be broken in favour of the boat with the best excluded result. This changes RRS A 8. If a tie still exists then the tie will be broken in accordance with RRS Appendix A8.2. For the purpose of this rule the last race will be taken to mean the last race actually completed on the water.

E.A. The RS 200 fleet will sail and be scored as a single class fleet. All other classes of boat will be scored using the Portsmouth yardstick handicap system using the following PY numbers.

<i>RS100</i>	<i>1005</i>
<i>RS300</i>	<i>1000</i>
<i>RS400</i>	<i>950</i>
<i>RS500</i>	<i>972</i>
<i>RS600</i>	<i>920</i>
<i>RS700</i>	<i>857</i>
<i>RS800</i>	<i>822</i>

19 SAFETY REGULATIONS

- 19.1 Adequate personal buoyancy for crewmembers shall be worn at all times whilst racing. Neither a wetsuit nor a drysuit constitute adequate personal buoyancy. This changes RRS 40.
- 19.2 Wetsuits or drysuits shall be worn by all crewmembers between 1st November and 30th April inclusive. This changes RRS 40
- 19.3 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.
- 19.4 In accordance with RRS 43.1 and ISAF Case 89, no clothing or equipment may be worn on the body of helm or crew to carry liquid of any description, even if for the purpose of re-hydration; this includes camelbacks, water bottles and cans of drink.

E.A. It is not permitted to land outside the club enclosure except in an emergency.

20 REPLACEMENT OF CREW OR EQUIPMENT

- 20.1 For the series of races comprising an event only the helm named on the entry form will be eligible. If a different helm completes a race in the same boat then they will be considered a separate entry and their results cannot be combined with another helm's results. Crews may only be changed during the event from the person named on entry form with written permission in advance from the Race Committee or Class Representative. If it is known at start of the event that you will have to change crew during the event then both crews should be registered on entry form along with which day(s) they will be sailing. Permission will only be given to change crew as long as there is no performance gain from change of crew.
- 20.2 Either the registered crew or helm may sail the boat.
- 20.3 Where event results are combined to form a circuit then only results scored by the same helm will count, results from a different helm shall not be combined, even when helming the same boat.

21 DISTINGUISHING NUMBERS

- 21.1 Under exceptional circumstances, the Race Committee may permit a boat to use sails carrying a distinguishing number other than that required by RRS 77 and RRS Appendix G.
- 21.2 Such permission is only valid if sought in writing before use.

22 EQUIPMENT AND MEASUREMENT CHECKS

- 22.1 A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions. On the water, a boat can be instructed by a race committee equipment inspector or measurer to proceed immediately to a designated area for inspection.
- 22.2 Class Conformity: Every boat shall comply with the current relevant class rules. Failure to do so may result in disqualification without a hearing. This changes RRS 63.1. and A5
- 22.3 RS200 only - the use of a pole to control the clew of the spinnaker is not permitted and the

spinnaker may not be flown in a goose-winged fashion on the opposite side to the mainsail. The pole may be carried but not used.

22.4 Velocitec units specifically supplied by the RS Association may be used during racing. The display must be covered and may only be used for training purposes.

23 ADVERTISING

23.1 Boats shall display advertising supplied by the organizing authority as specified in the NOR.

23.2 When provided at registration, competitors shall make every reasonable effort to display event sponsors promotional items on their boat and sails as directed. If sponsor promotional items come off whilst racing, competitors must obtain replacement items from the RS Association before the start of racing the following day, if the Association has sufficient stocks available.

23.3 There will be no restriction on the number or coverage of advertisers logos or slogans except for the front 20% (or where the Hull Length is less than 8 meters the greater of the first 1.2m or 25%) of the forward part of each side of the hull, for Bow Numbers and the advertising chosen and required to be displayed by the organizing authority and the foremost 20% of the mainsail boom bottom, which are reserved for RS Association event sponsors. [see ISAF regulation 20 Advertising Code]

23.4 Any individual caught stealing sponsor promotional items, e.g. flags, banners, prizes, shall be deemed to have committed a gross breach of good manners, and will be reported to the Protest Committee who may call a hearing under RRS 69.

24 TRASH DISPOSAL

Boats shall not put trash in the water or in dinghy park. When afloat trash may be placed aboard support and race committee boats.

25 DISCLAIMER OF LIABILITY

25.1 Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

25.2 General

The race organisers shall not be responsible for any loss, damage, death or personal injury howsoever caused to the owner/competitor, his skipper or crew as a result of their taking part in the race or races. Moreover, every owner/competitor warrants the suitability of his boat for the race or races.

25.3 The safety of a boat and her entire management including insurance shall be the sole responsibility of the owner/competitor racing the boat, who shall ensure that the boat is fully found, thoroughly seaworthy and manned by a crew sufficient in number and experience who are physically fit to face bad weather. The owner/competitor shall be satisfied as to the soundness of the hull, spars, rigging, sails and all gear. He shall ensure that all safety equipment is properly maintained, stowed and in date and that all crew know where it is kept and how it is to be used.

25.4 Neither the establishment of these Sailing Instructions nor any inspection of the boat under these conditions in any way limits or reduces the absolute responsibility of the

owner/competitor for his crew, the boat and the management thereof. The crews are nonetheless advised to satisfy themselves as to the experience of the skipper and the adequacy of all safety equipment and insurance arrangements.

26 INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £2,000,000 per event or the equivalent.

27 RIGHTS TO USE NAME AND LIKENESS

By participating in this event, competitors automatically grant to the organizing authority and the event sponsors the right, in perpetuity, to make, use, and show, at their discretion, any photography, audio and video recordings, and other reproductions of them made at the venue or on the water from the time of their arrival at the venue, until their final departure, without compensation.