

# Andrew Lawman Regatta

## Monday 6 May 2024

### Sailing Instructions

[DP] before a rule indicates that penalty other than disqualification may be applied by the Race Committee.

[NP] Before a rule indicates that a boat may not protest another boat for breaking that rule. This changes RRS60.1a

#### 1. RULES

1.1. The event is governed by the rules as defined in *The Racing Rules of Sailing 2021 - 2024*.

#### 1.2. SAIL NUMBERS

A boat shall not race with an incorrect sail number unless she has notified the office when entering. Even when such confirmation is received the Race Committee does not have the authority to amend the requirements of class rules. As a result, a boat could be protested for failing to comply with class rules.

#### 2. CHANGES TO SAILING INSTRUCTIONS

2.1. Any change to the sailing instructions will be posted no later than 1000 on the day it will take effect except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.

#### 3. COMMUNICATIONS WITH COMPETITORS

3.1. Notices to competitors will be posted on the official notice board located at <https://www.grafham.org/club-noticeboard>

3.2. From the first warning signal until the end of the last race of the day, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

3.3. There will be a competitor briefing in the café at 0945

#### 4. CODE OF CONDUCT

4.1. [DP] Grafham Water Sailing Club implements the RYA Racing Charter and competitors will be expected to sail in compliance with it. The Charter can be found at the front of the RYA edition of the Racing Rules of Sailing (the yellow pages after the definitions), or on the RYA website at [www.rya.org.uk/racingrules](http://www.rya.org.uk/racingrules).

#### 5. SIGNALS MADE ASHORE

5.1. Signals made ashore will be displayed on flagpole 1.

5.2. When flag AP is displayed ashore '1 minute' is replaced with 'not less than 30 minutes' in the Race Signal AP.

#### 6. SCHEDULE OF RACES

6.1. Scheduled race times

Scheduled starting signal	First Warning Signal	Start 1	Start 2	Start 3
Am Series Race 1	1057	1100	1103	1106
Am Series Races 2 and 3	Back to Back after Race 1			

6.2. To alert boats that a race will begin soon, the orange starting line flag will be displayed with multiple sound signals at least one minute before the first warning signal is made.

6.3. Fleets are defined as follows (following the format for the Club Wednesday evening series):

- Start 1: Fast Handicap (Handicap 999 and lower)
- Start 2 Slow 2 handed (Handicap 1000 and higher)
- Start 3 Slow Single Handed (Handicap 1000 and higher)

**Note that this modifies clause 9.2 of the NoR**

## **7. CLASS/FLEET FLAGS**

7.1 No class or fleet flags will be used for starting signals.

## **8. RACING AREA**

8.1. The racing area will be where the committee boat anchors.

## **9. THE COURSES**

- 9.1. All fleets sail the same course, which will be displayed on the Starboard side of the Committee Boat.
- 9.2. The Race Committee boat will be stationed upwind of the leeward mark. It will remain in this position for the duration of the race.
- 9.3. Indicator boards will show the initial letters of course marks. 'Special' or temporary course marks are shown as a white disc. The background colour of the boards indicates whether marks are to be left to port (red) or starboard (green).
- 9.4. The upwind gate and the finish line will be between the mast of the Committee boat displaying an orange flag and a Dan buoy carrying an orange flag.
- 9.5. Boats must pass through the upwind gate described in SI 9.4 at the conclusion of each lap.
- 9.6. Boats that fail to pass through the gate will not be disqualified but will be credited only with the number of laps they have sailed correctly. The Race Committee shall record the finishing time or place as appropriate as well as noting on which laps that the gate was missed. Boats may apply for redress if they believe an error has been made. This changes RRS63.1
- 9.7. Boats shall not sail through the upwind gate in a downwind direction when sailing a downwind leg of the course

## **10. MARKS**

10.1. Marks used will be the fixed marks as shown on the lake map, or 'special' marks. 'Special' marks are either inflatables, or dan buoys fitted with a coloured flag other than orange or blue and white checks.

## **11. [DP] AREAS THAT ARE OBSTRUCTIONS**

11.1. The following areas are designated as obstructions:

- 11.1.1. The prohibited area at the West end of the water is an obstruction. Its boundary is a line of small yellow buoys forming its eastern boundary.
- 11.1.2. Each fishing boat, and an area extending 20 metres in any direction from the fishing boat is a prohibited area and an obstruction.
- 11.1.3. A safety boat in close attendance to a craft or competitor in difficulty is an obstruction and a prohibited area. Boats must not sail between the safety boat and the craft or competitor in difficulty.
- 11.1.4. The upwind gate described in SI 9.4 is an obstruction in the downwind direction

## **12. THE START**

- 12.1. Races will be started by displaying numeral boards with Starts at 3 minute intervals. This modifies RRS 26. Details of the start sequence and signals are shown in Appendix 1
- 12.2. The starting line will be between the mast displaying the orange flag on the committee boat and the course side of a dan buoy displaying an orange flag.
- 12.3. [DP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 12.4. **The sound signal is the starting signal**, not the number board. This changes RRS26.

- 12.5. Individual recalls will be signalled by displaying flag X with one sound signal as detailed in RRS29, except that the flag will be removed on the next sound signal in the sequence.
- 12.6. General recalls  
A general recall will be signalled by displaying flag First Substitute with two sound signals as detailed in RS29, except that the flag will be removed on the next sound signal in the sequence.  
The recalled start will be 3 minutes after the last start in the sequence. RRS 30.4 shall apply to all recalled starts, except the Black Flag will not be displayed and will only apply for thirty seconds before the start.
- 12.7. In the event of a postponement after the Preparatory Signal, signalled by displaying pennant AP, the numeral board is removed for re-use. The sequence will be restarted one minute after the removal of AP by re-displaying that numeral board and resuming the one minute sequence.

### **13. CHANGE OF THE NEXT LEG OF THE COURSE**

- 13.1 Marks will not be moved during a race.

### **14. THE FINISH**

- 14.1. The finish line will be as described in S.I. 9.4.
- 14.2. [DP] After finishing, boats shall keep clear of the finish line and of all boats that are continuing to race.
- 14.3. In order to allow all competitors a reasonable length of race, boats with a Club handicap >1199, may be finished at the end of a lap without flag 'S' being displayed, and their time recorded.
- 14.4. The remaining boats will finish after racing for approximately 40-45 minutes (or at the Race Officer's discretion). Displaying Flag 'S' plus two sound signals will signify that the race is to be finished. All boats that have not passed through the finishing gate when S is displayed will be finished as they do so. This changes RRS32.

### **15. PENALTY SYSTEM**

- 15.1. RRS 44.1 is changed so that the two turn penalty is replaced by a one turn penalty.
- 15.2. No boats need display a protest flag.
- 15.3. Rule 44.3 shall not apply.

### **16. TIME LIMITS**

- 16.1. See 14.4
- 16.2. Failure to meet the target time will not be grounds for redress. This changes RRS 62.1(a).

### **17. HEARING REQUESTS**

- 17.1. The protest time limit is 60 minutes after the time of the last finisher of the final race of the day
- 17.2. Hearing request forms are available from the race office.
- 17.3. Hearings may be held in person at the sailing club or online as soon as practical after the request. The parties involved will be advised by email of the arrangements.
- 17.4. Post-Race penalty  
A boat that may have broken a rule of Part 2 of the Racing Rules of Sailing or rule 31 may, after finishing the race concerned and before the start of any related protest hearing, notify the race committee that she accepts a Post-Race Penalty – a 30% scoring penalty (SCP) calculated as stated in rule 44.3(c), except that the minimum penalty is three places and she shall not be scored worse than the number of boats that came to the starting area. However, if the boat caused injury or serious damage or, despite taking a penalty, gained a significant advantage in the race or series by her breach her penalty shall be to retire  
When a Post-Race 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
- 17.5. Advisory Hearing  
When there is an incident that will not result in the lodging of a protest or a request for redress, a boat may request an advisory hearing and notify any boat involved in the incident. An adviser will then call a hearing to learn what may have happened and, provided all parties are willing to attend, 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 a Post-Race Penalty when it applies to the incident, or choose to retire, but is not required to do so.

#### **17.6. RYA Arbitration**

When a protest is lodged, a boat may at the same time request RYA Arbitration, or the protest committee or the 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 (who may be that member of the protest committee) will call an Arbitration Hearing. When it is the arbitrator's opinion that a boat that is a party to the arbitration hearing has broken a rule for which the Post-Race Penalty is available, the party will be invited to accept that penalty and, if accepted, the protesting boat will be allowed to withdraw the protest, changing rule 63.1. When there is not agreement to use RYA Arbitration or when, after RYA Arbitration, a protest is not withdrawn or the Post-Race 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. Rules 66 and 70 (reopening and appeal, respectively) do not apply to arbitration since this is not a protest committee decision or procedure. A boat may still accept a Post-Race Penalty at any time before the start of a protest hearing and receive its protection from further penalisation. She may also retire.

### **18. SCORING**

18.1. The scoring system is Appendix A

18.2. If all three scheduled races are sailed a boat's series score will be the total of her race scores excluding her worst score. If two or fewer races are sailed a boat's series score will be the total of her race scores.

18.3. A minimum of one boat completing a race will ensure that race is available to count towards the series.

18.4. Handicap fleets will be scored using average corrected lap times.

18.5. Appendix A8.2 shall be modified such that; in the event of ties, which cannot otherwise be broken, discarded results should be taken into account before countback is applied.

### **19. SAFETY REGULATIONS**

19.1. [DP] A boat that retires from a race should notify the office as soon as possible

### **20. REPLACEMENT OF CREW OR EQUIPMENT**

20.1. Each helm-boat combination counts as a separate entry in the regatta.

### **21. EQUIPMENT AND MEASUREMENT CHECKS**

21.1. Boats shall follow their class rules (unless granted a dispensation by the Race Committee). A boat or equipment may be inspected at any time for compliance with the relevant class rules, notice of race and sailing instructions.

21.2. In the Laser/ILCA class all boats must confirm to either ILCA or The Laser Class (TLC) class specification. Replica parts outside licensed manufacturers for these classes are not allowed, all parts must either be class legal or class compliant.

### **22. SUPPLIED BOATS – Not used**

### **23. OFFICIAL VESSELS – Not used**

### **24. (DP) SUPPORT VESSELS**

24.1. Support vessels shall not be allowed.

### **25. TRASH DISPOSAL**

25.1. Trash must be taken ashore and may not be placed aboard official vessels.

### **26. BERTHING-Not used**

### **27. HAUL OUT RESTRICTIONS – Not used**

### **28. DIVING EQUIPMENT AND PLASTIC POOLS – Not used**

### **29. PRIZES**

29.1. Prizes will be given as stated in the NoR.

### **30. RISK STATEMENT**

Rule 3 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 organizer 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;
- (g) It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any safety briefing held for the event.

### **31. INSURANCE**

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

## START SEQUENCE

Display	Start							
	1		2		3		4	
	Means	Time to Start (min)	Means	Time to Start (min)	Means	Time to Start (min)	Means	Time to Start (min)
<b>0</b>	Warning Signal	3						
<b>1</b>	Prep Signal	2						
<b>2</b>	Minute signal	1						
<b>3</b>	Start	0	Warning Signal	3				
<b>4</b>			Prep Signal	2				
<b>5</b>			Minute signal	1				
<b>6</b>			Start	0	Warning Signal	3		
<b>7</b>					Prep Signal	2		
<b>8</b>					Minute signal	1		
<b>9</b>					Start	0		
<b>10</b>								2
<b>11</b>								1
<b>12</b>							First Recalled Start	0