

Pre race briefing and Sailing Instructions Cambs Youth Sailing League Grafham Meeting Saturday 21 May 2022

Competitor Briefing

Welcome to Grafham Water for the second event of the 2022 Cambs Youth League series.

There will be a Competitor briefing on the day. This will be at 10:15 on the lawn in front of the clubhouse (or inside if wet).

You should make sure you read these notes and the Sailing Instructions which are set out below – these tell you all you need to know about the Racing for the day. I will though highlight here a few points.

There is no physical event notice board. Before and during the event keep looking at the online notice board which is here: <https://www.grafham.org/online-noticeboard.html>.

Launching is under “D flag” rule. See SI 5.3. You may not be familiar with this, but it is good practice and you are likely to encounter it if you go to larger events eg the NSSA. The D flag looks like this:



You will come ashore for lunch after the first Race. Depending on the conditions we may sail races 2 and 3 “back to back”. If that is the case, it will be signalled by displaying Flag E. (See SI 6.3). Flag E looks like this:



The Course area is likely to be in the area of the Lake in front of the Clubhouse. We will have safety boats to direct you towards the Starting Area.

Make sure you know which Flight you are in, this depends on the Class of boat you are sailing (see SI 6.1). There will be three Flights. It is likely that each Flight will have a separate start, but if there are not that many boats we may combine Flights. You will know whether or not it is your start by seeing which Flight flag or flags go up as the warning signal (see SI 6,7 and 12))

Only the first few boats will receive a sound signal at the finish because the hooter makes it difficult to hear the sail numbers and times being called.

We may have an on water independent judge. The procedure s he/she will follow are set out innCLUase 12 of the Cambs Youth League Supplementary Sailing Instructions at [Rules \(csysa.org.uk\)](https://www.csysa.org.uk).

The support boats and committee boats are unable to accept trash and any personal belongings.

Enjoy the day!

John Aston Race Officer

Sailing Instructions

1. RULES

- 1.1. The event is governed by the rules as defined in *The Racing Rules of Sailing 2021 - 2024*.
- 1.2. The Sailing Instructions for this event comprise this document, and the Cambs Youth League Supplementary Sailing Instructions at [Rules \(csysa.org.uk\)](https://www.csysa.org.uk)
- 1.3. Entrants and authorised guests are temporary members of Grafham Water Sailing Club during the period of the event and shall comply with Club Rules and Bylaws. *Failure to observe these may result in exclusion from the club premises.*
- 1.4. SAIL NUMBERS A boat shall not race with an incorrect sail number unless she has notified the Race Committee at registration. 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 not less than 45 minutes before the start of any race affected 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/online-noticeboard.html>
- 3.2. The race office is located on the first floor of the club house, telephone 01480 810478, email office@grafham.org
- 3.3. 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.

4. CODE OF CONDUCT

- 4.1. [DP] Competitors and support persons shall comply with reasonable requests from race officials. Failure to comply may be construed as misconduct
- 4.2. **COVID STATEMENT** - All sailors, parents and authorised guests must comply with any prevailing COVID Government rules, and GWSC COVID-19 Operating Procedures available at: <https://www.grafham.org/covid-19-operating-procedures.html>
- 4.3. Reasonable actions by event officials to implement COVID-19 guidance, protocols or legislation, even if they later prove to have been unnecessary, are not improper actions or omissions.

5. SIGNALS MADE ASHORE

- 5.1. Signals made ashore will be displayed on flagpole 2 on the foreshore in front of the Clubhouse.

- 5.2. When flag AP



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

- 5.3. [DP] Boats shall not leave the shore until Flag D is displayed. (this will be accompanied by a single sound signal). The warning signal will not be made before the scheduled time or less than 30 minutes after flag D is displayed.

6. SCHEDULE OF RACES

- 6.1. Three races are scheduled. There will be up to three flights in each race:
The PY ranges for each flight are as follows:

Flight 1 for Optimists and other dinghies with PY over 1600

Flight 2 for Mirrors, Toppers, RS Tera, Picos and other dinghies with PY 1300 to 1600

Flight 3 for ILCA 7/Lasers, ILCA 6/Laser Radial, ILCA 4/Laser 4.7 and other dinghies with PY under 1300 (This includes the Topaz 12)

A list of PY numbers can be found at [portsmouth-yardstick \(rya.org.uk\)](http://portsmouth-yardstick(rya.org.uk))

6.2. The warning signal for Race 1, Flight 1 will be not before 11:27.

6.3. Races 2 and 3 may be sailed “back to back”. This will be signified by displaying Flag E no later than when Flag D is displayed prior to launching for Race 2

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

7. CLASS FLAGS

7.1. The Class flags for each flight are as follows:

Flight 1

Numeral Pennant 1



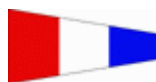
Flight 2

Numeral Pennant 2



Flight 3

Numeral Pennant 3



8. RACING AREA

8.1. The racing area is expected to be in the central section of the lake: offshore from the Clubhouse/launching area

9. THE COURSES

9.1. The diagram in SI Addendum A show the courses, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left. The course to be sailed will be displayed on the starboard side of the committee boat.

10. MARKS

10.1. Marks are as described in Addendum A.

11. 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.

12. THE START

12.1. Races will be started using a three minute start sequence. This changes RRS 26.

Minutes before starting signal	Visual signal	Sound	Means
3	Class flag	One	Warning Signal

2	P, U, or Black flag	One	Preparatory Signal
1	Preparatory flag removed	One long	One minute
0	Class flag removed	One	Starting signal

- 12.2. The starting line is between a staff displaying an orange flag on the committee boat at the starboard end and the course side of the port-end starting mark which will be an orange dan buoy displaying an orange flag.
- 12.3. The Warning Signals for a subsequent Flight start will be made not less than one minute after the Starting Signal for the preceding Flight.
- 12.4. Boats in Flights whose warning signal has not been made shall avoid the starting area during the starting sequence for other Flights.

13. THE FINISH

- 13.1. The Finish Line will be between the staff on the Committee Boat displaying a BLUE flag and the finish mark as defined in ADDENDUM A – COURSE. This is regardless of where Flag ‘S’ is displayed on the Committee Boat in accordance with 13.2 below
- 13.2. The leading boats will sail for approx 45 min. At the end of this time and completely at the Race Officer’s discretion TWO sound signals will be made and Flag S



flown to signify that the race is to be finished. Each boat will then finish as it crosses the finishing line to complete the lap that it is sailing when the race is shortened.

- 13.3. The start line outer limit may be moved after the last start to reduce the length of the upwind gate and the finishing gate (this change will not be signalled and changes Rule 33).
- 13.4. The Race Officer may choose to finish selected flights, while requiring others to continue racing. In these circumstances, two sound signals will be made and Flag ‘S’ will be displayed with the numeral flags corresponding to the flights to be finished. When the remaining flights are required to finish, two further sound signals will be made and the numeral flags will be lowered.
- 13.5. After the first boat has finished, the race committee may set alternative finishing lines as follows:
When a committee boat displays flag W with two sounds, boats that have not yet rounded the nearby mark shall finish between this mark and the staff on the boat displaying flag W.
When a boat finishes in accordance with this instruction, her average lap time will be calculated on the basis of the number of complete laps sailed
- 13.6. The times specified in SI 15 will apply also at every flag W finish line defined by SI 13.5

14. PENALTY SYSTEM

- 14.1. RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.
- 14.2. RRS P2.3 does not apply and RRS P2.2 is changed so that it applies to any penalty after the first one.

- 14.3. Boats that fail to pass through the Upwind Gate (see Addendum A) will not be disqualified but will be credited only with the number of laps they have sailed correctly

15. TIME LIMITS

- 15.1. The Mark 1 Limit, Race Time Limit (see RRS 35), and the Finishing Window are shown in the table below.

Mark 1 Time Limit	Race Time Limit	Finishing Window
20 minutes after Flight 1 start	n/a	For each Flight, 20 minutes after 1 st boat in Flight

- 15.2. If no boat has passed the first mark within the Mark 1 Time Limit, that race will be abandoned.
- 15.3. The Finishing Window is the time for boats to finish after the first boat sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalised or given redress, will be scored DNF without a hearing.
- 15.4. Failure to meet the Target Time will not be grounds for redress. This changes RRS 62.1(a).

16. HEARING REQUESTS

- 16.1. The protest time limit is 45 minutes after the last boat finishes the last race of the day or the race committee signals no more racing today, whichever is later. The time will be posted on the official notice board.
- 16.2. Hearing request forms are available from the race office.
- 16.3. Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings may be held in the Clubhouse, alternatively hearings may be held remotely and may be after the event, the parties involved will be advised by email of the arrangements.
- 16.4. Notices of protests by the race committee or protest committee will be posted to inform boats under Rule 61.1(b).
- 16.5. **RYA Arbitration**
- 16.5.1. The exoneration Penalty and the 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. See the Official Notice board for details.

17. SCORING

- 17.1. The scoring system is APPENDIX A
- 17.2. One race is required to be completed to constitute a series.
- 17.3. When fewer than three races have been completed, a boat's series score will be the total of her races scores.
- 17.4. When three races have been completed, a boat's series score will be the total of her race score, excluding her worst score.

18. SAFETY REGULATIONS

- 18.1. [DP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity.

19. REPLACEMENT OF CREW OR EQUIPMENT

19.1. Unless otherwise specified in class rules, for the series of races comprising this event only the helm named on the entry form will be eligible.

19.1.1. For two person classes

19.1.1.1. the registered helm may swap with the registered crew.

19.1.1.2. the registered helm may sail with different crews.

19.1.1.3. the registered crew may sail in the registered boat with a crew other than the registered helm but must seek approval of the Race Committee. This will be deemed a separate entry: no additional entry fee will be charged but their results cannot be combined with the registered helm's results.

24. (DP) SUPPORT VESSELS

24.1. Support vessels shall not be allowed unless expressly authorised by the Race Committee

25. TRASH DISPOSAL

25.1. Trash or support bags may not be placed aboard official or support person 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 in accordance with the Cambs Youth Sailing League Supplementary Sailing Instructions. It is expected that the prizegiving will be held on the lawn in front of the Clubhouse

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.

32. OTHER INFORMATION

32.1. SIGNALS MADE ASHORE

32.1.1. The safety flags below are displayed at the flag pole near the coxswain's slipway.

32.1.2. A RED FLAG – no launching, if afloat together with a long sound signal from shore the lake is closing in 30 minutes and you must be ashore within this period. Repeated sounds, come ashore immediately.

32.1.3. A RED YELLOW FLAG means the water is closed with exceptions, see the monitor or notice boards in the Café about exceptions

32.1.4. A BLUE AND WHITE experienced windsurfers only (wind at 28kts or higher)

32.1.5. A BLACK flag indicates that wet or dry suits must be worn at all times whilst afloat

32.1.6. A BLUE AND GREEN flag indicates the presence of BLUE GREEN ALGAE in the reservoir and care should be taken whilst afloat and during launching and recovery of boats.

32.2. EMERGENCY MEETING POINT

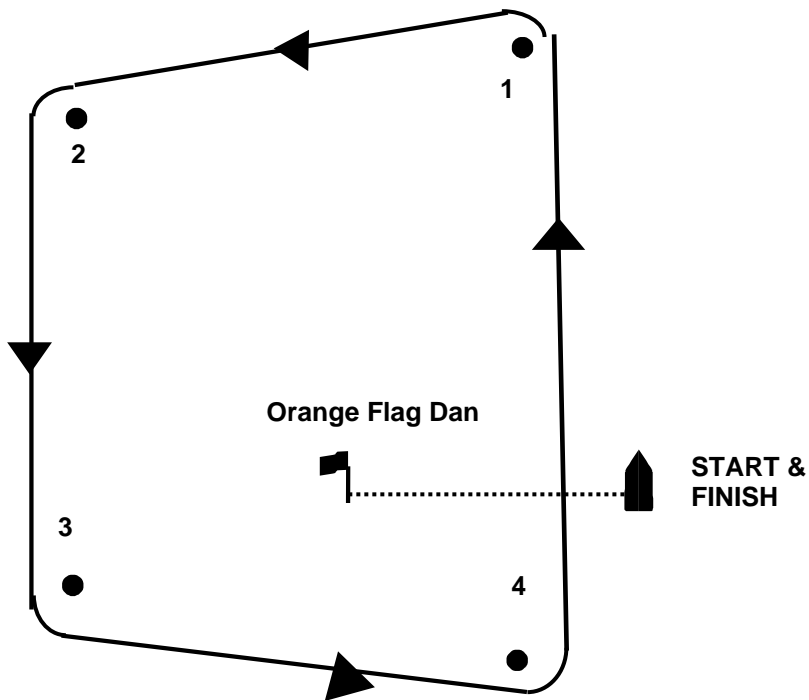
32.2.1. If you are involved in an emergency and you need to go to or direct others (including an emergency service such as an ambulance) to the Emergency Meeting Point at the Coxswain's Shed **52° 17.49 N, 000° 18.85 W**. Should aid be needed elsewhere on site, club staff and/or volunteers will divert resources there.

32.2.2. If you call an emergency service, you **must** inform a Staff Member (Coxswain or Office) so that GWSC can invoke its Emergency Protocol.

32.2.3. Grafham Water Sailing Club, Chichester Way, Perry, Cambridgeshire PE28 0BU

32.2.4. Telephone 01480 810478

ADDENDUM A – COURSE(S) AND MARKS



MARKS

Marks 1, 2, 3 & 4 will be Orange or Yellow Pillar Buoys

The start & finish limit mark will be an Orange Dan Buoy with an ORANGE flag (the “Orange Flag Dan”)

The Upwind Gate is between the Committee Boat and the Orange Flag Dan

Boats must pass through the Upwind Gate at the end of each lap

After the start of the last Flight in each Race, but before the leading boat in any flight has completed a lap, the Orange Flag Dan may be moved to reduce the length of the Upwind Gate and the Finishing Gate (this change will not be signalled and changes Rule 33).