



Catamaran Open Comprising:
Dart15 Inland Championship
Medium Handicap (SCHRS 1.175 to 1.40)
Shearwater TT6
Fast Singlehanded handicap (SCHRS below 1.175)
Fast Doublehanded handicap (SCHRS below 1.175)
Hurricane 5.9 SX

Saturday 18th & Sunday 19th October 2025

Sailing Instructions

The notation '[NP]' in a rule of the SI means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1

1. RULES

- 1.1. The event is governed by the rules as defined in *The Racing Rules of Sailing 2025 - 2028*.
- 1.2. 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.*
- 1.3. SAIL NUMBERS
 - 1.3.1. [DP] [NP] 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.

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. A competitor briefing will take place outside the café at 1030 on Saturday 18th October 2025.
- 3.4. 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.

5. SIGNALS MADE ASHORE

- 5.1. Signals made ashore will be displayed on:
flagpole 3 on the foreshore in front of the Clubhouse for the Alpha course
flagpole 2 on the foreshore in front of the Clubhouse for the Bravo course .
- 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 First warning signals are::
Saturday 18th 1157
Sunday 19th 1027
- 6.2. One extra race per day may be sailed, provided that no class becomes more than one race ahead of schedule. This will be announced at the briefing.
- 6.3. 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.
- 6.4. On the last day of the regatta no start signal will be made after 1500.

7. CLASS FLAGS

7.1. The Class flags are:

Alpha course: Double handed- flag G Single Handed –flag R Hurricane 5.9SX-flag O

Bravo course: Dart 15- Flag D Medium Handicap fleet- Flag F

8. RACING AREA

8.1. The racing area will be indicated on the ONB.

9. THE COURSES

9.1. The diagrams 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

10. MARKS

10.1. Marks are described in ADDENDUM A.

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.

12. THE START

12.1. Races will be started as follows:

12.1.1. 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 on course side of the port-end starting mark which will be an orange dan buoy displaying an orange flag.

12.3. Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

12.4. A boat that does not start within 3 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

12.5. It is intended that the starting order will be

Alpha course: Singlehanded, followed by Hurricane 5.9SX then Doublehanded.

Bravo course: Handicap fleet followed by Dart 15.

The Race Office may change this if appropriate to do so

12.6. The warning signal for the second fleet will be not less than one minute after the first fleet start.

13. CHANGE OF THE NEXT LEG OF THE COURSE

13.1 Legs of the course will not be changed after the preparatory signal.

14. THE FINISH

14.1 Boats will race for approximately 40-50 minutes. When the race is to be finished, flag S will be displayed on the race committee vessel with two sound signals. All boats that have not passed through the finish line when flag S is displayed will then be finished

15. 14.2 The finish line will be:

Alpha course- between a staff on the race committee vessel displaying a blue flag and the on course side of the port end finish mark.

Bravo course- same as the start line.

14.3 The first boats to be finished may not be the leading boats in each race.

14.4 For the Dart 15 class only, when an official boat displays flag W with two sounds, boats still racing may be scored as their observed position on the race course. This will not apply if boats have entered in both handicap formats.

16. PENALTY SYSTEM

16.1. RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

16.2. On Bravo course, 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.

17. TIME LIMITS

17.1. The Mark 1 Limit, Race Time Limit (see RRS 35), and target times are shown in the table below.

Mark 1 Time Limit	Race Time Limit	Target Time
20 minutes	80 minutes	45 minutes

17.2. If no boat has passed the first mark within the Mark 1 Time Limit, the race fleet will be abandoned.

17.3. Failure to meet the Target Time will not be grounds for redress. This changes RRS 61.1(a).

18. HEARING REQUESTS

18.1. For each fleet the protest time limit for on water incidents is 45 minutes after the last boat [in that class] 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.

18.2. Hearing request forms are available from the race office. .

18.3. 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 and the location of the hearings. Alternatively hearings may be held remotely and may be after the event, the parties involved will be advised by email of the arrangements.

18.4. Notices of protests by the race committee or protest committee will be posted to inform boats under Rule 60.2(a)(2).

18.5. RYA Arbitration

18.5.1. Appendix T shall apply.

19. SCORING

19.1. The scoring system is APPENDIX A

19.2. One race is required to be completed to constitute a series.

19.3. When fewer than four races have been completed, a boat's series score will be the total of her races scores.

19.4. When four or more races have been completed, a boat's series score will be the total of her race score, excluding her worst score.

19.5. The handicap fleet positions will be determined using the SCHRS numbers and average lap times.

19.6. The Dart 15 fleet positions will be determined by finishing position, taking into account the number of laps sailed, unless there are also Sport mode entries, in which case 18.5 shall apply.

20. SAFETY REGULATIONS

20.1. [DP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity. Promptly after returning to shore, the boat shall notify the race office and no later than 30 minutes after the last boat finishes that race (or the last race before going ashore if races are sailed back-to-back).

21. REPLACEMENT OF CREW OR EQUIPMENT

21.1. 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.

21.2. Substitution of damaged or lost equipment will not be allowed unless authorized in writing by the Race Committee. Requests for substitution shall be made to the committee at the first reasonable opportunity, which may be after the race.

22. EQUIPMENT AND MEASUREMENT CHECKS

22.1. A boat or equipment may be inspected at any time for compliance with the relevant class rules, notice of race and sailing instructions.

22.2. [DP] When instructed by a race official on the water, a boat shall proceed to a designated area for inspection..

23. SUPPLIED BOATS-Not used

24. OFFICIAL VESSELS-Not used

24. SUPPORT VESSELS

24.1. Support teams vessels are not allowed.

25. [DP]TRASH DISPOSAL

25.1. Trash may not be placed aboard official vessels. It must correctly be disposed of ashore.

26. [DP] BERTHING

26.1. [DP] Whilst in the dinghy park, boats shall not block access for club members.

26.2. [DP] Equipment must not be placed on GWSC members' boats.

27. HAUL OUT RESTRICTIONS – Not used

28. DIVING EQUIPMENT AND PLASTIC POOLS – Not used

29. PRIZES

29.1. Prizes will normally be given to the square root of the entry numbers.

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 flown in the flag pole near the coxswains shed.

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.

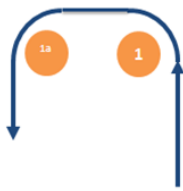
32.2. EMERGENCY MEETING POINT

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. [Telephone 01480 810478].

ADDENDUM A-Courses

Alpha course



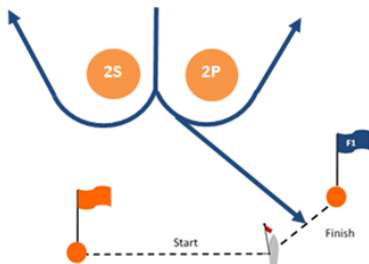
Start—1-1a-2P/2S

Repeat until race is finished as in SI 14, then sail to finish line leaving 2P to port.

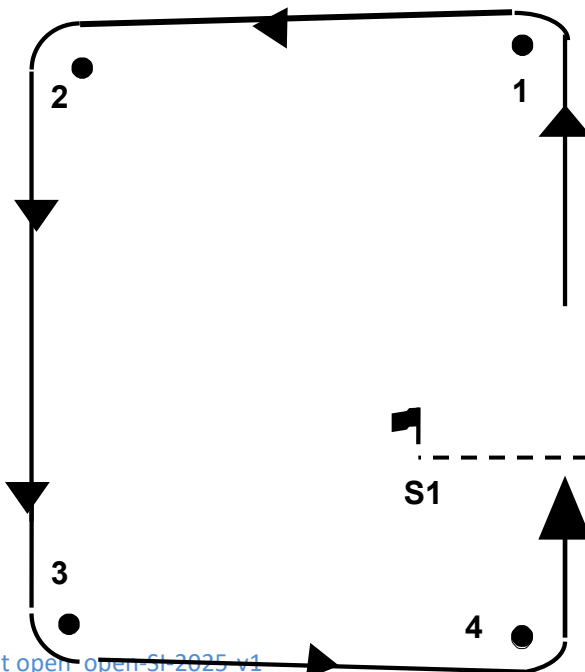
Marks 1,2,3,4 are orange pillar buoys

port end starting mark is a dan buoy displaying an orange flag

Port end finish mark is a dan buoy displaying a blue flag.



Bravo course



Start-1-2-3-4-G where G means pass through the start/finish line.

Repeat until race is finished as in SI14.

Marks 1,2,3,4 are yellow pillar buoys with a dark band.

Port end starting mark is a dan buoy displaying an orange flag.

