

## Sailing Instructions

### Ovington Inlands

Saturday 15 & Sunday 16 March 2025

For VX One, Musto Skiff, 505, Phantom, OK Firefly and Flying Fifteen

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

#### 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 Regulations. *Failure to observe these may result in exclusion from the club premises.*
- 1.3. RRS40.1 shall apply at all times when afloat
- 1.4. GWSC Local Rule – Wet Suits or Dry Suits must be worn whilst afloat
- 1.5. For the Flying Fifteen class, Class Rule B15.3 is changed such that the anchor and its line need not be carried

#### 1.6. SAIL NUMBERS

- 1.6.1. 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 (other than a change under SI 6.5 below) 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 07943 196522, email [office@grafham.org](mailto: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.
- 4.2. [DP] Competitors and support persons shall place any advertising provided by the organizing authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.

#### 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.

**6. SCHEDULE OF RACES**

6.1. There will be two Race Tracks with separate starts as follows:

Fast Course: Musto Skiff, 505 & VX One, Flying Fifteen

Slow Course: OK, Phantom, Firefly

6.2. Fast Race Track - Scheduled Race and Start times are shown in the table below. Note that the RO has discretion to change the order of the starts.

Race number	Day	Scheduled Warning Signal		
Expected start sequence		Start 1 Musto Skiff	Start 2 505 & VX One	Start 3 Flying Fifteen
Race 1	Sat	1157	1201	1205
Races 2,3 & 4	Sat	Back to back after race 1		
Race 5	Sun	1027	1031	1035
Races 6 & 7	Sun	Back to back after race 5		

6.3. Slow Race Track - Scheduled Race and Start times are shown in the table below. The RO wants to maintain discretion as to start order, depending on entry numbers and conditions. The order of starts will be indicated, prior to the Start sequence, by the course/class boards displayed on the Starboard side of the Committee Boat. The expected order of starts for Race 1 will, if known, be announced at the competitor briefing and displayed on the online noticeboard. Note that the RO has discretion to change the order of the starts

Race number	Day	Scheduled Warning Signal		
Expected start sequence		Start 1	Start 2	Start 3
Race 1	Sat	1157	1201	1205
Races 2,3 & 4	Sat	Back to back after race 1		
Race 5	Sun	1027	1031	1035
Races 6 & 7	Sun	Back to back after race 5		

6.4. On both Race Tracks, there will be an interval of at least one minute between any Start and the Warning Signal for a subsequent Start.

6.5. At the discretion of the Principal Race Officer, Race 5 may be brought forward to Saturday to allow for any inclement weather forecasts. If so decided, this decision will be posted on the on-line notice board by 1045 on Saturday 15 March.

6.6. 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.

6.7. On Sunday 16 March no start signal will be made after 1500hrs.

## 7. CLASS/FLEET FLAGS

7.1. The Class/Fleet flag(s) are:

Musto Skiff

Flag K



505/VXOne

Flag O



Flying Fifteen

Flag J



Phantom

Flag E



OK

Flag G



Firefly

Flag F



## 8. RACING AREA

8.1. The racing areas are expected to be in the West and Centre sections of the lake.

To assist competitors in locating the appropriate Race Track:

- a) the approximate location of each Race Track on the Lake may be posted on the on-line noticeboard, and/or
- b) each Committee Boat may display the Class Flags for its Race Track until shortly before the Orange Flag is displayed

## 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. The course to be sailed will be displayed on the starboard side of the committee boat from no later than the warning signal until at least the starting signal for the relevant class

## 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 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, at the port end, either the course side of an orange dan buoy displaying an orange flag, or a staff displaying an orange flag on a pin end starting vessel

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 4 minutes of her starting signal will be scored DNS (Did Not Start) without a hearing. This changes RRS A5.1 and A5.2.

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

13.1. To change the next leg of the course the race committee may move the original mark to a new position by up to +/- 15 degrees or up to 20% length without signalling or displaying Flag C, this changes RRS 33(a) and (b).

## 14. THE FINISH

14.1. The finishing line will be between the staff of the committee boat flying a blue flag and a dan buoy as specified in Addendum A.

### 14.2. ALTERNATIVE FINISHING LINES

14.2.1. When a race 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.

14.2.2. When a boat finishes in accordance with this instruction, she shall be awarded a finishing place after all boats that have passed the nearby mark ahead of her before flag W was displayed.

14.2.3. Boats that have passed the mark before flag W is displayed, and have not retired from the race, but subsequently fail to finish, shall be awarded the average of the points for places available to them had they finished. This changes RRS A5.2.

14.2.4. Boats may also be finished using flag W between marks at the discretion of the race committee.

14.2.5. The times specified in SI 16 will apply also at every flag W finish line defined by this SI 14.2

### 14.3. SHORTENED COURSE

14.3.1. The meaning of Flag 'S' is changed as follows:

When the committee boat is in its normal position and displaying flag S (above the appropriate class flag if the shortened course instruction applies to one fleet only), the leading boat, after rounding the next leeward mark on its required side, will proceed thereafter to the normal finish line. On completing the same number of legs as the leading boat, all other boats should proceed to the finish line in the same way.

Where 2P is the leeward mark rounded immediately prior to finishing boats are not required to leave 2S to starboard.

On the Slow track, if the Inner Loop or Outer Loop Course is being sailed, and 4P is the leeward mark rounded immediately prior to finishing, boats are not required to leave 4S to starboard. In

this case the shortened course will additionally be signalled by a rib stationed close to Marks 4S/4P displaying Flag S with repetitive sound signals.

14.3.2. Regardless of where Flag 'S' is displayed on the Committee Boat, the Finish Line will be between the staff displaying a BLUE flag and the finish mark as defined in ADDENDUM A – COURSE.

## 15. PENALTY SYSTEM

15.1. For the Musto Skiff and VX One classes, RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

## 16. TIME LIMITS

16.1. 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
20mins	none	20 mins after 1 <sup>st</sup> boat in class

16.2. If no boat has passed the first mark within the Mark 1 Time Limit, the race for that class will be abandoned.

16.3. 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 shall be scored Did Not Finish (DNF) without a hearing. This changes RRS 35, A5.1, and A5.2.

16.4. The Target time for the first boat to finish in each race is 40 minutes. Failure to meet the Target Time shall not be considered an improper action of the Race Committee as per RRS61.4(b)(1).

## 17. HEARING REQUESTS

17.1. For each class, the protest time limit 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.

17.2. Hearing request forms are available from the Club office. Protests and/or requests for redress shall be delivered there within the Protest Time Limit.

17.3. 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 will be held as soon as possible thereafter and may be held in the Club outer office on the second floor of the Clubhouse. Alternatively hearings may be held remotely and may be after the event. It is the responsibility of competitors involved in protests to ensure they are available at the prescribed time.

17.4. **Arbitration** RRS Appendix T will apply

## 18. SCORING

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

18.2. When three or fewer races have been completed, a boat's series score will be the total of her race scores.

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

## 19. SAFETY REGULATIONS

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

## 20. REPLACEMENT OF CREW OR EQUIPMENT

20.1. Only the helm named on the entry form will be eligible, save as follows:

20.1.1. Change of registered helm or registered crew before the commencement of the event is permitted, provided any such change is notified to the Grafham Club Office by 1030 on Sat 15 March. Thereafter:

20.1.2. For two and three person classes, the registered helm may sail with different crews, but must seek approval of the Race Committee.

20.1.3. For two and three person classes, a 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.

20.2. 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.

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

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

## **22. SUPPLIED BOATS**

22.1 not used

## **23. OFFICIAL VESSELS**

23.1. Not used

## **24. SUPPORT VESSELS**

24.1. [DP] Support vessels shall not be allowed.

## **25. TRASH DISPOSAL**

25.1. Trash may not be placed aboard official vessels

## **26. BERTHING**

26.1. (DP) Boats shall be kept in their assigned places while in the boat park.

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

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

## **29. PRIZES**

29.1. It is expected that prizes will be given to approximately the square root of the entry numbers for each class, and that there will be spot prizes. The prize giving will be in the top floor bar of the Clubhouse as soon as possible after the completion of racing.

## **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;
- (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 on 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.
- 32.2.3. Grafham Water Sailing Club, Chichester Way, Perry, Cambridgeshire PE28 0BU
- 32.2.4. Telephone 07943 096522

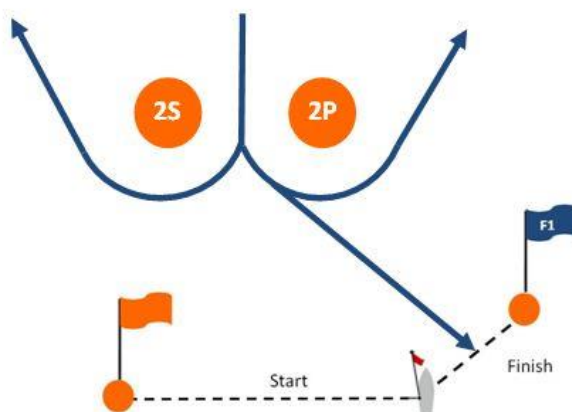
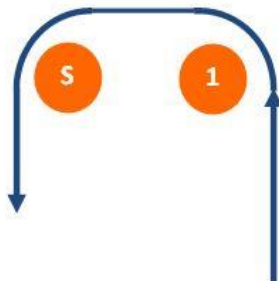
- 32.3. **BRIEFING** - Any relevant notices will be posted on the GWSC on line Notice Board <https://www.grafham.org/online-noticeboard.html>. There will be a short competitor briefing on Sat 15 March at 1045 in the café or, if fine, on the water side of the Clubhouse.

# ADDENDUM A – COURSE(S) AND MARKS

## FAST RACE TRACK

Musto Skiffs and 505/VXOne will sail the Windward/Leeward Course. Flying Fifteens will sail either Windward/Leeward or Sausage/Triangle

### Windward/Leeward Course



### COURSE

SIGNAL	Mark Rounding Order
2	Start – 1 – S - 2s/2p – 1 – S - 2p - Finish
3	Start – 1 – S - 2s/2p – 1 – S - 2s/2p – 1 – S - 2p - Finish
4	Start – 1 – S - 2s/2p – 1 – S - 2s/2p – 1 – S - 2s/2p – 1 – S – 2p – Finish
5	Start – 1 – S - 2s/2p – 1 – S - 2s/2p – 1 – S - 2s/2p – 1 – S - 2s/2p - 1 – S - 2p - Finish

### MARKS

Marks 1, 2S & 2P will be Orange Pillar Buoys

Mark S will be an Orange Dan Buoy with a WHITE flag

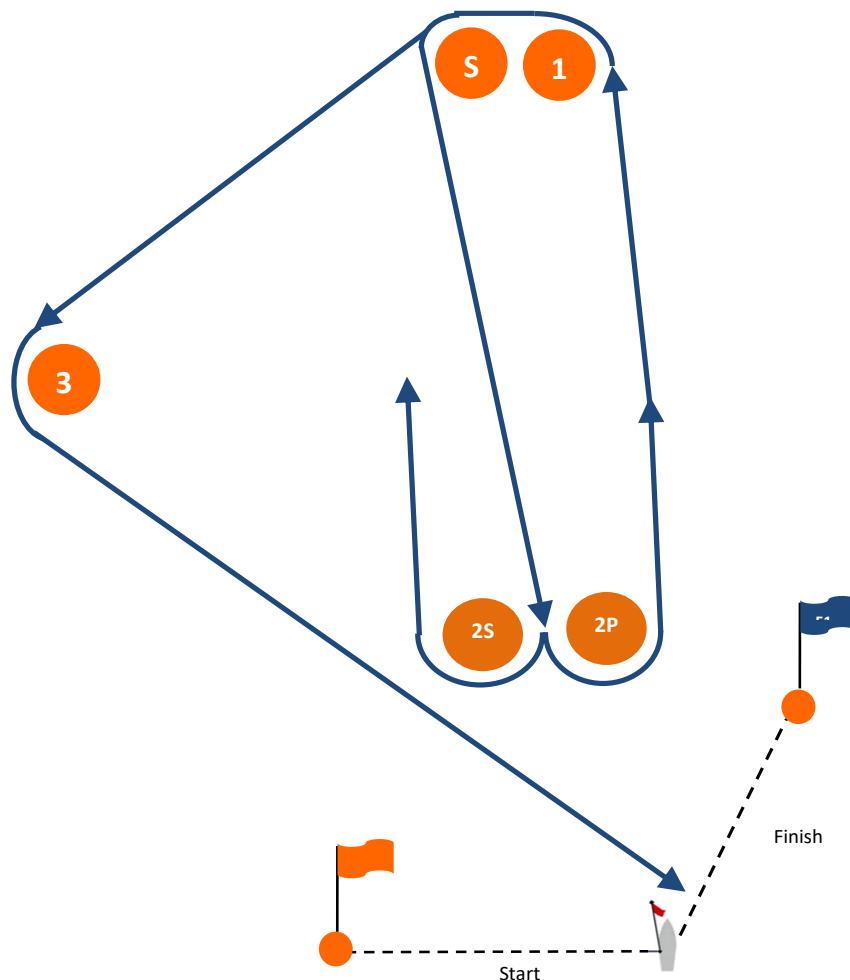
The port-end start mark will be either an Orange Dan Buoy with an ORANGE flag, or a committee vessel with a staff displaying an ORANGE flag.

The finish mark F will be an Orange Dan Buoy with staff displaying a BLUE flag



# FAST RACE TRACK

## Sausage/Triangle Course



### COURSE

SIGNAL	Mark Rounding Order
T2	Start – 1 – S – 2s/2p – 1 – S – 3 – 2S – 2p – Finish
T3	Start – 1 – S – 2s/2p – 1 – S – 2s/2p – 1 – S – 3 – 2s – 2p – Finish
T4	Start – 1 – S – 2s/2p – 1 – S – 2s/2p – 1 – S – 2s/2p – 1 – S – 3 – 2s – 2p – Finish
T5	Start – 1 – S – 2s/2p – 1 – S – 2s/2p – 1 – S – 2s/2p – 1 – S – 2s/2p – 1 – S – 3 – 2s – 2p – Finish

**Note that on the final reach from Mark 3, both Gate Marks 2s and 2p must be left to port**

### MARKS

Marks 1, 2S & 2P, and 3 will be ORANGE Pillar buoys

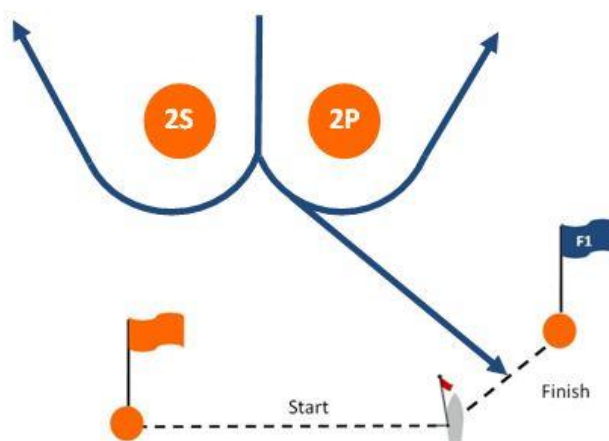
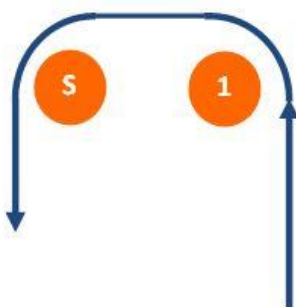
Mark S will be an Orange Dan Buoy with a WHITE flag

The port-end start mark will be either an Orange Dan Buoy with an ORANGE flag, or a committee vessel with a staff displaying an ORANGE flag.

The finish mark F1 will be an Orange Dan Buoy with staff displaying a BLUE flag

## SLOW RACE TRACK

### Windward/Leeward Course



COURSE SIGNAL	Mark Rounding Order
L2	Start - 1 - S - 2s/2p - 1 - S - 2p - Finish
L3	Start - 1 - S - 2s/2p - 1 - S - 2s/2p - 1 - S - 2p - Finish
L4	Start - 1 - S - 2s/2p - 1 - S - 2s/2p - 1 - S - 2s/2p - 1 - S - 2p - Finish
L5	Start - 1 - S - 2s/2p - 1 - S - 2s/2p - 1 - S - 2s/2p - 1 - S - 2s/2p - 1 - S - 2p - Finish

#### MARKS

Mark 1 will be an ORANGE or YELLOW pillar buoy with a BLUE and WHITE chequered band.

Mark S will be an Orange Dan Buoy with a WHITE flag

Marks 2S and 2P will be YELLOW or ORANGE pillar buoys with a GREEN band

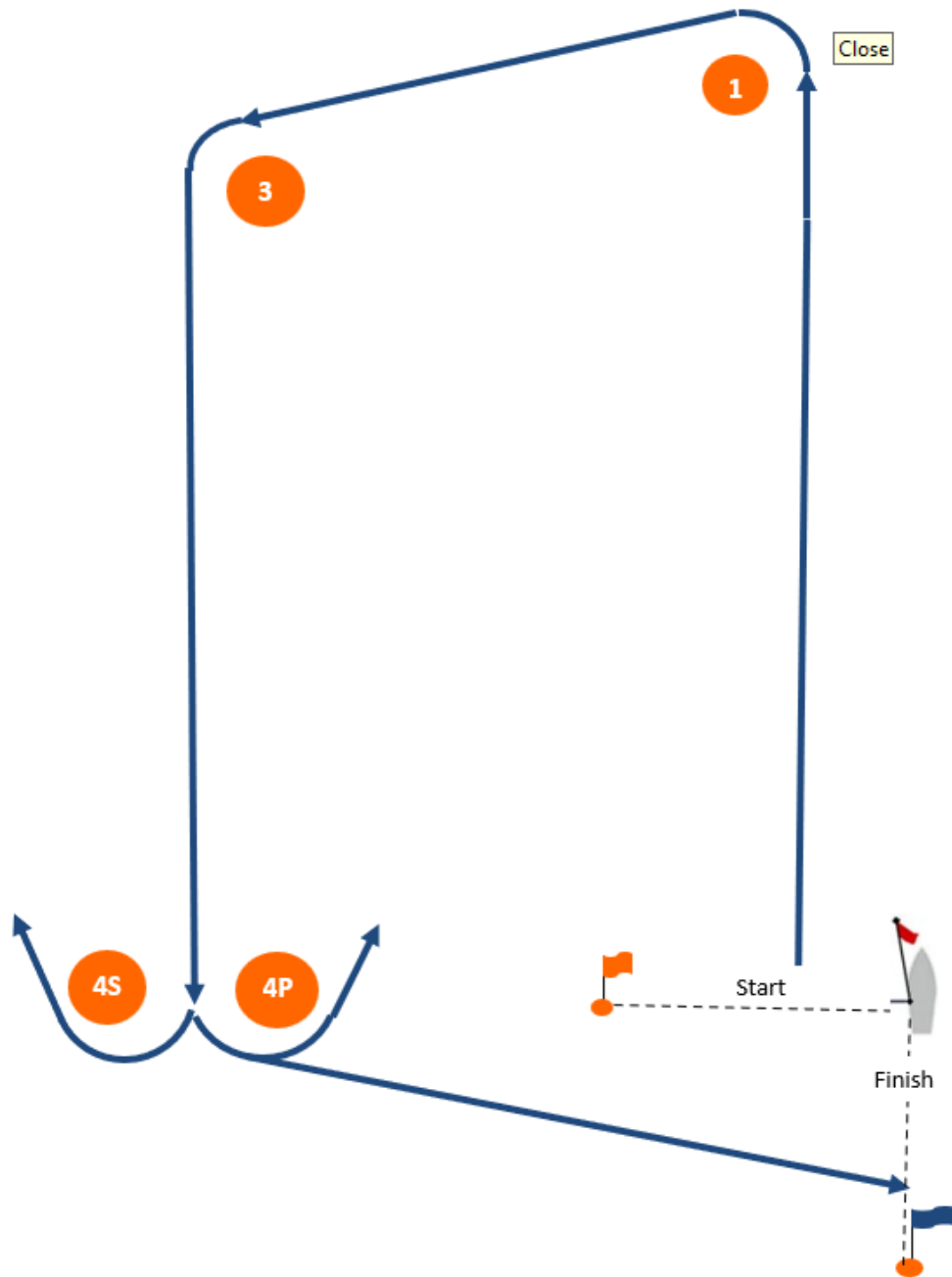
The port-end start mark will be either an Orange Dan Buoy with an ORANGE flag, or a committee vessel with a staff displaying an ORANGE flag.

The finish mark F will be an Orange Dan Buoy with staff displaying a BLUE flag



# SLOW RACE TRACK

## Outer Loop Course



COURSE SIGNAL	Mark Rounding Order
O2	Start - 1 - 3 - 4S/4P - 3 - 4P - Finish
O3	Start - 1 - 3 - 4S/4P - 3 - 4S/4P - 3 - 4P - Finish
O4	Start - 1 - 3 - 4S/4P - 3 - 4S/4P - 3 - 4S/4P - 3 - 4P - Finish
O5	Start - 1 - 3 - 4S/4P - 3 - 4S/4P - 3 - 4S/4P - 3 - 4S/4P - 3 - 4P - Finish

### MARKS

Mark 1 will be an ORANGE or YELLOW pillar buoy with a BLUE and WHITE chequered band.

Marks 3, 4S & 4P will be YELLOW or ORANGE pillar buoys with a GREEN band

The port-end start mark will be either an Orange Dan Buoy with an ORANGE flag, or a committee vessel with a staff displaying an ORANGE flag.

The finish mark will be an Orange Dan Buoy with staff displaying a YELLOW flag