



# Optimum Time Phantom Inland Championship and Craftinsure Super Series 16<sup>th</sup>/17<sup>th</sup> May 2026

The Organising Authority (OA) is Grafham Water Sailing Club in conjunction with the Phantom Class Association.



## **SAILING INSTRUCTIONS**

The notation '( NP )' in a rule of the Sailing Instructions ( 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. 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](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.

3.4. There will be a competitors' briefing at 1000 on Saturday 16<sup>th</sup> May 2026 in the downstairs café.

#### **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 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**

6.1 The first warning signal is scheduled for 11.55 on Saturday. Races 2,3 & 4 will be sailed back to back with race 1.

6.2 The first warning signal is scheduled for 10.25 on Sunday. Races 6,7 & 8 will be sailed back to back with race 5.

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.

#### **7. CLASS FLAG**

7.1 The class flag will be the Phantom class flag or an alternative so designated at the competitors' briefing.

#### **8 RACE AREA**

8.1 The race area will announced at the competitors' briefing.

#### **9. COURSE**

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 and number of rounds to be sailed will be displayed on the starboard side of the committee boat.

#### **10 MARKS**

10.1 See 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 RRS 26 with the warning signal 5 minutes before the start.

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 A boat that does not start within 4 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

12.4 If a start under RRS 30.4 is recalled or abandoned after the starting signal, the sail numbers of the boats that have been disqualified from the race under that rule shall be displayed on the race committee

signal vessel for a minimum of 3 minutes before the next warning signal. A repeated sound signal will be made as the numbers are first displayed. This adds to RRS 30.4.

### **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 or the finishing line to a new position by up to +/- 15 degrees or up to 20% length without signalling or flying Flag C, this changes RRS 33 (a) and (b). This exception also applies to moving the finishing line.

### **14. THE FINISH**

14.1. The finishing line will be the same as the start line.

14.2. Each race will be approximately 40-50 minutes duration, at the discretion of the race committee.

14.3 [NP] In addition to the procedure for shortening course in RRS 32, the race committee may also award a finishing position to a boat that is still racing by displaying to her from a committee vessel (which may be in motion) flag W with one sound signal. A boat so notified is no longer required to sail the course and finish (changing RRS 28.1), shall stop racing and shall return to the starting area, or return ashore if there is no more racing. A boat's finishing position under this sailing instruction will be the position she would have received had she sailed the course and finished within any time limit, without gaining or losing any place. However, when two or more boats that are overlapped are notified, they will be scored as if they were tied.

14.4 [NP] Boats that are ahead of boats finished under flag W, 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.

### **15. PENALTY SYSTEM**

15.1 Boats that fail to pass through the upwind gate (see Addendum A) will be disqualified from that race.

### **16. TIME LIMITS**

16.1 The Mark 1 time limit is 20 minutes. If no boat has passed the first mark within the Mark 1 Time Limit, the race will be abandoned.

16.2 The race time limit is 75 minutes.

16.3 The finishing time limit is 20 minutes after the first boat finishes the race.

16.4 If one boat starts, sails the course and finishes within the time limit, all boats that finish within the time limit will be scored according to their finishing positions. Boats failing to finish within 20 minutes after the first boat will be scored Did Not Finish, unless given a finishing position in accordance with SI14.3. This changes RRS35.

16.5 The target time for the races is 45-50 minutes. Failure to meet the target time will not be grounds for redress. This changes RRS 61.1(a).

### **17. HEARING REQUESTS**

17.1. The protest time limit for on water incidents 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.

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

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 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.

17.4. Arbitration

17.4.1. Appendix T Arbitration shall apply.

### **18. SCORING**

18.1. The scoring system is APPENDIX A with A8 applied to split any ties.

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

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

18.4. 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. SAFETY REGULATIONS**

19.1. [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).

19.2 [DP][NP] Rule 40.1 applies at all times when afloat.

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

20.1. 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.

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-Not used**

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

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

24.1. Support teams vessels are not allowed.

## **25. TRASH DISPOSAL**

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

## **26. BERTHING**

26.1 [NP][DP] Equipment and kit must not be placed on boats belonging to club members.

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

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

## **29. PRIZES**

29.1. Prizes will be awarded at the discretion of the Phantom Class Association

## **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 flag- 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 it's Emergency Protocol. [Telephone 01480 810478].

**SEE NEXT PAGE FOR ADDENDUM A**

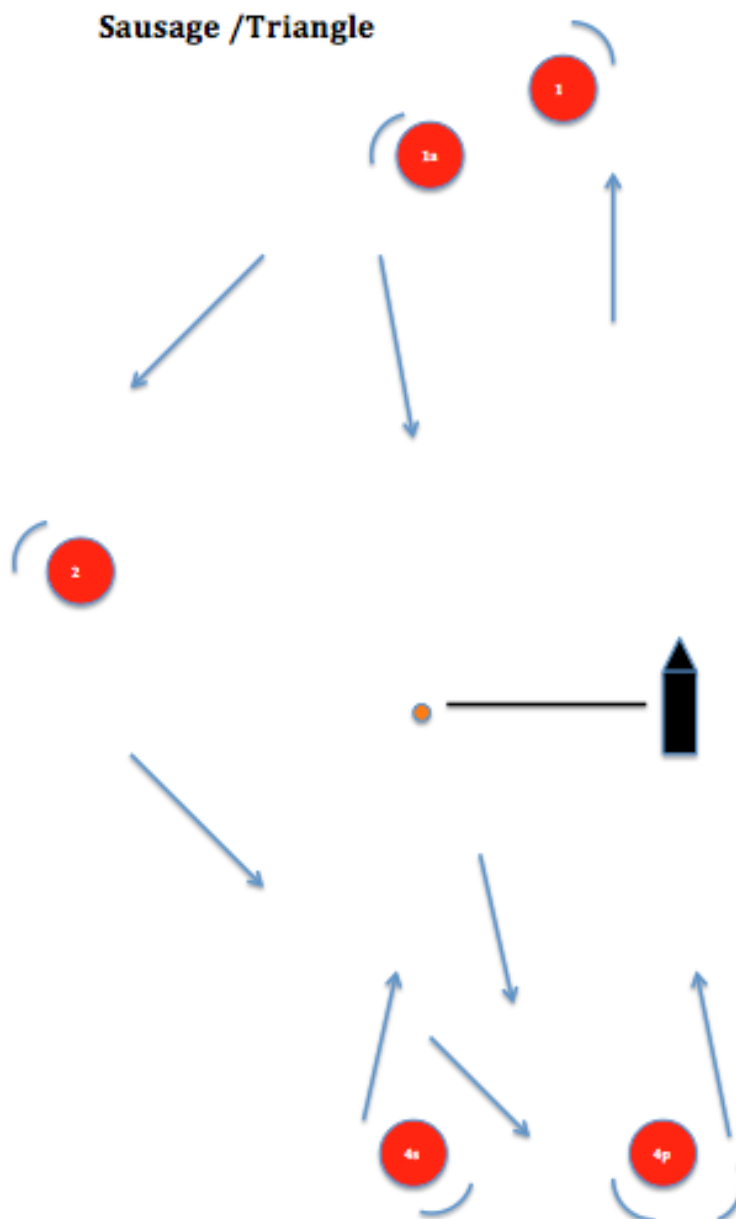
## ADDENDUM A

### Marks:

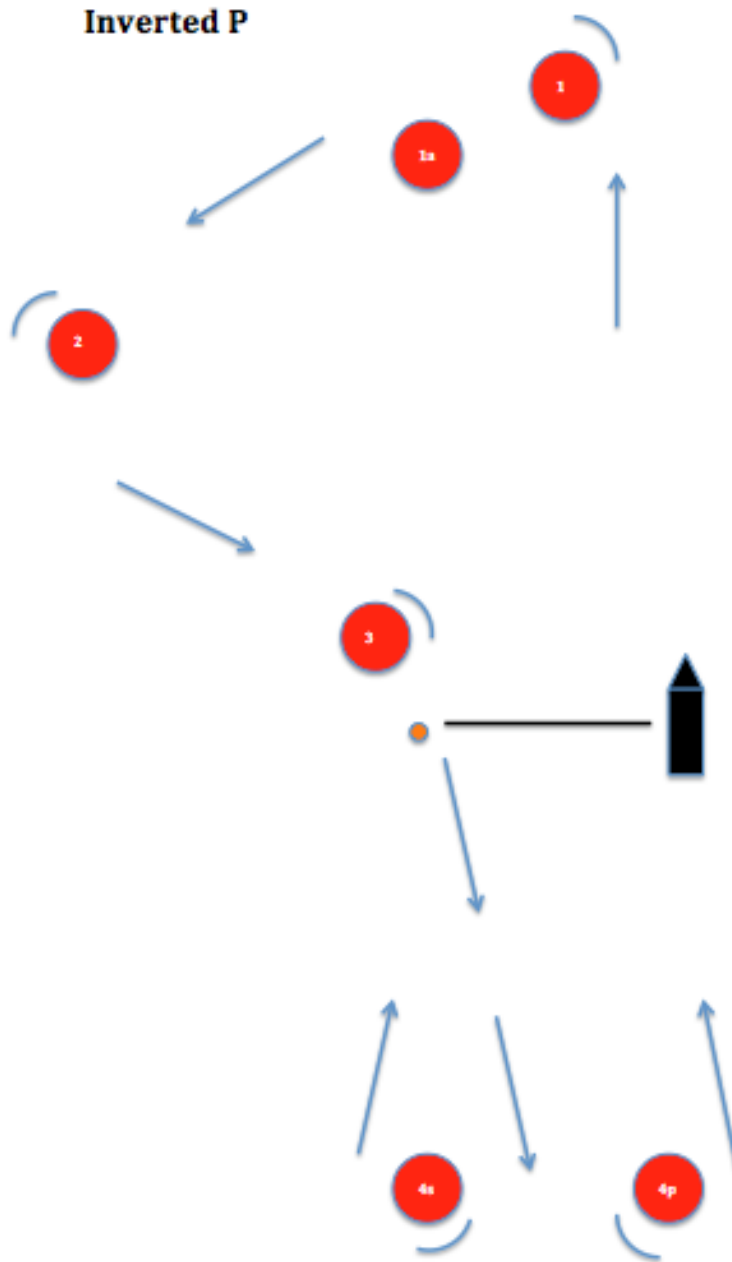
Marks 1, 1a, 2, 3, 4p and 4s will be yellow pillar buoys with dark band.

Starting and finishing marks will be a committee boat displaying an orange flag at the starboard end of the line, and a dan buoy displaying an orange flag at the port end.

**Course:** The start/ finish line forms an upwind gate labelled 'G' which must be sailed through each lap.

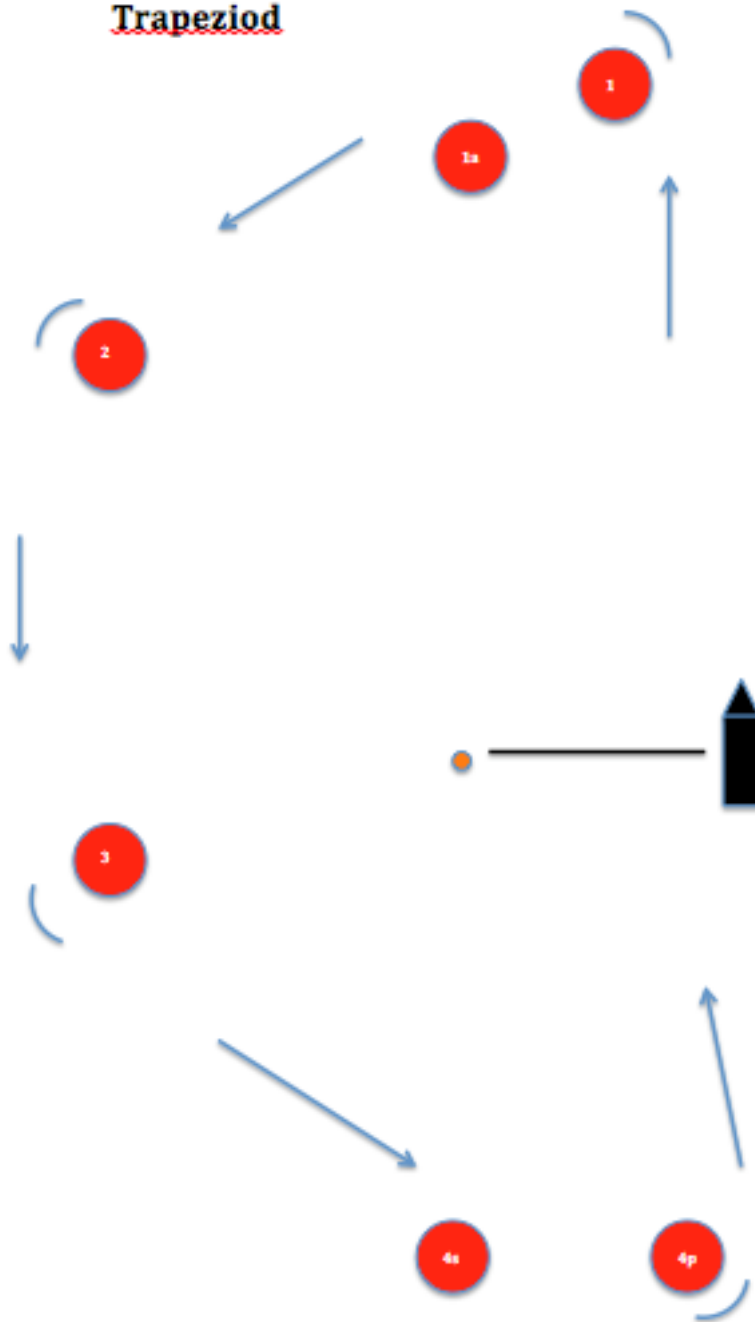


Signal	
ST2	1- 1a-4s/4p-G-1-1a-2-4p-Finish
ST3	1-1a-4s/4p-G-1-1a-2-4p-G-1-1a-4s/4p-Finish
ST4	1-1a-4s/4p-G-1-1a-2-4p-G-1-1a-4s/4p-G-1-1a-2-4p-Finish



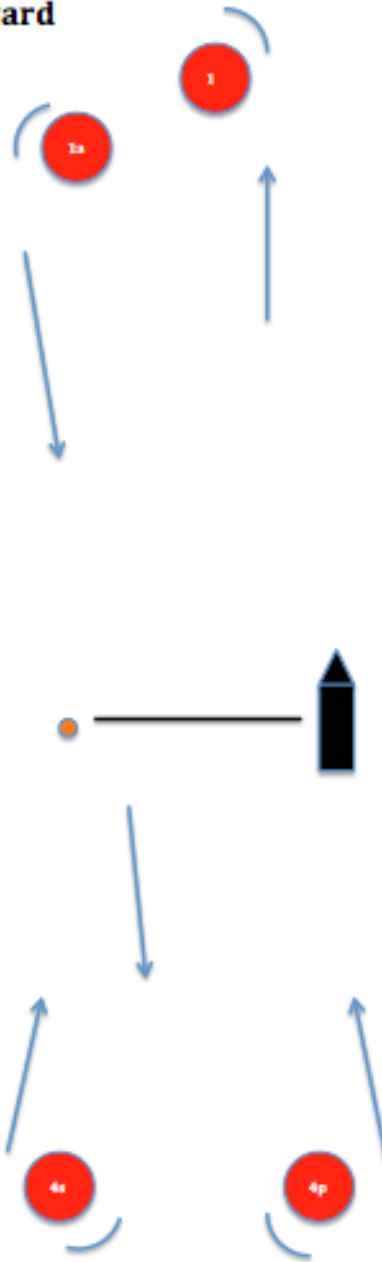
Signal	
P2	1-1a-2-3-4p/4s-G-1-1a-2-3-4p/4s-Finish
P3	1-1a-2-3-4p/4s-G-1-1a-2-3-4p/4s-G-1-1a-2-3-4p/4s-Finish
P4	1-1a-2-3-4p/4s-G-1-1a-2-3-4p/4s-G-1-1a-2-3-4p/4s-G-1-1a-2-3-4p/4s-Finish

**Trapeziod**



Signal	
T2	1-1a-2-3-4p-G-1-2-3-4p-Finish
T3	1-2-3-4p-G-1-2-3-4p-G-1-2-3-4p-Finish
T4	1-2-3-4p-G-1-2-3-4p-G-1-2-3-4p-G-1-2-3-4p-Finish

**Windward/Leeward**



Signal	
L2	1-1a-4p/4s-G-1-1a-4p/4s-Finish
L3	1-1a-4p/4s-G-1-1a-4p/4s-G-1-1a-4p/4s-Finish
L4	1-1a-4p/4s-G-1-1a-4p/4s-G-1-1a-4p/4s-G-1-1a-4p/4s-Finish