

Sailing Instructions: Solo Inlands Sat 6th & Sun 7th September 2025

The notation '[NP]' in a rule of the notice of race (NoR) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.

1. RULES

- 1.1. The event is governed by the rules as defined in The Racing Rules of Sailing 2025 - 2025.
- 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> notices may also be placed on the noticeboard in the downstairs café.
- 3.2. Competitor briefing will take place outside the downstairs café at 1020 on Saturday 6th Sept 2025.
- 3.3. The race office is located on the first floor of the club house, telephone 01480 810478, email office@grafham.org
- 3.4. (DP) While Racing, 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 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. Scheduled Race times

Saturday 6th September: 3 races sailed back to back with the first warning signal at 1155.
Sunday 7th September: 3 races back to back with the first warning signal at 1025.

- 6.2. 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.
- 6.3. On the last day of the regatta no start signal will be made after 1500.
- 6.4. At the discretion of the Class Representative and the Race Officer, the schedule may be altered to allow for any inclement weather forecast. The decision will be announced at the briefing.

7. CLASS FLAGS

- 7.1. The Class flag is: Solo Class Flag or Flag R, this will be confirmed at briefing.

8. RACING AREA

8.1. The racing area is expected to be at the west section of the lake.

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.

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 RRS 26 with a 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 a staff displaying an orange flag on the port end starting vessel.

12.3. A boat that does not start within 5 minutes after her starting signal will be scored 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 or the finishing line to a new position by up to +/- 15 degrees or up to 20% length without signalling. 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 between the staff of the committee boat displaying a blue flag and the on course side of a dan buoy displaying a blue flag.

14.2. ALTERNATIVE FINISHING LINES

14.2.1 [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 race 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 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. This changes RRS 28.

14.2.2 Boats that are ahead of those 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.

14.3. SHORTENING COURSE AT THE LEEWARD END OF THE COURSE

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

When the committee boat is in its normal position and flying flag S, 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 rounds as the leading boat, all other boats should proceed to the finish line in the same way. Where 2P (*or other gate mark*) is the leeward mark rounded immediately prior to finishing boats are not required to leave 2S (*or other gate mark*) to starboard) when leeward gate is used.

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. RRS Appendix P applies.

15.2. RRS P2.1 is amended. The word 'first' is deleted. This changes Rule P2.1

15.3. RRS P2.2 and P2.3 are deleted.

16. TIME LIMITS

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

Mark 1 Time Limit	Race Time Limit	Target Time
30 mins	90 mins	45-50mins

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

16.3. 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 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. The location and time of hearings will be posted on the online noticeboard.

17.4. A list of boats that have been penalized for breaking RRS 42 under Appendix P will be posted.

17.5. Notices of protests by the race committee or protest committee will be posted to inform boats under Rule 61.1(b).

17.6. RYA Arbitration

17.6.1. Appendix T shall apply.

18. SCORING

18.1. The scoring system is APPENDIX A

18.2. Two races are 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. If this is not possible on the water, then please report to the office.

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 –Does not apply

23. OFFICIAL VESSELS –Does not apply

24. (DP) SUPPORT VESSELS

24.1. Support vessels shall not be allowed.

25. TRASH DISPOSAL

25.1. Trash may NOT be placed aboard official vessels.

26. BERTHING

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

27. HAUL OUT RESTRICTIONS – Does not apply

28. DIVING EQUIPMENT AND PLASTIC POOLS –Does not apply

29. PRIZES

29.1. Prize giving will take place outside the downstairs café.

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.
- 32.2.3. Grafham Water Sailing Club, Chichester Way, Perry, Cambridgeshire PE28 0BU
- 32.2.4. Telephone 01480 810478

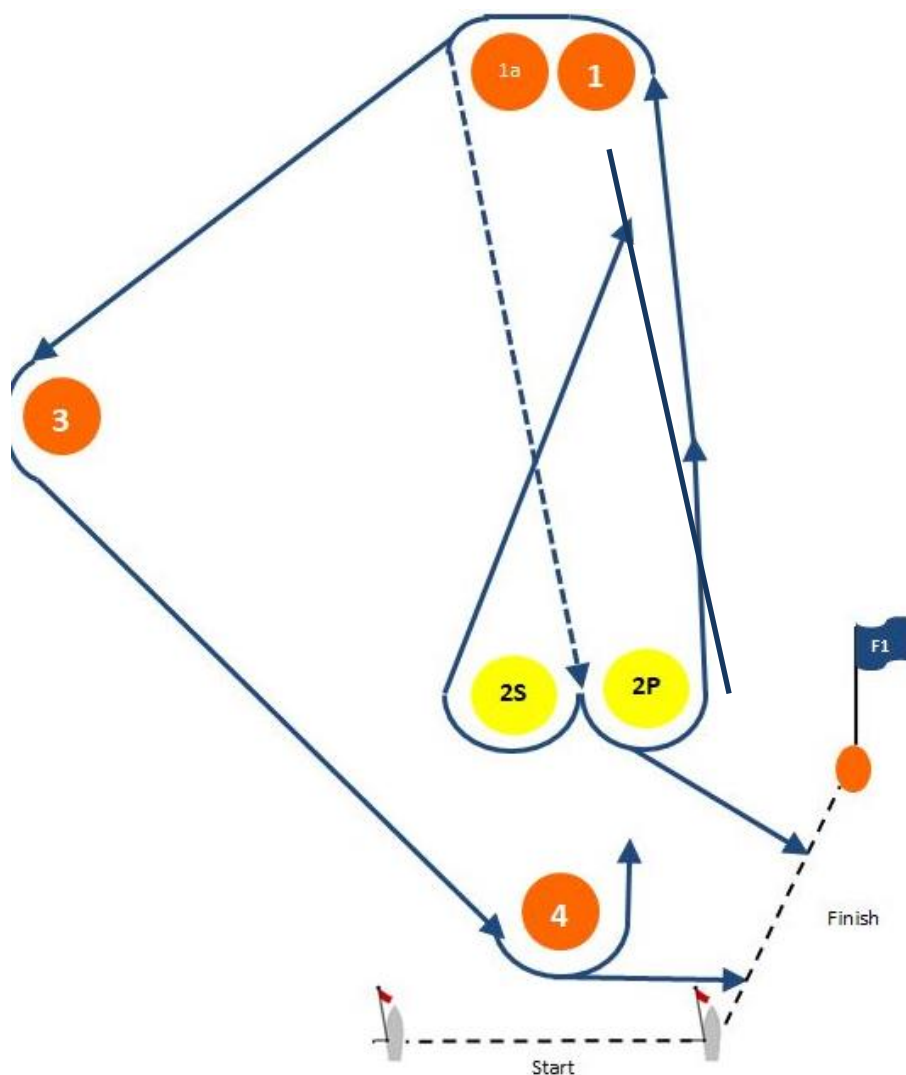
32.3. **BRIEFING** - There will be no formal, live briefings, any relevant notices will be posted on the GWSC on line Notice Board <https://www.grafham.org/online-noticeboard.html>

COURSE

The course type will be displayed on the starboard side of the committee boat as:

ST – Sausage/Triangle or L – Windward/Leeward

1. SAUSAGE/TRIANGLE (ST)



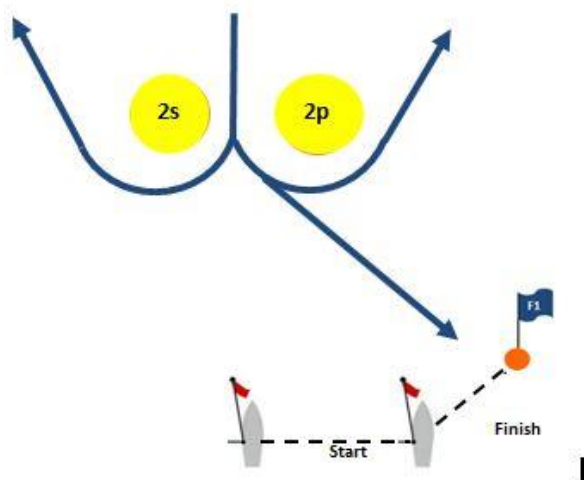
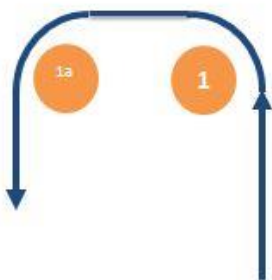
COURSE	
ST2	Start – 1 – 1a – 2S/2P – 1 – 1a – 3 – 4 - finish
ST3	Start – 1 – 1a – 2S/2P – 1 – 1a – 3 – 4 – 1 – 1a – 2P - finish
ST4	Start – 1 – 1a – 2S/2P – 1 – 1a – 3 – 4 – 1 – 1a – 2S/2P - 1 – 1a – 3 – 4 – finish

MARKS

Marks 1, 1a, 3 and 4 will be Orange Pillar Buoys.

2S and 2P will be Yellow Pillar Buoys with Green Bands.

2. WINDWARD/LEEWARD (L)



COURSE	
L1	Start – 1 – 1a – 2P - finish
L2	Start – 1 – 1a – 2S/2P – 1 – 1a – 2P - finish
L3	Start – 1 – 1a – 2S/2P – 1 – 1a – 2S/2P - 1 – 1a – 2P - finish
L4	Start – 1 – 1a – 2S/2P – 1 – 1a – 2S/2P – 1 – 1a – 2S/2P - 1 – 1a – 2P - finish

MARKS

Marks 1 and 1a will be an Orange Pillar Buoys

Marks 2S and 2P will be Yellow pillar buoys with Green bands.

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