

Note: RTC refers to the fleets that sail the 'Round the Cans' course.

WL refers to the fleets within start 1 that race the windward-leeward course .

1. RULES

1.1. The event is governed by the rules as defined in the current edition of *The Racing Rules of Sailing* .

1.2. SAIL NUMBERS

1.2.1. A boat shall not race with an incorrect sail number unless she has notified the office when entering. 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 no later than 0900 on the day 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/club-noticeboard.html>

4. CODE OF CONDUCT - RYA Racing Charter - see NoR

5. SIGNALS MADE ASHORE

5.1. Signals made ashore will be displayed on flagpole 1. Signals may be announced on the tannoy as well.

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

Scheduled starting signal	Start 1	Start 2	Start 3	Start 4
Race 1	1100	1102	1104	1106
Race 2 & 3	Back to back after race 1			

6.2. The first warning signal shall not be before 1057.

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 first warning signal is made.

7. CLASS/FLEET FLAGS

7.1 No class or fleet flags will be used for starting signals.

8. RACING AREA

8.1. The racing area will be where the committee boat anchors.

9. THE COURSES

9.1. The courses are described in Addendum A.

9.2. The Race Committee Boat will be stationed upwind of the RTC leeward mark. It will remain in this position for the duration of the race.

9.3. An indicator board on the starboard side of the Committee Boat will show the initial letters of course marks for the RTC course. 'Special' or temporary course marks are shown as a white disc. The background colour of the boards indicates whether marks are to be left to port (red) or starboard (green).

9.4. Boats which fail to start or finish correctly or to sail the course as set and thus fail to comply with RRS28 will be disqualified without protest or a hearing.

9.5. The upwind gate and the finish line for the RTC fleets will be between the mast of the Committee boat displaying an orange flag and the on-course side of a Dan buoy carrying an orange flag.

- 9.6. Boats sailing RTC must pass through the upwind gate, described in SI 9.5, on each lap. Boats that fail to pass through the relevant gate will not be disqualified but will be credited only with the number of laps they have sailed correctly. The Race Committee shall record the finishing time or place as appropriate as well as noting on which laps that the gate was missed. Boats may apply for redress if they believe an error has been made. This changes RRS63.1
- 9.7. Boats shall not sail through the upwind gate described in SI 9.5 on the way to a leeward course mark, therefore this line shall be treated as an obstruction to all boats sailing to their leeward course mark.
- 9.8. Start 1 asymmetric fleets sail the WL course, which is not displayed on the Committee Boat.

10. MARKS

- 10.1. Marks used will be the fixed marks as shown on the lake map, or 'special' marks.
- 10.2. 'Special' marks are either inflatables or Dan buoys fitted with a coloured flag other than orange or blue and white checks.

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.
- 11.1.4. The line described in SI 9.5 is an obstruction in a downwind direction.

12. THE START

- 12.1. Races will be started by displaying numeral boards to indicate elapsed minutes, with classes starting at 2 minute intervals. This modifies RRS 26. Details of the start sequence and signals are shown in Addendum B.
- 12.2. The starting line will be between the mast displaying the orange flag on the committee boat and the on-course side of a Dan buoy displaying an orange flag.
- 12.3. [DP] Boats whose preparatory signal has not been made shall avoid the starting area during the starting sequence for other races.
- 12.4. The sound signal is the starting signal, not the numeral board. This changes RRS26.
- 12.5. A reduction of the start sequence to a single start is signalled by displaying the Club burgee below the orange flag. If this is the first race of the day, then the start shall not be before 1106.
- 12.6. Individual recalls will be signalled by displaying flag X with one sound signal as detailed in RRS29, except that the flag will be removed on the next sound signal in the sequence.
- 12.7. General recalls
- 12.7.1. A general recall will be signalled by displaying flag First Substitute with two sound signals as detailed in RRS29, except that the flag will be removed on the next sound signal in the sequence.
- 12.7.2. The recalled start will be 2 minutes after the last start in the sequence.
- 12.7.3. RRS 30.4 shall apply to all recalled starts, except the Black Flag will not be displayed and will only apply for thirty seconds before the start.

13. CHANGE OF THE NEXT LEG OF THE COURSE

13.1 Marks will not be moved during a race.

14. THE FINISH

- 14.1. The finish line for RTC boats will be the gate described in S.I. 9.5.
- 14.2. The finish line for start 1 WL boats is between the mast of the Committee boat displaying an orange flag and the on course side of mark 2S of the WL course, as described in Addendum A.
- 14.3. [DP] After finishing, boats shall keep clear of both finishing gates and of all boats that are continuing to race.
- 14.4. The remaining boats will finish after approximately 40 minutes (or at the Race Officer's discretion). Displaying Flag 'S' plus two sound signals will signify that the race is to be finished. All boats that have not passed through the finishing gate when S is displayed will be finished as they do so. This changes RRS32

15. PENALTY SYSTEM

15.1. RRS 44.1 is changed so that the two turn penalty is replaced by a one turn penalty.

15.2. No boats need display a protest flag.

15.3. Rule 44.3 shall not apply.

16. TIME LIMITS

16.1. The target time for a race is 40 minutes.

16.2. Failure to meet the target time will not be grounds for redress. This changes RRS 62.1(a).

17. HEARING REQUESTS

17.1. For each fleet, the protest time limit is 60 minutes after the last boat [in that fleet] finishes the last race of the day or the race committee signals no more racing today, whichever is later.

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

17.3. Hearings may be held in person at the sailing club or online as soon as practical after the request. The parties involved will be advised by email of the arrangements.

17.4. Post-Race penalty

17.4.1. A boat that may have broken a rule of Part 2 of the Racing Rules of Sailing or rule 31 may, after finishing the race concerned and before the start of any related protest hearing, notify the race committee that she accepts a Post-Race Penalty – a 30% scoring penalty (SCP) calculated as stated in rule 44.3(c), except that the minimum penalty is three places and she shall not be scored worse than the number of boats that came to the starting area. However, if the boat caused injury or serious damage or, despite taking a penalty, gained a significant advantage in the race or series by her breach her penalty shall be to retire.

17.4.2. When a Post-Race Penalty is accepted:

(a) Neither the boat nor a protest committee may then revoke or remove the penalty.

(b) The boat shall not be penalised further in a protest hearing when the protest committee decides that it was appropriate to the facts found and the applicable rules.

17.5. Advisory Hearing.

17.5.1. When there is an incident that will not result in the lodging of a protest or a request for redress, a boat may request an advisory hearing and notify any boat involved in the incident. An adviser will then call a hearing to learn what may have happened and, provided all parties are willing to attend, will state whether any rule appears to have been broken, and by which boat. A boat may as a result notify the race office that she accepts a Post-Race Penalty when it applies to the incident, or choose to retire, but is not required to do so.

17.6. RYA Arbitration

17.6.1. When a protest is lodged, a boat may at the same time request RYA Arbitration, or the protest committee or race committee may offer it.

17.6.2. If the parties and a member of the protest or race committee agree that RYA Arbitration is suitable, an arbitrator (who may be that member of the protest committee) will call an Arbitration Hearing. When it is the arbitrator's opinion that a boat that is a party to the arbitration hearing has broken a rule for which the Post-Race Penalty is available, the party will be invited to accept that penalty and, if accepted, the protesting boat will be allowed to withdraw the protest, changing rule 63.1.

17.6.3. When there is not agreement to use RYA Arbitration or when, after RYA Arbitration, a protest is not withdrawn or the Post-Race Penalty is not applicable to the facts, there will be a normal protest hearing at which the arbitrator may be a member of the protest committee. Rules 66 and 70 (reopening and appeal, respectively) do not apply to arbitration since this is not a protest committee decision or procedure. A boat may still accept a Post-Race Penalty at any time before the start of a protest hearing and receive its protection from further penalisation. She may also retire.

18. SCORING

18.1. The scoring system is as stated in the Notice of Race.

18.2. Handicap fleets, including the mixed ILCA fleet, will be scored using the average corrected lap times.

18.3. One design fleets will be scored according to finish position, recognising the number of laps completed by each boat.

19. SAFETY REGULATIONS

19.1. [DP] A boat that retires from a race should notify the office.

20. REPLACEMENT OF CREW OR EQUIPMENT

20.1. Each helm-boat combination counts as a separate entry in the series.

21. EQUIPMENT AND MEASUREMENT CHECKS

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

22. SUPPLIED BOATS – Not used

23. OFFICIAL VESSELS – Not used

24. (DP) SUPPORT VESSELS

24.1. Support vessels shall not be allowed.

25. TRASH DISPOSAL

25.1. Trash must be taken ashore and may not be placed aboard official 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 as stated in the NoR.

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:

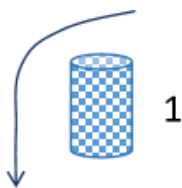
- (a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;
- (b) They are responsible for the safety of themselves, their crew, their boat and their 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.

Addendum A-COURSES

1 Start 1 windward leeward course



A.1.i Mark 1 will be a pillar buoy, usually with a blue/white checker band, set well upwind of the RTC windward mark.

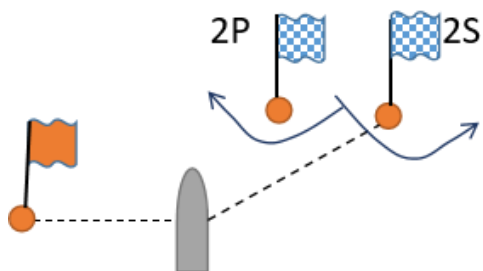
A.1.ii In exceptional circumstances the RTC windward mark may be used as mark 1. In this case flag "W" will be flown from the committee boat prior to the start sequence and for the duration of the race.

A.1.iii Marks 2S and 2P will be dan-buoys with a blue/white checker flag set upwind and to starboard of the committee boat.

A.1.iv The course to be sailed is 1-2S/2P until flag "S" is displayed, with the finish between the committee boat and mark 2S.

A.1.v If only one downwind mark is available it shall be treated as if it was mark 2S

A.1.vi The windward-leeward course to be sailed will NOT be displayed on the committee boat.



2 Round the cans courses

A2(i) These are signalled using the coloured letters and 'special' symbols as per SI 9.3 and are at the race officer's discretion.

A2(ii) Courses are more usually trapezoidal, allowing a true run and two different reaches per lap.

A2(iii) Fleets may also be set sausage triangle (ST) or triangle sausage (TS) courses, with the former being preferred, as in the following examples:

Display board TS

Display letters PJX

This means: Beat to P
Reach P-J
Reach J-X
Beat to P
Run to X
Repeat

Display board ST

Display letters PXJ

This means: Beat to P
Run to X
Beat to P
Reach P-J
Reach J-X
Repeat

If used, all boats in the fleet must sail the same number of legs. A triangle is not equal to a sausage.

Addendum B- START SEQUENCE

Display	Start Number												Display
	1		2		3		4		5 (1 st recall)		6 (2 nd recall)		
	Means	Time to start (mins)	Means	Time to start (mins)	Means	Time to start (mins)	Means	Time to start (mins)	Means	Time to start (mins)	Means	Time to start (mins)	
0	Warning	3											0
1	Preparatory	2											1
2	1 minute	1	Warning	3									2
3	Start	0	Preparatory	2									3
4			1 minute	1	Warning	3							4
5			Start	0	Preparatory	2							5
6					1 minute	1	Warning	3					6
7					Start	0	Preparatory	2					7
8							1 minute	1	Warning	3			8
9							Start	0	Preparatory	2			9
10									1 minute	1	Warning	3	10
11									Start	0	Preparatory	2	11
12											1 minute	1	12
13											Start	0	13

Summary of starts and courses to be sailed (details in NoR)

Start	Boats	Course
1	Asymmetric Mono (inc. foilers) & Asymmetric Cat (inc. A class)	Sail WL course
2	Double-handed handicap (including Flying Fifteens & symmetric cats)	Sail RTC course
3	ILCA/Laser	Sail RTC course
4	Solo	Sail RTC course
	Single handed handicap (including symmetric cats)	Sail RTC course