



4000 D-One ISO Nationals

ROCK SAILING & WATER SKI CLUB

SAILING INSTRUCTIONS

June 2023

PREAMBLE**WHEN MEETING BOATS NOT RACING**

The International Regulations for Preventing Collisions at Sea (IRPCAS) apply between a boat sailing under the racing rules and a vessel that is not. A boat racing or intending to race is required not to obstruct other vessels whether they are under sail or under power. If she fails to apply with this obligation she may be protested and penalised. High speed sailing dinghies should have due regard for slow moving vessels, which may be unable to respond in sufficient time to keep clear. A boat racing must resist the temptation to take any action that is contrary to the IPRCAS in order to gain tactical advantage; for example, passing too close to non-racing vessels or not making your intentions clear and leaving avoiding action too late. Special attention should be paid to the ferry which must not be impeded, and sailing school boats that might be sailing erratically.

CAMEL ESTUARY HAZARDS

Sand banks in the estuary are continually moving, so competitors are advised to make themselves aware of the current situation.

This year especially, the currents on an ebb spring tide have become extremely strong. So extra caution needs to be taken in the area of the Rock moorings and between the hills of Cassock and Brea, as the currents along here are incredibly strong.

The Doom Bar seaward of Gunn Buoy is dangerous in rough weather, especially on an ebb tide.

Competitors should familiarize themselves with the area designated for water skiing.

1. **RULES:** All races will be governed by the current version of **the (ISAF/RYA) Racing Rules of Sailing including the RYA Prescriptions** - except where superseded by these **Sailing Instructions**.
2. **NOTICE TO COMPETITORS:** Notices to competitors will be posted on the official notice board which is in the **Crew Room on the ground floor of the Clubhouse**.
3. **CHANGES IN SAILING INSTRUCTIONS:** Any changes to the Sailing Instructions will be posted on the notice board in the Crew Room at least two hours before the published starting time of the races concerned. The only exception to this rule is a course change due to the weather, see rule 8.1 below.
4. **SIGNALS MADE ASHORE:**
 - 4.1. Any signals made ashore will be **displayed** from the main signal mast on the seaward side of the Clubhouse and may be repeated using the flagpole by the main entrance to the club bar on the landward side.
 - 4.2. When only the Committee Boat conducts the race, the signals ashore will be transferred to the Committee Boat at which stage those signals displayed by the Committee Boat supersede those of the Clubhouse. When races are being run from both Committee boat and Clubhouse, the signals will only apply to the appropriate race.
5. **SCHEDULE OF RACES:**
 - 5.1. Eligible boats/helms/crews may be entered by completing a registration for the championship with the race organizing authority. Competitors must be members of their appropriate class association.
 - 5.2. The schedule of races, classes to race and the order of starts with times of **Starting Signals** are as per the notice on the notice board in the Crew Room unless altered by a change to the Sailing Instructions. The start time of a race may be brought forward by posting a notice at least twenty-four (24) hours prior to the published start time or, in the case of a series of races, within three (3) hours of the last boat finishing on the previous day.
6. **CLASS FLAGS:** The class flags to be used will be defined in a notice, posted on the notice board in the Crew Room.

7. RACE AREA:

- 7.1. **Race Area.** The race area will be as shown on the notice board in the Crew Room.
- 7.2. **Commercial Traffic - Ferry.** Boats are not to impede the progress of the ferry operating from Ferry Point and should not inconvenience any other commercial traffic operating normally in the Estuary. The ferry indicates that it is maneuvering astern when leaving Rock beach by sending three sound signals; all boats are to keep clear.
- 7.3. **Moorings.** While racing, boats shall sail outside the moorings. In addition, boats should avoid the moorings close to St. Saviour's due to strong currents in that area.

8. THE COURSE: Courses will be defined in writing on the Course Board in the Crew Room.

- 8.1. **Change of Course before start.** In the event of a change in conditions or wind direction between the time the course was set and the display of the first warning signal, the course may be changed by displaying the code Flag "E" on the signal mast of the Clubhouse and/or the Committee Boat accompanied by three sound signals. A board on the Committee boat will show the revised course and compass bearing to 1st mark and a patrol boat may lead the fleet to the first mark after the start; or further at the discretion of the Race Officer.
- 8.2. The type and names of the racing marks to be used will be displayed on the course board. At the instruction of the Padstow Harbour Commissioners, navigation buoys must not be used as course marks; and any marks which are not official Club marks will be designated as specials (Sp).
- 8.3. The Race Officer can shorten the race for a complete class by displaying the appropriate class flag alongside the Shorten Course flag.

9. THE START: The Start count-down sequence will be **3 mins, 2 mins, 1 min and Start**.**9.1. Start Sequence:**

- At 3 min - Class Warning flag displayed with one sound signal.
- At 2 min - Preparatory Flag "**P, I, U, Z or Black flag**" displayed with one sound signal.
- At 1 minute – Preparatory flag Is removed with one long sound signal.
- Start - Class flag is removed with one sound signal.

9.2. Multiple Class starts. The race will be started with classes starting at 3-minute intervals in order.**9.3. Starting Penalties**

- 9.3.1. If flag I has been displayed and any part of the boat's hull is on the course side of the starting line during the minute before her starting signal, she shall return to the re-starting side by rounding either end of the starting line.
- 9.3.2. If flag Z has been displayed and any part of the boats hull is on the course side of the starting line during the minute before her starting signal, she will receive a penalty equal to 20% of the number of starting boats except she will always score one less than DNF.
- 9.3.3. If flag U has been displayed and any part of the boat's hull is in the triangle formed by the ends of the starting line and the first mark of the course she will be disqualified, but not if the race is re-started or re-sailed.
- 9.3.4. If a Black flag has been displayed and any part of the boat's hull is in the triangle formed by the ends of the starting line and the first mark of the course she will be disqualified. Any disqualified boats remain disqualified even if the race is restarted and must leave the starting area.

9.4. Recalls.

- 9.4.1. **Individual Recalls.** Individual recalls will be signaled with Flag X with an additional sound signal. Flag X will be removed after one minute without an additional sound signal.
- 9.4.2. **General Recall.** General recalls will be signaled with First Substitute Pennant and two sound signals. During multiple starts the recalled class will restart at the end of the start sequence. The First Substitute Pennant will be displayed for 2 minutes and then lowered without an additional sound signal.

10. **THE FINISH:** The finishing line will be between the staff of the committee boat flying a blue flag and a dan buoy displaying a blue flag.

10.1. **Alternative finishing lines**

- 10.1.1. When a race committee boat displays flag W with two sound signals, boats that have not yet rounded the nearby mark shall finish between this mark and the staff on the boat displaying flag W.
- 10.1.2. 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.
- 10.1.3. 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.
- 10.1.4. Boats may also be finished using flag W between marks at the discretion of the race committee.
- 10.1.5. The times specified in SI 11 will apply also at every flag W finish line defined by this SI.

10.2. **Shortened course**

- 10.2.1. The meaning of Flag 'S' is changed as follows: When the committee boat is in its normal position and displaying 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 is the leeward mark rounded immediately prior to finishing, boats are not required to leave 2S to starboard.
- 10.2.2. 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 the **Course**

11. **TIME LIMIT:**

- 11.1. Time limit will be approximately 40 mins for the leader from their start. Boats failing to finish within 60 mins will be scored Did not Finish (**DNF**).
- 11.2. Competitors are required to sign off within 60 mins of the final mooring of the committee boat unless instructed otherwise by the race committee. If more than one race is sailed then competitors are to sign off for all races within 60 mins of the final mooring of the appropriate committee boat. The following abbreviations are to be used:
 - DNC** - Did Not Come to the Starting area.
 - DNS** - Did Not Start.
 - OCS** - On the Course Side of the starting line and failed to comply with ISAF/RYA rule 29.1 or 30.1.
 - BFD** - Disqualification under ISAF/RYA rule 30.3 (*Black Flag Disqualification*).
 - DNF** - Did Not Finish.
 - RAF** - Retired After Finishing.
 - DSQ** - Disqualification.
 - RDG** - Redress Given.

12. **PROTESTS, REQUESTS FOR REDRESS and PENALTY TURNS:**

- 12.1. Protests will follow the RYA modified, three tier procedure as outlined in their document entitled, "RYA Racing Best Practices – Rules Disputes." The three stages are:
 - An Advisory Hearing;
 - RYA Arbitration; and
 - Protest Hearing
- 12.2. The Exoneration Penalty [and the Advisory Hearing and RYA Arbitration procedures] of the RYA Rules Disputes Procedures will be available. See the Official Notice Board for details.
- 12.3. The intention is for any dispute to be resolved quickly and amicably, within the rules, but allows for arbitration or a protest hearing should either of these be deemed to be necessary.
- 12.4. The protest procedure will commence within 60 minutes of the committee boat mooring.
- 12.5. Protests will be heard in approximate order of receipt, as soon as possible.

- 12.6. The Race Officer will have access to the ISAF/RYA Racing Rules of Sailing, which will be made available to all parties involved in a protest.
- 12.7. The Race Officer will not be the Chairperson of the Protest Committee should one be required, since there may be occasions when she/he is one of the parties in the protest, but she/he will co-opt a suitable person for the purpose.
- 12.8. Taking penalty turns, Rule 44.1 and 44.2 will apply except that where class rules allow for touching marks, or only one penalty turn including one tack and one gybe, those class rules will apply.

13. SCORING:

- 13.1. **The low points scoring system** will apply, modified with the following amendments so that each boat's series score will be the total of her race scores, with her worst score discarded if 3 or more races have been completed.
- 13.2. **Non-Starting/Finishing Boats.** All other boats will be scored points for the finishing place one more than the total number of boats entered in the series or championship. This means that a boat which did not start or didn't come to the starting area (DNS/DNC) or a boat which did not finish (DNF) will score the same points - one more than the number of boats entered in the series or championship.
- 13.3. **Ties will be decided as per the ISAF/RYA Rules**, Appendix A. If ties cannot be broken, they will remain.

14. SAFETY:

- 14.1. All competitors shall comply with ISAF/RYA rule 1.2. **Personal buoyancy shall be worn at all times. Neither a wet suit nor dry suit constitutes adequate buoyancy.** Competitors who attempt to race without personal buoyancy will automatically be disqualified.
- 14.2. **Bay Sailing - Avoiding Doom Bar.** The route to and from the Bay is via the channel as marked by navigation buoys. The passage across the bar must be taken with great care as this area can have rough water. The bar is constantly changing, up to date information can be obtained by contacting Padstow Harbour Commissioners.
- 14.3. **Signing off.** All competitors sign off after the race using the signing on sheet they used when signing up to the race. This is very important as it is a way of accounting for everyone on the water.

15. DISCLAIMER OF LIABILITY:

- 15.1. The safety of a boat and her entire management including insurance shall be the sole responsibility of the owner or person in charge who must ensure that the boat and crew are adequate to face the conditions that may arise in the course of the race. Neither these Sailing Instructions, nor any inspection of the boat, limits or reduces the absolute responsibility of the owner or person in charge for the crew, the boat and her management. The race organisers shall not be responsible for any loss, damage, death or personal injury howsoever caused to the owner or person in charge or crew as a result of their taking part in the race or races. Moreover, every owner or person in charge warrants the suitability of the boat for the race or races.
- 15.2. The boat is required to hold adequate insurance and in particular hold insurance against a third party claim up to at least £ 3,000,000.

The ISAF/RYA Racing Rules of Sailing are available through the
RYA at:

www.rya.org.uk/KnowledgeBase/racingrules/the+rules.htm

They are available in paper or on-line. Racing Rules queries may
be discussed with the RYA on 0845 345 0382