



ROYAL TORBAY YACHT CLUB

Gul RS700 National Championship 2009 Sailing Instructions (v1.3)

1 RULES

- 1.1 Racing will be governed by the Racing Rules of Sailing (RRS), with RYA Prescriptions, this Notice of Race and Supplementaries, the Sailing Instructions, the RYA Charter and the Exoneration Penalty & RYA Advisory & Arbitration of the RYA Rules Disputes Procedures. In the event of conflict between the Notice of Race and the Sailing Instructions, the Sailing Instructions will prevail. Overall the Class Rules will prevail. This changes RRS 63.7. There will be no restriction on the number or coverage of advertisers' logos or slogans except for the front 25% of the hull is reserved for the event sponsor.
- 1.2 The helm shall be a member of the RS Class Association.
- 1.3 Competitors shall complete the entry form and pay the necessary dues in order to be eligible to race.
- 1.4 When provided at registration, competitors shall make every reasonable effort to display events sponsors' promotional items on their boat and sails as directed. If sponsor promotional items come off whilst racing, competitors must obtain replacement items from the RS Association before the start of racing the following day.
- 1.5 Any individual caught stealing sponsor promotional items, e.g. flags, banners, prizes, shall be deemed to have committed a gross breach of good manners, and may be subject to a hearing under RRS 69. Any individual whose behaviour is detrimental to good relations with the sponsor may also be subject to a hearing under RRS 69.
- 1.6 Additional to 7.2 of the RS All Class Rules, no clothing or equipment may be worn on the body of the helm to carry liquid of any description, even if for the purpose of re-hydration; this includes camelbacks, water bottles or cans of drink.
- 1.7 No RS700 can register until the helm has been weighed and their righting moment recorded.

2 NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the official notice board located in the foyer of the Royal Torbay Yacht Club.

3 SIGNALS MADE ASHORE

- 3.1 Signals made ashore will be displayed on the RTYC Flagstaff on the inshore end of Haldon Pier.
- 3.2 Boats will not be permitted to go afloat until released. If International Code Flag W is displayed, all competitors must stay ashore until further notice or until W is lowered.
- 3.3 When IC flag 'AP' is displayed ashore (with two sound signals; one sound signal when lowered), '1 minute', in 'Race Signals' is replaced with 'not less than 60 minutes'. This adds to the meaning of AP in RRS Race Signals.
- 3.4 Boats can only tally at the express order of the Principal Race Officer (PRO) at any time.

4 CHANGES TO SAILING INSTRUCTIONS

- 4.1 Any changes to the Sailing Instructions (SIs) will be posted as in SI 2.1 and signalled to competitors by the flying of code flag L for at least two hours before the advertised start time of the race or races concerned; except that any change to the schedule of races shall be posted by 1900 hours on the day before it will take effect.

5 SCHEDULE OF RACES

5.1 The Race Schedule will be as follows (BST):

26 September	Race 1	Warning Signal	1425 hrs Start	1430 hrs
	Race 2	As soon as possible after Race 1		
27 September	Race 3	Warning Signal	1225 hrs Start	1230 hrs
	Race 4	As soon as possible after Race 3		
	Race 5	As soon as possible after Race 4		
28 September	Race 6	Warning Signal	1225 hrs Start	1230 hrs
	Race 7	As soon as possible after Race 6		
	Race 8	As soon as possible after Race 7		
29 September	Race 9	Warning Signal	1125 hrs Start	1130 hrs
	Race 10	As soon as possible after Race 9		

5.2 No more than 4 races will be sailed in any one-day.

5.3 No warning signal will be made after 1600hrs on the last day of racing.

6 CLASS FLAGS

6.1 The class flags will be a grey flag with black RS700

7 RACING AREA

7.1 The racing areas will be in Torbay.

8 THE COURSE

8.1 The course is shown in the Appendix A to these SIs, along with the order in which marks are to be passed and the side on which each mark is to be left. The Course will also be displayed on the Official Notice Board.

8.2 The number of laps to be sailed will be indicated on the Committee Boat on a blackboard at least five minutes before the warning signal.

8.3 The approximate bearing of the windward mark may be displayed on a blackboard on the committee boat prior to the warning signal.

8.4 A boat, that has been observed by two or more race officials to have sailed an incorrect course will have its finishing position, recorded but will be entered as DSQ. If seeking redress the competitor is advised that the Protest Committee may require convincing evidence that a correct course has been sailed. This changes RRS 63.1

9 MARKS

The course marks are described in Appendix A with the course diagrams.

10 THE START

10.1 Races will be started by using RRS 26.

10.2 The starting line will be between a mast bearing an orange flag on the Committee Boat at the starboard end and the port-end starting mark.

10.3 The port end starting mark will be a pin mark flying an orange flag.

10.4 Recalls will be in accordance with RRS 29

10.5 A boat starting later than 5 minutes after her starting signal will be scored Did Not Start. This changes RRS A4.1.

11 BLACK FLAG RULE

- 11.1 At the discretion of the Race Officer the Black Flag Rule as per RRS 30.3 can be used.
- 11.2 If a start using a black flag is subject to a general recall, the sail numbers of the boats identified as infringing this instruction will be displayed on the Committee Boat prior to the preparatory signal for a minimum of three minutes. A long sound signal will be made when the numbers are displayed. (Adds to RRS 30.3)
- 11.3 Boats so identified shall not take part in the subsequent restart of that race, and remain well clear of all boats racing. A boat that fails to observe this instruction will be disqualified from all races in the series without a hearing at the discretion of the Race Committee (alteration of RRS 30.3 & 63).
- 11.4 It is the sole responsibility of each competitor to find out if their sail number is or is not displayed and then to act in accordance with this instruction.

12 MINIMUM WIND STRENGTH

- 12.1 The Race Officer may only start a race if he has been recording a wind strength of over four knots for a period of 10 minutes immediately prior to the warning signal for that race at the Committee Boat and if he considers that there is adequate wind over the whole course. If any of these conditions are not met then the race may not be started.

13 CHANGE OF COURSE AFTER THE START

- 13.1 When, after a race has started, there is a substantial wind shift during the first leg, the Race Committee may abandon the race and restart it (signalled by IC flag 'N'). This is in addition to RRS 32.
- 13.2 When after a race has started there is a substantial wind shift; the Race Officer may move one or more marks .
- 13.3 When the course to be made good is significantly changed by such an alteration, a boat will be stationed near the mark at the start of the leg affected, and will fly IC flag 'C' over a green or red flag indicating that the direction of that leg lies either to starboard or port respectively of its previous bearing. She may draw attention to this signal by making intermittent sound signals. When the leg affected is to windward, the approximate magnetic bearing of the new direction to the next mark will, when possible, be displayed near the start of that leg. The mark being repositioned might not be in position when the leading boat rounds the previous mark of the course. (This changes RRS 33) .
- 13.4 When a course leg has been changed other marks on that course may be changed without notice. This changes RRS 33.

14 THE FINISH

- 14.1 The finish line will be between the Committee boat flying a blue flag and the finishing mark, which will be a pin mark flying a blue flag. At the discretion of the Race Officer, boats that are expected to finish outside of the time limit may be given their observed position on the course and instructed by rescue boats to return to the starting area for the start of the next race.
- 14.2 Lowering the blue flag when the last boat has finished the race or the time limit has expired will close the finishing line. (This adds to the meaning of the Blue Flag and IC flag 'S' in Race Signals)
- 14.3 For races that are shortened, the committee boat shall fly IC flag 'S', competitors shall complete the round that they are sailing, and then proceed to the finish line. Hoisting a blue flag on the race committee boat when the leading boat is on its last round will open the finish line. The Race Officer may shorten a race at the windward mark from a rescue boat by flying a blue flag and IC flag S from that rescue boat or committee boat.
- 14.4 A boat that has finished shall then pass completely through the finishing line, and no part of her shall thereafter again cross the finishing line from either direction while the finishing vessel is on station. This changes RRS 28.1. A boat that infringes this Sailing Instruction will be scored DNF in the race she has just finished; this alters RRS 63.1 & RRS Appendix A4.

15 PENALTY SYSTEM

- 15.1 The alternative penalty as described in RRS 44.1 & RRS 44.2 shall apply except that boats need to complete one turn. RRS 44.3 shall not apply.
- 15.2 Touching a mark (other than a starting or finishing line mark) with any part of the boat or crew shall not constitute an infringement of the Rules and does not require a one-turn penalty; Manhandling a mark which results in an advantage is not allowed and a boat so doing shall promptly retire. If a boat touches a start mark it shall immediately complete a one turn penalty, if a boat touches a finish mark, it should return to the course side of the mark, complete a one-turn penalty, and, when it has touched a finish mark, re-finish. This alters RRS 31.

16 TIME LIMITS

- 16.1 The target time for each race is 60 minutes and the time limit for the first boat shall be 90 minutes from the starting signal.
- 16.2 Boats that fail to finish within 20 minutes of the first boat will be scored with their observed position on the course at that time. At the discretion of the Race Committee, positions when the boats last rounded the previously observed mark may be awarded. At the closure of the finishing line referred to in S.I. 14.1, all boats shall be deemed to have finished and may return to the start for subsequent starts or to the shore if there is to be no more racing. This adds to RRS 35.

17 PROTESTS AND REQUESTS FOR REDRESS

- 17.1 Protest forms will be available from RTYC race office. This office will be open from one hour before launching to one hour after the last boat has returned. Protest forms shall be delivered there within the protest time limit.
- 17.2 The protest time limit is one hour after the last boat finishes, or where two or more races are to be sailed without coming ashore between them, within one hour of finishing the last race. This time limit may be extended at the discretion of the Race Committee.
- 17.3 Notices will be posted within 30 minutes of the expiry of the protest time to inform competitors of hearings in which they are parties to a hearing or named as witnesses. It shall be the responsibility of competitors to check the notice board for such notices.
- 17.4 On the last day of racing a request for reopening a hearing shall be delivered:
- (a) Within the protest time limit if the party requesting reopening was informed of the decision on the previous day;
 - (b) No later than half an hour after the party requesting reopening was informed of the decision on that day.

This changes RRS 66

18 EXONERATION PENALTY

- 18.1 A boat that may have broken a rule of Part 2, or rule 31 or 42, may, after finishing the race concerned and before the start of a related protest hearing, notify the race committee that she accepts a 20% scoring penalty as stated in rule 44.3(c), (except that the minimum penalty is two places if that does not result in a score worse than DNF). This penalty does not reverse an OCS score, a disqualification under rule 30.3 or a penalty under Appendix P. It is not available for a breach of rule 2 or of class rules or for gross misconduct under rule 69. Nor is it available to a boat that caused injury or serious damage, or gained a significant advantage by her breach.
- 18.2 When an Exoneration Penalty is accepted,
- (a) neither the boat nor a protest committee may then revoke or remove the penalty.
 - (b) the boat shall not be penalized further in a protest hearing when the protest committee decides that it was appropriate to the facts found and the applicable rules.

19 ADVISORY HEARING

- 19.1 When there is an incident that will not result in the lodging of a protest or a request for redress, a boat may, within the protest time limit, lodge a request for an advisory hearing with the race office, and notify any other boat involved in the incident. An advisor will then call a hearing to learn what may have happened and 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 an Exoneration Penalty when it applies to the incident, or choose to retire.

20 RYA ARBITRATION

- 20.1 When a protest or request for redress is lodged, a boat may at the same time request RYA Arbitration, or the protest committee or race committee may offer it.
- 20.2 If the parties and a member of the protest or race committee agree that RYA Arbitration is suitable because it appears that the issue is not complex and that witnesses may not be essential, an arbitrator (who may be that member of the protest committee) will call a hearing conforming to Section B of Part 5 of the Racing Rules of Sailing, except that rule 64.1 will not apply. Instead, when the arbitrator decides that a boat that is a party to the arbitration hearing has broken a rule for which the Exoneration Penalty is available, the party will be invited to accept that penalty, and, if it is accepted by a protested boat, the protesting boat will be allowed to withdraw the protest, changing rule 63.1.
- 20.3 When there is not an agreement to use RYA Arbitration, or when, after RYA Arbitration, a protest is not withdrawn or the Exoneration 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. Rule 66 will not apply to the arbitration decision.
- 20.4 A boat may still accept an Exoneration Penalty at any time before the start of a protest hearing and receive its protection from further penalization. She may also retire.
- 20.5 When redress is offered and accepted at the RYA Arbitration, the protest committee or race committee may seek to have this reviewed by asking for a full hearing. When redress is offered and not accepted, or not offered at all, the boat may have her request heard before a protest committee.

21 SCORING SYSTEM

- 21.1 The Low Points scoring system of RRS Appendix A will apply, as follows:

1st place = 1 point
 2nd place = 2 points
 3rd place = 3 points
 Etc.

- 21.2 Discards - Boats will exclude their "worst" results as follows:

1 - 3 races sailed	no excluded score
4 - 7 races sailed	1 excluded score
8 or more races sailed	2 excluded scores

Two races are required to be completed to constitute the series.

- 21.3 Series Tie If, after discard, two or more boats have the same points total the tie will be broken in accordance with RRS Appendix A8.1. If there is still a tie this will be broken in favour of the boat with the best excluded result. If a tie still exists then the tie will be broken in accordance with RRS Appendix A8.2.

22 SAFETY REGULATIONS

- 22.1 Adequate personal buoyancy for crew members shall be worn at all times whilst afloat. Neither a wetsuit nor a drysuit constitute adequate personal buoyancy. (Alters RRS 40)
- 22.2 A tally system will be in operation for the duration of the Championship. A tally number will be allocated on receipt of entry. A tally board will be located at the RTYC Race Office on Beacon Quay before the start of the first race of the day. Each helm intending to race shall remove the tally bearing his/her number from the board and wear it on a wrist. Tallies will be released at the direction of the Race Officer / Beachmaster, normally one hour

before the advertised start of racing, and no boat should go afloat without first removing their tallies. Tallies shall be returned to the tally board within 30 minutes of returning ashore or not later than 60 minutes after the last boat in that class finishes the last race of the day, whichever is later

- 22.3 It is the sole responsibility of competitors to ensure that they have tallied correctly. Failure to tally out, or tally in within the time limit will result in the following penalties: -
- First offence - £25 donation to the local RNLI
 - Second and subsequent offence – further £25 donation to the local RNLI, and may, at the discretion of the Race Officer, result in DSQ from all races sailed without a tally.
 - Non-payment of the fine before Championship prize giving will result in disqualification without a hearing from races sailed while untallied.

Where more than one race is sailed on a day the competitor should inform the Committee Boat at the end of the first race that the 'Tally Out Procedure' had not been followed, and in this event the Race Officer may grant permission to sail in a second or subsequent races on that day without the requirement to return ashore for the tally.

23 REPLACEMENT OF CREW OR EQUIPMENT

- 23.1 For the series of races comprising an event only the helm named on the entry form will be eligible. If a different helm completes a race in the same boat then they will be considered a separate entry and their results cannot be combined with another helms' results.
- 23.2 Distinguishing Numbers. Under exceptional circumstances, the Race Committee may permit a boat to use sails carrying a distinguishing number other than that required by RRS 77 and RRS Appendix G. Such permission is only valid if sought in writing and granted before use.
- 23.3 Where a hull, spars or sails is damaged to such an extent that they cannot be used in the next race after all reasonable steps are taken to carry out repairs then competitors may change equipment with the prior agreement of the RS Rules Committee.

24 EQUIPMENT AND MEASUREMENT CHECKS

- 24.1 A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions. On the water, a RS700 can be instructed by a race committee measurer to proceed immediately to a designated area for inspection, and the helm is not allowed to adjust the boat once it has been identified as receiving a random check.
- 24.2 Class Conformity. Every boat shall comply with the current relevant class rules. Failure to do so may result in disqualification without a hearing. This changes RRS 63.1. All RS700s must display at all times on their masts two stickers - one stating the rack settings of the boat and the second stating the relevant lead settings.
- 24.3 All boats must sail with weight and rack settings as per their class rules and no alternative settings are allowed. Penalties for transgression will be determined by the Race Committee but may include disqualification without a hearing from races sailed with incorrect settings.

25 RADIO COMMUNICATIONS

- 25.1 Except in an emergency a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.
- 25.2 Support Boats. Team leaders, coaches and other support personnel shall stay outside areas where boats are racing from the time of the preparatory signal for the first class to start until all boats have finished or the race committee signals a postponement, general recall or abandonment, or until the Race Officer specifically requests their assistance for safety reasons

26 DISCLAIMER OF LIABILITY

- 26.1 The race organisers shall not be responsible for any loss, damage, death or personal injury howsoever caused to the owner/competitor, his skipper or crew as a result of their taking part in the race or races. Moreover, every owner/competitor warrants the suitability of his boat for the race or races.
- 26.2 The safety of a boat and her entire management including insurance shall be the sole responsibility of the owner/competitor racing the boat, who shall ensure that the boat is fully found, thoroughly seaworthy and manned by a crew sufficient in number and experience who are physically fit to face bad weather. The owner/competitor shall be satisfied as to the soundness of the hull, spars, rigging, sails and all gear. He shall ensure that all safety equipment is properly maintained, stowed and in date and that all crew know where it is kept and how it is to be used.
- 26.3 Neither the establishment of these Sailing Instructions nor any inspection of the boat under these conditions in any way limits or reduces the absolute responsibility of the owner/competitor for his crew, the boat and the management thereof. The crews are nonetheless advised to satisfy themselves as to the experience of the skipper and the adequacy of all safety equipment and insurance arrangements.
- 26.4 The Organising Authority, its Officers, Helpers and Employees shall not be held responsible for any cancellation or change to the Racing Programme caused by inclement weather. The Sole Arbitrer of such conditions shall be the Race Committee.

27 PRIZES

- 27.1 The prizes are allocated as follows:
- Top 8 Gold places overall
 - Lady Helm
 - Master Helm (first helm over 44 at start of the Championship)
 - 1st Youth Helm (under 20 at start of Championship)
 - Silver Division – first 3 places

28 RYA RACING CHARTER

- 28.1 Competitors should note that Royal Torbay Yacht Club implements the RYA Racing Charter and that they will be required to undertake to sail in compliance with the charter which can be found in the RYA Rule book (Racing Rules of Sailing 2005-2008)

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End of Sailing Instructions