

# Halifax Sailing Club - Sailing Instructions for Racing

Last Amended January 2018

## 1. Rules

All racing is under the rules of World Sailing (except RRS 45 afloat at preparatory signal), the prescriptions of the Royal Yachting Association, the Sailing Instructions and any amendment of the Sailing Instructions and the rules of each class concerned. Helms racing are expected to be familiar with these rules. A printed copy can be obtained from the RYA. They are also available online at [www.sailing.org](http://www.sailing.org).

## 2. Notice to Competitors

Notices to competitors will be posted on the official notice board at the club. They may also be posted on the web site.

## 3. Changes to Sailing Instructions

Any change to the Sailing Instructions will be posted at least 24 hours before the change is to take effect.

## 4. Signals

Signals made ashore will be displayed on or near the mast at the OD hut.

## 5. Entries

The helms name, boat class, rig, sail number and Portsmouth Yardstick number must be entered on the entry form before the starting signal is made. Two starters make a race. All boats will sail in a single handicap class. Craft with a valid PY Number may race.

## 6. Schedule of Races

The Schedule of Races will be published in the Sailing Club Programme available on the club web site.

## 7. Courses

- (i) The course will be set by the senior officer present, a member of the sailing committee or the Officer of the Day. The course number, the number of laps, type of start and start line will be displayed on the course board in the Clubhouse.
- (ii) The club courses are numbered one to eight and are displayed in the Clubhouse. The letter R after a course number indicates that the course is to be sailed in reverse. The number 9 indicates that the course is special and defined in writing by notice on the course board.
- (iii) A course chart displayed on the course board is only for guidance.
- (iv) Signal boards. Optionally for guidance only the OD may place these adjacent to the starter's cabin; should they differ from the information in the clubhouse the latter takes precedence. Numbered boards with red or green backgrounds indicate port or starboard rounding in the sequence for passing buoys. A white board with a black number will indicate the number of laps to be sailed.
- (v) Races shall be of approximately 45 to 60 minutes duration. Boats will finish when so indicated by a sound signal on crossing the finish line.

## 8. Starting and Finishing Lines.

- (i) Normal land based starting and finishing lines are a line between the flagstaff at the OD hut and a coloured outer distance mark. Starts, re-starts, and finishes must be made between the outer distance mark and the flagstaff. The outer distance mark will count as a mark of the course. One of three starting lines may be used as follows: -
  - a. Red outer to flagstaff (Red line).
  - b. Blue outer to flagstaff (Blue line).
  - c. White outer to flagstaff (White line).
- (ii) Water and Special Land based lines. The letter W or L displayed on the course board will indicate the use of such starts. The limits of the starting line will be one specially laid buoy, surmounted by a flag, and the flagstaff or boat flag in use.
- (iii) The signal flags will be displayed on or near the flagstaff in use. The starting line must be crossed in the direction of the first mark of the course.
- (iv) The finish line shall normally be the same as the start line. The finish line must be crossed, in the direction of the first mark of the course, at the end of each lap.

## 9. Starting Arrangements

- (i) All boats will normally start at the same time.
- (ii) If sufficient boats of the same handicap enter the race a separate special start may be arranged for them before or after the rest of the fleet. The warning signal for the second start will be made soon after the first start is away. Details of the class involved and order of starts will be posted on the course board. All boats from both starts will compete in the same race and there will be only one set of finishing places.
- (iii) Starting signals will be in accordance with RRS 26 (see OD instructions). RRS 30.1 ("round the ends" rule) will apply to all club races.
- (iv) Warning flag: Handicap – H, Separate start – X.

## 10. Recalls

- (i) Individual Recall (alters RRS 29). When at a boat's starting signal any part of her hull, crew or equipment is on the course side of the starting line or she must comply with RRS 30.1, a further sound signal will be made and the Class Warning Flag flown for at least one minute. No other notification need be given. Boats that fail to return will be disqualified without protest.
- (ii) General Recall. If the OD signals a General Recall (First substitute) then the restart procedure shall be as laid down in RRS 29.2.

## 11. Shortening Course

- (i) The Code Flag S will be flown and two sound signals made. Each boat then finishes when they next cross the finishing line.
- (ii) The right is reserved to finish the race at any mark of the course, which will be passed on the same side as indicated in the course. The limits of the finish line will normally be the mark and the mast of the Committee boat, flying Code Flag S. At the discretion of the Officer of the Day the limits of the finish line may be between the mark and a special land based position. The finish line to be such that it is approximately at right angles to the course from the previous mark.

## 12. Time Limit

If the lead boat will not finish within one hour of its starting signal or 15 minutes before sunset, whichever is the sooner, the race should be shortened. Boats which have not finished within 30 minutes of the leading boat will be deemed to have retired.

## 13. Penalties

- (i) Exoneration Penalty. A boat that may have broken a rule of RRS part 2, or RRS 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 RRS 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. It is not available for a breach of RRS 2 or of class rules or for misconduct under RRS 69. Nor is it available to a boat that has caused injury or serious damage, or gained a significant advantage by her breach: in these circumstances, her penalty is to retire.
- (ii) 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.
- (iii) A multi-hull taking a penalty under RRS 44.1 may take a One-Turn Penalty when she may have broken a rule of RRS Part 2 when racing.

## 14. Protests

- (i) Protests should be made on a protest form and must be handed to the Sailing Secretary, the senior officer present or the OD within 30 minutes after the last boat has finished. Interested parties will be notified of the time and place of the protest hearing. Protests will be heard as soon as possible, normally the same day. Parties must ensure the attendance of witnesses.
- (ii) Advisory Hearing. When there is an incident that will not result in the lodging of a protest or a request for redress, a boat, protest committee or race committee may request an advisory hearing with the race office, and notify any 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 the Exoneration Penalty when it applies to the incident, or choose to retire, although there is no requirement for her to do either.
- (iii) RYA Arbitration.
  - a. 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.
  - b. 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 a hearing conforming to Section B of Part 5 of the racing Rules of Sailing, except that RRS 64.1 will not apply. Instead, when the arbitrator decides that a boat that is 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 RRS 63.1.
  - c. 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. RRS 65 will not apply to the arbitration decision. 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.

- d. 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.

## **15. Life Jackets**

Life jackets, inflated if of that type or buoyancy aids shall be worn at all times when afloat and on jetties. The wearing of gum boots and thigh boots is forbidden when afloat. This restriction does not apply to sailing boots.

## **16. Rescue**

Crews of capsized boats must remain with their boats and not try to swim ashore or recover lost gear, or swim to the rescue boat. Any helm or crew requiring help or assistance from a rescue boat must obey the instructions of the Cox. The Cox is authorised to compel crews to retire and board the rescue boat if he considers conditions warrant it.

## **17. Safety**

The Sailing Committee, or the rescue boat cox in the absence of a quorum of the Sailing Committee, is empowered to prohibit sailing on any particular occasion by displaying the Answering Pennant to postpone all racing or Flag N to cancel all racing for the day. Members are reminded that when a flag is not displayed conditions are sometimes such that only competent and experienced persons should venture afloat. It is therefore always the responsibility of individuals to decide whether or not they are competent to sail in the prevailing conditions.

## **18. Scoring system**

The Appendix A (A4.1) Low Point System will be used unless amended below:

- Points for 1st place = 1pt; 2nd place = 2pts etc
- Points for retiring or disqualification from a race (RTD,DNS,OCS) = number of starters in race + 1
- Points for not starting a race (DNC) = the number of starters in the series
- If a helm has not sailed the required number of qualifying races, DNC points (see above) will be scored for each race needed to reach the number of qualifying races.
- Series points are assigned to the helm, not the boat
- For any races that a series helm is on duty (safety or OD), the helm's average points for the series (not including DNC points) will be allocated for those races. If racing is abandoned, average points will not be awarded.
- Only helms who have entered at least one race will be eligible for the series ie a series place is not given for Average Points only.
- The Helm of the Year trophy is awarded to the helm with the most race wins in the season.

The number of races to count towards a series will be published in the Sailing Programme. Positions will be calculated using the Portsmouth Yardstick system on an average lap basis to 2 decimal points. Series Results will be calculated by aggregating the requisite number of race results awarded to the helm in that series, irrespective of the boat used or rig configuration.

## **19. Average points**

Average points will be awarded to duty officers provided that their names have been entered on the race sheet and racing has taken place on that day, and for attendance at open meetings on application in writing to the Sailing Secretary within seven days of the end of the series, at the discretion of the Committee. Average points will also be awarded to members involved in the running of training courses where the course schedule conflicts with the racing schedule. Average points will be calculated by adding all scores received in a series, divided by the number of races undertaken by the helm in the series.