

## **SAILING INSTRUCTIONS 2021**

### **1 Rules**

Races will be governed by The Racing Rules of Sailing (RRS), the prescriptions of the RYA, the Class rules, except as any of these are changed by these Sailing Instructions and CMYC Bye-Laws 1, 2 and 10.

### **2 Changes to Sailing Instructions**

Any change to the Sailing Instructions will be displayed at the Race Officer's Station.

### **3 Schedule of Races**

Except when special arrangements have been announced by the Sailing Sub-Committee, all races in a series shall be sailed only on the days and at the locations published in the Sailing Programme.

### **4 Declarations**

Boats shall be signed on before a race by entering details of their boat and crew etc. on the 'Sign on /Sign off' sheet. Helms must 'sign off' in the last column of the 'Sign on /Sign off' sheet within one hour of finishing or, where races are sailed 'back to back', for all races within one hour of the last race. Signing off indicates that whilst racing the rules governing the race were observed. Helms that did not start (DNS), did not finish (DNF) or retired after finishing (RAF) shall mark the declaration sheet accordingly. Failure to sign off may result in disqualification.

### **5 Courses**

The course details will be displayed on a board at the Race Officer's station. This will show the start/finish line; the order and required side on which marks will be rounded; the length of the race; the number of starts and the start times. The first and last marks MUST be on opposite sides of the start/finish line and its extensions. In the event of a need to change the order and rounding side of marks, the new requirements will be displayed from the starting pontoon or committee boat. A boat that fails to sail the correct course in accordance with RRS 28 shall be disqualified.

### **6 Signals made ashore**

Signals made ashore at Hedgecourt will be displayed at the Clubhouse.

### **7 Number of Starts**

All races that are part of a series, except those noted below, shall have two starts, Comets (standard and Xtra rigs) first, Handicap second.

Wakefield, and Rapid Races shall have a single start.

Special events not defined in this handbook may differ.

### **8 Number of Starters Required**

A race is valid when two or more boats start in the same race. If there are two or more concurrent races then all races will be valid provided at least one of these races has two or more starters.

### **9 The Start**

Races will be started in accordance with RRS 26. The start line will be between a flag staff on the starting pontoon or Committee boat as appropriate and an outer distance mark.

Race signals made from the mast on the pontoon will be made by coloured cylindrical shapes. Descriptions of the signals to be used are as follows.

<b>Race Signal</b>	<b>International Code Flag</b>	<b>Colour of Cylinder(s)</b>
Postponement	Answering Pennant Red and White stripes	Red with White
Warning - 1st Start	Flag R - Red/Yellow	Yellow
2nd Start	Flag F - Red/White	White
3rd Start	Flag K - Blue/Yellow	Red
Preparatory	Flag P - Blue/White	Blue/White

Individual Recall	Flag X- Blue/White	White/Blue/White
General Recall	First Substitute - Blue/Yellow	Blue/Yellow/Blue/Yellow/Blue
Abandon (Warning or other signal shortly)	Flag N Blue/White	Blue/White with White/Blue/White
Abandon (All ashore)	Flag N over Flag H	Blue/White with White/Blue/White with Red
Shorten Course	Flag S Blue/White	White/Blue/White

No other Race Signals shall be made (Exception to RRS Part 3)

## 10 Recalls

Recalls will be made in accordance with RRS 29.

## 11 The Finish

The Finishing line will be the same as the Starting line, but may be shorter in length. At the end of each lap and when finishing, boats must cross the finishing line from the direction of the last mark. After starting boats must only cross the finishing line once on each lap. Except at the end of a lap and when finishing, the finishing line ranks as an obstruction.

A boat that crosses the finishing line in error can exonerate herself by unwinding, i.e. sail back to the line via any marks that were subsequently rounded, cross the line in the opposite direction, sail around the line and then continue to sail the course. Whilst exonerating herself:

- she must sail a course that complies with the 'string test' defined in RRS 28.2, and
- she must keep clear of other boats that are crossing the finish line.

A boat that is wrongfully compelled to cross the finish line by another boat is not required to exonerate herself.

## 12 Time Limits

Races will be abandoned if the leading boat has not completed one lap of the course in the 'Time Period' (SI 13). To count as finishers, boats must finish within 45 minutes of the first boat to finish, or within 30 minutes in the case of races with a duration of 45 minutes or less. Change to RRS 35.

## 13 Length of Races

All races shall be sailed for a 'Time Period'. At the expiry of this time period, **Flag S shall be displayed and two sound signals shall be made.** Boats will finish when they complete the lap on which they are sailing when the time period expired.

'One Day' Series	Four races of 40 minutes, two back to back morning and afternoon)
Wakefield Series	30 minutes
Wednesday Evenings	45 minutes
Once per month Series	60 minutes
Autumn Saturday Series	60 minutes
All other Hedgecourt series	Two back to back 45 minute races

**N.B These 'Time Periods' are maximums and can be reduced by use of the 'Shorten Course' procedure, (Flag S with 2 sound signals) if necessary – refer to the Race Officer guidelines for more information.**

## 14 Protests and Disputes

Protests must be made in accordance with RRS 61 and be lodged in writing with the Race Officer within 30 minutes of the last boat to finish or where races are sailed 'back to back', within the same time for the subsequent race. Disputes should be resolved using the RYA Racing Charter Rules Dispute Advisory and Mediation Hearing processes where possible. Where a protest is made subsequent to an Advisory Hearing, the time limit for submission is 15 minutes from the end of the hearing

## 15 Scoring System

The scoring system will be as per Appendix A using the Low Point System, modified as follows:

- a) When boats are tied at the end of a race they shall receive points for the tied place.
- b) Boats that are scored using the designations given in paragraph A11 shall receive points thus:-

Did not finish (DNF)	Number of starters +1
Retired after finishing (RAF)	Number of starters +1
Did not start (DNS)	Number of starters +2
Did not come to the starting area (DNC)	Number of starters +99
All others	Number of starters +4

- c) For 'One Day' series ties shall be broken as per RRS Appendix A8

d) For all other series ties shall be broken by taking into account the points scored in all races sailed 'head to head' by the tied boats; the boat with the lowest overall score wins. If a tie still remains it shall be broken as per RRS Appendix A8.

e) Each boat's series score will be the total of her race scores with her worst scores discarded in accordance with SI 16. The lowest series score shall win.

## 16 Races to count

The number of races in a series required to count in order to qualify for an award **is half of those sailed rounded up.**

	Number of Races	1: 2: 3: 4: 5: 6: 7: etc.
	Number to Qualify	1: 2: 2: 2: 3: 3: 4: etc.
Exceptions:	One Day series	1: 2: 3: 3

## 17 Unfair Sailing

Disqualification or penalties under RRS 42 and RRS Fundamental Rule 2 cannot be discarded. Appendix P applies.

## 18 Change of boat during a series

Helms may change boats during a series provided this does not infringe class rules. To count towards qualification, points scored shall be obtained in the same class of boat. The Comet Standard, White Xtra and Xtra are deemed to be separate classes for this purpose although either class is eligible to compete for Comet awards. A helm may only qualify once in any series. Helms who qualify for a series and change the class of boat will score a result in any subsequent individual races.

## 19 Change of helm during a series

Results for a boat sailed double handed by the same two individuals will be counted together regardless of which of them helms the boat on each occasion. In such cases, one person should be the nominated helm and should sign on as such for every race entered.

## 20 Calculation of Results

**Handicap Races:** Results are based on average lap time used to give corrected times which will be calculated in accordance with the current RYA Portsmouth Yardstick Scheme and using the HalSail results system.

The calculation for corrected time is as follows

Corrected time = (Elapsed time in seconds x Most Laps x 1000) / (Portsmouth Yardstick Number x Actual Laps)

**Class Races:** Results of races will be declared on the basis of the boats finishing order on the water. All boats commencing a further lap will be placed ahead of boats completing fewer laps.

If the leading boat(s) exceed the time limit class positions will be decided by the finishing position on the previous lap.

## **21 Changes of Class Rules**

A class of boat typically sailed double handed may be granted a single handed Portsmouth Yardstick Number and sailed single handed with the agreement of the Sailing Sub Committee, whether or not this is permitted under the class rules. Portsmouth Yardstick numbers will be granted using the same criteria as SI 22.

## **22 Portsmouth Yardstick Numbers**

Every year, as soon as possible after the release of the new Portsmouth Yardstick Numbers by the RYA the Sailing Subcommittee will publish a list of Portsmouth Yardstick Numbers for those classes commonly sailed at the club. These will be posted in the clubhouse, published in the newsletter and on the website.

The following sources will be used to guide the Sailing Sub Committee in determining handicap numbers for use in club events.

1. The official list of PY numbers published by the RYA to coincide with the Dinghy Show or alternatively a club specific adjusted handicap based on RYA recommendation for the club derived from results submitted.
2. Class Association
3. Boat Builder
4. Last PY number used by CMYC
5. The Sailing Sub Committee

After each annual adjustment of numbers the Sailing Sub Committee will check the list and any PY numbers felt to be out of step will be reviewed. This is by exception only and there must be a very strong case for this to take place.

The list of PY numbers, will be finalised by the Sailing Sub Committee no later than two weeks following the date of publication by the RYA, subsequent to this no amendments will be made other than for the correction of factual errors.

## **23 Average Points**

If a helm partaking in a series is undertaking a duty or attends an event on behalf of the Club then he/she may appeal to the SSC for average points to be awarded. These would be at the discretion of the SSC and would use HalSail RDG 2