

ARUN YACHT CLUB

Sailing Instructions for Club Racing

***Effective from 1st January 2009
(Position of Cruiser Racing Marks Revised 20th March 2009)***

1. Rules

1.1. All Club racing will be governed by:-

- 1.1(a) The Racing Rules of Sailing 2009 - 2012 ("RRS") and any revisions thereto, except as changed by these Sailing Instructions.
- 1.1(b) The prescriptions of the Royal Yachting Association.
- 1.1(c) The rules of competing classes except as changed by these Sailing Instructions.
- 1.1(d) Any notice of race issued by the Club, except as changed by these Sailing Instructions.
- 1.1(e) These Sailing Instructions, including changes made in compliance with Instructions 2 and 3.
- 1.1(f) Competitors undertake to sail in accordance with the RYA Racing Charter, which can be found at the front of the RYA rule book (Racing Rules of Sailing 2009-2012).

1.2. Special Rules

- 1.2(a) Competitors participate in Club racing entirely at their own risk (See RRS 4, Decision to Race). The Club will not accept any liability for material damage, personal injury or death sustained in conjunction with, prior to, during or after any Club event.
- 1.2(b) Each participating boat shall be insured with valid third party liability insurance with a minimum cover of £2,000,000 for each and every claim and shall, upon request, produce evidence of such cover to a member of the Sailing Committee.
- 1.2(c) For certain sponsored races competitors may be required to carry and display promotional material.

2. Notices to Competitors

- 2(a) Notices to competitors will be posted on the notice board on the Club balcony adjacent to the flag mast. International Code Flag L will be flown from the flag mast when such a notice has been posted.

3. Changes to the Sailing Instructions

- 3(a) Any changes to these Sailing Instructions will be posted at least one hour before the scheduled start time of the first race to which the change will apply.

4. Eligibility of Competitors

- 4(a) To qualify for points in a Club Series or to compete for a Club Trophy the owner and/or a member of the crew of the boat must be a member of the Club, or have applied for membership and whose application is pending formal determination.

5. Eligibility of Boats

- 5(a) All competing boats shall, where such rules exist, conform to their class rules at all times whilst racing. The Sailing Committee reserves the right, at any time, to request the presentation of a valid certificate of measurement where applicable and further reserves the right to measure any boat and/or her equipment. Such certificate or boat or equipment shall be produced at a time and place nominated by the Sailing Committee and failure to comply with this request will result in summary disqualification from the event or series then current.
- 5(b) Safety checks may be imposed on boats racing from the Club. Boats found to be defective in any way will not be permitted to race until such notified faults have been rectified and, upon written notice from the member, been inspected and approved to the satisfaction of a member of the Sailing Committee.
- 5(c) RRS 77, *Identification on sails*, will apply unless specific permission is obtained from the Race Officer permitting the boat to use an alternative sail number. A boat may not be permitted to use any sail with the same number as another competitor.

6. Scoring

- 6(a) The low point scoring system of Appendix A of the RRS will apply. Ties will be broken in accordance with Rules A8.1 and A8.2.
- 6(b) Two races are required to be completed to constitute a series.
- 6(c) When fewer than 3 races have been completed a boat's series score will be the total of her race scores.
- 6(d) When from 3 to 5 races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
- 6(e) When from 6 to 9 races have been completed, a boat's series score will be the total of her race scores excluding her two worst scores.
- 6(f) When more than 9 races have been completed, a boat's series score will be the total of her race scores excluding her three worst scores.
- 6(g) If a boat competes in at least half the number of races completed in a dinghy racing series and is prevented from competing in one or more races as a result of one of its crew undertaking a duty roster on behalf of the Club, the boat will be awarded points for such race(s) equal to the average of the points scored by her in all those races in the series in which she has competed, rounded to the nearest one decimal place, **PROVIDED** such allowance is claimed by recording the fact on the Results Sheet for the relevant race(s) for which the duty was undertaken.
- 6(h) Where a boat owner permanently changes their boat part-way through a series, points for each boat may be aggregated at the discretion of the Sailing Committee upon the written application of the owner.

7. Schedule of Races

- 7(a) Racing is scheduled as per the Club's official programme, or any written variation thereof.
- 7(b) The scheduled time of the warning signal for the first race on each racing day will be five minutes before the published start time.

- 7(c) Where races are to be sailed “back to back”, races following the first race will be started as soon as practicable after the last boat has finished the preceding race or, if earlier, the time limit has expired.

8. Class Flags

- 8(a) Class Flags for all Club racing will be as follows

Dinghy and Keelboat Handicap	Numeral Pennant 9
Cruiser Handicap	Third Substitute
Cadet Racing	International Code Flag J

9. Signals Ashore

- 9(a) Signals made ashore will be displayed from the flag mast on the Club balcony.
- 9(b) Answering Pennant over International Code Flag G will indicate that there is imminent movement of commercial shipping and no boat should leave the beach area or its mooring until the signal is lowered with one sound signal (see SI 14(a) below). Boats launching or leaving their mooring in contravention of this signal will be penalised by having their lowest score of the day increased by two points. Boats impeding commercial shipping in contravention of this signal will be disqualified from all races held on that day.
- 9(c) International Code Flag R will indicate the racing scheduled to be held at sea will now be held in the river.
- 9(d) When a visual signal is displayed over a Class Flag it applies to that class only.
- 9(e) When International Code Flag Y is flown from the Club flag mast, instruction 10(a) shall also apply to cruisers.

10. Safety

- 10(a) Adequate personal floatation devices to 50N must be worn at all times by all members of the crew of dinghies and keelboats. Wet suits and dry suits do not constitute adequate personal floatation devices.
- 10(c) All dinghies and keelboats shall carry a towing line of not less than 10 metres in length and not less than 6 mm in diameter.

11. Signing on, Declarations, Retirements and Infringements

- 11(a) Competitors must sign on for all races using the signing on sheet in the clubhouse and must list the names of all crew, class type, sail number, and any variations from base rig. Competitors are requested to write in block letters. Where no other option is available the Race Officer may accept verbal signing on prior to the warning signal. Boats not signing on will be scored DNC.
- 11(b) All boats are required to sign off to indicate that they have completed the course, have complied with the RRS and these Sailing Instructions, and have returned ashore safely. In the alternative, boats which have retired from a race should indicate the fact on the declaration sheet in the appropriate place.

11(c) Boats must sign off within 1 hour of the last boat finishing the last race of the day when racing is held in the river and within 1hr 30min of the last boat finishing the last race of the day when racing is held at sea. Boats failing to sign off will be scored DSQ.

12. Protests (and alternatives)

12(a) Protests shall comply strictly with the requirements of RRS 60 and 61.

12(b) Protests shall be lodged with the Race Officer within 1hr of the last boat finishing the last race of the day when racing is held in the river or within 1hr 30min of the last boat finishing the last race of the day when racing is held at sea.

12(c) Protests must be lodged on the prescribed form. The time and place of the protest hearing will be displayed on the notice board on the Club balcony not later than 30 minutes after the time specified in Instruction 12(b) above.

12(d) No flag will be flown to indicate protest time.

12(e) Keelboats in excess of 6 m in length are not required to fly protest flags when racing as part of the dinghy handicap fleet. This instruction alters RRS 61.1(a)(2).

12(f) As an alternative to the formal protest procedure, 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.

13. Starting of all races

13(a) Except for designated match races, a minimum of three boats will be required to constitute a valid race. Races where insufficient boats sign on to constitute a race may be cancelled or postponed to a later date at the sole discretion of the Race Officer. The date and time of the re-sail of any postponed race will be advised to competitors either through the Club's group email system, newsletter and/or by a notice posted on the notice board in the Clubhouse.

13(b) All dinghy races will be started using RRS 26 without modification. Club cruiser races will normally be started according to the club modified gate start system (see paragraph C2b and Appendix B) although a committee boat start may be used at the discretion of the Race Officer. The choice of start system will be advised to competitors by a notice on the course board on the club balcony at least 1 hour before the scheduled start time of the first race of the day.

13(c) Boats starting later than 15 minutes after their starting signal will be scored DNS

14. Postponements

14(a) The wording of RRS Postponement Signal shall be amended whereby indefinite postponements, or a signal made in accordance with 9(b) above, signalled ashore prior to the first race of the day, will be removed with one sound signal not less than 5 minutes before the warning signal when racing to be held in the river, or not less than 30 minutes when racing is to be held at sea. This amendment **will not** apply to a postponement for a fixed duration.

15. Prizes

15(a) Prizes will be awarded at the discretion of the Sailing Committee at a time and place notified to competitors through the Club's group email system, newsletter and/or by a notice to competitors on the notice board in the Clubhouse.

Dinghy and Keelboat Racing Within the River

DR1 Courses

- DR1(a) Courses for races within the river will be displayed on the notice board on the Club balcony not less than half an hour before the warning signal of the first race.
- DR1(b) The starting line will be between, or an extension of a line between, the flag mast on the Club balcony and a feature that will be indicated on the course board unless otherwise indicated on the notice board on the Club balcony.
- DR1(c) All boats lying to permanent moorings on the west bank of the river and all permanent piles are to be left to the west. Sailing is not permitted west of a line drawn from the ends of all AYC pontoons. This zone shall be classed as an obstruction for the purposes of RRS 19.1.
- DR1(d) Sailing is not permitted within four metres of any boats or pontoons moored on the east bank of the river. This zone will be classed as an obstruction for the purposes of RRS 19.1.
- DR1(e) Any boat contravening SIs DR1(c) or (d) will be liable to summary disqualification.

DR2 Time Limits (These instructions change RRS 35)

- DR2 (a). For races of a fixed distance and, therefore, variable time, the time limit shall be one hour from the starting signal. When the leading boat finishes within the time limit, all boats finishing within the time limit or within 30 minutes of the leading boat, whichever shall be longer, will be classed as finishers. All other boats will be scored DNF.

If no boat finishes within the time limit the race shall be abandoned but may be re-sailed, unless the Race Officer, at his sole discretion, declares a result based on the last completed lap.

- DR2 (b). For Average Lap Races, the approximate duration of the race will be specified on the notice board on the Club balcony. All boats finishing within 15 minutes of the first boat to finish shall be classed as finishers. All other boats will be scored DNF save that the Race Officer may, at his sole discretion, record the time of any boat at the conclusion of its previous lap and calculate a result based upon that time. **(Note:- the Race Officer is likely to exercise this discretion unless he considers that this may produce an unfair result).**

The end of the race will be indicated by the flying of International Code Flag S with two sound signals and all boats will then finish at the conclusion of their current lap, regardless of the number of laps completed. Each boat's actual time will be divided by the number of laps she has sailed and multiplied by the number of laps sailed by the fastest boat. These adjusted times will be used as the boat's elapsed time to calculate the race results.

DR3 Shortened Course

- DR3(a) In the event of a course having to be shortened, this will only take place on the completion of a lap.

DR4 Finishing

- DR4(a) The finishing line will be the same as the starting line.

DR5 Change of Course for First or Subsequent Races

- DR5(a) Should it become necessary to change the course within half an hour of the warning signal of the first race, or for any subsequent race, International Code Flag C will be flown from the flag mast with a long sound signal and boats should come within hail to be advised of the changed course.

Dinghies and Keelboats at Sea (Please note the additional Instruction for Keelboats where their racing is scheduled with a Club Cruiser Race per SI C3 below.)

DS1 Courses

- DS1(a) Courses for racing at sea will be displayed either on the notice board on the Club balcony not less than one hour before the warning signal of the first race or be shown as a course identification letter on the side of the committee boat (see Appendix C for courses) not less than 10 minutes before the start of the race.
- DS1(b) The starting line will be between a staff or mast on the committee boat on which an orange flag is displayed and the centre of an adjacent mark.
- DS1(c) When the committee boat is on its finishing station all boats shall pass through the finishing line at the completion of each lap.

Time Limits (These instructions change RRS 35)

- DS2(a) For races of a fixed distance and, therefore, variable time, except for certain trophy races to which a different time limit may apply and be advised to competitors by a notice to competitors (see 2a above), the time limit will be one and a half hours from the starting signal. When the first boat finishes within the time limit all boats finishing within the time limit or within half an hour of the leading boat, whichever shall be the longer, will be classed as finishers. All other boats will be scored DNF.

If no boat finishes within the time limit the race shall be abandoned, but may be re-sailed, unless the Race Officer, at his sole discretion, declares a result based on the last completed lap.

- DS2(b). For Average Lap Races, the approximate duration of the race will be specified on the notice board on the Club balcony. All boats finishing within 30 minutes of the first boat to finish shall be classed as finishers. All other boats will be scored DNF save that the Race Officer may, at his sole discretion, record the time of any boat at the conclusion of its previous lap and calculate a result based upon that time. **(Note:- the Race Officer is likely to exercise this discretion unless he considers that this may produce an unfair result).**

The end of the race will be indicated by the flying of International Code Flag S with two sound signals and all boats will then finish at the conclusion of their current lap, regardless of the number of laps completed. Each boat's actual time will be divided by the number of laps she has sailed and multiplied by the number of laps sailed by the fastest boat. These adjusted times will be used as the boat's elapsed time to calculate the race results.

DS3 Shortened Course

DS3(a) For Average Lap Races, the race will only be shortened at the completion of a lap. For races of a fixed distance and, therefore, variable time, in the event of the course having to be shortened this may take place either at the completion of a lap or at any turning mark of the course. In either event the finishing line will then be between a staff or mast on the committee boat on which International Code Flag S is displayed and the adjacent mark.

DS4 Finishing

DS4(a) When the committee boat is on station at the finishing line she shall fly a blue flag. The finishing line shall be between a staff or mast on the committee boat on which an orange flag is being displayed and the adjacent mark.

DS5 Special Signals

DS5(a) When flown at sea by any Club committee or safety boat, or a vessel under the control of the Harbour Master, Answering Pennant over International Code Flag G indicates the imminent movement of commercial shipping. No boat should return to the harbour until the signal is lowered with one sound signal. Penalties for contravention of this signal shall be the same as specified in 9(b) above.

Cruiser Racing

C1 Safety

C1(a) Boats should wherever practicable conform to the requirement of ORC category 4 (Inshore Waters) copies of which are available from the RYA or on loan from the Racing Secretary or by down-loading from the Club website.

C2 Courses

C2(a) Courses will either:-

1: be displayed on the notice board on the Club balcony not less than one hour before the warning signal of the first race,

Or:-

2: if no such course is displayed, be announced over the VHF on channel "M2" ("P4" on some sets) prior to the warning signal by reference to laid marks or the permanent marks as shown on the chart in the Clubhouse and listed in Appendix A of these instructions.

C2(b) Unless otherwise indicated on the notice board on the Club balcony, a modified gate start will be used for club cruiser races (see Appendix B for details of the procedure for the modified gate start). When the Race Officer chooses to use a committee boat start instead of a modified gate start, then the starting line will be between a staff or mast on the committee boat on which an orange flag is being displayed and the centre of an adjacent mark.

C2(c) As an aid to competitors, the Race Officer may, at his sole discretion, broadcast over VHF channel M2 the approximate start/finish position and/or the approximate location of laid marks.

C2(d) When the committee boat is on its finishing station all boats shall pass through the finishing line at the completion of each lap.

C3 Time Limits (These instructions change RRS 35)

- C3(a) For races of a fixed distance and, therefore, variable time, (except for certain trophy races, or where two races are scheduled in a day, to which different time limits may apply and be advised to competitors by a notice to competitors; - see 2a above), the time limit will be three hours from the starting signal. When the first boat finishes within the time limit all boats finishing within the time limit or within one and a half hours of the leading boat, whichever shall be longer, will be classed as finishers. All other boats will be scored DNF.

If no boat finishes within the time limit the race shall be abandoned, but may be re-sailed, unless the Race Officer, at his sole discretion, declares a result based on the last completed lap.

- C4 (b). For Average Lap Races, the approximate duration of the race will be specified on the notice board on the Club balcony or by broadcast by VHF channel M2. All boats finishing within 30 minutes of the first boat to finish shall be classed as finishers. All other boats will be scored DNF save that the Race Officer may, at his sole discretion, record the time of any boat at the conclusion of its previous lap and calculate a result based upon that time. **(Note:- the Race Officer is likely to exercise this discretion unless he considers that this may produce an unfair result).**

The end of the race will be indicated:

- (ii) If the finishing line is manned, by the flying of International Code Flag S with two sound signals from the Committee Boat; or
- (iii) If the finishing line is unmanned, by announcement by the Race Officer over VHF channel M2.

and all boats will then finish at the conclusion of their current lap, regardless of the number of laps completed. Each boat's actual time will be divided by the number of laps she has sailed and multiplied by the number of laps sailed by the fastest boat. These adjusted times will be used as the boat's elapsed time to calculate the race results.

C5 Shortened Course

- C5(a) For Average Lap Races, the race will only be shortened at the completion of a lap. For races of a fixed distance and, therefore, variable time, in the event of the course having to be shortened this may take place either at the completion of a lap or at any turning mark of the course. In either event the finishing line will then be between a staff or mast on the committee boat on which International Code Flag S is being displayed and the adjacent mark or, if the finishing line is unmanned, as designated by the Race Officer.

C6 Finishing

- C6(a) When the committee boat is on station at the finishing line she shall fly a blue flag. The finishing line shall be between a staff or mast on the committee boat on which an orange flag is being displayed and the adjacent mark.

- C6(b) For certain races a finish line may be specified which is unmanned. Competitors will then be required to pass through the specified finishing line and take their own elapsed time to the nearest second at the finish **and, for Average Lap Races, at the end of each lap** and enter this on their declaration form. When this instruction applies competitors will be notified under 2(a) above and should, wherever possible, note the sail number of the boats immediately ahead and astern and their approximate finishing times.

C7 Radio Communication

- C7(a) A boat shall neither make nor receive radio transmissions whilst racing which are not freely available to all other competing boats, other than in relation to matters of safety.
- C7(b) No boat shall transmit on Channel "M2" (P4) during the starting procedure unless in response to a call by the Race Officer.
- C7(c) All boats should monitor Channel "M2" (P4) during racing. The Race Officer may advise competitors on this channel of course changes and other important matters.

C8 Special Signals

- C8(a) When flown at sea by any Club Committee or Safety Boat, or a vessel under the control of the Harbour Master, Answering Pennant over International Code Flag G indicates the imminent movement of commercial shipping. No boat should return to the harbour until the signal is lowered with one sound signal. Penalties for contravention of this signal shall be the same as specified in 9(b) above.

C9 Division 1 and 2 Racing

- C9(a) Two sets of results will be calculated for Cruiser Races. All participating boats will have results calculated using Club Numbers allocated by the Sailing Committee and operated broadly in accordance with the RYA Portsmouth Yardstick Scheme 2009 and will be known as the Division 1 Result. In addition, all boats, with the exception of those specified by the Sailing Committee, will have a second result calculated using the same Club Numbers which will be known as the Division 2 Result.
- C9(b) Club Numbers will be issued by the Sailing Committee, and may be revised from time to time applicable from a date, including a retrospective date if considered appropriate, specified by the Sailing Committee.

APPENDIX A

Fixed Cruiser Marks

Lat/Long co-ordinates are approximate.

Mark	Latitude	Longitude
Owers Buoy	50° 38. 62N	00° 41. 16W
East Borough Head	50° 41. 50N	00° 39. 00W
Pagham Outfall	50° 45. 19N	00° 41. 68W
Felpham	50° 46. 56N	00° 39. 20W
West	50° 47. 20N	00° 34. 00W
Omar	50° 46. 31N	00° 33. 16W
Littlehampton Outfall	50° 46. 28N	00° 30. 53W
Littlehampton Weather Stn	50° 46. 18N	00° 29. 54W
Steel Can	50° 47. 50N	00° 29. 20W
Goring	50° 47. 88N	00° 25. 18W
Shoreham	50° 47. 19N	00° 17. 00W

APPENDIX B

Procedure for GATE STARTS for cruiser races.

The normal procedure for starting internal club cruiser races will be the use the modified gate start described below. It ensures that the Committee Boat, acting as Pathfinder, starts at the same time as the rest of the fleet and its crew does not have to worry about raising an anchor and sails before starting.

The Pathfinder will not anchor before the start, but will sail, fully rigged for the conditions, in the vicinity of the starting area, but on the port hand side of the course, furthest from the first mark. The Pathfinder will be identified by an orange flag flying prominently (e.g. from the backstay).

Prior to the warning signal the Pathfinder will announce over VHF Channel M2 the intended duration of the gate opening time after the starting signal, which should be between one and a half and three minutes, depending upon the number of competitors, her likely speed and the conditions.

The Race Officer will signal the 5, 4 and 1 minute signals **ONLY** over the radio, using channel M2. No flag signals will be flown (this alters RRS 26).

As the start time approaches, the Pathfinder should be on port tack with the aim of passing close by the starting mark, which will be left to port. The starting mark will normally be a club mark which forms the port end of the finishing line.

The Pathfinder should pass the mark as the start signal is given, or soon afterwards, and continue, close hauled, on port tack to open the gate for the duration previously announced. As with the warning signals, the starting signal will be made over the radio on channel M2 only, and will not be indicated by flag signals. (Note that the elapsed time for all competitors commences from the moment the start signal is given until the time the competitor crosses the finishing line).

If necessary, the Pathfinder can use her engine to reach the start mark on time, but must turn it off as she passes it by.

Before the start, the rest of the fleet will congregate on the starboard side of the course, to starboard of the Pathfinder's anticipated track. As the latter proceeds, competing boats start by sailing, on starboard tack, across an imaginary line between the stern of the Pathfinder and the starting mark after the starting signal. The Pathfinder has right of way over all other competitors, even though she is on port tack, until the starting procedure has been completed (this alters RRS 10). Hindering the progress of the Pathfinder during the starting procedure will result in disqualification.

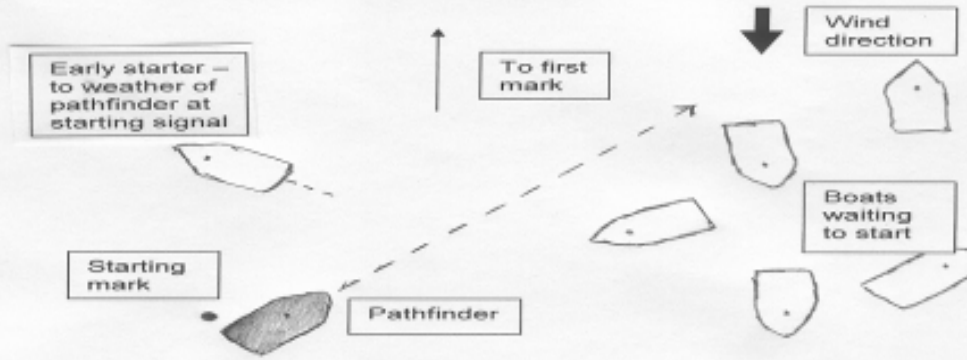
Any boat finding herself on the "wrong" (port) side of the Pathfinder at or after the starting signal, or passing between the Pathfinder and the starting mark before the starting signal, will be considered to have made a false start. To rectify this she must return back around the end of the start line, leaving the starting mark to port, before proceeding.

Once the Pathfinder has sailed her allotted time on port tack, the Race Officer will indicate over VHF Channel M2 that the starting procedure is complete. At this point the Pathfinder will be subject to the normal racing rules and may hold on or tack as she chooses.

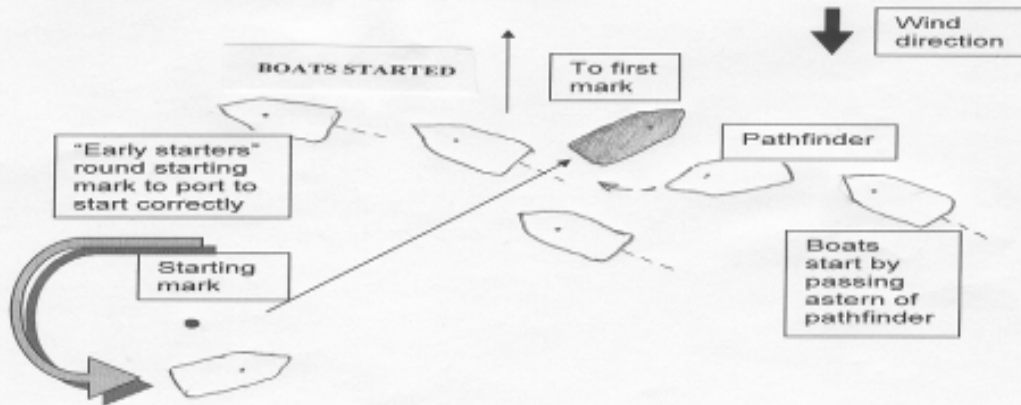
Competitors arriving late for the start, provided they are within 15 minutes of the starting signal (see SI 13(c) above) can start their race by passing the starting mark to port and proceeding to the first mark as usual, but their elapsed time shall still run from the starting signal for the race.

(Note: The Pathfinder's start is not delayed by this procedure and the Race Officer cannot claim any time allowance for starting the race. Equally, competitors are not penalised by starting during the Pathfinder's progress on port tack provided that they pass close across the Pathfinder's stern.)

THE SITUATION AT THE STARTING SIGNAL

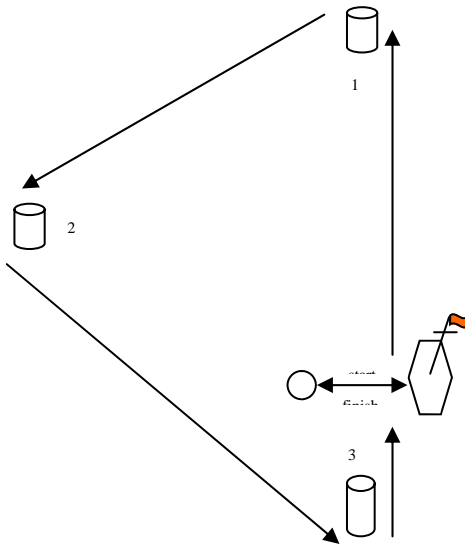


THE SITUATION AFTER THE STARTING SIGNAL



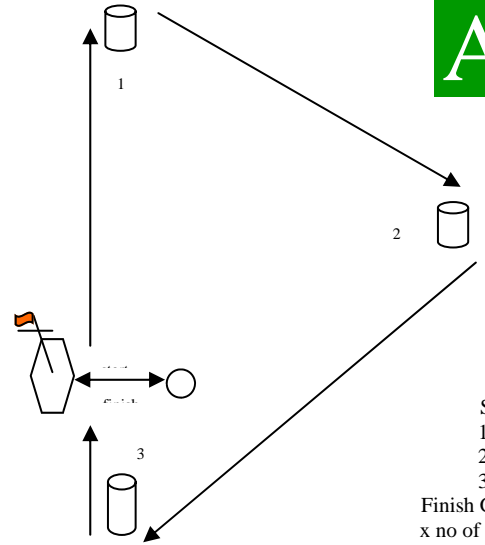
APPENDIX C - DINGHY COURSES AND CODE LETTERS

A



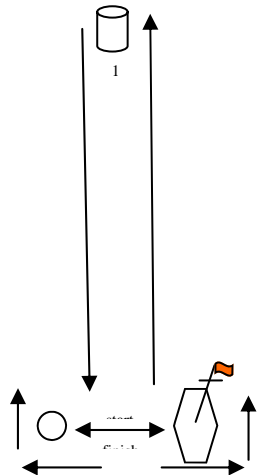
Start
1 (P)
2 (P)
3 (P)
Finish Gate
x no of laps

A



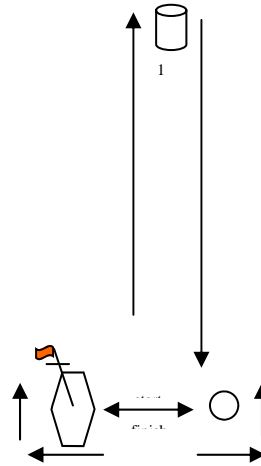
Start
1 (S)
2 (S)
3 (S)
Finish Gate
x no of laps

B



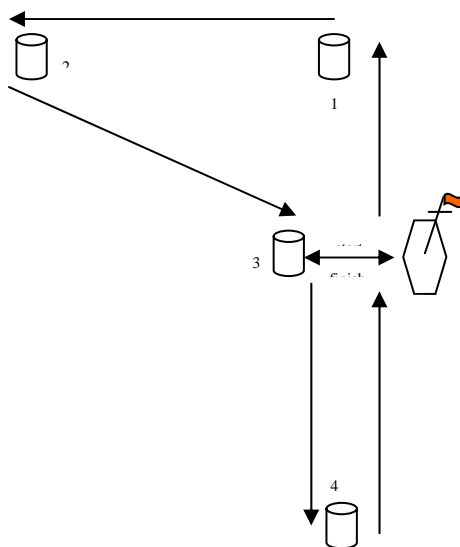
Start
1 (P)
Finish Gate
x no of laps
NOTE: Boats may round either the leeward mark to (S) or the Committee Boat to (P) at the end of each lap

B



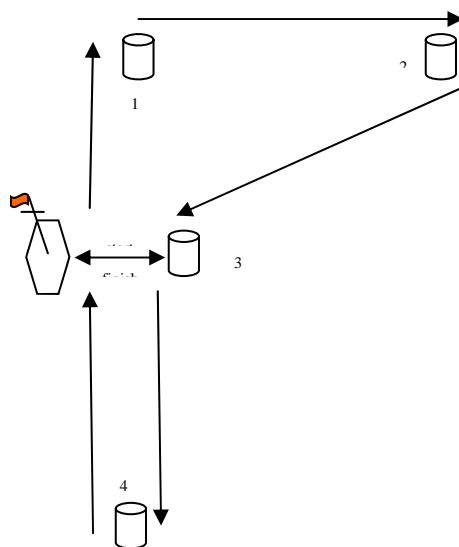
Start
1 (S)
Finish Gate
x no of laps
NOTE: Boats may round either the leeward mark to (P) or the Committee Boat to (S) at the end of each lap

C



Start
1 (P)
2 (P)
3 (S)
4 (P)
Finish Gate
x no of laps

C



Start
1 (S)
2 (S)
3 (P)
4 (S)
Finish Gate
x no of laps