

Aldenham Sailing Club – Sailing Instructions
(effective from 4 January 2009)

RULES

1.1 **Rules:** All Club series and cup racing for Enterprise, Handicap, Laser and RS300 fleets will be governed by:

- (i) the "rules" as defined in the Racing Rules of Sailing ("RRS");
- (ii) the prescriptions of the RYA;
- (iii) the Class Association rules of the boats concerned;
- (iv) the Club's Sailing Programme, Rules and Bylaws; and
- (v) these Sailing Instructions.


SAFETY & CONDITIONS OF ENTRY

2.1 **General:** The safety of a boat and her entire management including insurance shall be the sole responsibility of the owner/competitor racing the boat who must ensure that the boat and crew are adequate to face the conditions that may arise in the course of the race or races. Neither the establishment of these Sailing Instructions nor the inspection of the boat under these conditions in any way limits or reduces the absolute responsibility of the owner/competitor for his/her crew, his/her boat and the management thereof. The race organisers shall not be responsible for any loss, damage or personal injury howsoever caused to the owner/competitor, his/her skipper or crew as a result of their taking part in the race or races. Moreover every owner/competitor warrants the suitability of his/her boat for the race or races. In particular it is the owner/competitor's responsibility to ensure that his/her boat complies with his/her Class Association's rules with respect to buoyancy. Competitors are advised to read and understand the Club's "Safety on the Water" document.

2.2 **Decision to Race:** Competitors participate in Club series and cup racing entirely at their own risk. See RRS 4 ("Decision to Race"). The Club will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after any Club series or cup racing. When deciding whether to race, competitors should take note of the resources available to the Race Officer of the Day ("OOD") as indicated on the notice board.

2.3 **OOD's Rights:** The overall responsibility for the management of Club series and cup racing including safety lies with the OOD. Prior to commencing racing on any day the OOD shall assess the sailing conditions and the resources available to him/her and may, at his/her absolute discretion, postpone or abandon sailing. If the OOD so judges he/she may advise any competitor that they might have difficulty and therefore should not compete. Any competitor so advised will be responsible for his/her own decision if he/she decides to participate in such a race contrary to such advice. If the OOD considers it appropriate to do so he/she may refuse to allow the relevant competitor to participate and the OOD's decision must be accepted.

2.4 **Personal Buoyancy:** Personal buoyancy shall be worn as follows:

- (i) All competitors under 18 years old shall wear adequate personal buoyancy at all times whilst afloat in a manner that is visible to the OOD.
- (ii) Throughout the Autumn and Winter series (including cup races if any) all competitors shall wear adequate personal buoyancy at all times whilst afloat.
- (iii) When flag B  is displayed ashore, RRS 40 ("Personal Flotation Devices") applies to all competitors at all times while afloat. This changes RRS 40 and the Part 4 preamble.
- (iv) Wet suits and dry suits are not adequate personal buoyancy.

2.5 **Insurance:** Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £2 million per event or the equivalent.

2.6 **Measurement Certificates:** Each participating boat shall have a valid measurement certificate and may be asked to present it to the OOD. A boat or equipment may be inspected at any time for compliance with its Class Association rules and these Sailing Instructions.

2.7 **Replica Sails:** If, for purely economic reasons (and not for performance benefits), a competitor wishes to take part in a Club series and/or cup race in a Single Manufacturer One Design (SMOD) with a non manufacturer provided sail, that competitor must obtain the prior approval of the relevant Class Captain (or, in the case of the Class Captain, the Sailing Secretary) to use such a sail. RRS 87 shall not apply, this amends RRS 86.

2.8 **Distinguishing Numbers:** Under exceptional circumstances and if asked, the OOD may permit a boat to use sails carrying a distinguishing number other than that required by RRS 77 ("Identification on Sails").

2.9 **Eligibility:** Any rules of eligibility for competitors not covered by the appropriate Class Association rules will be as follows:

- (i) **Crews Cup:** the helmsman shall not have helmed in more than five Club series and cup races in the preceding twelve months.
- (ii) **Pat Ogden Trophy:** the helmsman shall be under 21 years old on the day of the race.
- (iii) **Ladies Plate:** the helmsman shall be female.

2.10 **Advertising:** All Club series and cup racing will be Category C ("unrestricted") as set out in ISAF Regulation 20.

COMMUNICATIONS WITH COMPETITORS

3.1 **Notices:** Notices to competitors will be posted on the notice board located in the Clubhouse (and, where practical, posted on the Club's website).

3.2 **Changes to SIs:** Any change to these Sailing Instructions will be posted at least **thirty** minutes before the advertised starting time of the race or races concerned.

3.3 **Changes to Sailing Programme:** Any change to the Sailing Programme will be posted **fourteen** days in advance.

3.4 **Class Flags:** Class flags will be:

Enterprise	E	
Laser	L	
Handicap	T	
Illusion	I	
RS300	R	

COURSE INSTRUCTIONS

4.1 **Course:** The course will be designated by a start line, a sequence of marks to be rounded, their direction of rounding and intended race duration for the leading boat. The course shall continue to be sailed until shortened in accordance with SI 6.1 and RSS 32.2.

4.2 **Marks:** Marks of the course will be numbered spherical buoys laid out in a clockwise direction around the course area with even numbered buoys yellow in colour and odd numbered buoys orange, save that buoy number 1 is pink.

4.3 **Course Notification:** The course sequence, rounding direction and start line will be indicated on the course notice board in the Clubhouse. The course sequence may be repeated on the display outside the Clubhouse. The written course on the course notice board

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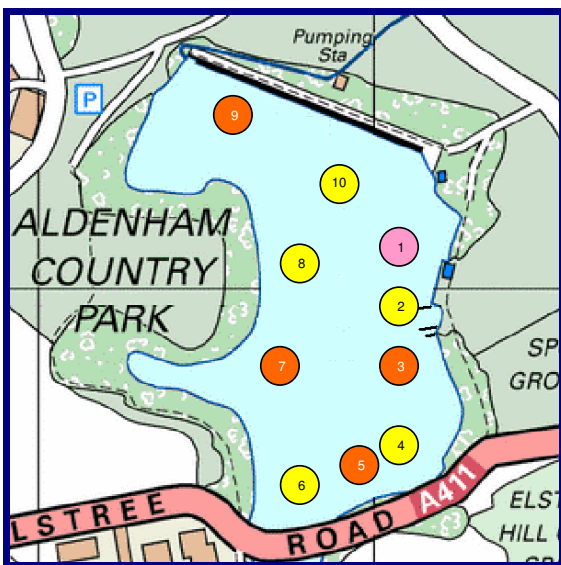
shall have precedence over any diagram or course displayed outside.

4.4 Course Change: Amendments to the course:

- (i) before a race has started **but after the majority of boats have gone afloat** shall be indicated by flag C  flown from the Clubhouse or committee boat flag staff and the new course indicated on the course notice board in the Clubhouse and displayed outside the Clubhouse.
- (ii) after a race has started shall be signalled before the leading boat has begun the leg affected. Flag C  will be flown from a Club launch with repetitive sound signals near the start of the first leg affected. This changes RRS 33.

4.5 Course Area:

- (i) **White Buoys:** The Course Area shall be bounded by small white spherical buoys which mark prohibited areas around the edge of the reservoir. Any boat observed crossing an imaginary line between two adjacent white buoys may be disqualified. The imaginary line between two adjacent white buoys shall be a permanent obstruction.
- (ii) **Other Buoys:** The approximate positions of the marks are shown in the diagram below.



4.6 Hitting marks: When racing in a Club series or cup race for just their class, RS300s may hit any race mark without penalty. This changes RRS 31 ("Touching a Mark").

STARTS

5.1 Starting Times: Starting times shall be as near as practical to, but no earlier than, the times set out in the Sailing Programme unless postponed or abandoned or amended in accordance with SI 3.3. Postponement or Abandonment shall be signalled in accordance with RRS 27.3 and RRS 32.1.

5.2 Starting Line: The starting line shall be indicated on the course notice board in the Clubhouse and will either be:

- (i) the extension of the line between the two red triangles on the shore or pontoons (which may or may not line up with the race office). An outer limit


mark may be laid and may not necessarily be exactly on the starting line; or

- (ii) between a committee boat mast and an outer limit mark.

5.3 Outer Limit Mark: When used, the outer limit mark shall either be one of the permanent course marks or a small red spherical buoy.



5.4 Inner Distance Mark: An inner distance mark may be laid and if so it shall either be one of the permanent course marks or a small red spherical buoy. It may not necessarily be exactly on the starting line.

5.5 Starting Procedure: Races will be started in accordance with RRS 26 save that no One-minute signal shall be made and the starting sequence will be:


Stage	Minutes before start	Sound signal	Flag
Warning	Four Four minutes ¹	One hoot	Class flag raised
Preparatory	Two Two minutes	One hoot	Preparatory flag P raised 
Start	Off	One hoot	Class flag dropped (and, if the last fleet starting, the Preparatory flag dropped)

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5.6 Starting Penalties: Individual and general recalls will be signalled in accordance with RRS 29 ("Recalls"). An individual recall shall be signalled by one additional sound signal and flag X . The OOD shall endeavour to notify any competitor over the line by hailing. A general recall shall be signalled by two additional sound signals and flag First Substitute . Any fleet which has a general recall:

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- (i) will have its Warning **and** Preparatory flags flown at the same time as the last fleet starts (or if it is the last fleet, will have its Warning **and** Preparatory flags flown **one** minute after the General Recall flag First Substitute  is taken down). This amends RRS 29.2.

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- (ii) may have RRS 30.3 ("the Black Flag Rule") applied. If so, a Black flag will be displayed from the Clubhouse or committee boat at the Preparatory Signal and a further sound signal will be made one minute before the start. In such event, any competitors OCS in the final minute of any restart will be disqualified from that race and any subsequent restart. The OOD shall endeavour to notify any competitor so disqualified by hailing. This amends the notification provisions in RRS 30.3.

5.7 Other Starting Instructions:

- (i) Boats whose warning signal has not been made shall avoid the starting area. The OOD may, without a hearing, disqualify a boat that has broken this SI and materially disrupted another competitor starting.
- (ii) A boat starting later than **five** minutes after her starting signal will be scored Did Not Compete. This changes RRS A4.1.
- (iii) A minimum of two boats must start or the race for that class will be abandoned without the OOD

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¹ Except that the Warning Signal for the RS300 fleet when racing in a Club series shall be 6 minutes.

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necessarily displaying signals in accordance with RRS 27.3 and RRS 32.1.

FINISHING

6.1 **Race Duration:** The OOD shall shorten the course at an appropriate mark of the course in accordance with RRS 32.2 by sounding two sound signals and displaying flag S so that the leading boat of the leading fleet will race for approximately the intended race duration. The OOD may display a board containing the number of the last mark to be rounded from the clubhouse.

6.2 **Finishing Line:** The finishing line will either be:

- (i) the extension of the line between the two red triangles on the shore or pontoons (which may or may not line up with the race office) with **no** outer limit mark; or
- (ii) between a committee boat mast and a mark of the course.

6.3 **Orientation of the Finishing Line:** The finish line shall be oriented at approximately right angles to an imaginary line drawn from the mark at which the race is shortened to what would have been the next mark of the course. To finish a boat must cross the finish line from the direction of the mark at which the race is shortened.

6.4 **Lapped Boats:** All boats shall be finished on the lap they are on once the first boat has finished. The number of laps completed shall have effect when the results are calculated.

6.5 **Handicap Fleets:** Handicap fleet results shall be calculated using Portsmouth Yardsticks as published on the RYA Technical website. In the event that no yardstick is available the Sailing Secretary shall allocate a club number.

6.6 **Time Limits:** The following time limits shall apply:

- (i) if no boat has completed the first lap of the course within **forty five** minutes the race will be abandoned in accordance with RRS 32.1.
- (ii) boats failing to finish within fifteen minutes after the first boat finishes will be scored Did Not Finish. This changes RRS 35 and RRS A4.1.

6.7 **Retirements:** A boat that retires from a race shall notify the OOD as soon as practical.

6.8 **Finished Boats:** Boats that have finished shall keep clear of the finishing area. The OOD may, without a hearing, disqualify a boat that has broken this SI and materially disrupted another competitor finishing.

PENALTIES

7.1 **Part 2 Infringements:** In the event of an infringement of a "when boats meet" rule within Part 2 of RRS, RRS 44.1 ("Taking a Penalty") shall apply.

7.2 **Touching a Mark:** If a boat touches a mark of the course (but subject to SI 4.6 above) RRS 44.1 ("Taking a Penalty") shall apply.

7.3 **Outside Help:** A capsized boat whose mast has become stuck in the mud may receive assistance from a Club launch to bring her mast up to the surface of the water without having to retire. Similarly a boat that has capsized and drifted to the shore side of the imaginary line between two adjacent white buoys (see SI 4.5 (i) above) shall receive assistance from a Club launch to tow it back into the Course Area without having to retire. This alters RRS 41 ("Outside Help").

7.4 **Illegal Propulsion:** The OOD may disqualify a boat that has broken RRS 42 ("Propulsion"). This amends the provision in RRS 67. Any such disqualification, if not overturned in any subsequent protest proceedings, may not be discarded.

PROTESTS

8.1 **Forms:** Protest forms are available at the race office. Protests or requests for redress shall be delivered there within **thirty** minutes of the last competitor finishing the race in which the incident arose.

8.2 **Late Applications:** In the event that a protest or request for redress is lodged after the time limit set out in SI 8.1, the Sailing Secretary may under exceptional circumstances grant an extension of time. This amends RRS 61.3 ("Protest Time Limit").

8.3 **Protest Committee:** In the event of a valid protest being lodged in accordance with SI 8.1 then, in the first instance, the parties involved may meet with the OOD and attempt to resolve the matter resulting in one or more party **retiring** from the race. Failing that, or alternatively, the Sailing Secretary shall assemble a protest committee comprising of three experienced members, one of whom is a member of the Sailing Committee. The protest committee shall endeavour to meet within **twenty one** days of the incident following the procedures set out in RRS 63 ("Hearings").

SCORING SYSTEM

9.1 The Low Point scoring system of RRS Appendix A will apply with the following amendments:

Code	Meaning	Points
DNF	Started but did not finish	Number of starters in that race plus 1
DNC	Did not compete	Number of competitors in that series plus 1
DSQ	Disqualified	Number of starters in that race plus 2
OCS	On course side (premature starter)	As for DSQ
OOD	Officer of the day	Average score of all races started by that competitor in that series (including discards)
AOM	Attended Open Meeting (but not a regatta) representing ASC	Average score of all races started by that competitor in that series (including discards) plus 4
TRN	Forfeited opportunity to race by taking Novices out in Club boats for race practice	Average score of all races started by that competitor in that series (including discards) plus 4

QUALIFICATION FOR A SERIES

10.1 **Sunday Series:** To qualify for a Sunday Series competitors must start half of the races sailed in that series or, in the case of an odd number of races sailed in that series, half of the sum of the number of races sailed in that series plus one. Points gained during one day's occurrence of OOD, TRN or AOM per series, may count as races sailed. Any additional results shall be discarded.

10.2 **Class Cup races:** If two or less races are held in a Cup series, competitors must start all races to qualify. If a third race is held competitors are not required to start it, in order to qualify and there shall be one discard.

10.3 **Winter series and Wednesday evening series:** The qualification rules set out in SI 10.1 shall apply for Winter series and Wednesday evening series. In addition competitors who are over 18 years of age prior to the last race in that series shall undertake at least one OOD duty to qualify.

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