

Sailing Instructions

OA: Richmond Yacht Club

Dates: December 7, January 4, February 1, March 1

Small Boat Midwinters



The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1.

'[DP]' in a rule means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.

1. RULES

- 1.1. The event will be governed by the rules as defined in The Racing Rules of Sailing, the Notice of Race and these Sailing Instructions.
- 1.2. Appendix V shall apply.
- 1.3. RRS 60.4(a)(2) is changed as follows: A protest is invalid if "(2) if it alleges a breach of a rule of Part 2 or rule 31 and is from a boat that was not involved in, and did not see, the incident, or"

2. CHANGES TO THE SAILING INSTRUCTIONS

- 2.1. Any change to the sailing instructions will be posted before 0930 PST on the day it will take effect, except that any change to the schedule of races will be posted by 2000 PST on the day before it will take effect.
- 2.2. Changes to the sailing instructions may be made on the water. If a change is made, the race committee will display the L flag.

3. COMMUNICATIONS

- 3.1. The Official Notice Board is located outside the downstairs Race Office. Additionally race documents will be available online, at a URL that can be located on the event's information page on the RYC club calendar.

4. SIGNALS MADE ASHORE

- 4.1. Signals made ashore will be displayed from the flagpole on the upstairs deck.
- 4.2. When flag AP is displayed ashore, '1 minute' is replaced with '*not less than 60 minutes*' for the Southampton Course and '*not less than 30 minutes*' for the Inside Course in Race Signals AP.

5. SCHEDULE OF RACES

5.1.

	Inside Breakwater Course	Southampton Course
Shoreside check-in	0900 – 1100	0900-1100
Competitor's Briefing	0930 Downstairs Deck	1030 Upstairs Dining Room
First Warning	1100	1200
No warning after	1500	1530
Intended Number of Races Per Day	5	4

- 5.2. After each race, a warning signal for the succeeding race will be made as soon as practicable. A series of short sound signals may be made to alert boats that another race will begin soon.

6. CLASS FLAGS

- 6.1. Fleet Assignments, Initial Order of Starts and Class Flags will be posted on the RYC website by 2000 on the Saturday prior to racing in Attachment A to the Sailing Instructions.

7. RACING AREA

- 7.1. There are multiple racing areas. See Attachment A to the Sailing Instructions for fleet assignments.

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8. THE COURSES

- 8.1. The diagram in Attachment B: Inside Course and Attachment C: Southampton shows the courses, including the approximate angles between legs and the order in which marks are to be passed. RYC will use drop marks.

9. MARKS

- 9.1. Marks are described on the Attachment B: Inside Course and Attachment C: Southampton.

10. OBSTRUCTIONS

- 10.1. There are several known hazards in the vicinity of RYC and are designated as obstructions. Please refer to the Local Marine Hazards document on the RYC club website under Racing for current information.

11. THE START

- 11.1. RRS 26 is changed as follows:

When	Meaning	Visual Signal	Sound Signal
3 Minutes to start	Warning Signal	Class Flag	One Signal
2 Minutes to start	Preparatory Signal	Preparatory Flag	One Signal
1 Minute to start	1 Minute to Start	Preparatory Flag removed	One Long Signal
Start	Starting Signal	Class Flag removed	One Signal

- 11.2. The starting line is between a staff displaying an orange flag on the signal vessel at the starboard end and the course side of the port-end starting mark.
- 11.3. [NP, DP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 11.4. A boat that does not start within 5 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.
- 11.5. If any part of a boat's hull is on the course side of the starting line at the starting signal and she is identified, the race committee may hail her sail number. A boat may not request redress based on the race committee's failure to make a broadcast or to time it accurately. This changes RRS 61.1(a).

12. CHANGE OF THE NEXT LEG OF THE COURSE

- 12.1. To change the next leg of the course, the race committee will lay a new mark or move the finishing line to a new position and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.
- 12.2. The race committee may, without signal, move a mark to change the direction up to 10 degrees or the length up to 10% of the previous length, provided that no boat is sailing to the mark. This changes RRS 33.

13. THE FINISH

- 13.1. The finishing line is between a staff displaying a blue flag on a signal boat and the course side of the finishing mark.

14. TIME LIMITS

- 14.1. The time limit for each race shall be 45 minutes.
- 14.2. The Finishing Window for each race shall be 15 minutes. Boats failing to finish within the Finishing Window will be scored Did Not Finish without a hearing. This changes RRS 35, A4 and A5.

15. HEARING REQUESTS

- 15.1. The protest time limit is 30 minutes after the signal boat for that race area has docked. The time will be posted on the official notice board.
- 15.2. Hearing request forms are available from the race office.

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- 15.3. Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the club library.

16. SAFETY REGULATIONS

- 16.1. [DP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity.
- 16.2. [DP] Boats shall check in with the Race Committee by sailing by the committee boat, on starboard tack, prior to the first warning signal or 15 minutes prior to her start. No check-ins will be accepted via VHF.

17. RISK STATEMENT

- 17.1. RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.'
- By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

18. CONTACT INFO

- 18.1. For further information please contact the Regatta Chair for the event. Their contact information is listed on the event's information page on the Club Calendar.