

# WEST RIVER SAILING CLUB



**2025 -2028**

## **SAILING INSTRUCTIONS**

### **1 RULES**

- 1.1 The Regatta will be governed by the current Racing Rules of Sailing (RRS), together with the class rules of the participating classes and any additional sailing instructions to be issued at the competitors' meeting.

### **2 CHANGES TO SAILING INSTRUCTIONS**

- 2.1 Any change to the sailing instructions will be posted before 0900 on the day it will take effect or at the Competitor's Meeting except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.

### **3.0 COMMUNICATIONS WITH COMPETITORS**

- 3.1 Notices to competitors will be posted on the official notice board located on the waterside glass wall of the main room and as a courtesy on the event website when possible.
- 3.2 On the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 5.

### **4.0 SIGNALS MADE ASHORE**

- 4.1 Signals made ashore will be displayed from the flagpole located at WRSC.
- 4.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 1 hour' in the race signal AP

### **3 CLASS FLAGS**

- 3.1 Class flags will be the respective insignia or as described at the competitor's meeting

### **4.0 RACING VENUE**

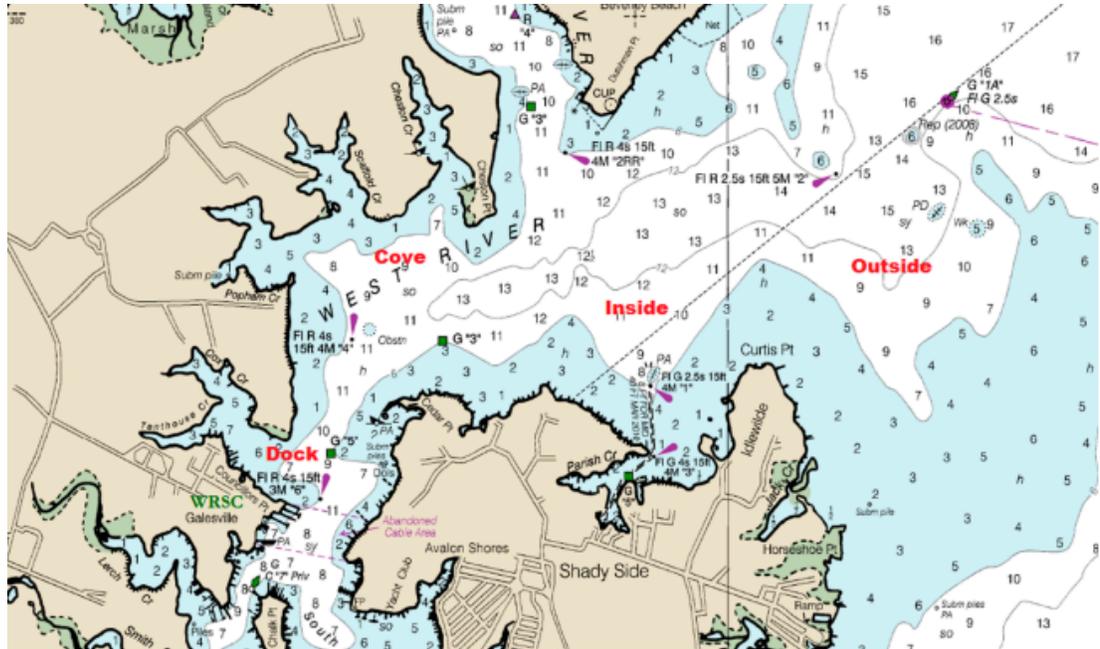
- 4.1 The venue shall be finalized by the RC on race day.



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4.2



## 5 COURSES

5.1 The Courses for the will be as described in Appendix C.

## 6 MARKS

6.1 The marks will be as described in Appendix C.

## 7 THE START

- 7.1 Starts for the Int. 505 class will be a Gate (Rabbit) start, as described in SI Addendum R, unless otherwise announced by the RC. All other fleets will use RRS26 with a fixed starting line.
- 7.2 Fixed starting line: The starting line will be between a staff displaying a yellow flag on the RC signal boat and the course side of the port-end starting mark to be left to port.
- 7.3 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other classes.
- 7.4 If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to hail her sail number. Failure to hail her number, failure of her to hear such a hail, or the order

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in which boats are hailed will not be grounds for a request for redress. This changes RRS 62.1(a).

7.5 A boat that does not start within 5 minutes after her starting signal will be scored Did Not Start (DNS) without a hearing.

7.6 The starting order for the first race will be announced by the PRO at the Competitor's Meeting.

## 8 THE FINISH

8.1 The finishing line will be between a staff displaying a blue flag on the signal boat at the starboard end and the course side of the port-end finishing mark.

## 9 PENALTY SYSTEM

9.1 For all classes, RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

9.2. Protest flags are not required. This changes RRS 60.2.a.1

## 10 TIME LIMITS

10.1 The Mark 1 Time Limit, Race Time Limit (see RRS 35), and the Finishing Window are shown in the table below.

A	Mark 1 Time Limit	Race Time Limit	Finishing Window
	30 minutes	90 minutes	20 minutes

10.2 The Finishing Window is the time for boats to finish after the first boat sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing.

10.3 Failure to meet the Target Time will not be grounds for redress. This changes RRS 61.1

## 11 HEARING REQUESTS

11.1 The hearing request shall be delivered to the PRO or Event Chair within 45 minutes after the RC returns to the dock. The time will be posted on the official notice board.

11.2 Hearing request forms are available in the Board Room (Cabinet to the right,

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entering through the right).

- 11.4 Notices of hearings will be posted no later than 30 minutes after the hearing time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the hearing area at a location, time, and date as posted on the official notice board.
- 11.5 RRS Appendix T1, Post Race Penalties, will apply. A post-race penalty will be 40%. This changes RRS Appendix T1(b).

## 12 SCORING

- 12.1 One (1) race is required to be completed to constitute a series
- a - When fewer than 6 races have been completed, a boat's series score will be the total of her race scores.
  - b - When from 6 to 11 races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
  - c - When 12 or more races have been completed, a boat's series score will be the total of her race scores excluding her two worst scores

## 13 SAFETY

- 13.1 Before starting their first race of the day, all competitors' boats shall sail astern the signal boat, give their sail number and be acknowledged by the race committee.
- 13.2 A boat that retires from a race shall notify the race committee as soon as possible.

## 14 SUPPORT BOATS

- 14.1 RC boats shall be marked with the letters WRSC, the WRSC Burgee, or as described at the competitor's meeting.
- 14.2 Personal support boats need to register with the race committee and are asked to monitor the VHF radio in case of emergency.
- a Team leaders, coaches and other support persons shall stay outside areas where boats are racing from the time of the preparatory signal for the first start until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment.

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## 15 TRASH DISPOSAL

- 15.1 Trash may be placed aboard official or support person vessels when not *racing*.

## 16 DISCLAIMER OF LIABILITY

- 16.1 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.