

SUTTON BINGHAM SC

SAILING INSTRUCTIONS – Club Racing

SAFETY, SECURITY & GENERAL INFORMATION

The Club takes all reasonable steps to ensure the health, safety and security of all persons and their property on its premises and on the reservoir. However, it expects members and visitors to take reasonable precautions to protect themselves and others from sickness or injury, or loss of or damage to property and requires anyone who becomes aware of a threat, risk or danger of any kind to report it to an Officer of the Day (OOD), so that appropriate action can be taken. The Club will not accept claims for loss of or damage to property which arises from members or visitors failing to take reasonable precautions for the security of their property.

Onshore safety hazards include: slippery surfaces on the launching areas and pontoons; tie-down wires in the dinghy park; unfenced edges with drops on the foreshore and rigging and launching areas.

Sailing is an activity involving risks and personal judgement. The safety of each boat and its entire management shall be the sole responsibility of the boat's helm, owner or person in charge, as applicable. They must ensure that the boat and any crew are adequate to handle the conditions that may arise in the course of racing. Neither these Sailing Instructions, nor any inspection of the boat, limits or reduces the absolute responsibility of the helm, owner or person in charge for the boat, the crew and their management. All boats must be insured with a specialist boat insurer, including third party liability cover with a minimum indemnity limit of £2,000,000.

You are strongly advised to lock your vehicle and place all valuables in the secure lockers provided in the clubhouse.

All visiting sailors and their guests are deemed to be temporary members of the Club during the period of the event or activity attended and, as such, must abide by all Club rules, relevant by-laws and the regulations of the Club's landlord, Wessex Water Services Ltd, details of which are contained in the Club's Operations Manual in the clubhouse.

Some important requirements are summarised below:

- (i) All visiting boats, trolleys and other equipment brought on to the Club's premises must have been washed before arriving at the Club.
- (ii) No boat shall be put on the water with a mast height greater than 23 feet (7m) - including burgee – above water level.
- (iii) Pollution of the reservoir or the land surrounding it is forbidden. No boat is to have toxic antifouling paint.
- (iv) All Members and Visitors must wear a Buoyancy Aid when afloat or on the pontoons. Buoyancy aids should comply with EN 393/ISO 12402-5 (50 Newton/Level 50) and be in good serviceable condition. Buoyancy aids should fit each user securely so that, if immersed, they do not slide up the body of the user. Crotch straps should be used if appropriate. If in doubt, use a buoyancy aid that is available from the Club. Life Jackets should not be worn whilst sailing unless required due to an identified medical condition.
- (v) No dogs or other pets are permitted on the Club's premises.
- (vi) No fishing, bathing or shooting is permitted.
- (vii) There is to be no interference with fishing or any other activity being carried out on the reservoir.
- (viii) Sailing is only permitted on the northern part of the reservoir, the southern extremity being 25m south of the buoy marked with the figure '7'.
- (ix) Apart from launching areas in front of the clubhouse, boats may not land on any part of the foreshore, except in an emergency.
- (x) Those in charge of children must ensure that they are adequately supervised at all times on the Club's premises.

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1. RULES

Racing will be governed by these Sailing Instructions, the prevailing issue of the Racing Rules of Sailing (RRS), the appropriate class rules and the prescriptions of the RYA, in that order of precedence.

2. CONDITIONS OF ENTRY

- 2.1 All helms shall be members of SBSC for all club events.
- 2.2 All competitors are required to sign on before each day's racing.

3. SAFETY AFLOAT

- 3.1 No sailing is permitted unless the Club's burgee is flying from the Club main flagstaff to indicate that safety cover is available.
- 3.2 Competitors shall wear personal flotation devices at all times when afloat. Wetsuits & drysuits are not personal flotation devices. Anyone not wearing adequate personal flotation devices will be disqualified from the race being run and required to leave the water. This amends RRS 40.

4. SCHEDULE OF RACES

- 4.1 The schedule of races is detailed in the Club Calendar.
- 4.2 Unless otherwise stated, all club dinghy races will be "Average Lap" races.

5. COMMUNICATION

- 5.1 Unless otherwise specified, written communications with competitors shall be posted on the official race notice board in front of the race office.
- 5.2 Changes to Sailing Instructions. Any change(s) will be posted on the official race notice board no later than 30 minutes before the start of the first race affected by the change(s).
- 5.3 Except for the requirement given in SI 3.1, signals made ashore will be displayed on the race office flagstaff. (The black and white flagstaff beside the race office).
- 5.4 When flag AP over flag D is displayed ashore, the first Warning Signal will be made no less than 10 minutes after these flags are lowered.

5.5 Class Flags

Thursday Evening Racing:-

- Bronze Fleet --- Numeral Pennant #1
- Gold & Silver fleet --- Numeral Pennant #2

For all other "All-in" handicap racing, Numeral Pennant #1 will be used as the "Class Flag".

6. RACE COURSES

- 6.1 The course will be designated by numbers and/or letters identifying the marks in the order that they are to be rounded. A red background to a number or letter means the mark is to be rounded to PORT. A green background means the mark is to be rounded to STARBOARD. The letter G on a white background as a mark of the course denotes that boats must pass through a Gate. The Gate is designated as the line between mark F and the white pole on the front of the windows of the race office, unless otherwise notified to competitors by the race officer.
- 6.2 The course will be displayed on the course board at the base of the Club's main flagstaff.
- 6.3 In cases where a committee boat start is used, there may also be a course board displayed on the committee boat.
- 6.4 In the event of a conflict between the information on the course board at the base of the Club's main flagstaff and that on the committee boat, the board on the committee boat shall take precedence. Any such conflicts shall not be the basis of a protest or request for redress.
- 6.5 Any other information displayed or provided regarding the course and location of buoys (including the use of a lead boat) is for general guidance only and shall not be used as the basis for any protest, dispute, grievance or request for redress.

7. STARTING

7.1 All races will be started using the system defined in RRS 26 (i.e. signals will be made at 5, 4, 1 minute and then start).

7.2 Starting order and times will be displayed on the official race notice board.

7.3 Committee Boat Starting Line. The line will be between a mast on the committee boat and an outer distance mark, which will be defined by the race officer.

7.4 Shore Starting Line. Unless otherwise notified to competitors by the race officer, the starting line is defined as being the extended line between the race office flagstaff and the yellow pole on the shore in front of it. The outer distance limit of the line will be indicated by an outer distance mark, which will be the white buoy bearing the letter 'F', unless otherwise notified by the race officer. This buoy will not necessarily be on the starting line.

7.5 Recalls. When there is more than one fleet racing, the second sentence of RRS 29.2 'General Recall' shall be replaced with: 'The starting sequence for other fleets is not changed, and the recalled start will be made after all other fleets have started, which may be more than one minute after the first substitute is lowered'.

7.6 Keeping Clear of the Line. Boats whose preparatory signal has not been made shall keep clear both of the starting area and of all boats whose preparatory signal has been made. Failure of competitors to keep clear will render them liable to disqualification.

7.7 Late Starters. A boat starting later than 4 minutes after her starting signal will be scored 'DID NOT START' without a hearing. This changes RRS A.4.

8. FINISHING

8.1 Finishing – "Average lap" racing.

Shortly before the target time for the race, IC flag S will be displayed with two sound signals. (This is the "About-to-Finish" signal). All boats will finish the race when they next pass through the Gate at the end of the current lap.

8.2 Finishing – Non "Average lap" racing.

8.2.1 Finishing Line.

- i For a committee boat finish, the finishing line will be between the mast of the committee boat and an adjacent buoy, which will be defined by the race officer.
- ii For a shore-based finish, the finishing line will be between the white pole on the front of the windows of the race office and the white 'F' buoy, unless otherwise notified to competitors by the race officer.

8.2.2 Shortening Course

- i The signalling of the shortened course will be in accordance with RRS 32.2.
- ii When flag 'S' is flown from the mast of the committee boat, the finishing line will be set as in SI 8.2.1(i).
- iii When flag 'S' is flown from the race office flagstaff, the finishing line will be the Gate as defined in SI 6.1. All boats (except boats which have been 'lapped') will finish the race when they next pass through the Gate at the end of the current lap. Boats that have been lapped will need to complete the same number of laps as the leading boat.

8.3 Time Limit. Except in the case of a pursuit race, the time limit for a race will be 2 hours and RRS 35 will apply.

8.4 Obligations of Finished Boats. Boats that have finished must not obstruct boats that have not finished and must not obstruct the race officer's view of the finish line. If they are deemed to have done so by the race officer (or a designated observer), then they will be disqualified from that race.

9. PENALTIES

RRS 44.3 'Scoring Penalty' will not be used.

10. PROTESTS

10.1 Protest forms are available from the race office. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.

10.2 The protest time limit is 30 minutes after the last boat finishes the race in which the incident occurs, except, if the incident occurs during races being sailed back to back, the protest time limit will commence when the last boat finishes the last back to back race.

11. DECLARATIONS

11.1 There is no requirement sign off, however any boat that does not finish a race (DNF), or who subsequently retires after finishing (RET) shall inform the race officer of such as soon as possible and no later than 30 mins of coming ashore.

12. CLUB RACING/SERIES SCORING

12.1 For handicap racing, the RYA Portsmouth Yardstick (PY) scheme with the latest SBSC periodically-adjusted PN will be used. Applicable PNs are displayed on the laminated sheet held in the race office.

12.2 For Average lap races, Corrected Times will be calculated using the formula:-

$$\text{Corrected Time} = \text{Elapsed Time} * (\text{Most Laps}/\text{Actual Laps}) * (1000/\text{PN})$$

Where:-

Elapsed Time = the elapsed time of the boat under calculation

Most Laps = Number of laps sailed by a boat completing the most number of laps

Actual Laps = Number of laps sailed by the boat under calculation

(Note, if as a result of applying the above formula, a boat is given a greater corrected time than others with the same PN but which have completed fewer laps, then boats in the same PN group which have completed fewer laps, will have their times/positions adjusted such that they will have finishing positions no better than their relative positions with boats of the same class &/or PN that have passed through the gate ahead of them. This adjustment will be performed in accordance with the procedure recommended by the RYA (available from the Sailing Sub-Committee).)

12.3 For a Club-only event consisting of 4 or fewer races, the event shall be scored:-

- i As defined in Appendix A of the RRS, using the Low Point System, except that, a boat disqualified (DSQ) shall receive points equal to the number of boats entered in the series +2. This instruction amends RRS A4.2.
- ii When 3 or more races have been completed, a boat's score shall be the total of her race scores excluding her worst score.

12.4 Each of the Club's seasonal series (Freezer, Spring, Summer & Autumn AM and PM series) shall be scored in accordance with SI 12.3 except that:

- i) RRS A4.2 shall not apply.
- ii) A boat's series score will be the total of her race scores, excluding her 'N' worst scores where 'N' = 30% of the number of races in the series, rounded down to the next whole number.
- iii) A boat which did not come to the starting area in any race (DNC) shall be scored points for that race which equate to the greatest number of boats which came to the starting area for any race in that series + 2.
- iv) A boat which is disqualified (DSQ) from a race shall be scored points for that race which equate to the number of boats which came to the starting area for that race + 2.
- v) A boat which 'did not start' (DNS), 'did not finish' (DNF), retired (RET) or was 'on course side' (OCS) shall be scored points for that race which equate to the number of boats which came to the starting area for that race + 1.
- vi) A boat which misses a race because the helm and/or crew is performing an OOD, race officer or galley duty shall be scored points for that race which are the arithmetic average of the boat's results (inc DNFs, OCSs, RAFs, DSQs & DNSs but excluding DNC) in that series, (up to a maximum of two occasions (Days) per series).
- vii) To encourage maximum participation and good seamanship, boats with reefed sails &/or smaller rigs are allowed to count their race scores as part of their series either currently or to be sailed with larger sails/rigs provided that:-
 - a. They are using the same hull Class
 - b. They accept that the series result will use the lowest handicap of the Class/rig used during the series.
 - c. They inform the RO in person what Class they want to be used for their series result.
 - d. They specify on the sign-on sheet what Class/rig they are using AND what Class/rig & handicap they want the RO to use for calculating the race & series result.
- viii) In the event that the Club has a regular racing fixture with another club(s) (e.g. the Banbury Chaser), whether at home or away, then there will be no series racing on the day of the fixture and the points awarded at the fixture will not count in the results of any Club series. Where the fixture is an away one, then Club helms not attending it are free to arrange and run races on the reservoir on that day, but these would be stand-alone races and the points awarded would not count in the results of any Club series.

This SI amends RRS Appendix A and, in particular paragraph A9.

12.5 The Thursday Evening Series shall be scored in accordance with the specific instructions for it, published separately.