

Junior Race Week 19th August – 23rd August 2024 - Sailing Instructions



ROYAL HARWICH
YACHT CLUB

WOOLVERSTONE



1 RULES

- 1.1 The event is governed by the rules as defined in The Racing Rules of Sailing.
- 1.2 [DP] The Port of Ipswich and the Harwich Haven Authority Byelaws also apply. Competitors should note in particular “A vessel which is not confined to the Deep-Water Channel by reason of her draught shall keep clear of the Deep Water Channel when necessary to avoid impeding the movement of a vessel which is proceeding in, and by reason of her draught is confined to that channel.” Competitors should be aware that a boat sailing on a converging course towards a large or unwieldy commercial vessel might be held to have impeded its movement by approaching within its restricted visibility zone, even without having encroached within the deep-water channel.
- 1.3 [DP] Competitors and support persons shall comply with all reasonable requests from race officials.
- 1.4 Moored Vessels. Any boat, even if capsized, whose hull or equipment touches a moored vessel (excluding her mooring buoy) shall retire immediately unless she claims that she was wrongfully compelled to touch it by another boat, in which case she shall protest. Fending off by crew or helm is permitted.

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the sailing instructions will be posted before 0930 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.
- 2.2 Changes to a sailing instruction may be made on the water by displaying flag Lima with the change being written on the course board on the committee boat.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located in the foyer of the clubhouse.
- 3.2 The race office is located in the Orwell Room. Communication before the event will be through the club Office (office.manager@royalharwich.co.uk, 01473 780319)

4 CODE OF CONDUCT

- 4.1 [DP] Competitors and support persons shall comply with all reasonable requests from race officials and safety team. Penalties relating to this, or disrespect towards either race officials or safety team will be decided
- 4.2 [DP] Competitors and support persons shall handle any equipment provided by the organizing authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.

5 SIGNALS MADE ASHORE




- 5.1 Signals made ashore will be displayed from the club race box mast.
- 5.2 Flag AP displayed ashore means that launching has been postponed. Launching will commence no earlier than 10 minutes after AP is removed. This changes signal AP in Race Signals.
- 5.3 [DP] Boats shall not leave the shore unless flag Delta is displayed ashore. No warning signal will be made until boats that left the shore promptly after the display of flag D have had sufficient time to sail to the starting area (and not before the scheduled time).

6 SCHEDULE OF RACES

- 6.1 The schedule of racing will be as detailed in the Notice of Race
- 6.2 One extra race per day may be sailed, provided that no class becomes more than one race ahead of schedule and the change is made according to SI 2.1.

7 CLASS FLAGS

- 7.1 Based on the number of entrants, the fleets and class flags are expected to be as follows:

Fleet	Flag	
Fast Handicap	Flag "Hotel"	
ILCA	ILCA class flag	(white Laser symbol on a red background)
Slow Handicap	Flag "Tango"	
Optimists	Flag "Oscar"	

8 RACING AREA

- 8.1 The racing area will be in the vicinity of Royal Harwich Yacht Club on the River Orwell.

9 COURSES

- 9.1 The course(s) to be sailed and description of marks to be used will be announced at the competitors' briefing before racing on each day and displayed on the course board on the committee boat (with the written version on the course board prevailing if there is any inconsistency).
- 9.2 The race committee may change the course to be sailed whilst afloat, in which case they will display the new course to be sailed on the course board on the committee boat and display flag Lima with one sound signal.

10 MARKS

- 10.1 The marks to be used will be inflatable buoys, or buoys with a coloured flag.

11 OBSTRUCTIONS

- 11.1 [DP] No boat that is racing shall enter the area between the club hard (marked at its outer end by a red post) and the club marina, or between the club marina and MDL marina, except to come ashore or to effect repairs.
- 11.2 [DP] No boat that is racing shall sail inside the club marina (inside a line joining the outer ends of the pontoons), or inside the MDL marina.

12 THE START

- 12.1 Races will be started in accordance with rule 26 with the warning signal made 5 minutes before the starting signal.
- 12.2 The starting line will be between the mast displaying an orange flag on the committee boat at one end of the line and the course side of the mark at the other end of the line.
- 12.3 Boats whose warning signal has not been made shall stay away from the starting area and first leg of the course, and keep clear of boats whose warning signal has been made, during the starting sequence for other classes. Only the race committee may protest a boat for a breach of this SI. This changes rule 60.1.
- 12.4 In the event of a general recall the recalled class(es) will go to the end of the sequence of classes to start. A new warning signal for the recalled class(es) will be made with or after the starting signal for the last start in the scheduled sequence of starts, or with or after the starting signal for any previously recalled classes (whichever is later). This changes rule 29.2.

13 CHANGE OF THE NEXT LEG OF THE COURSE

- 13.1 To change a leg of the course the race committee will move the original mark (or the finishing line) to a new position.
- 13.2 The race committee will not normally signal any change to the next leg of a course, but may direct a support boat to lead the fleet towards the repositioned mark. This changes rule 33.

14 THE FINISH

- 14.1 The finishing line will be between the mast displaying an orange flag on the committee boat at one end of the line and the course side of the mark at the other end of the line.
- 14.2 Boats that have finished and cleared the finishing line shall thereafter stay away from the finishing area and course, and keep clear of all boats that are still racing. Only the race committee may protest a boat for a breach of this SI. This changes rule 60.1.
- 14.3 The race committee may shorten the course of any race at any time for any reason. This changes rule 32.1. Once the race has been shortened, all boats crossing the finish line will be deemed to have finished, their finishing place for scoring purposes being determined by the number of laps completed, and their position on the finishing lap.
- 14.4 At any time after the first boat has finished, the race committee may display flag Whiskey with three sound signals, in which case all boats still racing will be deemed to have finished at that time, with their finishing place for scoring purposes being determined by their position around the course at that time as assessed by the Race Officer (whose decision on the matter will be final and shall not be the subject of a request for redress – this changes

rule 62.1), except in the case of boats in handicap classes whose finishing place for scoring purposes will be based on their elapsed time at the end of the previously completed lap. This changes rule A3.

15 TIME LIMITS

15.1 There will be no time limits

16 OUTSIDE HELP

16.1 A boat that has capsized or suffered a gear failure may receive outside help from the race committee or crew of an official support boat. This changes rule 41. (Competitors should note however that such help will only be provided after the affected competitors have themselves made reasonable efforts to rectify the situation). Failure to provide such help will not be grounds for redress – this changes rules 62.1.

16.2 Competitors towards the back of the fleet in any given race may receive coaching or advice from the race committee or crew of an official support boat. This changes rule 41. Failure to provide such coaching or advice will not be grounds for redress – this changes rule 62.1.

17 HEARING REQUESTS

17.1 Protest forms will be available in the club race box. Protests and requests for redress or reopening shall be delivered there within the time limit, which will be 30 minutes after the last competitor has come ashore.

17.2 A notice will be posted on the official notice board as soon as practicable after the protest time limit to inform competitors of hearings in which they are parties. This is the notification required by rule 63.2. Advisory hearings, arbitration hearings and protest hearings may begin without a notice, including within the protest time limit, when the parties are available.

18 SCORING

18.1 The Low Point System of Appendix A will apply.

18.2 Four races need to be completed to constitute a series.

18.3 (a) When fewer than four races have been completed, a boat's series score will be the total of her race scores.

(b) When four to seven races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

(c) When eight to ten races have been completed, a boat's series score will be the total of her race scores excluding her two worst scores.

(d) When eleven races have been completed, a boat's series score will be the total of her race scores excluding her three worst scores.

18.4 In the ILCA class, boats using standard, radial and 4.7 rigs will race together and be scored as a handicap class, with the handicap applying to each boat in the final results for the regatta being that applicable to the largest rig used by that boat in any race of the regatta.

18.5 For handicap classes, corrected times will be calculated according to the RYA Portsmouth Yardstick Scheme, except that where in a race some boats in a class have completed fewer laps than others, the elapsed time of each boat in the class will be scaled up by the ratio of

the greatest number of laps completed by any boat in the class to the number of laps completed by the boat in question. If the scaling up of elapsed times leads to an unfair result, the race committee may make any further adjustments to the results they see fit.

- 18.6 The Portsmouth Numbers used will be based on those most recently published by the RYA prior to the start of the regatta, but may differ from those at the discretion of the race committee, and in the case of development classes may be different for different boats of the same class.

19 SAFETY REGULATIONS

- 19.1 When a commercial vessel passes the race area, a support boat flying a red flag may be placed between the vessel and the racing fleet. Any boat sailing between the red flag and commercial vessel will be disqualified from that race by the race committee without a hearing (this changes RRS63.1 and A5).
- 19.2 [DP] A boat that retires from a race shall notify one of the support team at the first reasonable opportunity.
- 19.3 This is a tallied event. Each sailor will be given an individual tally. If a sailor launches without their tally or fails to return their tally within 10 minutes of the last boat in their fleet coming ashore, they will receive a non-discardable penalty of 5 points for that day's racing from the race committee without a hearing (this changes RRS63.1 and A5).

20 REPLACEMENT OF CREW OR EQUIPMENT

- 20.1 While racing, a boat shall only be helmed by one of the competitors listed on the entry form for that boat (although the competitor may be listed as either helm or crew).
- 20.2 While racing, a boat shall not be crewed by anyone other than a competitor entered for the event, but any competitor entered for the event may crew in any boat.
- 20.3 No boat shall use a sail displaying a sail number different to that listed on the entry form for that boat without first notifying the race committee in writing of the new sail number (or other identifying sail marking) and obtaining the race committee's consent to the new sail number (or other identifying marking).
- 20.4 In the Topper Class, competitors may swap between standard and 4.2 sails as often as they wish during the regatta provided that all sail changes are made ashore.
- 20.5 In the Tera Class, competitors may not swap between Pro and Sport sails as Tera Pro and Tera Sport will be scored as separate fleets.
- 20.6 In the ILCA Class, competitors may swap between standard, radial and 4.7 rigs as often as they wish during the regatta provided that all rig changes are made ashore. The handicap applied to the sailor's results will be that applying to the largest sail used by the sailor during the event.

21 COMPLIANCE WITH CLASS RULES

- 21.1 Boats need not comply strictly with class rules, and measurement or rating certificates will not be required. In particular, replica sails and equipment may be used, and sail numbers need not match the number of the boat. This changes rule 78.1.
- 21.2 Competitors shall however abide by the spirit of class rules, and in particular not seek to gain a competitive advantage through any breach of class rules.

21.3 Only the race committee may protest a boat for a breach of this SI. This changes rule 60.1.

22 IDENTIFICATION ON SAILS

22.1 Boats need not comply with the requirements of Appendix G as regards class insignia, national letters and numbers on sails. This changes rule 77.

22.2 Boats will however be required to display a unique identifying marking on their sail.

23 PRIZES

23.1 Prizes will be awarded at the discretion of the race committee.

24 RISK STATEMENT

24.1 Rule 3 of the Racing Rules of Sailing states “The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone.” Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in this event each competitor agrees and acknowledges that:

- a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;
- b) They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
- c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- d) Their boat is in good order, equipped to sail in the event and they are fit to participate;
- e) The provision of a race management team, support boats and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
- f) The provision of support boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances; and
- g) It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event, and to attend any competitor briefing held for this event.

25 INSURANCE

25.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3m per incident or the equivalent.