



# RUTLAND SAILING CLUB

## RSC Club Racing - Abbreviated Sailing Instructions 2019

These sailing instructions are abbreviated and cover standard RSC club racing on Sunday AM and Thursday PM. For full sailing instructions please refer: Rutland Sailing Club – Club Racing Sailing Instructions 2019.

### 1. RULES

- 1.1 Club racing will be governed by *The Racing Rules of Sailing*, the rules and bylaws of Rutland Sailing Club Ltd (RSC), the requirements of the Anglian Water Authority, these Sailing Instructions and the rules of the relevant Classes (except as changed by these Sailing Instructions).

### 2 ELIGIBILITY & ENTRY

- 2.1 Competitors and their boats must be registered as members of Rutland Sailing Club before being eligible to sail or race.
- 2.2 Each competitor shall sign the appropriate race sheet, entering their name, class of boat and sail number, before racing.

### 3 SCHEDULE OF RACES

- 3.1 Races and start times are published in the Annual Club Sailing Programme and shall only be changed with approval of the Sailing Committee.

### 4 AREAS THAT ARE OBSTRUCTIONS

- 4.1 The following are designated as obstructions; competitors shall give reasonable clearance, especially when craft are moving or drifting:
- 1) The 'RUTLAND BELLE'
  - 2) Anchored and drifting fishing boats
  - 3) Moored boats in the East and West Creeks
  - 4) The area at the western ends of the north and south arms, as marked by a line of buoys.

### 5 THE COURSES

- 5.1 The course marks will be club fixed marks, as shown on the club racing map chart and/or moveable buoys.
- 5.2 The course to be sailed will be displayed from the course board on the back of the committee boat, or from the north facing clubhouse wall. A mark which is displayed with a red background will be passed to port, and a mark which is displayed with a green background will be passed to starboard.
- 5.3 As RSC adopts the principle of Average Lap Racing, whereby boats in a fleet may be finished after completing a different number of whole laps, the start line is also the finish line and must be crossed after the last specified mark of the course and in the direction of the first specified buoy of the course.

## **6 THE START**

### **6.1 General**

6.11 The start line will be between the forward mast on the committee boat at the starboard end and a pin end mark flying a flag at the port end.

### **6.2 Fleets**

6.21 Fleets will normally start in the following sequence, with the respective fleet flag being shown in brackets:

#### Sundays

Asymmetric, Catamarans & Cruisers (Red Flag)  
Dinghies (Yellow Flag)

#### Thursdays

Asymmetric, Catamarans & Cruisers (Red Flag)  
Lasers (Laser Class Flag)  
Dinghies (Yellow Flag)

6.22 The race officer may choose to combine starts of any two or more fleets. In this case, the combined fleets flags will be displayed at the same time.

### **6.3 Starting Sequence**

6.31 Races shall be started with a Warning Signal (Fleet Flag) at 6 minutes before the start and a Preparatory Signal at 3 minutes (P Flag).

6.32 Succeeding fleets will be started at three-minute intervals with their Warning Signal (Fleet Flag) being displayed with the Preparatory Signal of the preceding fleet.

6.33 Boats whose Preparatory Signal has not been made shall keep clear of the starting area.

### **6.4 Individual Recalls**

6.41 In the event of an individual recall X Flag will be flown until all the boats that were over the line have returned and started correctly or for a maximum of 1 minute, whichever is the least amount of time.

### **6.5 General Recalls**

6.51 In the event of a general recall the First Substitute will be flown for 1 minute after the start.

6.52 The 3 minute sequence will be maintained and the recalled fleet will go to the end of the start sequence

6.53 If the last start is subject to a general recall, the 3 minute sequence will continue, but at the next 3 minute signal the 1st Substitute will be removed and the fleet warning flag and preparatory flag displayed. These will be removed 3 minutes later, which will be the start of the recalled fleet.

## **7 THE FINISH**

7.1 A Start/Finish Gate will be used as RSC adopts the principle of Average Lap Racing, whereby boats in a fleet may be finished after completing a different number of whole laps.

7.2 The finish for a class will be signaled by the flying of the Fleet Flag and Flag S

7.3 The finish line will be between the forward mast on the committee boat at the starboard end and a pin

end mark flying a flag at the port end.

- 7.4 All boats must keep clear of the finish line after they have finished. Boats shall not re-cross the finish line after they have finished.
- 7.5 Boats can also be finished anywhere on the course area by a RIB displaying the W flag. The RIB will hail a boat's number when flying Flag W, to signal that boat has finished and should return to the starting area or go ashore as directed by the RIB

## **8 PROTESTS AND REQUESTS FOR REDRESS**

- 8.1 Protests shall be written on forms available at the office or from behind the bar, and should be delivered there, or to the Race Officer, within one hour after the time of the last boat in its fleet to finish the race or races if back to back races have been sailed.

## **9 SCORING**

- 9.1 The Low Point Scoring system will apply.
- 9.2 All handicaps except for catamarans will be based on the Great Lakes PY system, with handicaps amended by the RSC Sailing Committee based on results at RSC events and club racing. Portsmouth numbers will be reviewed regularly by the Sailing Committee and will be available from the club office.
- 9.3 Catamarans will race using the SCHRS except when competing against other fleets when they too will use the RYA PY system.
- 9.4 Boats without PY will be allocated a trial number, which may be amended at any time during a series.

## **10 RISK STATEMENT**

- 10.1 Rule 4 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 the 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, patrol boats and other officials and volunteers by the event organizer does not relieve them of their own responsibilities;

The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.

## **11 INSURANCE**

- 11.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3,000,000.

## **12 LOCAL VARIATIONS**

- 12.1 Personal buoyancy shall be worn by all competitors when using any of the Club's pontoons and jetties and whilst afloat. This changes rule 40 and the Part 4 preamble.

