



# SAILING INSTRUCTIONS

## CLUB RACING

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### **ORGANISING AUTHORITY**

The programme of racing will be organised by Dovey Yacht Club ~ Clwb Hwyllo Dyfi (DYC~CHD) These sailing instructions will refer to the published club programme of racing for the each season and any subsequent updates.

1. **RULES:**

All races will be governed by the **RRS 2020 – 2024** unless exception is made in the following instructions.

Changes to definitions and 28.1, 29,30, 33, 35 A5.1 and A5.2

2. **CHANGES TO THE SAILING INSTRUCTIONS:**

Changes to the Sailing instructions will be posted (or clearly stated at the briefing) before the start of the first race each day, except that any change to the schedule of races will be posted the day before.

When racing is run from a committee boat (e.g. 'Vigilant' or 'Sentry' - Red Tubs) oral changes maybe given to every boat before the warning signal as per Rule 90.2 (c).

3. **COMMUNICATION WITH COMPETITORS:**

Notices to competitors maybe posted on the official notice board and on the WhatsApp group. See NoR 3.

4. **CODE OF CONDUCT**

Competitors, organisers and support persons shall comply with reasonable requests from the race officials.

5. **SIGNALS MADE ASHORE:**

A Green Flag will be displayed on the DYC Flagstaff or on a pole close to the waters' edge with a two sound signal when boats are allowed on the water. No competitor in a racing boat shall leave until this signal is made. Safety boat crew will also assist in proactively supporting this procedure.

6. **RACING AREA:**

Courses maybe set inside the estuary and over 'the bar' in Cardigan Bay.

7. **MARKS:**

Racing marks are Orange spherical buoys with Flag poles displaying numbered letters.

Navigation Marks may be used as part of a course but Private Mooring Buoys will not be used.

8. **HAZARDS:**

The tide (The jetty), sandbanks, other harbour users including swimmers.

Care must be taken when sailing amongst the moorings, in the busy navigation channels and when crossing the bar.

9. **SAFETY:**

RRS 40.1 (the wearing of personal floatation devices shall apply at ALL times whilst afloat.



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### 10. **THE START**

**CLUB LINE Start** - DYC Line is a transit from the Flagstaff situated on the balcony and a pole (which may be moved) on the jetty.

There may be an Outer distant racing mark, alternatively the line maybe set to infinity.

When the club line is used then the MAST of the boat will be used to determine whether a boat is over the line. This changes the RRS definition of a start and this change will apply to RRS 29 and 30. (Recalls and starting penalties). (The use of the mast is a local rule because the jetty blankets the hulls at close quarters).

The jetty is not to be used to stem the tide and must be kept clear at all times.

Races will not start unless the Race Officer is satisfied that the wind strength over the whole course is more than 4 knots.

There will be no racing if the wind is in excess of Force 6 without due consideration of the risks.

**All other starts from a Committee boat, or Mobile flag staff on the shore:**

Will be as per the RRS. (The hull not the mast).

The starting line will be between the committee boat, displaying an orange flag, and a racing mark.

Races will not start unless the Race Officer is satisfied that the wind strength over the whole course is more than 4 knots.

There will be no racing if the wind is in excess of Force 6 without due consideration of the risks.

### 11. **STARTING SIGNALS:**

As per RRS.

Class Flags will be used as the Warning Signal (5 Minute) for One design races. e.g. GP 14 Alpha Flag 'A' and others as specified by the Race Officer in the pre-race briefings and instructions.

Handicap racing Zulu Flag 'Z'

Rule 30.2 will not be used as a starting penalty.

### 12. **COURSES:**

Course will be displayed on the Course board in the lookout along with the number of laps to be completed.

### 13. **CHANGES TO THE COURSE:**

To change the next leg of the course, the Race Officer will instruct a safety boat to move the original mark (or finish line) to a new position in line with RRS.

Minor movements of a mark position (up to 150 meters or 5 degrees) may be made without signalling the change. See changes RR 33.

### 14. **SHORTENING THE COURSE:**

As per RRS32

### 15. **THE FINISH:**

#### **CLUB LINE Finish**

When the club line is used then the MAST of the boat will be used to determine whether a boat has finished the course. This changes the RRS definition of a finish (The use of the mast is a local rule because the jetty blankets the hulls at close quarters).

**All other finishes from a committee boat, or Mobile flag staff on the shore:**

Will be as per the RRS. (The hull not the mast).

The finishing line will be between the committee boat, displaying a blue flag, and a racing mark.

### 16. **PENALTY SYSTEM:**

As per RR 44.1 and 44.2

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### 17. TIME LIMITS:

Generally, for races sailed within the estuary the target race time is approximately 1 hour.

**Handicap fleet races:** The time limit will be 40 minutes after the leading boat finishes.

**For class racing only:** the time limit will be 30 minutes after the leading boat finishes.

Boats failing to finish within these time limits will be scored Did Not Finish without a hearing. This changes RRS 35. A5.1 and A5.2

Certain races within the club calendar are longer by nature of the courses prescribed. So the time limit may vary, however the time limit will be set at the briefing for that specific race, if necessary.

The Race Officer may either determine in advance, or decide during a race, that slower boats will complete for instance two not three laps e.g. Toppers. The finishing leg and line must be the same for all boats irrespective of the number of laps undertaken. On entering the results for these boats (the lesser number of laps completed and their actual elapsed finishing time) the DYC club results computer programme calculates a corrected time (time converted based on a boats handicap), as if these boats did the same number of laps as the rest of the fleet. Final finishing positions for that handicap fleet race will then be generated using these corrected time calculations.

If no boat passes the first mark within 30 minutes of the start the race will be abandoned. Failure to meet this target time will be no grounds for redress. This changes rule 62.1(a)

**However where there is a mixed ability fleet:** The Race Officer may use the Whisky Flag routine. When the W flag is displayed with one sound signal, a boat so notified is no longer required to sail the course (this changes rule 28.1.) shall stop racing and shall return to the starting area, or return ashore if there is no more racing. A finishing score under this sailing instruction will be the score she would have received had she sailed the course and finished within the time limit, without gaining or losing a place. However, when two or more boats that are overlapped are notified, they will be scored as if they were tied. The decision by the race officer to use this procedure or not to use it shall not be grounds for requesting redress. This changes rules 60.1(b) and 62.1(a).

### 18. DECLARATIONS:

The declaration form (Signing on and Off Sheet) must be signed:

(a) For dinghies within 30 minutes of finishing the race or within 30 minutes of finishing the last race of the day when races are sailed back to back.

(b) For cruisers, at the earliest possible time once ashore.

Failure to comply with this will mean disqualified from that race, without a protest hearing and there will not be grounds for redress.

### 19. SCORING – SEE NOR 13:

### 20. CHANGE OF SAIL:

A sail of a different size may be used during a club race series.

To encourage a safe and inclusive approach to sailing Aero/ILCA/Laser and Topper sailors will be allowed a flexible sail choice during a series however they will score with the fastest handicap throughout that series. i.e. a sailor will sail the series on the handicap of the largest sail that they use. For example if a sailor uses a full rig for 3 races and a smaller rig for 6 races all races are scored on the handicap of the full rig sail. If a sailor uses a radial sail 5 times and a 4.7 sail for 5 races all races are scored on the handicap of the radial sail.

Sailors should at the earliest opportunity inform the Race Officer of a change of rig to assist with race management.



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### 21. Hearing Requests

The protest time is as per RRS 61.3

Hearing request forms are available in the OODs box, or printable from the RYA website. These must be handed to the Race Officer in writing on the official hearing request form. Protests will be heard as soon as possible.

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.

The hearings may be heard via video call (Zoom) unless otherwise scheduled by the protest committee. All links will be sent by email if required.

NOTE. DYC has adopted the RYA Policy as outlined below:

### 22. RYA RACING BEST PRACTICES - RULES DISPUTES

#### INTRODUCTION

If an incident on the water in fleet racing is not resolved by a boat taking a penalty (one turn for touching a mark, two turns for breaking a rule of Part 2 of the Racing Rules of Sailing, retiring in other cases), then the normal outcomes are:

- a protest hearing which may result in a disqualification: this appears to be becoming less common
- a boat retires after finishing: this can happen
- nothing happens, because there is no protest, and no retirement: this is becoming too frequent.

The RYA understands a reluctance to take matters to protest hearings, but no one in the sport should condone disregard of the rules.

#### 1. AN ADVISORY HEARING

Its purpose is to discuss incidents with an advisor and resolve them promptly in an informal but positive way, so that competitors understand the rules better. It is available only where there is no related protest or RYA Arbitration.

When an Advisory Hearing is requested, and if all parties agree to attend, an advisor will quickly hear what the parties have to say, decide whether the issues are clear enough without further evidence, and, if so, say whether any boat broke a rule, and, if so, which and why. Redress is not available, but a race committee may agree to correct a mistake if it comes to light.

#### 2. RYA ARBITRATION

Its purpose is to decide simpler protests and simpler requests for redress more quickly.

When a protest form is lodged, a boat may request RYA Arbitration, or the protest committee may suggest it. If the boats and a member of the protest committee or race committee agree that RYA Arbitration is suitable because it appears that the facts are likely to be clear, or the issue is not complex and that witnesses may not be essential, a single arbitrator (who may be that member of the protest committee) hears the evidence of the parties and decides whether any boat broke a rule, and, if so, which and why.

The arbitrator will then invite a boat that appears to have broken a rule to accept an Exoneration Penalty. When a penalty is accepted, this will conclude the matter.

When it is not accepted, the protest hearing will follow. The arbitrator may decide that in fact the matter should be heard as a full protest, but a boat may still accept an Exoneration Penalty before the hearing which will avoid the possibility of disqualification.

When redress is offered and accepted, the protest committee or race committee may ask for a full hearing.

When it is offered and not accepted, or not offered at all, the boat may proceed with her request at a full hearing before a protest committee.

\*\*\* END OF SAILING INSTRUCTIONS \*\*\*