



**BRIXHAM**  
YACHT CLUB

## Hunter Impala 28 OD UK National Championship

15<sup>th</sup> – 17<sup>th</sup> July 2016

### Brixham Yacht Club

The Organising Authority is Brixham Yacht Club

### SAILING INSTRUCTIONS

#### 1. RULES

1.1 The Regatta will be governed by the rules as defined in the Racing Rules of Sailing (RRS).

1.2.1 The following Racing Rules will be changed:

Rule 27.1, 40 and preamble to part 4 – Additional requirements when flag Y is displayed

Rules 28, 32.1, 32.2, 35, 62.1 and Appendix A additional definition for a shortened course and sweep back finish system

Rule 35 additional time limits for races,

Rule 62.1 limitations on grounds for redress

Rule 63.1, appendix A4 and A5, scores determined by the Race Committee (RC)

Rule 63.2 notice to protest and redress hearings

Rule 64.1 discretionary penalties less than disqualification

Rule 66 Time limits for requesting redress on last day of regatta

Appendix A2, number of discards in a series

1.2.2 Full details of the changes are given in the appropriate instructions below.

1.3 The Equipment Rules of Sailing to the extent that they apply.

1.4 Competitors should note that Brixham Yacht Club has implemented the RYA Racing Charter and that when entering competitors will be required to undertake to sail in compliance with the Charter

1.5 The Exoneration Penalty and RYA Arbitration of the RYA Rules Disputes Procedures will be available. This procedure can be obtained on the RYA website [www.rya.org.uk/general/rulesdisputes](http://www.rya.org.uk/general/rulesdisputes)

#### 2. NOTICES TO COMPETITORS

2.1 Notices to competitors will be posted on the official notice board (ONB) at the Brixham Yacht Club which is located in the window of the Regatta Office which is an outside office on the harbour side of the club called the 'Holman Room', near the top of the steps from the main club house to the dinghy compound.

#### 3. CHANGES TO SAILING INSTRUCTIONS

3.1 Any change to the Sailing Instructions (SIs) will be posted at least 120 minutes before the first scheduled warning signal on the day it will take effect, except that any change to the Schedule of Races will be posted by 20.00 hrs. on the day before it will take effect. The changes will be numbered sequentially and indicated by flying flag "L" together with the appropriate numeral pennant.

#### 4. SIGNALS MADE ASHORE

4.1 Signals made ashore will be flown from the flag staff located on the NW side of the clubhouse and Regatta Office.

4.2 When AP is displayed ashore, '1 minute' is replaced with not less than 60 minutes. This adds to the meaning of AP in RRS Race Signals.

#### 5. SCHEDULE OF RACES (all times are in BST taken from GPS time)

5.1 Registration: Will be in the Regatta Office between 17:00 and 20:00 on Thursday 14th July 2016 and between 08:30 and 09:30 on Friday 15<sup>th</sup> July 2016.

5.2 Competitor Briefing: There will be a briefing for competitors at 20.00hrs on Thursday 14th July in Brixham Yacht Club.

5.3 Dates of Racing from Friday 15<sup>th</sup> July 2016 to Sunday 17<sup>th</sup> July 2016 inclusive,  
The scheduled time of the warning signal for the intended races are as shown below;

Date		(Warning signals times)	Intended Race	HW Brixham
Friday 15 <sup>th</sup> July	Race 1	10.55	Windward / Leeward	15.39
	Race 2	ASAP after Race 1	Windward / Leeward	
	Race 3	ASAP after Race 2	Reverse P	
Saturday 16 <sup>th</sup> July	Race 4	10.55	Windward / Leeward	16.38
	Race 5	ASAP after Race 4	Windward / Leeward	
	Race 6	ASAP after Race 5	Triangle / Windward-Leeward	
Sunday 17 <sup>th</sup> July	Race 7	09.55	Round The Bay Race	17.29
	Race 8	ASAP after Race 7	Windward / Leeward	

- 5.4 The scheduled 'Intended Races' is a guide to the likely races for each day only. Decisions on the course for each race will be made with considerations to the weather and sea conditions. Failure of the RC to adhere to the intended Race Schedule or failure for a boat to comprehend the course for each race as described in SI 8 is not ground for redress, this adds to rule 62.1a.
- 5.5 One extra race per day may be sailed if the series falls behind (or is likely to fall behind) schedule provided the class does not become more than one race ahead of schedule. Changes to the schedule will be in accordance with SI 3.1.
- 5.4 To alert boats that a race or sequence of races will begin soon, an orange flag will be displayed with a series of 5 horn sounds at least two minutes before a warning signal is made.
- 5.6 No warning signal will be made after 14.55 on Sunday July 17<sup>th</sup>.
- 5.7 A race will not be started in a wind speed of < 3 knots. (Beaufort Force 1).

## 6 CLASS FLAG

- 6.1 The Class flag will be Flag E. Boats are not required to display class flags.

## 7 RACE AREA

- 7.1 The racing area will be in Torbay, Admiralty Chart 26 and will usually be located within the area indicated in Appendix 1 except for the Round the Bay Race which will take place in the area covered in Appendix 2 'Round the Bay Race Marks Chart'

## 8 THE COURSES

- 8.1 The course configurations in the Courses Appendix 2 show the courses that may be selected, the order in which the marks are to be passed and the side on which each mark is to be left. The course to be sailed and the number of laps will be displayed on a board on the Committee Boat (CB) as either 'A', 'B', 'C' or "D". Course information for will also be broadcast on the VHF working channel not later than 1 minute before the warning signal for the race that it is applicable to, or not later than 5 minutes before the warning signal for course 'D'.
- 8.2 For Course 'D' the course to be sailed will be displayed on a board near aft stern quarter of the CB as a sequence of numbers or letters each depicting a mark described in Appendix 2 Course D – Round the bay race Marks list and their geographic positions are shown in Appendix 2 – Course D – Round the bay race Marks Chart. If the letter / number on the board is red the mark shall be left to port, if the letter / number on the board is green the mark shall be left to starboard. There will be 1 round only. The last letter / number in the sequence is will be where the finish line is located. Finish as per SI 14.1.2
- 8.3 No later than the warning signal the CB may display the approximate compass bearing of the first leg.

## 9 MARKS

- 9.1.1 For courses A, B and C - Mark 1 and Mark 2 will be an 1.5m Orange Dumpy inflatable buoys and Marks 1a, 3 and 4 will be 1m red spherical buoys.
- 9.1.2 The list of marks including approximate positions and descriptions for course 'D' are listed in Appendix 2 – Course D – Round the bay race Marks list and geographic positions are shown in Appendix 2 – Course D – Round the bay race Marks Chart.
- 9.1.3 For course 'D' only – if a laid windward mark (WM) is used it will be a 1.5m high orange dumpy inflatable mark.
- 9.2 The start marks for a line start will be:
- 9.2.1 The committee boat (CB) at the starboard end displaying an orange flag.
- 9.2.2 A dan buoy or a boat at the port end displaying an orange flag
- 9.3 The finishing marks will be:
- 9.3.1 The CB displaying a blue flag
- 9.3.2 A dan buoy displaying a blue flag
- 9.4 The change windward mark as provided in SI 13 will be a yellow 1.5m high dumpy mark, the change spreader mark will be a yellow 1m yellow spherical buoy.

## 10 AREAS WHICH ARE OBSTRUCTIONS

- 10.1 The entirety of mussel beds bearing 280° at a range of 0.7nm from the outer end of Brixham breakwater and approximately 0.25nm from the shore coordinates 50°24.4N 003°31.9W, including the beds marker

buoy and including the entire sea area between the mussel beds and the shore are an obstruction. A diagram of the mussel beds will be displayed on the ONB.

- 10.2 The entirety of the Scallop Nursery beds, forming an imaginary box including the yellow beds marker buoys (flashing Y.2.5s) approximately 0.5nm south of Thatcher Rock, are an obstruction. This obstruction can be passed on any side. A diagram of the scallop nursery will be displayed on the ONB.

The coordinates that make up the corners of the bed are

50°26.7'N 3°29.690'W	50°26.865'N 3°29.69'W
50°26.865'N 3°29.17'W	50°26.700'N 3°29.17'W

## 11 THE START

- 11.1 Races will be started by using rule 26.  
11.2 The starting line will be between the start marks as defined in SI 9.2.  
11.3 A boat starting later than 4 minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This changes rules A4 and A5.

## 12. STARTING PENALTIES

- 12.1 In the event of a General recall the identified black flagged (BFD) numbers will be displayed on the back on the CB and pin end starting boat for a minimum of 3 minutes after a long sound signal.

## 13. CHANGE OF THE NEXT LEG OF THE COURSE

- 13.1 To change the next leg of the course, the RC will lay a new mark or move the finishing line and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark. This adds to rule 33.

## 14 THE FINISH

- 14.1.1 The Finishing Line for course configurations A, B or C will be between the finish marks defined in SI 9.3.  
14.1.2 The finishing line for course configuration 'D' will be between the committee boat displaying a blue flag and the last designated mark in the course configuration; or if the last mark in the course configuration is 'R' or 'G' then the finish line is between that mark and the flagpole flying a blue flag on Battery Point  
14.2.1 In course A and C the course may be shortened by the CB at the Finishing Line. In this event the CB shall display flag S with two sound signals prior to the lead boat approaching mark 3; in addition a RC boat may be positioned adjacent to mark 3 displaying K flag. All boats shall then complete the lap they are sailing and after passing mark 3 left to port proceed to the Finishing Line where they will be deemed to have finished. This applies to ALL boats regardless of whether they are on the same lap as the leading boat. This changes and is additional to rule 32.2. Boats not on the same lap as the leading boat will be scored in the order they cross the finish line behind all boats on the same lap as the first boat to finish. This changes rules 28, 32.2, 35, Appendix A and is an addition to Race signals.  
14.2.2 For courses 'B' and 'D' shortened course will be signalled as per rule 32.2(a).  
14.3 After some boats have finished, the RC may record other boats as deemed to have finished before they cross the finish line to save time whether or not they were expected to complete the course within the time limit or time limit extensions. A RC boat displaying flag W will proceed from the finish line towards the previous mark, make a sound signal and verbally hail the boat that they have been recorded as deemed to have finished. The RC may record boats as deemed as finishing as per this instruction at more than one leg of the course and will if necessary continue the back sweep around the course until all boats are recorded. When a boat finishes in accordance with this instruction she shall be given a finishing place after all boats which had previously finished and in the sequential order in the direction from the finish line. If another race is scheduled boats that have been hailed as per this instruction are required to proceed immediately to the starting area. This changes rules 28, 32.1, 32.2, 35 and Appendix A. This action will be at the absolute discretion of the RO and this decision shall be final and shall not be grounds for redress under rule 62.1a. If this rule is implemented details will be broadcast by the RC on the working VHF channel.

## 15. TARGET TIMES AND TIME LIMITS

- 15.1.1 The target time is the intended approximate duration of each race assuming the conditions maintain stable. The target time for Courses 'A', 'B' and 'C' is approximately 70 minutes. The target time for Course 'D' is approximately 120 minutes. Failure to meet the target time will not be grounds for redress. This changes rule 62.1a.  
15.2 The Time Limit for each race will be 90 minutes except for Course 'D' which will be 180 minutes.  
15.3 After the first boat has finished, the Race Officer shall keep the finish line or finish lines as per SI 14 open for 20 minutes (40 minutes for course D) or until the 90 minute time limit (180 minute time limit for course 'D') has expired whichever is the later. All boats finishing after the expiry of the time limit shall be scored DNF. This adds to rule 35.  
15.4 If no boat has rounded Mark 1 within 30 minutes the race will be abandoned except for course 'D' which if no boat has rounded Mark 1 within 45 minutes the race will be abandoned.

## 16 PROTESTS AND REQUESTS FOR REDRESS

- 16.1 Protest forms are available at the regatta office.
- 16.2 Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.
- 16.3 The protest time limit is 90 minutes after the last boat has finished the last race of the day.
- 16.4 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. Hearings will be held in the Regatta Office beginning at the time posted.
- 16.5 Notices of protests by the RC or protest committee (PC) will be posted to inform boats under rule 61.1(b).
- 16.7 Breaches of instructions 1.4, 18.2, 21, 24 and 25.1 will not be grounds for a protest by a boat. This changes rule 60.1(a). Penalties for these breaches may be less than disqualification if the PC so decides. The scoring abbreviation of a discretionary penalty will be DPI, this changes rule 64.1.
- 16.8 On the last scheduled day of racing a request for reopening a hearing shall be delivered either
- (a) within the protest time limit if the requesting party was informed of the decision on the previous day;
  - (b) no later than 30 minutes after the requesting party was informed of the decision on that day. This changes rule 66.
- 16.9 On the last scheduled day of racing a request for redress based on a PC decision shall be delivered no later than 30 minutes after the decision was posted. This changes rule 62.2.
- 16.10 Notices of Protests and redress hearings posted on the ONB shall be considered sufficient notice to all parties and witnesses. It is the responsibility of Parties to consult the ONB at or before notice expiry time before leaving the venue for the day. This changes rule 63.2.
- 16.11 Exoneration Penalty & Arbitration  
The Exoneration Penalty and RYA Arbitration of the RYA Rules Disputes Procedures will be available. This procedure can be obtained on the RYA website ([www.rya.org.uk/general/rulesdisputes](http://www.rya.org.uk/general/rulesdisputes)) and will be posted on the Notice Board. The Exoneration Penalty will be a 25% placing penalty with a minimum of two places but not greater than DNF and will be scored DPI. The Arbitration Penalty will be the same as the Exoneration Penalty, scored DPI. Scores of other boats will not be adjusted. This changes rules 63.1 and A5.

## **17 SCORING**

- 17.1 Eight races are scheduled. Two races shall be completed to constitute a valid Championship.
- 17.2 When fewer than 4 races have been completed, a boat's series score will be the total of her race scores.
- 17.3 When 4 or more races have been completed; a boat's series score will be the total of her race scores excluding her worst score.

## **18 SAFETY REGULATIONS AND GUIDELINES**

### **18.1 Personal Buoyancy**

- 18.1.1 All boats competing shall carry life jackets for each person on board whilst racing. Such life jackets shall be worn at all times while afloat except briefly while changing or adjusting clothing or personal equipment when ICF "Y" is displayed either from the flagstaff at BYC or from the CB before or with the warning signal to which this requirement applies. If worn life jackets shall be visible to other competitors and the RC. Buoyancy aids do not constitute adequate buoyancy. This adds to and amends the preamble to Part 4 in the racing rules and rules 27.1 and 40.
- 18.2 A boat that retires from a race shall make every effort to inform the race committee as soon as possible.
- 18.3 Competitors attention is brought to the additional safety guidelines at the end of these instructions.

## **19 REPLACEMENT OF CREW OR EQUIPMENT**

- 19.1 No authorisation is required for the substitution of crew or equipment, except as required by the class rules

## **20 EQUIPMENT AND MEASUREMENT CHECKS**

- 20.1 Scrutineering may be carried out by the Impala Class Association to ensure that boats comply with the class rules.
- 20.2 On the water, a boat can be instructed by a RC equipment inspector or measurer to proceed immediately to a designated area for inspection.

## **21. OUTSIDE HELP**

- 21.1 Any boat that receives outside help, whether permitted by rule 41 or not, shall report the facts to the RC within the time period for protests.

## **22. OFFICIAL BOATS**

- 22.1 A written description of Official boats will be posted on the ONB by 18.00 Thursday 14<sup>th</sup> July
- 22.2 All official boats shall display a numbered flag for identification.

## **23 SUPPORT BOATS**

- 23.1 Team leaders, coaches and other support personnel shall stay more than 100 metres outside areas where boats are racing from the time of the first preparatory signal until all boats have finished or the race committee signals a postponement or abandonment, unless attending a boat in distress requiring

assistance, or as directed by the race committee. NOTE – This SI does not permit such boats to enter the area during a general recall.

## **24 TRASH DISPOSAL**

24.1 Trash may be placed aboard support or official boats. Breaches of RRS 55 may incur a penalty less than disqualification at the discretion of the PC.

## **25 RADIO COMMUNICATIONS**

- 25.1 Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.
- 25.2 The Race Committee will use the working VHF channel to communicate with competitors. Such communication may include sail numbers of boats recalled as OCS, Rule 30.3 infringements, course changes and safety matters. Boats called by the Race Committee by name or sail number may respond and under such circumstances will not be in breach of SI 25.1.
- 25.3 The sail numbers of boats subject to an individual recall in accordance with rule 29.1 may be broadcast on the working VHF channel but not sooner than one minute after the start.
- 25.4 The working VHF channel will be M2, there will be back up channels in the event that M2 is busy or unusable. The first back up channel is 37M and the secondary back up channel is 77.

## **26 RISK STATEMENT**

- 26.1 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."
- 26.2 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 organiser does not relieve them of their own responsibilities;
  - (f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.
  - (g) They are responsible for ensuring that their boat is equipped and seaworthy so as to be able to face conditions that they may incur, that their crew is sufficient in experience and fitness to withstand such weather.
  - (h) Their boat is adequately insured, with cover of at least £3,000,000 against 3<sup>rd</sup> party claims.

### **INSPECTIONS**

The fact the race committee conducts inspections of a boat does not reduce the responsibilities of each competitor in this Notice of Race

### **ADDITIONAL SAFETY GUIDANCE NOTES**

If is strongly advised that long hair on all crew shall be tied up or restrained to eliminate the risk of entanglement

The Race officer can be contacted in an emergency on 07717 500726

The emergency casualty drop off point is the "Ferry Pontoon" formally or locally known as the 'Western Lady Steps' at the South Eastern most tip of Brixham Fish Quay. 50° 23.92N 003° 30.63W. The postcode is TQ5 8AW. Vehicle access will be via the entrance to Brixham Fish quay along the south eastern pier In the event of access being restricted call the harbour office on VHF Ch. 14 or phone 01803 853321 or 07768553881. In strong Southerly winds progress may be more comfortable and possibly faster to use the alternative casualty drop off point will be Haldon Pier pontoon in Torquay 50° 27.42N 003° 31.64W. Postcode is TQ1 2BG. Access to both drop off points is not restricted by tidal height. Any injury must be logged in the BYC accident book