



C.S.S.C. SAILING INSTRUCTIONS (CLOSED CLUB SERIES/EVENTS) 2014

1. CONDUCT AND SAILING OF RACES

All races will be governed by the 'rules' as defined in the Racing Rules of Sailing (RRS), Class Rules and these Sailing Instructions (SIs). Helmsmen need not be members of their Class Association. For Open and Special Events, separate Instructions may be issued in place of these Instructions.

2. RACE ORGANISATION AND COMPETITORS' OBLIGATIONS

The functions in the Rules for the 'Race Committee' shall be performed by the Sailing Secretary who shall delegate responsibility for the conduct of each race to a 'Race Officer'.

For the absence of doubt, it is the competitor's decision and theirs alone to go onto the water. All competitors undertake any sailing or racing exclusively at their own risk. Juniors under the age of 16 are assumed to have the express permission of their parent or guardian before going on the water.

3. RACE ENTRY AND DECLARATION

Helmsmen must enter each race by fully completing the Entry and Declaration Sheet in the clubhouse.

Helmsman failing to comply with above will receive points as a non starter.

Helmsman who retire should inform the Race Officer at the first opportunity.

No member may race and therefore qualify for points or prizes unless his boat is insured against Third Party risks for not less than £2,000,000 (two million pounds).

Points for races (see below) will be awarded to the helmsman.

4. RACE PROGRAMME AND STARTING SEQUENCE

Start times for series races are the times of the first start which will be indicated on the sailing calendar.

The Start Sequence is set out as follows:

A class's "Class" flag will be raised as that class's warning signal at 5 minutes before the starting signal and will be accompanied by a single sound signal.

International Code (IC) Flag "P" will be raised as the preparatory signal at 4 minutes before the starting signal and will be accompanied by a single sound signal.

IC Flag "P" will be lowered at 1 minute before the starting signal and will be accompanied by a single sound signal.

The class's "Class" flag will be lowered at the start time and will be accompanied by a single sound signal.

In the event of separate starts for different classes the warning signal for each succeeding class will be made with the starting signal for the preceding class in accordance with Rule 26.

All times are to be taken from the visual signals and sound signals should not be relied upon; the absence of a sound signal should be disregarded.

A race cannot be held unless at least TWO boats race.

5. COURSES

The course(s) will be displayed on the Club Course Board with the sequence of marks to be passed reading from left to right. Races will be started with the intention being that 2 rounds of the course will be sailed, shortened as necessary as in 10. below. Marks which are to be rounded to starboard are denoted by green numerals, those to be rounded to port are denoted by red numerals. When number 1 mark is only to be used at the start and at the finish and is not used between the first and any subsequent laps, this will be indicated by the numeral for this mark on the course board being clearly separated by a gap on the course board from those denoting the other marks of the course. When number 1 mark is to be passed at the start and finish and also between laps, this will be denoted by the numeral for this mark on the course board being placed immediately adjacent to the numeral for the next mark without any gap.

Courses will be set by the Race Officer. Whenever possible an upwind start should be set. Any change to the course after it has been posted shall be signalled by the Race Officer hoisting IC Flag "L" together with the Class Flags and making a sound signal immediately the change has been made.

To equalize the time spent racing by faster and slower boats, the Race Officer may finish slower handicap boats after fewer laps, in this case average lap time will be used to calculate the finishing times accordingly. The race officer will record times after the first lap to facilitate this.

6. THE START

The Starting Line

For all shore starts the starting line will be an extension of the line formed by the gold mast at the club gates and number 1 mark. The inner distance marker must be passed to the loch-ward side. An alternative start line may be set by the race office and outlined on the course board.

7. THE FINISH

The Finishing Line

The finishing line will be between the gold mast by the club gates and number 1 mark. See also 10. below for further details regarding the finish line where there is a shortened course.

8. AVOIDING STARTERS & FINISHERS

Boats who have finished MUST endeavour to keep clear of the finishing line to avoid obstructing other competitors and the Race Officer's view. We would recommend that finished boats returning to the jetty do not re-cross the line and instead round the end of the line.

9. RECALLS

Either of two systems for individual and general recalls may be used at the discretion of the Race Officer and helms (and ideally crews) should establish from the Race Officer at signing in which is in force. The first method uses fewer flags and has the advantage of simplicity. The second method follows that laid out in the RRS.

First method - Individual Recall - If a boat/boats start prematurely and can be identified by the Race Officer, a second sound signal will be made and the class flags(s) for that start will if possible be left at half hoist until all premature starters have returned or until the expiration of two minutes from the time of the start, whichever shall occur first. This amends RRS 29.1

First method - General Recall - If a boat/boats start prematurely, and the Race Officer is unable to identify these boats, a general recall will be indicated by a second and third sound signal and the class flag(s) for that start will if possible be left at half hoist for a period of at least 2 minutes. A restart for the class will be attempted after all other classes have started. If this re-start also produces a general recall, the start for that class shall be abandoned, signified by the raising of the class flag and the IC Flag "N" with no sound signals. This amends RRS 29.2

Second method – Individual Recall - If a boat/boats start prematurely and can be identified by the Race Officer, a single sound signal will be made and IC Flag "X" will be hoisted.

Second method – General Recall - If a boat/boats start prematurely, and the Race Officer is unable to identify these boats, a general recall will be indicated by three sound signals and the hoisting of the IC Flag 1st Substitute. The warning signal for the next attempt at a start will be made 1 minute after the removal of IC Flag 1st Substitute.

10. SHORTENED COURSE

Courses may be shortened at any mark of the course by two sound signals and hoisting IC Flag "S" as the lead boat approaches the new final mark before the finish. Consideration should be given to sending out the safety boat with IC Flag "S" to sit by the last buoy before the finish to ensure that boats which may be too far away to hear the sound signals are in no doubt that the course has been shortened.

In the event of a shortened course the finish line may not necessarily be in the same direction of the full course finish line. The lead boat should sail the most direct route through the finish passing between number 1 mark and the gold mast. For the absence of doubt the finish will never be a 'hook round' number 1 mark.

11. TIME LIMITS

Unless otherwise prescribed on the Course Board, time limits for races shall be as follows:

1hrs 30min from the last start time of the sequence.

This amends RRS 35. Boats failing to finish within 30 minutes after the first boat of her class finishes or within the time limit, whichever is later, will not be scored.

If a race is abandoned and not re-sailed and all boats in a class have completed at least one round, all boats still racing at the expiry of the time limit or at abandonment shall be scored points for their position at the end of the last completed round.

12. PROTESTS

Wherever possible, attempts should be made to resolve any disputes by mediation. This should take the form of a meeting with the two parties involved in the dispute, an independent mediator, and any relevant witnesses to the alleged incident. Both parties have the opportunity to give a brief description of the incident to the mediator who may further question the parties involved and, if appropriate, any witnesses, and will then decide on the basis of the available information whether the dispute can be easily resolved with the acceptance of both interested parties. Where the facts cannot be easily established, or where mediation does not result in a satisfactory resolution of the dispute, the formal protest procedure should be followed.

A helmsman intending to protest should inform the Race Officer and name the boat(s) protested, as soon as possible after coming ashore. He should also note this on the Declaration Sheet.

Protests shall be written on forms available from the Office and given to the race officer within 15 minutes of the finish of the protesting boat.

Once the protester and the protestee have been notified by the Sailing Secretary, or his representative, of the place, time and date of the hearing, either directly or by means of a notice placed on the Club Notice Board, then should either party fail to attend without having given notice in writing to the Sailing Secretary, the protest will be heard in his absence.

The hearing shall be conducted by not less than three members appointed by the Sailing Secretary.

13. SAFETY

All competitors start or continue to race at their own risk. (Note RRS Fundamental Rule 4).

Personal buoyancy shall be worn at all times. Wet suits and dry suits are not considered to be acceptable personal buoyancy for the purpose of this Instruction. This Changes RRS Rule 1.2, 40 and IC Flag 'Y' in the race signals.

Attention is drawn to RRS Fundamental Rule 1 'Helping Those in Danger'. In the absence of a nearby safety boat, any boat in a race is to stand by a boat which has capsized or is disabled unless it is clear that no assistance is required. Redress may be requested. (RRS Rule 62.1)

Before any race can take place at least one safety boat must be available, launched, and having had the engine started and warmed up ready for immediate use. A driver and crew for the safety boat must be available and the names of the persons performing these duties should be recorded by the race officer prior to beginning the start sequence. At least one of those manning the safety boat should be prepared to enter the water if necessary. It is essential that the safety boat should be able to attend any capsize or other significant incident on the water promptly and to this end the default engine for the safety boat should be the 25hp unit. It is expected that all members who take an active part in club races and sailing activities will take their fair share of manning the safety boat either as helm or crew and it is a requirement to qualify for places in club series and events to do so. The committee will monitor how often individual members are manning the safety boat. Except in the winter series (where safety boat crew/race officer will receive equal points to the last finishing boat in that race) no points will be awarded to those manning the safety boat or acting as race officer, thus allowing easier assessment of any individual's placing in the series at any stage due to avoiding the need to calculate average points at the series end.

14. CHANGES TO THESE SAILING INSTRUCTIONS

The Race Officer may vary or add to these Instructions by setting out the terms in writing on or near the course board and hoisting IC Flag 'L' at least 10 minutes before the start of any race affected. The Race Officer may not change SIs 1, 2, 3, 9, 11, 12 and 13.

C.S.S.C. Sailing Secretary 25th February 201