

MINNIS BAY SAILING CLUB
SAILING INSTRUCTIONS
(CLUB RACING)

REVISED: June 2022

MBSC Sailing Instructions

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1. RULES

All races will be governed by *The Racing Rules of Sailing*, the prescriptions of the RYA when they apply, relevant Class Rules, these sailing instructions and any other applicable rules.

2. CONDITIONS OF ENTRY

2.1. General

Competitors should be aware of *The Racing Rules of Sailing*, PART 1 – FUNDAMENTAL RULES, Rule 3 which states “The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone.” The safety of a boat and her management including insurance shall be the sole responsibility of the entrant. The establishment of these sailing instructions in no way limits or reduces the complete responsibility of the entrant for his crew, his boat and the management thereof.

2.2. Composition of Crew

A boat may be helmed throughout the series only by the helmsman who starts the first race. The crew may be changed at the discretion of the Race Officer.

2.3. Safety

Each competitor is individually responsible for wearing a personal flotation device adequate for the conditions. Wet or dry suits do not constitute adequate personal flotation.

3. COMMUNICATIONS WITH COMPETITORS

3.1. Official communications

Official communications shall be posted on the club notice board, the Squarehead or announced accordingly.

4. BRIEFING

4.1. A Briefing

A briefing may be held approximately one hour (1 hour) before the start.

5. THE COURSE

5.1. The Course Details

The course details will be displayed on the course board adjacent to the Squarehead or at the clubhouse not less than twenty (20 minutes) before the first starting sequence.

6. DECLARATION

6.1. Declaration

All helmsman must sign on at the Squarehead prior to starting each race and sign off within thirty minutes (30 minutes) of finishing. Helmsman retiring from the race should mark the sheet accordingly.

6.2. Failure to Declare

Failure to observe the correct declaration procedure will result in disqualification.

7. STARTING

7.1. Times

Starting times will be displayed on the course board.

7.2. Starting Lines

- a) Club line races- A transit extended shoreward from the club pole acting as the distance mark, through the pole on the short groyne. The distance mark (club pole) denotes the seaward limit of the line unless an outer

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distance mark is laid. An outer distance mark (if laid) will denote the seaward limit of the line when required. This mark will not necessarily be on the transit but nevertheless must be observed.

- b) Committee Boat races - The starting line is defined as the imaginary line drawn between the orange flag on the committee boat mast and an outer distance mark. An inner distance mark (guard) may be used.

7.3. Starting Procedure

Depending on the type of race, the race officer will decide on either (a) Club Line starts or (b) Committee Boat starts. The starting procedure will be in accordance with *The Racing Rules of Sailing* Rule 26 with or without amendments as detailed below.

- (a) Club Line starts – Amendments to *The Racing Rules of Sailing* Rule 26 as follows; Lights will be used as per Appendix A. Visual signals will govern. Should the lights be unavailable, the starting procedure will revert to RRS 26 where boards will replace flags.
- (b) Committee boat start – No amendments to *The Racing Rules of Sailing* Rule 26. Visual signals will govern.

7.4. Recall Procedure

- (c) Club Line races – Amendments to *The Racing Rules of Sailing* Rule 29 as follows; Lights will be used as per Appendix A. Visual signals will govern. Should the lights be unavailable, the starting procedure will revert to RRS 29 where boards will replace flags.
- (d) Committee boat races – No amendments to *The Racing Rules of Sailing* Rule 29. Visual signals will govern.

8. FINISHING

8.1. Direction of Finish

Competitors must finish the race from the direction of the last mark. A rounding (hitch) mark may be used at the discretion of the Race Officer. Details will be drawn on the course board.

8.2. Club Line

A transit extended shoreward from the club pole acting as the distance mark, through the pole on the short groyne. The distance mark (club pole) denotes the seaward limit of the line unless an outer distance mark is laid. An outer distance mark (if laid) will denote the seaward limit of the line when required. This mark will not necessarily be on the transit but nevertheless must be observed.

8.3. Committee Boat

An imaginary line drawn between the mast of the Committee Boat and the distance mark. When the Committee Boat is on station on the finish line it will display a Blue Flag.

8.4. Shorten Course

In accordance with *The Racing Rules of Sailing* Rule 32.1 After the starting signal, the race committee may shorten the course.

- a) because of foul weather
- b) because of insufficient wind making it unlikely that any boat will finish within the race time limit
- c) because a mark is missing or out of position, or
- d) for any other reason directly affecting the safety or fairness of the competition.

In addition, the race committee may shorten the course so that other scheduled races can be sailed, or abandon the race because of an error in the starting procedure. However, after one boat has started, sailed the course and finished within the race time limit, if any, the race committee shall not abandon the race without considering the consequences for all boats in the race or series.

In accordance with *The Racing Rules of Sailing* Rule 32.2 If the race committee signals a shortened course the finishing line shall be

- a) at a rounding mark, between the mark and a staff displaying flag S
- b) a line the course requires boats to cross; or
- c) at a gate, between the gate marks.

The shortened course shall be signalled before the first boat crosses the finishing line.

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- d) Club Line races – Amendments to *The Racing Rules of Sailing* Rule 32 as follows; Lights will be used as per Appendix A. Visual signals will govern. Should the lights be unavailable, the starting procedure will revert to RRS 32 where boards will replace flags.
- e) Committee boat races – No amendments to *The Racing Rules of Sailing* Rule 32. Visual signals will govern.

8.5. Time Limit

If one boat starts, sails the course and finishes within the time limit for that race, all boats that finish within the time limit shall be scored according to their finishing places unless the race is abandoned. If no boat finishes within the race time limit, the race committee shall abandon the race. For fixed distance races such as trophy races, the overall race time limit will be fixed by the race officer to allow for all boats to finish related to their handicap. For elapsed time races such as points races, the race time limit will be 60 minutes for the first boat; if the first boat finishes within this time there will be a finish time limit of 30 minutes from the first boat to finish.

9. ABANDONMENT

If the Race Officer has to abandon the race, three sound signals will be made and the code flag/board “N” displayed. The race may be sailed later at the discretion of the Race Officer or Sailing Committee.

10. PENALTIES AT THE TIME OF AN INCIDENT

10.1. Informing the Protestee

- a) The protesting boat shall inform the other boat at the first reasonable opportunity. When her protest will concern an incident in the racing area, she shall hail ‘Protest’ and conspicuously display a red flag at the first reasonable opportunity for each. She shall display the flag until she is no longer racing. However
 - 1. if the other boat is beyond hailing distance, the protesting boat need not hail but she shall inform the other boat at the first reasonable opportunity
 - 2. if the hull length of the protesting boat is less than 6 metres, she need not display a red flag
 - 3. if the incident was an error by the other boat in sailing the course, she need not hail or display a red flag but she shall inform the other boat either before or at the first reasonable opportunity after the other boat finishes
 - 4. if at the time of the incident it is obvious to the protesting boat that a member of either crew is in danger, or that injury or serious damage resulted, the requirements of this rule do not apply to her, but she shall attempt to inform the other boat within the time limit of rule 61.3.

10.2 Taking a Penalty - *The Racing Rules of Sailing* Rule 44.1.

A boat may take a Two-Turns Penalty when she may have broken one or more rules of Part 2 in an incident while racing. She may take a One-Turn Penalty when she may have broken rule 31. Alternatively, the notice of race or sailing instructions may specify the use of the Scoring Penalty or some other penalty, in which case the specified penalty shall replace the One-Turn and the Two-Turns Penalty. However

- a) when a boat may have broken a rule of Part 2 and rule 31 in the same incident she need not take the penalty for breaking rule 31
- b) if the boat caused injury or serious damage or, despite taking a penalty, gained a significant advantage in the race or series by her breach her penalty shall be to retire.

10.3 One-Turn and Two-Turn Penalties *The Racing Rules of Sailing* Rule 44.2

After getting well clear of other boats as soon after the incident as possible, a boat takes a One-Turn or Two-Turns Penalty by promptly making the required number of turns in the same direction, each turn including one tack and one gybe. When a boat takes the penalty at or near the finishing line, her hull shall be completely on the course side of the line before she finishes.

11. PROTESTS

Protest must be submitted to the Race Officer within one hour of the last boat in the race finishing and made in accordance with *The Racing Rules of Sailing* Rule 61. Protest will be heard by the Protest Committee as soon as is reasonably possible.

12. SCORING SYSTEM

12.1. Races to Count

In the Easter, Spring, Summer, Walford, Autumn, November and Overall Series the following profile will be applied

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Races	3	6	9	12	15	18
Discards	1	2	3	4	5	6

and so on as necessary, based on 1 discard for every 3 races held.

Average points received for completing a duty count as a result for that series and count for qualification towards the overall series

The overall series will be calculated from the total of all series results.

12.2. Race Scores

The Low Point System of Appendix A of *The Racing Rules of Sailing* will apply. A boat that did not start, did not sail the course, did not finish, retired or was disqualified shall be scored points for the finishing place one more than the number of boats entered in the series. A boat that is penalised under rule 30.2 or that takes a penalty under rule 44.3(a) shall be scored points as provided in rule 44.3(c). Ties will be settled in accordance with *The Racing Rules of Sailing* Appendix A Rules A7 and A8.

13. AVERAGE POINTS

13.1. Awarding of Points

Average points may be awarded in the following circumstances:

- a) As redress under *The Racing Rules of Sailing* Rule 62
- b) When a competitor is prevented by his duties as a race official from competing in a particular race

13.2. Limitations

Average points under 13.1[B] above will be limited to a maximum of two club duties in each of the Summer, Walford, Autumn and November series'. The Easter and Spring series will be limited to one club duty

13.3. Calculations

Average points will be calculated from the boat's results in the other races of the series in which the boat entered. The average points will be calculated by finding the average of all the non-discarded scores.

13.4. Claims

Claims for average points must be submitted to the Results Officer not later than the final race of the series.

14. CLASS/HANDICAP FLEET COMPOSITION

14.1. Provision of Classes

Classes will be as previously advertised.

14.2. Alternative Provisions

Alternatively, five or more boats of a particular class starting the first race will establish the class for the remainder of the series. The remainder will be placed in the handicap fleet. The handicap fleet shall be divided into Catamaran and Dinghy Fleets. Additional fleets may be introduced at the discretion of the Sailing Secretary.

15. DISQUALIFICATION BY THE RACE OFFICER

15.1. Failure to Start or Finish

The race officer shall disqualify any boat that fails to start or finish. *The Racing Rules of Sailing* Appendix A Rule A5.2 refers.

15.2. Disqualification Without a Hearing

The Race Officer may disqualify any boat which in the opinion of the Race Officer should not have raced, or raced incorrectly, **without** need for a protest committee. This provision over-rides *The Racing Rules of Sailing* Rules 60.2, 63.1 and 64.1 (a) and is taken as a power in accordance with *The Racing Rules of Sailing* Rule 86.1 (b) which allows this change.

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15.3. Failure to Comply

The Race Officer shall disqualify any boat which fails to comply with Sailing Instruction 2.3.

16. DISQUALIFICATION BY SAILING COMMITTEE

16.1. Duties

Members are required to carry out Race Officer and Safety Boat Duties as indicated on the Duty Roster.

16.2. Penalties

Failure to carry out any such duty or provide a competent deputy will result in disqualification from such subsequent races as decided by the Sailing Committee. This provision over-rides *The Racing Rules of Sailing* Rules 60.2, 63.1 and 64.1 (a) and is taken as a power in accordance with *The Racing Rules of Sailing* Rule 86.1 (b) which allows this change



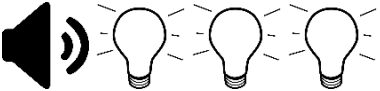

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Appendix A - Instructions for Signaling Lights

As a deviation from World Sailing (WS), Racing Rules of Sailing (RRS) Part 3, Rule 26, Starting Races, MBSC have adopted lights to replace flags as the visual signals during club line starts:

Starting Procedure

Start Time minus:

5 Min		Start Auto-Hoot and switch 1 st light switch on
4 Min		Switch 2 nd Light Switch on
1 Min		Switch 3 rd Light Switch on
Start		If all boats clear, switch all switches off and TURN OFF the Auto-Hoot

Boat(s) Over the Line at Start (OCS)



Give an additional manual hoot, leave the 3 lights on & switch the 4th (OCS) light on until offending boats have returned to start correctly. If the boats do not return, leave the lights on until the last boat has cleared the first mark (or clearly not returning).

Finishing Procedure:

As the first boat (to be finished) rounds the last mark before the finishing line.

