

Club Racing Rules, Courses and Events

Outline

Basic Information	This section provides information about the Club's Racing rules, Classes and Competitions
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Primary Principles

The safety of a craft and her entire management, including insurance, shall be the sole and inescapable responsibility of the owner/competitor racing the craft. The establishment of these instructions in no way limits or reduces the complete and unlimited responsibility of the owner/competitor for their crew, craft and the management thereof.

Boats racing under the flag of East Lothian Yacht Club must fully meet the measurement requirements of their respective class association. All boats racing will have handicaps allocated to them as published by the current edition of the RYA Handicap system. Should a boat race with equipment or sails that do not meet their respective class association rules, then their result will not count in the overall results.

1. Rules

In accordance with Rule 86.1(b) racing will take place under the current ISAF Racing Rules but shall not modify Rule 18.2, the prescriptions of the RYA, these sailing instructions and the appropriate class rules.

2. Courses

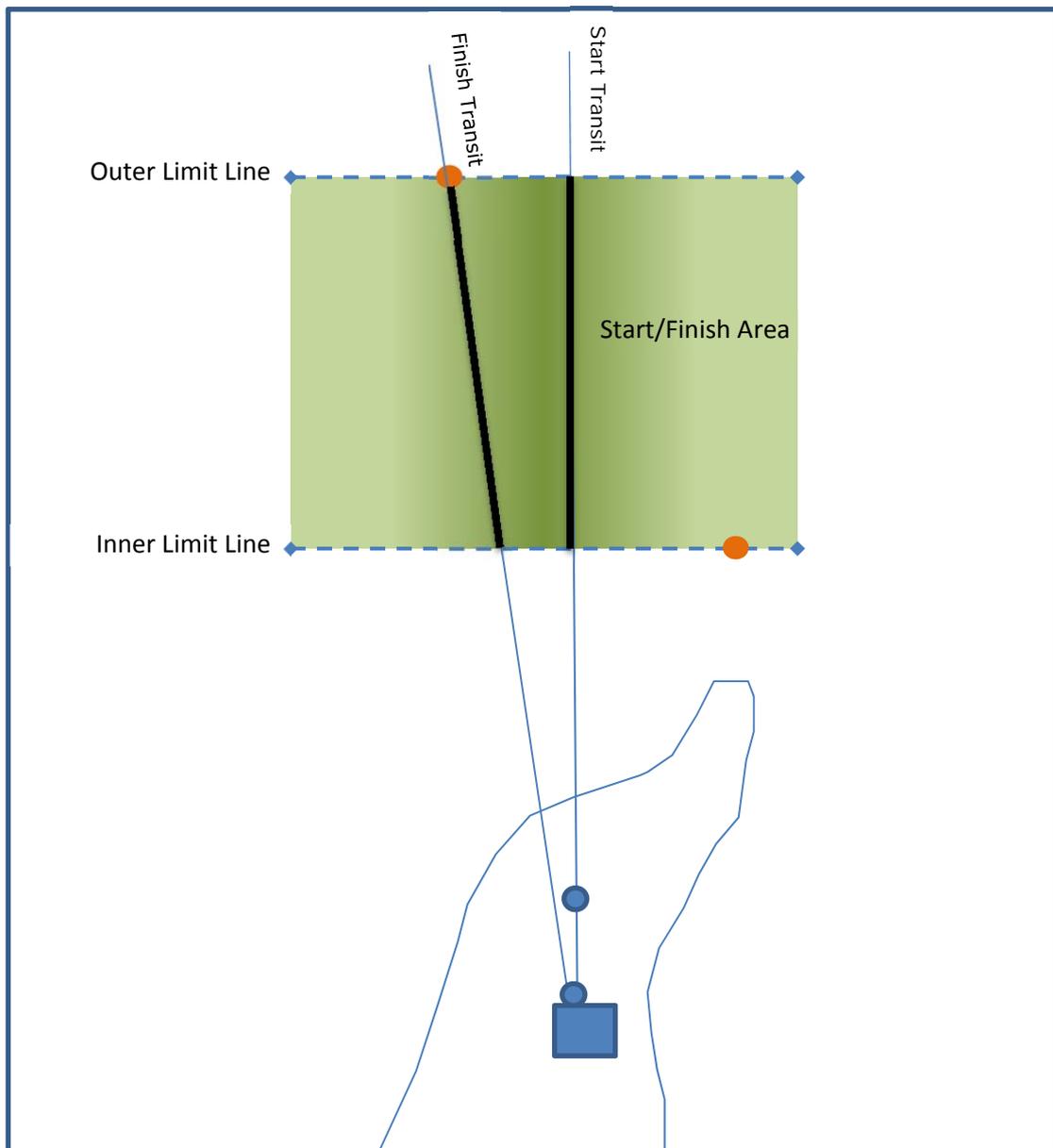
- The course, or courses, to be sailed shall be displayed on the whiteboard at the Clubhouse and will be principally made up from the Club's fixed marks.
- However, the windward mark of the course may be laid by the Safety Boat directly upwind of the start line. The distance from the start line to the windward mark to be determined by the Officer of the Day (OOD) depending on the course set and prevailing weather conditions. The windward mark shall be a red, orange or yellow mark with the colour being noted on the whiteboard along with the course information. In exceptional circumstances the OOD is at liberty to replace or utilise other marks set on the day and indicated on the white board

3. Definitions

A. The Start Line

The start line is an imaginary line indicated by the two masts (one on the Starter's Box the other in front) in transit. The outer buoy marks the outer limit of the line and the inner buoy marks the inner limit of the line. Both of these buoys are solely distance limits and may not necessarily lie on the transit line. When starting to windward, should the limit marks lie to lee of the transit, all boats must pass between them. Having done so a boat may not cross the limit lines extrapolated as far as the transit, so that they cross perpendicular, and beyond. If a boat crosses the transit it may dip the line and start as long as it has not in the process crossed the limit lines. Should a boat cross these limit lines it must re-round one of the limit marks before starting.

At the start signal, any boat on the course side of the line to the north of the outer limit, or on the course side of the line to the south of the inner limit mark, will be deemed to be over the start line even if the boat is behind the transit.



Under some wind conditions the OOD may choose to use a start line other than that defined above. It may be an offshore start line using a club mark and a temporary mark, or a line using a

temporary mark to the east or west of the outer limit mark. A club RIB may be used to sight the line and radio the OOD in the event of a general or individual recall. Boats must not be on the course side of the line between the start marks. If this procedure is to be used, the definition of the start line will be posted on the course board together with the course to be sailed that day.

B. The Finish Line

The finish line is between the higher of the two transit masts and the outer limit buoy. The inner limit of the finishing line is marked by the inner buoy, which may not necessarily lie on the finish line, depending on the state of the tide. If the inner limit buoy lies beyond the finish line, a boat shall not finish to the south of a line through the inner limit buoy and perpendicular to the finish line (the 'inner limit line'). A boat that crosses the finish line to the south of the 'inner limit line' shall have its finish time recorded as the moment it returns to the north side of the 'inner limit line', to the best judgement of the race officer.

C. Windward Legs

On windward legs, with the exception of certain legs of trapezoid style dinghy courses, both inner and outer limit buoys are marks on the course and must be sailed between as though finishing.

D. Downwind Legs

On downwind legs, the starting marks are not marks of the course. In certain wind directions and the type of course selected, it may be necessary to require the competitors to remain outside i.e. to the north of the outer limit mark. This will be noted by the OOD on the whiteboard along with the course information.

E. Sequence of Starts

The sequence and times of start shall be indicated on the board at the Clubhouse.

When a keelboat start is to occur during but independent of the dinghy sequence, the blue signal light will be shown at least 1 minute prior to the start.

F. Starting Signals

Races will normally be started at 3-minute intervals. A 6-minute warning and a 3-minute preparatory signal will be made for the first race and thereafter, starting sound signals at 3-minute intervals. The warning signal for the first race will be one white light shown from the Starter's Box in the direction of the line. Thereafter one additional light will be shown at 3-minute intervals. The lights will be extinguished at the discretion of the OOD after the last start. Note that the 3-minute gun for the preceding race will be the 6-minute gun for the next race and that the starting gun for the preceding race will be the 3-minute preparatory signal for the next race.

After the preparatory signal for the first race, in any sequence of starts, has been made all craft shall keep clear of the starting line until their own preparatory signal has been made.

G. Late Starting

A craft arriving late for her start may use alternative means of propulsion (e.g. engines, paddles or oars) after her warning signal has been made provided that following is performed. After stopping use of any such means she must complete, after her start signal has been made, 2 full 360° turns (720°) on the pre-start side of the starting line.

4. Personal Buoyancy

Adequate personal buoyancy shall be worn by each dinghy crew member. Adequate personal buoyancy shall be carried for each yacht crew member. Wet suits or Dry Suits do not constitute adequate buoyancy. The penalty for the infringement of this rule is disqualification.

5. Recalls

Unless otherwise prescribed in the sailing instruction of the day, the following shall supersede ISAF racing rule 29:

- If any part of a boat's hull or equipment is over the line or its extensions when the signal to start is made, another SINGLE sound signal shall be made, and a RED coloured light shall be shown from the Starter's Box until the boat or boats over the line have been wholly returned to the right side of the starting line, or for a period of two minutes, whichever is shorter.
- The responsibility for return will rest with the helmsman of the boat or boats concerned. Any boat known to be over the line and not so returning will be disqualified.
- In the event of a general recall, there will be THREE sound signals and both BLUE and RED coloured lights will be shown
- In the event of such a general recall, the recalled class will begin an entirely new starting sequence with a new 6 minute signal as soon as is practical after the last scheduled start of the original sequence. The original starting sequence will continue to its conclusion irrespective of the recall.
- In the event of a general recall of a further class, that class shall join the new sequence, starting 3 minutes after the start of the first recalled class.

6. Shortening Course

In the event of the OOD shortening course, there will be two sound signals and three white lights (lights 1, 3 & 5) shall be illuminated. All races in progress will finish when the leading boat in each class sailing the prescribed course for that class next crosses the finishing line as defined in rule (2b).

As an amendment to Rule (2B) a race may also be shortened by creating a finishing line at a line between a RIB and any rounding mark of the course at the discretion of the OOD.

7. Course Changes

On occasion, usually due to a significant change in the wind conditions, it may prove necessary to alter the course from that described on the White Board. If this is the case the OOD will sound One LONG and one Short sound signal along with lights 1 and 5 illuminated a minimum of THREE minutes prior to the start sequence. In the meantime the escort boats will be endeavouring to inform all boats on the water of the course change. If a helm observes this signal it is their responsibility to attempt to be within hail of an escort boat during this pre-sequence period.

8. Time Limit

The OOD may specify a reasonable time limit for any race. Three sound signals and illuminating THREE white lights will indicate that all races in progress where one or more boats in each class concerned have not already completed the course are abandoned.

9. Signing Out – Dinghies

All dinghy helmsmen intending to participate in Club racing on a particular day must sign out on the list provided by the OOD. Failure to comply with this will result in their craft not appearing on the race results for the day. Indication must be made in the appropriate box on the sign out sheet which race they intend taking part in (H- Handicap, N-Novice).

10. Protests

Protests must be handed in writing to the OOD within 30 minutes of the finish of the last race of the day. Protests will be heard as soon as possible after receipt. The protest committee shall consist of the OOD and two competitors in the races who were not involved in the incident, selected by the OOD.

11. Cadet Races, Ladies Race, Crew Race, Knock-Out Competitions

In races of these categories the entrant will be the sole helmsman and no other hand shall touch the tiller, as this will be a breach of fair competition. In cases of emergency when the helm is taken by a crewmember, immediate retiral will be expected.

12. Knock-out Competitions

These shall be sailed in Club dinghies unless otherwise mutually agreed.

13. Measurement Certificates

No prizes or points will be awarded to any yacht or dinghy competing in class racing without a valid certificate issued by the appropriate authority for that class. Responsibility for producing such certificates shall rest with the owners or helmsmen concerned upon request from the Race Secretary or Results Secretary. This requirement shall be waived at the discretion of the Race Secretary such as in the case of 'one design' dinghy classes where no measurement certificate is required.

14. Insurance

All owners/skippers must hold a valid and current Certificate of Insurance including third party liability which covers the craft whilst engaged in racing in Club events to a minimum amount of £2 million per incident.

15. Novice Starts

These races are intended for novice sailors of all ages.

In general, once a sailor has competed for two full seasons they are no longer considered to be a novice. Exceptions may be made to this definition at the discretion of the Chief Instructor or Chief Training Officer.

16. Handicapping

A. Keelboats

All keelboat races will be handicapped using the RYA National Handicap for Cruisers (NHC) scheme.

B. Dinghies

Dinghies with interchangeable rigs may use any rig in any race but their result in that particular race will be based on the PY for the rig that they used. If a competitor uses different rigs during the course of a series then their results for those different rigs will be shown separately in the overall results page.

C. Sail Numbers

All racing dinghies or keelboats must properly display their correct sail number as defined by their class association or ISAF. It will be at the discretion of the OOD whether a finish is given in a race to a competitor if the correct sail number is not properly displayed.

17. GPS Devices

GPS devices may be used for all dinghy races, except the open regatta where these are prohibited by class rules.

18. Series (Dinghies)

A. Goalen Series & Ferrier Series

Goalen and Ferrier series races run together on the same afternoons. The Goalen series is for adult helms and experienced cadets in dinghies with a PY of <1250. Each event in the series shall consist of one short race, preferably with a more complicated than usual course configuration with a maximum duration of 45 minutes for the slowest boat. This will be followed by one longer distance race with a predicted maximum duration of 80 minutes.

The Ferrier series is for novices of all ages in any boat. Courses should be multi-lap and kept within the normal dinghy racing area. All laps in any one race should be around the same course and an 'average laps' calculation should be used to determine race results, thus allowing all boats to finish and get a result. Ferrier series races will start 3 minutes after the Goalen races.

B. Spring Series, Summer Series, Autumn Series

Double start (General Handicap & Novice) Saturday handicap series. Up to three races per day shall be held over courses set at the OOD's discretion considering the conditions on the day with a predicted maximum race length of 45 minutes. The OOD should set courses normally using the fixed racing marks and with a windward first leg (or as close as possible). The OOD should attempt to provide a mix of courses in an afternoon to suit different types of boat. At least one course should be a simple windward-leeward ('sausage') type or as close as possible.

The novice fleet will usually start three minutes after the general handicap fleet. If fewer than **three** novice dinghies register for racing on any given day, it will be at the discretion of the OOD whether separate novice starts are offered. Courses for the novices are at the discretion of the OOD, however multiple shorter laps are preferable. One or more 'pencil' marks can be laid to facilitate shorter laps. Races should be of similar duration to the general handicap fleet. (See definition of 'novice' in No. 15 above).

C. Wednesday Evening Series

Double start (General Handicap & Novice) evening handicap series.

Generally one, two or three races if conditions allow but at the OODs discretion, and only where there is sufficient day length. Courses shall be the traditional type with a target race duration of 30 minutes. If fewer than **three** novice dinghies register for racing on any given day, it will be at the discretion of the OOD whether a separate novice start is offered.

D. Winter Series, Frostbite Series, Early Bird Series

Single start (General Handicap) Saturday handicap series which take place between November and March. First race 1300 GMT. Up to three races per day, depending on the available day length, wind and weather conditions, at the OODs discretion. Courses shall be as for Spring/Summer/Autumn with a predicted maximum race length of 30 minutes.

E. Class Trophies

A class trophy may be awarded to the best overall dinghy in any class for which at least five dinghies in that class have participated. This shall be awarded to the dinghy with the lowest points overall for all series (i.e. spring, summer and autumn).

F. Go Racing (Development Racing)

'Go Racing' aims to encourage more sailors to actively participate in dinghy racing. Some people find the 'normal' club racing a bit intimidating, so the idea is to have a weekly series of race evenings from May to August. This is aimed at novices, cadets and adults who want to develop their racing, or who may lack the confidence to participate in normal Wednesday and Saturday racing. The format will include an on-shore briefing, help and advice with rigging and setting up boats and on-the-water coaching. Each evening there will be several short races over short courses at the discretion of the OOD, depending on

the available day length, wind and weather conditions. There is no restriction on the type of boat used, however Toppers is encouraged. Depending on numbers, there may be separate races for Toppers and a Handicap class.

19. Average Points

Average points for all series shall be awarded to sailors who are fulfilling club duties on the day of the race. This applies to those assisting with the racing or other club duty, e.g. assisting with lifting out yachts.

20. Series (Yachts)

A. Spring, and series races,

Up to 2 general handicap races per day depending on wind/weather conditions, at the OOD's discretion

B. Summer

Up to 2 general handicap races per day depending on wind/weather conditions, at the OOD's discretion

C. Autumn

Up to 2 general handicap races per day depending on wind/weather conditions, at the OOD's discretion