



EMSWORTH SAILING CLUB

SAILING INSTRUCTIONS

Gough Cup Race



The organising authority will be Emsworth Sailing Club (ESC)

1. RULES

- 1.1. The Gough Cup Race will be governed by the rules as defined in The Racing Rules of Sailing.
- 1.2. The prescriptions of RYA will apply
- 1.3. The race will be managed by Emsworth Sailing Club (ESC)
- 1.4. RRS Rule 32.2 Shortened Course shall be replaced by para 9 of these instructions.
- 1.5. RRS Part 5 Protests, Redress, and Hearings. Competitors may request an Advisory Hearing or an Arbitration Meeting before a formal protest meeting is held. Para 12 of these instructions shall apply.

2. NOTICES TO COMPETITORS

- 2.1. Notices to competitors will be posted on the ESC dinghy notice board, and the ESSC notice board

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1. Any changes to these instructions will be posted at least one hour before the start of racing.

4. SIGNALS MADE ASHORE

- 4.1. Signals made ashore will be made from the flag pole at ESC.

5. THE SCHEDULE

- 5.1. The start of the race will not be before 12:30 on Sunday 25th June. Note High Water will be at 13:11 height 4.9m.

6. THE COURSE

- 6.1. The courses will be sailed in the Emsworth Channel and Sweare Deep areas of Chichester Harbour.
- 6.2. The courses will be sailed around fixed racing and navigation marks.
- 6.3. The course to be sailed will be determined by the Race Officer at least 30 minutes before the scheduled start and displayed from the ESC Bridge.
- 6.4. The course will be designated by EITHER a code letter specified at Annex A OR If code flag L is flying from the flag pole, a Course Specification which is specially written for the occasion and which may refer to such a code letter.

7. START

- 7.1. The start line (STREAM LINE) is the extension of a line from the ESC Flagstaff to a triangle-headed pole on Fisherman's Walk. Boats shall sail between that pole and the red buoy as ODM further east.
- 7.2. A boat which comes to the starting area more than 5 minutes after her starting signal will be scored DNS without a hearing. This changes Rule A4.

8. FINISH

- 8.1. The finish line will be the extension of a line from the ESC Flagstaff to a triangle-headed pole on Fisherman's Walk. Boats shall sail between that pole and the red buoy as ODM further east.

9. SHORTENED COURSE

- 9.1. If flag S is flown from the organising club's signal mast, a patrol boat will position itself at a mark of the course, displaying flag 'S'. Competitors shall round that mark in the designated direction and proceed directly to the finish line, crossing the line in the direction from the last mark.

10. TIME LIMIT

- 10.1. Boats failing to finish within 60 minutes of the finish time of the first boat will be scored "Did Not Finish" without a hearing. This changes rules 35, A4 and A5..

11. SAFETY

- 11.1. Each person aboard a boat entered for a race shall wear adequate personal buoyancy (not merely a wet or dry suit) continuously whilst afloat. They shall also wear a wet suit or dry suit whilst afloat during November to April inclusive.
- 11.2. Helmsmen shall within 30 minutes of coming ashore after finishing, retiring from or failing to start the race (or of the time that race was abandoned, if no boat finished) sign off on the Entry Form, adding DNS (did not start), DNF (did not finish), RET (retired) if appropriate.

12. PROTESTS AND REQUESTS FOR REDRESS

- 12.1. If an incident has occurred and no party wishes to protest, but instead want to learn for the future from what happened.
- a) The Race Committee will arrange an Advisory Hearing. No protest form is required.
 - b) The parties describe what happened then a Rules Adviser explains what rules may have been broken and whether anyone was in the wrong.
 - c) No one is disqualified or penalised, although a boat in the wrong may accept an exoneration penalty specified in para 12.5a or retire
- 12.2. Protest forms are available at the race office. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.
- 12.3. The protest time limit is 90 minutes after the last boat has finished.
- 12.4. An arbitration meeting may be held prior to a protest meeting for each incident resulting in a protest by a boat involving one or more rules of Part 2 or rule 31, but only if each party is represented by a person who was on board at the time of the incident. No witnesses will be permitted. An arbitrator, to chair the hearing, will be appointed by the race committee.
- 12.5. After the arbitration meeting;
- a) a boat may take a 30% scoring penalty calculated as stated in rule 44.3(c), except that the minimum penalty is three places and a boat shall not be scored worse than the number of boats that came to the starting area. However, if the boat caused injury or serious damage or gained a significant advantage by her breach, her penalty remains retirement.
 - b) a boat may ask to withdraw her protest.

The arbitrator may then act on behalf of the protest committee in accordance with rule 63.1 to allow the withdrawal. Unless all protests involving the incident are withdrawn, a protest hearing will be held.

12.6. 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 protest room.

12.7. Notices of protests by the race committee or protest committee will be posted to inform boats under rule 61.1(b).

13. EQUIPMENT AND MEASUREMENT CHECKS

13.1. A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions.

14. RADIO COMMUNICATION

14.1. Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

15. RISK STATEMENT

15.1. 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."

15.2. 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;

16. INSURANCE

16.1. Each participating boat shall be insured with valid third-party liability insurance with a minimum cover at least £2,000,000 per incident.

ANNEX A Courses

A	
NORTH	
ECHO	(S)
LITTLE DEEP	(S)
FOWLEY	(P)
SWEARE DEEP	(S)
WALSH	(P)
NORTHNEY	(P)
LINE	
3 miles, NNE, NE wind	

B	
NORTH	
ECHO	(S)
LITTLE DEEP	(S)
FOWLEY	(P)
TYE	(P)
SHEPHERD	(P)
WALSH	(P)
NORTHNEY	(P)
LINE	
4.5m, NNE, NE wind	

C	
NORTH	
ECHO	(S)
FOWLEY	(P)
TYE	(P)
SHEPHERD	(P)
CHURCH	(S)
SWEARE DEEP	(S)
PUSINELLI	(S)
SWEARE DEEP	(S)
TYE	(P)
LINE	
6m, NNE, NE wind	

D	
NORTH	
ECHO	(S)
FOWLEY	(P)
LITTLE DEEP	(S)
FOWLEY	(P)
NORTHNEY	(P)
WICKOR	(S)
SHEPHERD	(S)
NEH	(S)
WICKOR	(S)
SHEPHERD	(S)
SWEARE DEEP	(S)
LINE	
4m, ENE wind	

E	
SOUTH	
WICKOR	(S)
NEH	(S)
WICKOR	(S)
WALSH	(P)
NORTHNEY	(P)
SHEPHERD	(P)
LINE	
4m, SE,SSW	

F	
SOUTH	
WICKOR	(S)
SWEARE DEEP	(S)
WALSH	(P)
SHEPHERD	(P)
CHURCH	(S)
NORTHNEY	(P)
SHEPHERD	(P)
LINE	
5m, SE wind	

G	
SOUTH	
LITTLE DEEP	(S)
FOWLEY	(P)
NORTHNEY	(P)
PUSINELLI	(P)
SWEARE DEEP	(S)
PUSINELLI	(P)
NORTHNEY	(P)
WALSH	(S)
SWEARE DEEP	(S)
PUSINELLI	(P)
LINE	
6.5m, SE wind	

H	
SOUTH	
SHEPHERD	(S)
WALSH	(S)
SHEPHERD	(S)
TYE	(S)
LINE	
4.5m, S, SSW wind	

I	
SOUTH	
SHEPHERD	(S)
WALSH	(S)
SWEARE DEEP	(S)
PUSINELLI	(S)
NORTHNEY	(P)
WALSH	(S)
SWEARE DEEP	(S)
MARKER	(S)
LINE	
6.5m, S, SSW wind	

J	
SOUTH	
LITTLE DEEP	(S)
FOWLEY	(P)
WICKOR	(S)
SWEARE DEEP	(S)
NEH	(S)
WALSH	(S)
SHEPHERD	(S)
TYE	(S)
WICKER	(S)
TYE	(S)
LINE	
5.5m, SW wind	

K	
SOUTH	
LITTLE DEEP	(S)
FOWLEY	(P)
WICKOR	(S)
NORTHNEY	(P)
SHEPHERD	(S)
TYE	(P)
PUSINELLI	(S)
WALSH	(P)
NORTHNEY	(P)
LINE	
4.5m, SW,SSW wind	

L	
SOUTH	
SWEARE DEEP	(S)
WALSH	(P)
SHEPHERD	(P)
ECHO	(P)
LINE	
SWEARE DEEP	(S)
WALSH	(P)
SHEPHERD	(P)
ECHO	(P)
LINE	
6m, SSW wind	

M	
SOUTH	
LITTLE DEEP	(S)
FOWLEY	(P)
WICKOR	(S)
SWEARE DEEP	(S)
WALSH	(P)
NORTHNEY	(P)
SHEPHERD	(P)
LINE	
3m, SW, WSW wind	

N	
SOUTH	
LITTLE DEEP	(S)
FOWLEY	(P)
LITTLE DEEP	(S)
FOWLEY	(P)
WICKOR	(S)
NORTHNEY	(P)
SHEPHERD	(P)
SWEARE DEEP	(S)
WICKOR	(S)
NORTHNEY	(P)
TYE	(P)
LINE	
4.5m, WSW wind	

O	
SOUTH	
WICKOR	(S)
WALSH	(S)
WICKOR	(S)
NORTHNEY	(P)
SHEPHERD	(P)
NORTHNEY	(P)
SHEPHERD	(P)
SWEARE DEEP	(S)
LINE	
4m, E, W wind	

P	
SOUTH	
WICKOR	(S)
NORTHNEY	(P)
SHEPHERD	(P)
NORTHNEY	(P)
SHEPHERD	(P)
NEH	(S)
SWEARE DEEP	(S)
PUSINELLI	(P)
FOWLEY	(S)
LITTLE DEEP	(P)
EMS	(S)
LINE	
5.5m, E, W wind	

R	
SOUTH	
SHEPHERD	(S)
NEH	(S)
WALSH	(S)
SHEPHERD	(S)
NEH	(S)
WALSH	(S)
NORTHNEY	(P)
LINE	
5m, WNW wind	

T	
SOUTH	
WICKOR	(S)
NEH	(S)
SHEPHERD	(S)
NEH	(S)
SWEARE DEEP	(S)
SHEPHERD	(S)
NEH	(S)
NORTHNEY	(P)
LINE	
5m, ESE, WNW wind	

U	
SOUTH	
SHEPHERD	(S)
WALSH	(S)
SWEARE DEEP	(S)
WALSH	(S)
SHEPHERD	(S)
NORTHNEY	(P)
PUSINELLI	(P)
SWEARE DEEP	(S)
LINE	
4.3m, NW, SE wind	

V	
SOUTH	
WICKOR	(S)
SWEARE DEEP	(S)
WALSH	(S)
SWEARE DEEP	(S)
NEH	(S)
SHEPHERD	(S)
NEH	(S)
SHEPHERD	(S)
PUSINELLI	(S)
NORTHNEY	(P)
TYE	(P)
LINE	
6.75 m, WNW, NW wind	

W	
SOUTH	
ECHO	(S)
WICKOR	(S)
FOWLEY	(S)
WICKOR	(S)
NORTHNEY	(P)
TYE	(P)
PUSINELLI	(P)
NORTHNEY	(P)
TYE	(P)
PUSINELLI	(P)
LINE	
5m, N, NNW wind	