



# EMSWORTH SAILING CLUB

## SAILING INSTRUCTIONS



### Sir Peter Blake Pursuit Race

### Saturday 21st October 2017

The organising authority will be Emsworth Sailing Club (ESC)

#### 1. RULES

- 1.1. The Sir Peter Blake Pursuit 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 each clubs' dinghy notice board.

#### 3. CHANGES TO SAILING INSTRUCTIONS

- 3.1. Any changes to these instructions will be posted on both clubs' notice boards 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. SCHEDULE OF RACES

- 5.1. The first start will be 12:20 for classes with a PY of 1458.
- 5.2. Subsequent starts will be by PY number at 1 minute intervals as given in the Sailing Instructions.
- 5.3. The current Portsmouth Yardstick Numbers will be used to calculate the individual class start times.
- 5.4. The finish time will be 90 minutes after the first start, which will be 13:50.

#### 6. THE COURSE

- 6.1. The course will be sailed in the Emsworth Channel and Sweare Deep area of Chichester Harbour.
- 6.2. The course 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 first scheduled start and displayed from the Signal Boat.
- 6.4. The course will be designated by EITHER a code letter and/or number identifying one of several Course Specifications previously made available to competitors together with any

necessary written Course Instructions 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 and/or number

## **7. START**

- 7.1. Signals will be made from a committee boat displaying an ESC burgee. The committee boat will be located approximately 100 metres south of streamline. Streamline is the extension of a line from the ESC Flagstaff to a triangle-headed pole on Fisherman's Walk.
- 7.2. The start line will be between a staff displaying an orange flag on the committee boat and an orange outer distance buoy.
- 7.3. The number of the first / next start will be displayed on the committee boat.
- 7.4. A start sequence will be initiated 5 minutes before the Scow start (Start No. 0). Thereafter a sound signal will be made to coincide with the display of the current start number. This will indicate the time of that start.  
For clarification, competitors should start when their number appears.
- 7.5. The scheduled time of the warning signal for the first start is 12:50.
- 7.6. Starts will be at 1 minute intervals as per the attached chart at Annex A according to the boat/class PY.
- 7.7. If your boat / class is not listed, the Race Officer will set a start number according to the latest PY handbook if you report to him at least 30 minutes before the first start. The start number will be calculated using,  
Start number =  $90 - (90 \times \text{Boat handicap} / \text{Scow handicap})$

## **8. RECALLS**

- 8.1. There will no general recalls (RRS 29.2 shall not apply). Individual recalls will be indicated by a second sound signal made as soon after the starting signal as possible. The Race Officer may also attempt to hail premature starters. A boat starting in the wrong group (early) will be considered to be a non-starter..
- 8.2. 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.

## **9. FINISH**

- 9.1. The finishing time for the leading boat will be 13:50
- 9.2. The finish line will be a line from the committee / support boat at right angles to the direction of the course from the previous mark to the next mark. Boats must leave the committee boat to PORT when finishing. The committee boat will always attempt to position itself on the rhum line between the last and next marks.
- 9.3. The finishing order for the rest of the fleet will be recorded as each boat passes the committee boat. A sound signal will be given as each boat finishes. Once the first boat has finished the committee boat will proceed back along the course, moving directly from mark to mark and record the finishing order accordingly.

## **10. TIME LIMIT**

- 10.1. Boats failing to finish within 15 minutes of the finish time 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 – Start Times by Class

Boat	PY No	Start number	Start time
SCOW	1458	0	12:20
RS TERA SPORT	1432	2	12:22
CADET	1428	2	12:22
TAZ	1400	4	12:24
DRASCOMBE DABBER	1386	4	12:24
MIRROR	1383	5	12:25
RS TERA PRO	1364	6	12:26
GULL	1363	6	12:26
TOPPER	1347	7	12:27
LASER PICO	1330	8	12:28
CORNISH SHRIMPER	1305	9	12:29
TOPAZ UNO	1243	13	12:33
RS FEVA XL	1240	13	12:33
MIRACLE	1210	15	12:35
COMET	1204	16	12:36
HARTLEY 12	1200	16	12:36
TOPAZ VIBE	1200	16	12:36
LASER 4.7	1200	16	12:36
WANDERER	1180	17	12:37
LIGHTNING 368	1170	18	12:38
FIREFLY	1165	18	12:38
BYTE CII	1147	19	12:39
EUROPE	1145	19	12:39
SOLO	1143	19	12:39
LASER RADIAL	1139	20	12:40
GP14	1133	20	12:40
STREAKER	1132	20	12:40
GRADUATE	1129	20	12:40
RS VISION	1128	20	12:40
RS AERO 5	1120	21	12:41
ENTERPRISE	1113	21	12:41
420	1110	21	12:41
LASER 2000/2000	1107	22	12:42
OK	1104	22	12:42
WAYFARER	1102	22	12:42
LASER 13	1100	22	12:42
LASER	1097	22	12:42
LASER STRATOS	1095	22	12:42
SNIPE	1095	22	12:42
COMET TRIO	1094	22	12:42
SOLUTION	1087	23	12:43
RS VAREO	1085	23	12:43
LASER 3000	1085	23	12:43
LASER BAHIA	1079	23	12:43
TOPPER XENON	1079	23	12:43
TOPPER OMEGA	1075	24	12:44

Boat	PY No	Start number	Start time
SUPERNOVA	1075	24	12:44
LASER VAGO XD	1074	24	12:44
RS AERO 7	1071	24	12:44
LARK	1070	24	12:44
LASER II	1065	24	12:44
NATIONAL 12	1064	24	12:44
MEGABYTE	1060	25	12:45
TOPPER SPORT 16	1055	25	12:45
RS 200	1047	25	12:45
FINN	1045	25	12:45
ROOSTER 8.1	1045	25	12:45
ALBACORE	1041	26	12:46
SCORPION	1040	26	12:46
KESTREL	1035	26	12:46
LASER EPS	1030	26	12:46
DEVOTI D-ZERO	1029	26	12:46
RS AERO 9	1024	27	12:47
BLAZE	1023	27	12:47
BUZZ	1023	27	12:47
TASAR	1015	27	12:47
RS 100 8.4	1008	28	12:48
PHANTOM	999	28	12:48
MERLIN-ROCKET	981	29	12:49
RS 100 10.2	978	30	12:50
RS 300	973	30	12:50
470	973	30	12:50
CONTENDER	970	30	12:50
RS 500	968	30	12:50
FIREBALL	959	31	12:51
DEVOTI D-ONE	953	31	12:51
RS 400	942	32	12:52
NATIONAL 18	936	32	12:52
OSPREY	935	32	12:52
ISO	922	33	12:53
LASER VORTEX	921	33	12:53
RS 600	920	33	12:53
LASER 4000/ 4000	917	33	12:53
29ER	915	34	12:54
ALTO	912	34	12:54
CHERUB	908	34	12:54
505	906	34	12:54
K6	906	34	12:54
B14	870	36	12:56
RS 700	847	38	12:58
MUSTO SKIFF	847	38	12:58
RS 800	810	40	13:00