



Sailing Instructions
Gill Flying 15 Inland Championship.
Gill Flying 15 Classic and Silver National Championships.
Saturday 28th May & Sunday 29th May 2022

[DP] before a rule indicates that penalty other than disqualification may be applied by the Race Committee

1. RULES

- 1.1. The event is governed by the rules as defined in *The Racing Rules of Sailing 2021 - 2024*.
- 1.2. Entrants and authorised guests are temporary members of Grafham Water Sailing Club during the period of the event and shall comply with Club Rules and Bylaws. *Failure to observe these may result in exclusion from the club premises.*
- 1.3. SAIL NUMBERS
 - 1.3.1. A boat shall not race with an incorrect sail number unless she has notified the Race Committee at registration. Even when such confirmation is received the Race Committee does not have the authority to amend the requirements of class rules. As a result, a boat could be protested for failing to comply with class rules.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1. Any change to the sailing instructions will be posted not less than 45 minutes before the start of any race affected.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1. Notices to competitors will be posted on the official notice board located at <https://www.grafham.org/online-noticeboard.html>.
- 3.2. The race office is located on the first floor of the club house, telephone 01480 810478, email office@grafham.org
- 3.3. There will be a competitor briefing outside the clubhouse on the waterside at 1100 on Saturday.
- 3.4. From the first warning signal until the end of the last race of the day, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

4. CODE OF CONDUCT

- 4.1. [DP] Competitors and support persons shall comply with reasonable requests from race officials.

5. SIGNALS MADE ASHORE

- 5.1. Signals made ashore will be displayed on flagpole 2 on the foreshore in front of the Clubhouse.
- 5.2. When flag AP is displayed ashore '1 minute' is replaced with 'not less than 30 minutes' in the Race Signal AP.

6. SCHEDULE OF RACES

- 6.1. Scheduled race times:
Saturday 28th May- Races 1,2 & 3. First warning signal at 1255. Races 2 & 3 back to back with race 1
Sunday 29th May-Races 4, 5 & 6. First warning signal 1025. Races 5 & 6 back to back with race 4
- 6.2. At the discretion of the Race Officer and the Class representative race 4 may be brought forward to Saturday to allow for any inclement weather forecasts. If so decided, this decision will be announced at the briefing and posted on the ONB.
- 6.3. To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with multiple sound signals at least five minutes before the first warning signal is made.
- 6.4. On the last day of the regatta no start signal will be made after 1430hrs.

7. CLASS/FLEET FLAGS

7.1. The Class flag is Flag F

8. RACING AREA

8.1. The racing area is expected to be at the west section of the lake.

9. THE COURSES

9.1. The diagrams in SI Addendum A show the courses, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left. The course to be sailed will be displayed on the starboard side of the committee boat.

10. MARKS

10.1. Marks are described in ADDENDUM A.

10.2. If only one mark is in place at a leeward gate, that mark shall be rounded to port.

11. [DP] AREAS THAT ARE OBSTRUCTIONS

11.1. The following areas are designated as obstructions:

11.1.1. The prohibited area at the West end of the water is an obstruction. Its boundary is a line of small yellow buoys forming its eastern boundary.

11.1.2. Each fishing boat and an area extending 20 metres in any direction from the fishing boat is a prohibited area and an obstruction.

11.1.3. A safety boat in close attendance to a craft or competitor in difficulty is an obstruction and a prohibited area. Boats must not sail between the safety boat and the craft or competitor in difficulty.

12. THE START

12.1. Races will be started using RRS 26

12.2. The starting line is between a staff displaying an orange flag on the committee boat at the starboard end and the staff displaying an orange flag on pin end starting vessel

12.3. Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races. [DP]

12.4. A boat that does not start within 4 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

12.5. If the Classic Fleet and Silver Fleet have a separate start, the warning signal for those fleets will not less than one minute after the starting signal for the fleet (the Open Fleet) entered for the Flying Fifteen Inland Championship. If there is a general recall for the Open Fleet, the start of the Classic Fleet and the Silver Fleet will occur after the Open Fleet has started without a general recall.

13. CHANGE OF THE NEXT LEG OF THE COURSE

To change the next leg of the course the race committee may move the original mark or the finishing line to a new position by up to +/- 15 degrees or up to 20% length without signalling or flying Flag C, this changes RRS 33 (a) and (b). This exception also applies to moving the finishing line.

14. THE FINISH

14.1. The finishing line will be between the staff of the committee boat flying a blue flag and a dan buoy displaying a blue flag.

14.2. ALTERNATIVE FINISHING LINES

14.2.1. When a race committee vessel boat displays flag W with two sounds, boats that have not yet rounded the nearby mark shall finish between this mark and the staff on the boat displaying flag W.

14.2.2. When flag W is displayed near a mark that ends multiple legs of the course, separate finish lines exist and separate finishing orders will be recorded for each of these lines.

14.2.3. When a boat finishes in accordance with this instruction, she shall be awarded a finishing place after all boats that have passed the nearby mark ahead of her before flag W was displayed.

14.2.4. Boats that have passed the mark before flag W is displayed, and have not retired from the race, but subsequently fail to finish, shall be awarded the average of the points for places available to them had they finished. This changes RRS A5.2.

14.2.5. Boats may also be finished using flag W between marks at the discretion of the race committee.

14.2.6. The times specified in SI 16 will apply also at every flag W finish line defined by SI 13.2 (a) and 13.2 (e)

15. PENALTY SYSTEM

15.1. RRS 44.1 ('Two-Turns Penalty') applies.

16. TIME LIMITS

16.1. The Mark 1 Limit, Race Time Limit (see RRS 35), and the race Target Time are shown in the table below.

Mark 1 Time Limit	Race Time Limit	Race Target Time
20mins	90 minutes	50 minutes

16.2. If no boat has passed the first mark within the Mark 1 Time Limit, the race for that fleet/class will be abandoned.

16.3. Failure to meet the Target Time will not be grounds for redress. This changes RRS 62.1(a).

17. HEARING REQUESTS

17.1. For each class, the protest time limit is 45 minutes after the last boat [in that class] is fully ashore or the race committee signals no more racing today, whichever is later. The time will be posted on the official notice board.

17.2. Hearing request forms are available from the race office.

17.3. 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 may be held in the protest room, located in the clubhouse beginning at the time posted. Alternatively hearings may be held remotely and may be after the event, the parties involved will be advised by email of the arrangements.

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

17.5. RYA Arbitration

17.5.1. The exoneration Penalty and the RYA Arbitration of the RYA Rules Disputes Procedures will be available. Decisions from RYA Arbitration can be referred to a protest committee but cannot be reopened or appealed. See the Official Notice board for details.

18. SCORING

18.1. The scoring system is APPENDIX A

18.2. One race is required to be completed to constitute a series.

18.3. When fewer than four races have been completed, a boat's series score will be the total of her races scores.

18.4. When four or more races have been completed, a boat's series score will be the total of her race score, excluding her worst score.

19. SAFETY REGULATIONS

19.1. [DP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity.

20. REPLACEMENT OF CREW OR EQUIPMENT

20.1. Unless otherwise specified in class rules, for the series of races comprising this event only the helm named on the entry form will be eligible.

20.2. Substitution of damaged or lost equipment will not be allowed unless authorized in writing by the Race Committee. Requests for substitution shall be made to the committee at the first reasonable opportunity, which may be after the race.

21. EQUIPMENT AND MEASUREMENT CHECKS

21.1. A boat or equipment may be inspected at any time for compliance with the relevant class rules, notice of race and sailing instructions.

21.2. [DP] When instructed by a race official on the water, a boat shall proceed to a designated area for inspection..

22. SUPPLIED BOATS – Not used

23. OFFICIAL VESSELS – Not used

24. (DP) SUPPORT VESSELS

24.1. Support vessels shall not be allowed.

25. TRASH DISPOSAL

25.1. Trash must be taken ashore and may not be placed aboard official vessels.

26. BERTHING

26.1. (DP) Boats shall be kept in their assigned places while in the boat park or on moorings.

27. HAUL OUT RESTRICTIONS – Not used

28. DIVING EQUIPMENT AND PLASTIC POOLS – Not used

29. PRIZES

29.1. Prizes will normally be given to the square root of the entry numbers.

30. RISK STATEMENT

Rule 3 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.'

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 organizer 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;
- (g) It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any safety briefing held for the event.

31. INSURANCE

31.1. Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3 million per incident or the equivalent.

32. OTHER INFORMATION

32.1. SIGNALS MADE ASHORE

- 32.1.1. The safety flags below are flown in the flag pole near the coxswains shed.
- 32.1.2. A RED FLAG – no launching, if afloat together with a long sound signal from shore the lake is closing in 30 minutes and you must be ashore within this period. Repeated sounds, come ashore immediately.
- 32.1.3. A RED YELLOW FLAG means the water is closed with exceptions, see the monitor or notice boards in the Café about exceptions
- 32.1.4. A BLUE AND WHITE experienced windsurfers only (wind at 28kts or higher)
- 32.1.5. A BLACK flag indicates that wet or dry suits must be worn at all times whilst afloat
- 32.1.6. A BLUE AND GREEN flag indicates the presence of BLUE GREEN ALGAE in the reservoir and care should be taken whilst afloat and during launching and recovery of boats.

32.2. EMERGENCY MEETING POINT

- 32.2.1. If you are involved in an emergency and you need to go to or direct others (including an emergency service such as an ambulance) to the Emergency Meeting Point at the Coxswain's Shed **52° 17.49 N, 000° 18.85 W**. Should aid be needed elsewhere on site, club staff and/or volunteers will divert resources there.
- 32.2.2. If you call an emergency service, you **must** inform a Staff Member (Coxswain or Office) so that GWSC can invoke its Emergency Protocol.
- 32.2.3. Grafham Water Sailing Club, Chichester Way, Perry, Cambridgeshire PE28 0BU
- 32.2.4. Telephone 01480 810478

ADDENDUM A – COURSE(S) AND MARKS

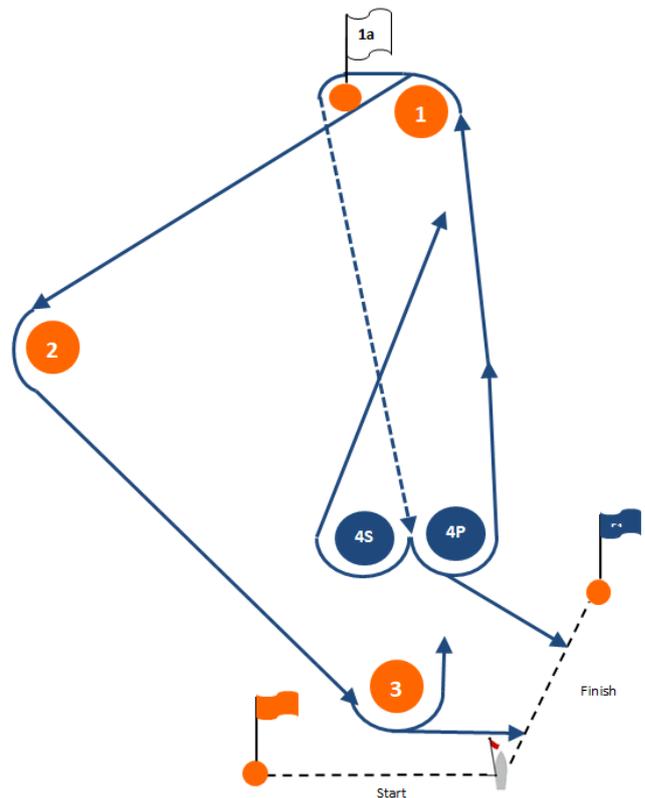
Marks

Marks 1, 2, & 3 are orange pillar buoys

Marks 4s & 4p are yellow pillar buoys with a checked jacket

Mark F is a dan buoy with a blue flag

Mark 1a is a dan buoy with a white flag



Courses

Windward - leeward

L2 1-1a - 4s/4p - 1-1a - 4p - Finish

L3 1-1a - 4s/4p - 1-1a - 4s/4p - 1-1a - 4p - Finish

L4 1-1a - 4s/4p - 1-1a - 4s/4p - 1-1a - 4s/4p - 1-1a - 4p - Finish

Sausage - Triangle

ST2 1-1a - 4s/4p - 1 - 2 - 3 - Finish

ST3 1-1a - 4s/4p - 1 - 2 - 3 - 1-1a - 4p - Finish

ST4 1-1a - 4s/4p - 1 - 2 - 3 - 1-a - 4s/4p - 1 - 2 - 3 - Finish

Triangle - Sausage

TS2 1 - 2 - 3 - 1-1a - 4p - Finish

TS3 1 - 2 - 3 - 1-1a - 4s/4p - 1 - 2 - 3 - Finish

TS4 1 - 2 - 3 - 1-1a - 4s/4p - 1 - 2 - 3 - 1-1a - 4p - Finish



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