



North West Norfolk Sailing Association

NWNSA Open Meeting

24th and 30th July 2022

Snettisham Beach Sailing Club

*Organising Authority: Snettisham Beach Sailing Club
in conjunction with NWNSA*

Sailing Instructions

1. RULES

The regatta will be governed by

- 1.1 the Rules as defined in The World Sailing Racing Rules of Sailing 2021 – 2024.
- 1.2 Rules of the National Authority (RYA)
- 1.3 The Sailing Instruction of the NWNSA
- 1.3 The sailing instructions of SBSC
- 1.4 RYA prescriptions
- 1.5 The Exoneration Penalty (and the Advisory Hearing and Arbitration procedures) of the RYA Rules Disputes Procedure will be available.
- 1.6 Racing Rule 40.1 PERSONAL FLOTATION DEVICES will be changed as follows:
Competitors shall wear personal flotation devices at all times when afloat, except briefly while changing or adjusting clothing or personal equipment. Wet suits and dry suits are not personal flotation devices. This changes the rule in that the rule is always in force during racing and code flag Y need not be displayed to indicate this. This changes Rule 40.1.

2. NOTICES TO COMPETITORS

2.1 Notices to competitors will be posted on the official notice board, located outside the bar.

3. CHANGES TO SAILING INSTRUCTIONS

3.1 Any change to the sailing instructions will be posted not less than 60 minutes before the advertised start of any race or races concerned, except that any change in the schedule of races for Sunday will be posted by 7pm on Saturday.

4. SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed on the flagstaff outside the front of the clubhouse.
- 4.2 Flag L with a sound signal means: 'A notice to competitors has been posted'.
- 4.3 When Flag AP is flown ashore, race signal AP is changed in that '1 minute' is replaced by 'not less than 30 minutes'.

5. SCHEDULE OF RACES

- 5.1 It is intended that there will be two back-to-back races on Sunday 24th July with the warning signal for the first start of the first race of the day at 14.24 hrs. Two back to back races are scheduled for Saturday 30st July with the warning signal for the first start of the first race of the day at 06.54.
- 5.2 Four races are scheduled.
- 5.3 For back to back races, flag AP will be displayed before the end of the previous race and lowered with one sound, one minute before the Warning signal. The timing of raising flag P will not provide grounds for a competitor to seek redress
- 5.4 The race officer may indicate that the next race sequence is about to start by repeated short sound signals.
- 5.5 At the discretion of the Official Race Officer Race 4 may be brought forward to allow for any inclement weather forecasts. This decision will be announced at the briefing.

6 THE START

6.1 Starting Signals

The procedure will be in accordance with the following:

6 minutes before the start: Class flag and gun or other sound signal.

3 minutes before the start: Flag P and gun or other sound signal.

0 Start Class flag dropped.

Class flags and order of starts are intended to be as follows:

National 12 Letter T

Allcomers Fleet 1 Numeral Pennant 1

Supernova Supernova Class Flag

Allcomers Fleet 2 Numeral Pennant 2

Any class with an entry of 4 or more boats may be entitled to a separate start at the Race Officer's (RO) discretion; the decision to do so will rest with the RO and will be advised to competitors verbally before the start.

- 6.2 The starting line will be between the staff on the Committee Boat and an outer distance mark or boat, each displaying an orange flag.
- 6.3 An inner distance mark between the committee boat and the outer distance mark may be used. No boat shall pass between this mark and any part of the vessel it guards after the preparatory signal.
- 6.4 A boat starting later than 5 minutes after her starting signal will be scored Did Not Start.
- 6.5 In the event of an individual recall, flag 'X' will be lowered no later than two minutes after the starting signal. This changes RRS 29.1.
- 6.6 Rules that may be applied at the start when the appropriate flag is displayed. Rules applying will be announced at the briefing: Either I Flag rule or the U flag Rule may apply but not both.

I Flag Rule - RRS 30.1

Flag I may or may not be displayed.. Unless the black flag rule described in 7 is introduced, the following rule will apply to all starts:

Except where there are no navigable extensions at either end of the starting line, no yacht shall race within the triangle formed by the starting line outer limits and the first mark during the last minute before her starting signal unless she subsequently passes outside, round to leeward, of one of the marks or the committee boat at the end of the start line where these marks are surrounded by navigable water.

U Flag Rule – RRS 30.3

'No part of a boat's hull shall be in the triangle formed by the ends of the starting line and the first mark during the last minute before her starting signal. If a boat breaks this rule and is identified, she shall be disqualified without a hearing, but not if the race is restarted or resailed.'

Black Flag Rule – RRS 30.4.

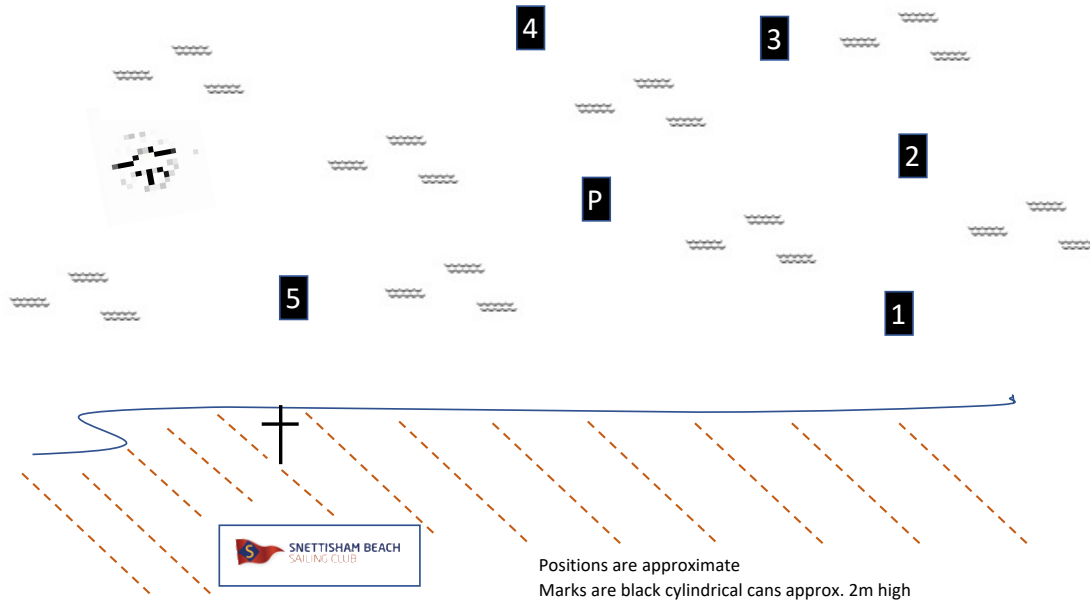
If a black flag has been displayed before the class warning signal no part of a boat's hull shall be in the triangle formed by the ends of the starting line and the first mark during the last minute before her starting signal. If a boat breaks this rule and is identified, she shall be disqualified without a hearing, even if the race is restarted, or resailed or rescheduled, but not if it is postponed or abandoned before the starting signal. If a general recall is signalled or the race is abandoned after the starting signal, the race committee shall display her sail number before the next warning signal for that race, and if the race is restarted or resailed she shall not sail in it. If she does so, her disqualification shall not be excluded in calculating her series score.

7. COURSE

7.1 The course will be indicated at the briefing using the Diagram below. Additional buoys may be laid.

7.2 The Race Committee boat will display the number of laps to be sailed on a board on the committee boat.

SBSC Racing Mark Diagram



8. MARKS

8.1 The marks to be used will be announced at the briefing.

9. THE FINISH

- 9.1 The finishing line will be between the staff on the committee boat and a dan buoy displaying a blue flag.
- 9.2 On any lap, the course may be shortened if the leading boat in the class has rounded its windward mark. Flag 'S' will be displayed on the committee boat (and may be repeated by mark boats on the course area) with two sound signals. Boats shall then sail through their leeward gate, round mark 2a to port, then sail through the finish line.
Failure to repeat the flag from mark boats will not be grounds for redress. This replaces RRS 32.2 and changes rule 62.
- 9.3 In order to reduce delay between races, the Race Officer may finish boats at the back of the fleet by recording their positions from a RIB, which will motor down the course. The decision of the Race Officer is final and will not be grounds for a competitor to seek redress.

10 PENALTY SYSTEM AND TIME LIMITS

- 10.1 If no boat has reached the first mark within 20 minutes, that race will be abandoned, although it may be restarted.
- 10.2 Rules 44.1 and 44.2 are changed FOR ALL COMPETITORS so that only one turn, including one tack and one gybe, is required for an infringement note that 44.1b still applies.
- 10.3 A boat that Did Not Start, Finish or Retired After Finishing shall complete an acknowledgment form at the race office within the protest time limit.

11. PROTESTS AND REQUESTS FOR REDRESS

- 11.1 Hearing Request (Protest) forms are available at the race office. Hearing Request forms shall be returned there within the protest time limit.
- 11.2 The Protest time limit is 60 minutes after the last boat has finished the last race of the day. This time limit will be extended by 30 minutes for all protests by the Race Committee relating to incidents observed in the racing area.
- 11.3 Notices will be posted within 20 minutes of the end of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses.
- 11.4 Breaches of a rule of Part 2 or rule 31 will not be grounds for a protest by a boat unless she was involved in or saw the incident.

12 ADVISORY AND ARBITRATION HEARINGS; EXONERATION PENALTY

The Advisory Hearing and RYA Arbitration procedures of the RYA Rules Disputes Procedures will be available. For these purposes an Exoneration Penalty of 40% shall apply, although the final position of a penalised boat shall be no worse than if she had retired.

13. SAFETY REGULATIONS AND LOCAL ISSUES

13.1 **Tally System / Signing-on.** For the Safety of all taking part, a Tally system or Signing-on procedure may be in place.

This will be confirmed at the competitors briefing.

13.3 a) It is a condition of entry that a Competitor shall comply with the instructions of Safety Boat crews, whose priority is to help competitors in distress or danger before retrieving boats.

b) Any action by these crews solely intended to ensure the safety of a competitor, such as recovering crew or separated components of the boat, provided this does not materially advantage the boat concerned, is not "outside help" as defined in RRS 41 and is not subject to protest from another competitor. The competitor may continue to race. This amends RRS 41.

13.4 A boat that retires from a race shall notify the race committee as soon as possible. This is to be confirmed by completing a declaration on coming ashore.

14. SCORING

14.1 Scoring will be in accordance with Appendix A.

14.2 If a different Helm completes a race in the same boat then they shall be considered a separate entry and their results cannot be combined with the results achieved by another Helm.

15 MEASUREMENT

15.1 Competitors are required to allow the race committee, the class committee or a duly authorised representative of either body to measure or inspect a boat at any time when she is not racing.

16 DISCLAIMER OF LIABILITY

16.1 Competitors participate in the regatta entirely at their own risk. See Rule 3 Decision to Race. Competitors are entirely responsible for their own safety, whether afloat or ashore, and nothing reduces this responsibility. It is for competitors to decide whether their boat and its helm and crew are fit to sail in the conditions that they might find. By launching or going afloat competitors confirm their boat is fit for those conditions and that they are competent to sail and compete in them. Nothing done by the organisers can reduce the responsibility of the owners and/or competitors, nor will it make the organisers responsible for any loss, damage, death or personal injury, however it may have occurred, as a result of the boat taking part in the racing. The organisers encompass everyone helping to run the event and include the organizing authority, race committee, race officer, safety officer, patrol boat personnel and beach masters. The provision of patrol boats does not relieve owners and competitors of their responsibilities.

17. INSURANCE

17.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3 million.