

Maidenhead Sailing Club Sailing Instructions

1 RULES

1.1 Racing will take place under the current Racing Rules of Sailing (RRS), the prescriptions of the RYA, these sailing instructions and the appropriate class rules. For Handicap Racing, the current Portsmouth Yardstick system will be used. (Except where MSC uses a club specific handicap of any class to fit the local conditions. Club specific handicaps are displayed with pursuit start times at the race hut)

1.1.1 Amendment to Part6 of the RSS section 78.1 with regards to compliance with Class Rules; Certificates. To allow competitors to sail not being a member of the appropriate Class Association, and able to sail multi crewed boats - single handed without effecting Handicaps issued by MSC.

1.1.2 Amendment to Part6 of the RSS section 78.2 with regards to compliance with Class Rules; Certificates. To allow competitors to sail without a current valid measurement certificate or existence of such.

1.2 Competitors should note that Maidenhead Sailing Club implements the RYA Racing Charter and that they will be required to undertake to sail in compliance with the Charter, which can be found at the front of the RYA rule book.

1.3 In accordance with rule 86.1(b) RRS 2017-2020 the following is changed as below:

1.3.1 RRS Rule 26 STARTING RACES.

Class and Handicap Races shall be started by using the following signals. Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded.

Signal Flag and sound	Before starting signal	
Warning Class flag	1 sound	3 Minutes
Preparatory P, I, Z, Z with I, or black flag	1 sound	2 Minutes
One-minute Preparatory flag removed	1 long sound	1 Minutes
Starting Class flag removed	1 sound	0

The warning signal for each succeeding class shall be made with the starting signal of the preceding class.

Pursuit races shall be started using the countdown number board. (See Para 10.3). The initial number is the warning signal and the change of number two minutes before a start time for a class is the preparatory signal for that class.

1.3.2 RRS Rule 1.2 Adequate personal flotation devices shall be worn by all crew members whilst afloat and on access piers or pontoons.

1.3.3 RRS Rule 32.2. The shortened course shall be signalled before any boat, which may not be the first boat, crosses the finishing line. (See Para 7.2)

1.3.4 RRS Rule 33 is replaced in its entirety by Para 7.3

2 NOTICES TO COMPETITORS

Notices to competitors will be posted on the Sailing Committee notice board(s) located at Maidenhead Sailing Club or at the MSC Race Hut.

3 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted 30 minutes before race start time on the day it will take effect.

4 SIGNALS MADE ASHORE

4.1 Signals made ashore will be displayed on the flagstaff of the MSC Race Hut.

4.2 When flag AP is displayed ashore, "1 minute" is replaced with "not less than 15 minutes in the race signal AP."

5 SCHEDULE OF RACES

5.1 The Race Schedule will be as published on the MSC Sailing Committee Notice Board or on the MSC website (www.maidenheadsc.org.uk) or in the MSC "Signal" magazine or all of the above. The Schedule published on the Notice Board will take precedence.

6 RACE ENTRY

6.1 A written entry together with the appropriate fee (if applicable) will be required from each boat before starting the competition. If the competition is a series over more than week, a written entry together with the appropriate fee (if applicable) will be required before each race.

6.2 Under exceptional circumstances, the race committee may permit a boat to use sails carrying distinguishing number other than that required by RRS rule number 77. Such permission must be requested prior to use of the boat for racing. In addition a sail number must be different to any other boat within the class.

6.3 It is the responsibility of any person going on the water, to wear appropriate sailing/personal equipment/clothing to suit the conditions on the day. During November to March we would advise wet/dry suits are worn. It is the responsibility of each individual to ensure these rules are adhered to and it is the responsibility of the attending adult to ensure all juniors adhere to these rules.

7 COURSE

7.1 The course to be sailed will initially be displayed on the Course Board at the race hut, along with a description of the marks to be used. It may also be indicated on a board on the committee boat. The letters on the board on the committee boat are coloured red or green to indicate which side the relevant marks are to be left. A white plaque (with the word "line" on it), if displayed, indicates that the course includes a requirement to sail between the committee boat and outer distance marker at the indicated position within each lap.

Flag L will be flown on the committee boat if the course is changed from that indicated at the race hut.

Unless a number of laps are stated, the course should be sailed until the race is finished, by shortening the course. In this event when handicap racing, results will be calculated using the average lap times.

7.2 Shortening Course. Individual fleets may be shortened by displaying Flag "S" with the Class Flag of the class that is finishing. Boats which have been lapped by the leading boat will be finished on the lap they are on as they cross the line. The race officer may shorten the course for any fleet prior to the leading boat in that fleet, if he considers there would otherwise be an undue delay.

7.3 Change to Position of Marks During a Race. The race committee may move one or more of the course marks between races or during a race. If possible, an official boat will

indicate the new course to competitors and flag C may be raised on the committee boat, but no other signals will necessarily be made.

8 CLASS FLAGS

Albacore	Laser	Solo	Menagerie	Optimist
Naval Numeral 1	Class Association Flag	Numeral 1	"M"	"O"

9 AREAS THAT ARE OBSTRUCTIONS

Any area of the lake marked by white stakes is designated as a hazard. A boat hailing for water to avoid the area must be given room to clear, however the area is not out of bounds and can be sailed over.

10 THE START

10.1 Unless otherwise described on the Course Board, the starting line is defined as the line between the mast bearing a blue flag on the committee boat and an outer distance marker. (ODM)

10.2 Inner Distance Markers. Inner distance markers (IDMs) may be laid adjacent to the Committee Boat. IDMs are marks of the course. Any boat that passes between the IDM, and any part of the Committee Boat it guards, after the preparatory signal will be disqualified. IDMs if used, are described on the Course Board or committee boat.

10.3 Pursuit starts. No Warning or Preparatory flags will be used before the start of the countdown (the published start time). The countdown will begin at 22 which acts as the warning signal. The initial number is the warning signal and the change of number two minutes before a start time for a class is the preparatory signal for that class. Classes will start when the appropriate number for each class (see Sailing Committee Notice Board) appears on the starting board. If boats using a start time of greater than 18 are taking part then the countdown will begin at 2 numbers above the slowest boat's start time. (Helms of these slower boats must inform the Race Officer that they intend to take part in the race.) Sound signals will be made at the start and finish of the countdown, and for the start of the main classes. Zero is classified as the start of the race and should be at the time indicated by the calendar, or a revised time to be advised at the Race Hut.

11 THE FINISH

11.1 The finishing line shall be defined by the course board and shall normally be a line between the Committee Boat mast bearing a blue flag and an outer distance marker.

11.2 The finish of a pursuit race will be a sound signal by the Committee Boat after one hour or 30 minutes after the count-down zero as defined on the Course Board. The finishing order is the order of boats when the sound signal is given. The committee boat will move down the course as soon as possible to establish these positions; all competitors shall maintain relative position until they are given a finish signal.

12 PENALTY SYSTEM

As provided in rule 67, the Race Committee may, without a hearing, penalize a boat that has broken rule 42.

13 TIME LIMIT

Unless modified by the competition rules, any boat not finishing within 20 minutes of the leading boat shall be deemed to have retired.

14 DECLARATIONS

Each competitor shall sign a declaration within 30 minutes of finishing the race to the effect that all the racing rules, the sailing instructions, and the class rules were observed in the race. A competitor who fails to do this shall be regarded as having retired.

15 PROTESTS AND REQUESTS FOR REDRESS

15.1 Protest forms are available in the Race Hut. Protests shall be delivered there within the protest time limit.

15.2 For each class, the protest time limit is 30 minutes after the last boat has finished the last race of the day. The same time limit applies to protests by the race committee and protest committee about incidents they observe in the racing area and to requests for redress. This changes rules 61.3 and 62.2.

16 SCORING

16.1 The scoring system shall be in accord with the RRS Low Point System. A boat shall be defined as having entered the series if it has entered one race.

16.2 The number of races which count towards a boats regatta or series score will be half the total number of races plus one completed in the regatta or series rounded up to next whole number.

16.3 A minimum of one race is required to be completed to constitute a series or regatta.

17 REPLACEMENT OF CREW OR EQUIPMENT

17.1 A competitor may change boats during a series and the scores contribute towards an overall series score if the boat is of the same class. If an adult competitor sails two different classes of boat during a handicap series using the current standard PY handicap formula or in a pursuit series, this will be regarded as two entries Junior members may change class of boat and the scores will contribute to an overall series score.

17.2 A double-handed boat will be regarded as a single entry in a series if: a) the helm and crew remain the same throughout the series, or, b) the helm remains the same but the crew changes during the series, or, c) the helm swaps roles with the regular crew for fewer than half the races entered.

17.3 When competing in a Personal Handicap series a competitor may change to any boat or class of boat (allowed by MSC rules) during a series and all the scores will contribute towards that helm's overall series result.

18 Painters

Every boat shall carry a painter of at least 2m in length, suitable for being towed by a safety boat.

19 EQUIPMENT AND MEASUREMENT CHECKS

A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions. On the water, a boat can be instructed by a race committee measurer to proceed immediately to a designated area for inspection.

20 RADIO COMMUNICATION

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.

21 PRIZES

Prizes will be awarded at the discretion of the MSC Sailing Committee, and will normally be given to the top three ranked boats at the end of the series. Prizes may be withheld or additional prizes awarded at the discretion of the MSC Sailing Committee. Prizes are only awarded to boats that qualify for a series or regatta. A qualification is described as a boat that has a maximum of 2 DNC's in its results.

22 DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

23 INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover £3,000,000 per event or the equivalent