

GENERAL SAILING INSTRUCTIONS

2015 UK Laser Masters National Championships 19-21st June Pevensey Bay Sailing Club

1. RULES

- 1.1 Racing will be governed by the Racing Rules of Sailing (RRS), the rules of the International Laser Class (ILCA), these Sailing Instructions and Local Instructions.
- 1.2 A copy of the Local Instructions will either be given to each competitor or displayed on the Official Notice Board at least 90 minutes before the start of the first race affected. Flag L will not be displayed.

2. CONDITIONS OF ENTRY

- 2.1 The entry form requires the name of the competitor and the number of the boat. Points scored will be awarded to the competitor and no other person shall compete in that Laser in the Event. The competitor shall be a fully paid member of ILCA and fulfill the eligibility criteria stated in the Notice of Race.
- 2.2 A Laser shall display above the waterline while racing:
 - 2.3.1 A sticker as supplied by UKLA denoting current class membership.
 - 2.3.2 Any event sponsor sticker(s) supplied at registration. Such stickers will be positioned as shown on a notice displayed on the official notice board. If one is lost, a replacement shall be sought on going ashore. This SI is not protestable by another Laser & changes RRS 60.1.
- 2.4 The Standard and Radial fleets will race on the same course area with separate starts. If any competitor enters with a 4.7 rig then they will race with the Radial fleet.
- 2.5 After a competitor has registered for the event they may only change rigs with written permission from the race committee. The purpose of this concession is to keep competitors sailing in the event; it is not intended for tactical purposes. The competitor will be required to start in the appropriate fleet for the rig they are using and only results obtained using the rig they registered with will count in the event.

3. RISK STATEMENT

- 3.1. 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." Sailing is by its nature an unpredictable sport and, therefore, involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:
 - 3.1.1 He/she is aware of the inherent element of risk involved in the sport and accepts responsibility for the exposure of him/herself and his/her boat to such inherent risk whilst taking part in the event.
 - 3.1.2 He/she is responsible for the safety of him/herself, his/her boat and his/her other property whether afloat or ashore.
 - 3.1.3 He/she accepts responsibility for any injury, damage or loss to the extent caused by his/her actions or omissions.
 - 3.1.4 His/her boat is in good order, equipped to sail in the event and he/she is fit to participate.
 - 3.1.5 The provision of a race management team, patrol boats, umpires and other officials and volunteers by the organizers does not relieve him/her of his/her own responsibilities.
 - 3.1.6 The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.
 - 3.1.7 His/her boat is adequately insured, with cover of at least £2,000,000 against third party claims.
 - 3.1.8 The fact the Race Committee conducts inspections of a boat does not reduce the responsibilities of each competitor which are set out above in this document.

4. SAFETY

- 4.1 Adequate personal buoyancy (with a minimum buoyancy of at least 50 Newtons and being either a life-jacket or a waistcoat-type buoyancy aid) shall be worn while afloat. Flag Y will not be displayed. This changes RRS 40 and the Part 4 preamble.
- 4.2 The host club's local instructions may specify a tally system. Each time a Laser does not comply with this tally system within the time limit in the local instructions a non-returnable fee of £5 shall be paid to the organising authority. The penalty for non-payment will be disqualification from all races in the event. (This penalty prevails over anything to the contrary in any local instruction or club rule). After the event the fee will be donated to RNLI.

5. COMMUNICATION WITH COMPETITORS

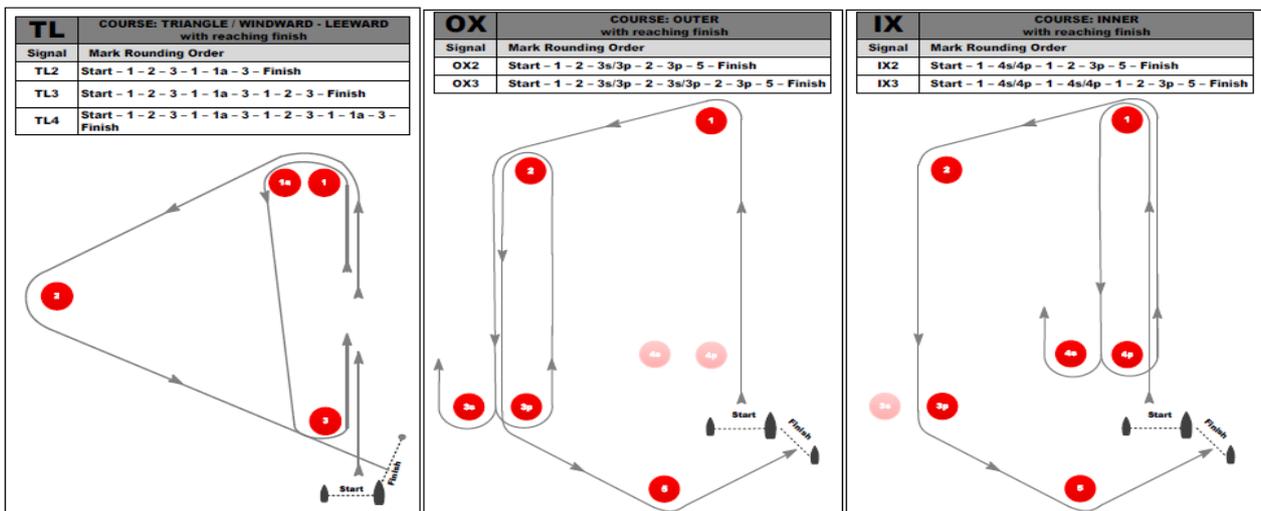
- 5.1 The class flags, used as warning signals, are:- Standard - Red Laser symbol on a white background. Radial - Red Laser symbol on a green background.
- 5.2 Notices to Competitors will be posted on the Official Notice Board.
- 5.3 Changes to these Sailing Instructions will be posted on the Official Notice Board at least 90 minutes before the first race of the day.

- 5.4 A whistle blown by a member of the protest committee during a race signals that 'a member of the protest committee believes a boat has broken a rule'.
- 5.5 For identification purposes 'sail number' shall mean a maximum of the four last digits of a Laser sail number. If as a result there is a conflict between two or more 'sail numbers' the International Laser UK Class Association will allocate modified number(s) to be displayed by one or more of the boats throughout the event. This amends appendix G.

6. SCHEDULE

- 6.1 The schedule is intended to be as specified in the Notice of Race. The schedule for the first day of racing may not be changed but for later days the schedule may be changed providing a notice detailing such changes is posted on the official notice board no later than 60 minutes after the last boat comes ashore.

7. COURSES The diagrams are illustrative only, not to scale, and do not show the bearing or distance of any mark from any other mark.



- 7.1 Courses will be signalled by display of the description (TL3 OX2 etc) on a board. If no course board is displayed the first class to start will sail OX2 and the second class IX2.
- 7.2 The starting line will be between a staff displaying an orange flag on the Race Committee boat at the starboard end to either a staff displaying an orange flag on a race committee boat at the port end, or to the windward extremity of a port end starting mark (see Local Instructions for description of mark).
- 7.3 The spreader mark and both gate marks may not be laid, if only one gate mark is laid it shall be rounded to port.
- 7.4 The course marks and any substitute marks will be described in the Local Instructions.
- 7.5 When it is necessary and possible, the race committee may either move the position of the mark, or lay the substitute mark.
- 7.6 The finishing line is from a staff on a committee boat displaying a blue flag and a finishing mark (see local instructions for description of mark).
- 7.7. Shortening course
- 7.7.1 No course will be shortened until the Lasers have reached the intended leeward mark for the first time.
- 7.7.2 Subject to SI 7.7.1, any course may be shortened at any mark. In addition, (adding to RRS 32) when a finishing line described in SI 7.6 has been laid in the vicinity of the intended leeward mark, and when flag S is displayed with two sound signals from the finishing boat the meaning of flag S is changed to: 'The course is changed, and the intended leeward mark is the last mark of the course. Pass the mark to port and finish'.

8. STARTS

- 8.1 Races will be started using RRS 26. It is intended that the first start will be for the Standard Laser fleet, followed by the Radial fleet. The warning signal for the subsequent starts will be made either with the starting signal for the previous start, or as soon as possible thereafter (without flag AP needing to be displayed).
- 8.2 The starting line is from a mast or staff displaying an orange flag on the race committee boat at the starboard end to either a mast or staff displaying an orange flag on the race committee boat at the port end, or to the windward extremity of the starting mark. Local instructions will say which applies.
- 8.3 When a buoy, described in the local instructions as an inner limit buoy, is laid adjacent to the starting line near a race committee boat, no part of any Laser shall cross a line from the buoy to the nearby mast or staff displaying an orange flag while racing. Neither the buoy nor the line is an obstruction.
- 8.4 When a class flag is flown 'at the dip' before a warning signal, it denotes that that class is intended to be the next to start. The flag will be lowered with a repetitive sound signal and the warning signal made no less than 1 minute later. This adds to the meaning of the race signals

- 8.5 At the warning signal of a class, all Lasers not involved in that start shall move to, and remain in, the 'holding area' which is behind an imaginary line 100m to leeward of the start line and its extensions until the starting signal of the starting class. In 'moving to' the 'holding area', non-starting Lasers must pass outside the starting line. Boats observed on or near the starting line and its extensions and not sailing purposefully to the holding area may have their numbers recorded by the Race Committee. Numbers recorded will be posted on the Official Notice Board. A first offence carries no penalty. Second and subsequent offences carry a five place penalty applicable to the nearest race at the time of the offence. This is not protestable by the competitors and changes RRS A5.
- 8.6 When the black flag is flown without a class flag, it denotes that the race committee is attempting to re-set the start line and course marks and that all competitors not sailing at competitive speeds to windward shall move to, and remain in, the 'holding area' until the black flag is lowered.
- 8.7 The orange flag on the Committee boat will be raised at least one minute before the Warning signal.
- 8.8 A boat starting later than 4 minutes after her starting signal will be scored Did Not Start without a hearing. This changes rules A4 and A5.
9. **BLACK FLAG STARTS**
- 9.1 When a race that is started under RRS 30.3, the Black Flag Rule, is recalled, the sail numbers, as defined in 4.5, of disqualified Lasers will be displayed on the committee boat for at least three minutes.
- 9.2 When the race is restarted, a disqualified Laser shall not sail within 100 meters of the starting line before the starting signal, nor after the starting signal within an imaginary line drawn 100 meters outside any area where a Laser might sail while racing. The penalty for breaking this sailing instruction is that the disqualification becomes non-excludable (DNE). This changes RRS A5.
10. **FINISHING**
- 10.1 A Laser who has lost contact with the majority of the fleet may be told on the water that he/she need not complete the course. An appropriate finishing position will be recorded. Redress will not be given if failure to return to the starting area causes the start of the next race to be missed.
- 10.2 A boat that, after finishing, passes through the line from the finished side will be taken as still racing and returning to the racing side to complete penalties. Her finishing position will be deleted. A boat that passes through the finish line more than once from the course side will be assumed to have completed penalty turns before finishing correctly and will be awarded the finishing position when she last crossed the finishing line. This alters RRS 28.1 and A5.
11. **TIME LIMIT**
- 11.1 RRS 35 will not apply. The time limit for finishing will be 1.5 hours for the first Laser in its start that finishes, extended by 30 minutes for other competitors in the same fleet. When no Laser finishes within 1.5 hours, the race will be abandoned. The race committee will signal the closure of the finishing line by making five sound signals and lowering the orange flag.
- 11.2 The target time for the leading boat in each class will be 45-50 minutes. Failure to meet the target time shall not be grounds for redress under rule 62.1(a).
- 11.3 A race may be abandoned at any time before the first boat finishes if the wind speed drops below 5 knots and the Race Officer is not convinced that the race is a fair test for all competitors.
12. **IMMEDIATE PENALTIES FOR BREAKING RULE 42**
- 12.1 RRS Appendix P applies, except that, on all occasions, the penalty will be two-turns. This changes RRS Appendix P section 2.
13. **DECLARATIONS**
- 13.1 When a Laser has taken either a two-turn penalty or a one-turn penalty, or has retired-after-finishing (RAF), the competitor shall complete a declaration on the Official Notice Board within her protest time limit. This does not apply to penalties incurred under RRS Appendix P.
14. **RYA ARBITRATION HEARINGS**
- 14.1 When a protest or request for redress is lodged, a boat may at the same time request RYA Arbitration, or the Protest Committee or Race Committee may offer it.
- 14.2 If the parties and a member of the protest or race committee agree that RYA Arbitration is suitable, an Arbitrator (who may be that member of the Protest Committee) will call a hearing conforming to Section B of Part 5 of the Racing Rules of Sailing, except that rule 64.1(a) will not apply. Instead when the Arbitrator decides that a boat that is a party to the arbitration hearing has broken a rule for which the Exoneration Penalty is available, the party will be invited to accept that penalty, and, if it is accepted by a protested boat, the protesting boat will be allowed to withdraw the protest, changing rule 63.1.
- 14.3 When there is not an agreement to use RYA Arbitration, or when, after RYA Arbitration, a protest is not withdrawn or the Exoneration Penalty is not applicable to the facts, there will be a normal protest hearing, at which the Arbitrator may be a member of the Protest Committee. Rule 66 and 70 (reopening and appeal, respectively) do not apply to the arbitration decision since this is not a protest committee decision or procedure. A boat may still accept an Exoneration Penalty at any time before the start of a protest hearing and receive its protection from further penalization. She may also retire.
- 14.4 When redress is offered and accepted at the RYA Arbitration, all parties the Protest Committee or Race Committee may seek to have this reviewed by asking for a full hearing. When redress is offered and not accepted, or not offered at all, the boat may have her request heard before a Protest Committee.
15. **PROTESTS**
- 15.1 The protest committee may disqualify a Laser without a hearing, which changes RRS 63.1, for:-

- (a) Touching a mark and neither retiring or taking a penalty.
 - (b) Not wearing adequate buoyancy while racing.
 - (c) Being found after the weighing of clothing and equipment to have broken RRS 43.
- 15.2 The time limit for a Laser to lodge a written protest or request for redress is 45 minutes after the last Laser in her fleet comes ashore for the day, except that the time limit for a Laser to seek redress because of something she learns of for the first time in the results is before racing the following day or, on the final day of racing within 30 minutes of the results being posted. The time limit for the race committee or protest committee to lodge a written protest is 30 minutes after the last Laser comes ashore for the day.
- 15.3 Not later than 60 minutes after the last Laser in her fleet comes ashore for the day, the protest committee will post a list of protestors and protestees and a schedule of the order of protest hearings. This is the notification required under RRS 63.2, Time and Place of the Hearing.
- 15.4 Not later than 60 minutes after the last Laser in her fleet comes ashore for the day, the protest committee will post a list of Lasers disqualified under SI 15.1 (a) or (b). A Laser disqualified without a hearing is entitled to a hearing on request if she asks for it within 15 minutes after the notice is posted.
- 15.5 The protest committee will post on the Official Notice Board, shortly after the last Laser in her fleet comes ashore for the day, the actual time limits relating to the above.
- 15.6 Exoneration Penalty
- 15.6.1. A boat that may have broken a rule of Part 2, rule 31 or rule 42, may, after finishing the race concerned and before the start of a related protest hearing, notify the Race Committee that she accepts a 20% scoring penalty as stated in rule 44.3(c), except that the minimum penalty is two places provided that does not result in a score worse than DNF. This penalty does not reverse an OCS score, a disqualification under rule 30.3 or a penalty under Appendix P. It is not available for a breach of rule 2 or of class rules or for gross misconduct under rule 69. Nor is it available to a boat that caused injury or serious damage, or gained a significant advantage by her breach: in these circumstances, her penalty is to retire.
- 15.6.2. When an Exoneration Penalty is accepted, (a) Neither the boat nor a protest committee may then revoke or remove the penalty. (b) The boat shall not be penalized further in a protest hearing when the protest committee appropriate to the facts found and the applicable rules decides that it was.
16. **WEIGHING**
- 16.1 A competitor selected for the weighing of clothing and equipment shall comply with the instructions of the official concerned.
17. **SCORING**
- 17.1 The event will be scored using the Low Points System of Appendix A. 2 races shall be completed to constitute a valid series.
- 17.2 If 4 or more races are completed a competitor's series score will be the total of his/her race scores excluding his/her worst score. If fewer than 4 races are completed then his/her score will be the total of all race scores.
- 17.3 Prizes for age categories within each fleet (standard or radial) will be determined without rescoring from the overall result.
18. **OUTSIDE HELP**
Penalties for breaking rule 41 (outside Help) shall be at the discretion of the Protest Committee (DPI). When a boat has received help, a request for a lesser penalty than retirement may be made to the Protest Committee in writing before the protest time limit on the day concerned.
19. **RUBBISH DISPOSAL**
- 19.1 Boats shall not put rubbish into the water. Rubbish may be placed on support and official boats.
- 19.2 The penalty for breaking RRS 55 is at the discretion of the protest committee (DPI) and may be less than disqualification.

ADVICE TO COMPETITORS

On the question of whether a boat is OCS or not at the moment of the starting signal, the protest committee (PC) will accept the judgment of the race committee rather than that of the sailor. For a boat to be given redress, conclusive evidence must be presented to the PC that the race committee has made an error in recording the OCS. Even video evidence is rarely conclusive and the burden of proof must be 'beyond reasonable doubt' rather than 'on the balance of probabilities'. In the absence of conclusive evidence to the contrary the PC will uphold the race committee's decision.

Before going afloat you should take account of the current weather forecast and conditions which you might expect to encounter on the water and your ability to deal with these conditions.

Your adequate personal buoyancy should be of the correct type and be capable of supporting your total weight

- If you get into difficulties you should stay with your Laser.
- If your Laser is capsized and you are unable to right it you should sit on the upturned hull and attract the attention of a safety boat by holding both arms outstretched with the palms of your hands open.
- If the crew of a safety boat instruct you to leave your Laser and board the safety boat you should do so without delay.
- To signal to a safety boat that you are not in distress you should hold out one arm with the palm of your hand closed. In bad visibility stay close to the rest of the fleet.

PEVENSEY BAY SAILING CLUB

2015 UK LASER MASTERS NATIONAL CHAMPIONSHIPS

LOCAL SAILING INSTRUCTIONS

Race Officer	Peter White
Committee Boat	Seahorse (yellow motor catamaran)
Race Committee	R.O. (Peter White), ARO (Richard Holttum), Safety Boat Officer (Gordon Bishop),
Protest Committee Coordinator	Adrian Peckham
Protest Committee	Andy Street (Chair) plus two
Race Area	An area, approximately 2nm ² to the south east of the club, as depicted by the map below in appendix 1
Briefing	There will be a briefing in the clubhouse 1¼ hours before scheduled time of first race.

Tidal Information	High Water	Height	Range
Friday 19 th	14.01	7.3m	6.5m
Saturday 20 th	14.38	7.0m	6.1m
Sunday 21 st	15.15	6.7m	5.6m
Spring tide range 6.6m (16 th June)		Neap tide range 4m (24 th June)	

The tide flows towards Hastings on the flood coming up to high tide and a back again to Eastbourne on the ebb to low tide. The rate of flow is approximately 2 knots at the peak during the spring ebb tides. The tides range between 3.5 and 7.5 metres from lowest to highest tide on the monthly cycles with neap tides being the lowest and spring tides being the highest. Flood to ebb = tide turns 1 hr before high tide.

Hazard:

- 1) Wreck of SS Barnhill – marked by two green starboard buoys – see appendix 2
- 2) Care to be taken when returning to beach – old groynes may be showing just above shingle dependent on recent tidal action. These will be marked by poles.
- 3) A row of yellow buoys, to the east of the club, shown in appendix 1 below, marks a safe swimming area. Boats should not sail between these buoys and the shore.

SUPPLEMENTARY SAILING INSTRUCTIONS

S.I. 3.2 Safety

A tally system will be in operation. PBSC issues the sailors with a tally number at registration. A tally board will be situated to the immediate right of the clubhouse entrance. Timing for the release of tallies (elastic wristbands) prior to going afloat will be on the instruction of the Race Officer and will not be less than 30 minutes before the warning signal of the first race. All tallies to be returned to tally board within 30min of return of last boat to beach. Failure to comply with this instruction will result in a fine penalty of £5 to the RNLI. Failure to pay the fine will result in disqualification from the event.

Check in – The helm of each boat intending to start a race shall remove the tallies bearing their allocated number from the board and keep it on their person. Should either helm go afloat having failed to tally, they may at the sole discretion of the race officer, redeem themselves by reporting to the committee boat before the start and advising the Race Committee that they have failed to tally, and making a £5 donation to the RNLI at the Race Office.

Check out – Immediately on returning to shore after racing, the tallies for helm of each boat must be replaced on the tally board. Should the helm fail to tally after coming ashore, their boat will face possible disqualification.

S.I. 5.2 Communication with competitors

The official notice board is located inside the clubhouse to the right of the entrance doors.

When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes'. This changes AP in Race Signals.

S.I. 7.4 Course Marks

The course marks will be:

- Windward – Black Pillar
- Gybe - Orange Triangle
- Leeward – Black Pillar

S.I. 7.5 Substitute Mark

- The substitute mark will be - Orange Pillar

S.I. 8.2 Starting Mark

The starting mark will be an Orange sphere.

S.I. 7.6 Finishing Mark

The finishing mark will be an Orange sphere.

INFORMATION

Dogs Dogs are not allowed in the clubhouse (except guide dogs).

Club contact details. 01323 761002. www.pbsc.eu email:- vice.commodore@pbsc.eu

Club Officers/Personnel

Commodore	Mark Doughty Keen	Vice-Commodore (overall coordination)	Adrian Peckham
Safety Boat Officer (waterside safety)	Gordon Bishop	Beachmaster (landside safety)	Gary Pearson

Appendix 1 Race Area



Appendix 2 -Wreck of SS Barnhill –marked by two green starboard buoys

