

Sailing Instructions



The 33rd RYA Eric Twiname Championships

Rutland Sailing Club

4th, 5th and 6th May 2019

www.ryaracingevents.org.uk



The RYA Eric Twiname Championships at Rutland Sailing Club (RSC)

The Organising Authority is the Royal Yachting Association (RYA) in conjunction with RSC

1. Rules

The Racing will be governed by the 'rules' as defined in the Racing Rules of Sailing. Special attention is drawn to the RYA Racing Charter.

Competitors' attention is drawn to the local rules as detailed in the Notice of Race.

2. Notices to Competitors

Notices to Competitors will be posted on the Official Notice Board, located in the window of the Race Office. For the convenience of sailors, official notices and changes to Sailing Instructions may be replicated on the Event website, but failure to display them on the Event website will not be grounds for redress.

3. Changes to Sailing Instructions

Any change to the sailing instructions will be posted on the Official Notice Board at least one hour before the advertised warning signal of the race or races concerned, and signalled by displaying flag L ashore (SI 4). However, any change to the schedule of races will be posted by 19:00 hours on the day before it will take effect.

4. Signals Made Ashore

Signals made ashore will be displayed on the Rutland signals mast outside the race hut situated on the west side of the club balcony. Signals displayed over a class flag apply to that class only.

If Flag L is displayed (A notice to competitors has been posted) it will be flown with a numeral pennant indicating the latest notice posted.



Competitors may tally out (SI 21) before the class flag is displayed.

Flag D with two sound signals means: No boat shall leave the shore until its class flag (SI 6) is displayed.

Windsurfers: 4.5 and 5.8 fleets may leave the shore when the 4.5 flag is displayed; 6.8 and 7.8 fleets may leave the shore when the 6.8 flag is displayed.

The warning signal will be made not less than 30 minutes, after flag D is displayed'.

Flag AP may be displayed ashore to signify racing is postponed and boats / Boards must remain ashore.

Should AP be displayed with a Class Flag, the postponement will apply only to the fleets whose Class Flags are displayed.

5. Schedule of Races

Racing is scheduled as follows (with approximate timings):

Day	Course	Races	Time of Warning Signal
Saturday	All	Up to 3 Races Dinghies	Scheduled time of warning signal for first race will not be before 11:55
Saturday	All	Up to 4 Races Windsurfers	Scheduled time of warning signal for first race will not be before 11:55
Sunday	All	Up to 4 Races Dinghies	Scheduled time of warning signal for first race will not be before 10:25
Sunday	All	Up to 5 Races Windsurfers	Scheduled time of warning signal for first race will not be before 10:25
Monday	All	Up to 3 Races Dinghies	Scheduled time of warning signal for first race will not be before 10:25
Monday	All	Up to 4 Races Windsurfers	Scheduled time of warning signal for first race will not be before 10:25

The race committee will endeavour to announce their intentions for the race schedule at the briefings, however dinghy competitors should be prepared to do a number, or all, of the day's races as soon as practically possible after the finish of the previous race.



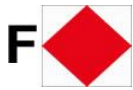

There will be a maximum of 9 races for dinghies and a maximum of 12 races for Windsurfers.

Races will start as soon as practically possible after the finish of the previous race.

To alert boats that a race or sequence of races will begin soon an orange flag will be displayed with one sound at least two minutes before a warning signal is displayed.

No warning signal will be made after 14:55 on Monday.

6. Class Flags & Identification

Windsurf 4.5, 5.8 and 6.8 and 7.8 classes	
Optimists will use international code flag O	
Toppers will use international code flag T	
Fevas will use international code flag F	
Teras will use international code flag E	
Laser 4.7s	Laser Class Flag – Flag with laser Insignia

6.1. Additional Identification for Windsurfers

All windsurfers will be allocated sail identification dots to indicate which fleet they are racing in. Competitors shall position this dot on their sail, on the panel above the boom 10cm in from the leech and back to back on both sides of the sail. In the event that the change down sail is used additional coloured dots shall be collected from the race office. Windsurfers that do not comply with this sailing instruction may not be given finishing positions. This changes rules 35, A4 and A5

Race Dot colours

Fleet	Dot Colour
4.5	Orange
5.8	Red
6.8	Blue
7.8	Yellow

7. Female Participants

Will be required to Display a Red Diamond on their sail for the duration of the event. The event organisers will provide the Diamonds. Position on sails are defined in Attachment B.

8. Racing Area

Racing will take place on Rutland Water.

The location of racing areas *Yellow*, *Orange*, and *Blue* will be explained at the briefing and are dependent on the conditions; however approximate likely course area positions are shown in attachment C .

Classes are assigned to racing areas as follows:

Race Area and Mark Colour	Classes
Red	Windsurfers 4.5, 5.8, 6.8 and 7.8
Orange	Topper and Laser 4.7
Blue	Optimist, Tera and Feva

9. The Courses

The diagrams in Attachment A show the courses, including the course letters, the order in which marks are to be passed, and the side on which each mark is to be left.

When there is a gate, boats shall sail between the gate marks from the direction of the previous mark and round either gate mark. The gate may be replaced by a single mark to be left to port.

Dinghies- The dinghy Race Committees shall display the class, the course letters and the number of Windward legs to be sailed on a board at the back of each of the Committee Boat.

Windsurfers- The yellow Race Committee will display the class(es), the course letters and the number of windward legs for each class on a board at the back of the Committee Boat.

Dinghies will use Courses Inner Loop I or IX or Outer loop O or OX as specified in attachment A.

Windsurfers will use Courses Inner loop I, IX or Outer loop O, OX, or Windward/Leeward WSR or WLR as specified in attachment A.

This adds to RRS 28.1: 'If the Race Committee observes a boat failing to sail the correct course, then she may be disqualified without a hearing.' This also changes RRS A5.

10. Marks

Marks 1, 2, 3, 3s, 3p, 4, 4s, 4p, 5 and A (where used) will be inflatable dumpy buoys (similar to that shown below) and will correspond to the course colour. With the exception of the windsurfer Pink course where Courses WSR & WLR the Mark 1 will be Blue for the 6.8 and 7.8 fleets.



Starting marks will be a race committee boat displaying an Orange flag at the starboard end and a boat or a dan-buoy displaying an orange flag at the port end:

Finishing marks will be a race committee boat displaying a blue flag and a boat or a dan-buoy displaying a blue flag.

11. The Start

Races will be started in accordance with rule 26. Windsurfers will use Appendix B System 1.
The start for one class may be at the same time as the warning signal for the subsequent classes. If there is a General Recall, then the subsequent classes' start will be delayed in order to maintain the start sequence.
The starting line will be between staffs displaying orange flags on the starting marks.
Boats whose warning signal has not been made shall keep at least 50m clear of the starting area.
A boat starting later than 4 minutes after her starting signal will be scored Did Not Start. This changes rule A4.1.

12. CHANGE OF COURSE AFTER THE START

A change of course after the start will be signaled, by the display of flag C with repetitive sounds, from an Official boat, before the leading boat has begun the leg, although the new mark may not then be in position.
Subsequent legs may be changed without further signaling to maintain the course shape.
The race committee may move a mark (or the finishing line) up to 100m without signalling the change. This changes rule 33.



13. The Finish

Finishing marks will be a race committee boat displaying a Blue flag and a boat or a dan-buoy displaying a blue flag.
The Finishing line will be between staffs displaying Blue flags on the Finishing marks.

Alternative Finishing Line



After the first boat has finished the Race Committee may finish other boats at a mark of the course or on a leg of the course.
When a committee boat displays flag W with two sounds, boats may be finished by this Official Boat.
When a boat finishes in accordance with this instruction she shall be given a finishing place after all boats which complete more legs of the course and then finish. This changes rule 28, 35, A4 and A5.

14. Time limit.

Dinghies failing to finish within 20 minutes of the first boat in their class will be scored as DNF. This changes rule 35, A4 and A5.
Windsurfers failing to finish within 15 minutes of the first Windsurfer in their class will be scored as DNF. This changes rule 35, A4 and A5.

Class	Target Time for first finisher (information)
Dinghies	35 Minutes
Windsurfers	30 Minutes

15. Radio Communication

A boat shall neither make radio transmissions while racing nor receive radio communications. This restriction includes mobile telephones

16. Post race Penalty, Advisory Hearings & Arbitration Hearings.

The Post-Race Penalty and the Advisory Hearing and RYA Arbitration of the RYA Rules Disputes procedures shall apply (for information on the procedures, go to www.rya.org.uk/go/rulesdisputes). The outcome of an RYA Arbitration can be referred to a protest committee, but an arbitration cannot be reopened or appealed. Attachment D, which forms part of these sailing instructions, gives the detailed arrangements.

17. Protests

Boats intending to lodge a protest shall inform the race committee finishing vessel upon finishing the race. Note that an Advisory Hearing as defined in Attachment D does not require a sailor to inform the race committee boat at the finish of the race.

Protest forms are available at the race office. Completed protest forms and requests for an RYA Arbitration hearing shall be delivered there within the protest time limit.

The end of protest time for each class will be 45 minutes after the last boat of their class finishes the last race of the day, this will also be posted on the official notice board each day.

Notices will be posted on the official notice board within 15 minutes of the end of protest time. The purpose of the notices is to inform competitors of any hearings in which they are parties or named as witnesses.

Competitors should ensure they are not involved with a protest before leaving the club.

Notices of protests by the race committee or protest committee will be posted on the official notice board to inform boats under rule 61.1(b).

On the last day of scheduled racing, a party to a hearing may ask for a re-opening no later than 30 minutes after being informed of the decision. This changes rule 66.

Protests under Sailing instruction points 21, 22, 23, 24, 25 & 26 may be brought only by the Race Committee or Protest Committee and not by a competitor.' This changes rule 60.1

18. Penalty System

When boats break Sailing instruction points 21, 22, 23, 24 & 26 the Protest Committee will decide the penalty. This may include an additional 10 points for Toppers and Optimist, 5 points for RS Fevas, Teras, Lasers 4.7 and windsurfers 7.8 & 6.8 and 3 points to windsurfer 4.5 & 5.8 to the first race of that day.

Immediate penalties for breaking rule 42: Appendix P will apply, except that this is amended such that P2.2 and P2.3 are deleted and P2.1 (two turns penalty) shall apply to all penalties.

19. Scoring

The Low Point scoring system of Appendix A will apply, Rule B8 is deleted.

Nine races are scheduled for the dinghys and twelve for the Windsurfers.

Each boat's series score will be the total of her race scores with her worst score discarded if three or more races are completed.

Team Scoring

Fictitious entries will be created for zones/home country teams having less than 4 boats / 2 windsurfers per class and they shall be scored DNC for all races.

Dinghies Zone/Home Country Team Scoring

Topper & Optimist zone/home country team scores will be the sum of the team's series rankings for their best 4 boats in that class from which a dinghy class zone/home country team ranking will be generated.

RS Tera & RS Feva zone/home country team scores will be the sum of the team's series rankings for their best 2 boats in that class from which a dinghy class zone/home country team ranking will be generated.

ET Dinghy Trophy

The overall dinghy zone/home country team scores will be the sum of the best 2 zone/home country class team rankings from which an overall dinghy zone/home country team ranking will be generated.

Windsurfers Zone/Home Country Team Scoring

The windsurfer class zone/home country team scores will be the sum of the team's series rankings for their best 2 windsurfers in that class from which a windsurf class zone/home country team ranking will be generated.

ET Windsurfing Cup

The overall zone/home country windsurfing team scores will be the sum of the best 2 zone/home country class team rankings from which an overall windsurfing zone/home country team ranking will be generated.

ET Shield (overall)

The overall RYA Eric Twiname zone/home country team scores will be the sum of the best 2 dinghy & 1 windsurfing Zone/home country team ranking from which an overall RYA Eric Twiname Championship Zone/home country team ranking will be generated.

Ties

If there is a tie between two or more zone/home country teams, each zone/home country class team rankings shall be listed in order of best to worst, and at the first point(s) where there is a difference the tie shall be broken in favour of the team(s) with the lowest ranking(s).

If a tie remains between two or more zone/home country teams, each zone/home country's class team scores shall be listed in order of best to worst, and at the first point(s) where there is a difference the tie shall be broken in favour of the team(s) with the lowest score(s).

The scoring system for the dinghy, windsurfing and overall team prizes is detailed in the Notice of Race. The Laser 4.7 fleet does not form part of The Eric Twiname Championship.

Competitors in the Topper Fleet using either the 5.3m² or 4.2m² sails will be scored as a single fleet.

20. Safety

All competitors shall wear a personal flotation device at all times when afloat, except briefly when changing or adjusting clothing or personal equipment. Wet suits and dry suits are not considered personal flotation devices. This changes rule 40.

21. Tallies

(a) The Tally System to check-in and check-out competitors will be located Outside the front of RSC which will be on the water side of the clubhouse on the ground floor. Windsurfer tally control will be located near the windsurf launch area.

(b) Tallies comprise numbered and colour coded rubber wrist bands. Tallies shall be worn visibly, over clothing, on the wrist and shall be worn by both helm and crew whilst float.

(c) Both helm and crew shall individually tally-out before racing by personally collecting their tally, and individually tally-in as soon as practically possible upon returning to shore after racing by returning the tally personally to tally control. Tally numbers will be issued at registration.

(d) Boats whose crew fails to comply may accept the penalty in *S/188* without a hearing. Infringements will be posted on the official notice board before the protest time limit. This changes rule 63.1.

22. Replacement of Crew or Equipment

Substitution of competitors will not be allowed without prior written approval of the Race Committee.

Requests shall be submitted in writing using forms available from the race office.

Substitution of damaged or lost equipment will not be allowed unless approved by the Race Committee.

Requests for substitution shall be submitted in writing using forms available from the race office. Failure to do so, the refusal of the request, or the replacement equipment not complying with the class rules, may result in the boat being penalised.

Only one sail may be registered during the event except if lost or damage beyond repair.

23. Equipment & 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.

24. Official Boats

Official boats will be marked as follows:

Boat	Flag
Protest Committee boats	Flag with Jury
Race Committee Boats	Course Area Flag
Safety Boats	Course Area Flags
Media Boats	Green Flag "MEDIA"
Coach Boats	RYA Flags

Course	Colour
Red	Red flag
Orange	Orange flag
Blue	Blue flag

25. Support Boats

Only official boats (those invited by and registered with the organisers) may launch at Rutland Sailing Club.

There shall be no communication with competitors while afloat except by official boats.

Food and drink may be placed on official boats, as well as rubbish.

Gear shall not be placed on any boat.

26. Outside Help

When a boat has received help for a crew member who is ill, injured or in danger, the boat shall report that help to the race committee in writing before the end of protest time on the day concerned. The race committee will consider if the boat gained a significant advantage as a result and, if so, it may protest the boat.

27. Boats and Competitors in Difficulty

When the race committee considers that a boat or competitor is in difficulty, it may instruct the boat or competitor to accept outside help, retire or sail ashore. The boat and crew shall comply with such instructions without delay.

28. Rubbish Disposal

Boats shall not put rubbish into the water. Trash may be placed official boats.

29. Prizes

Prizes are detailed in the Notice of Race.

30. Disclaimer of liability

Risk Statement

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 inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

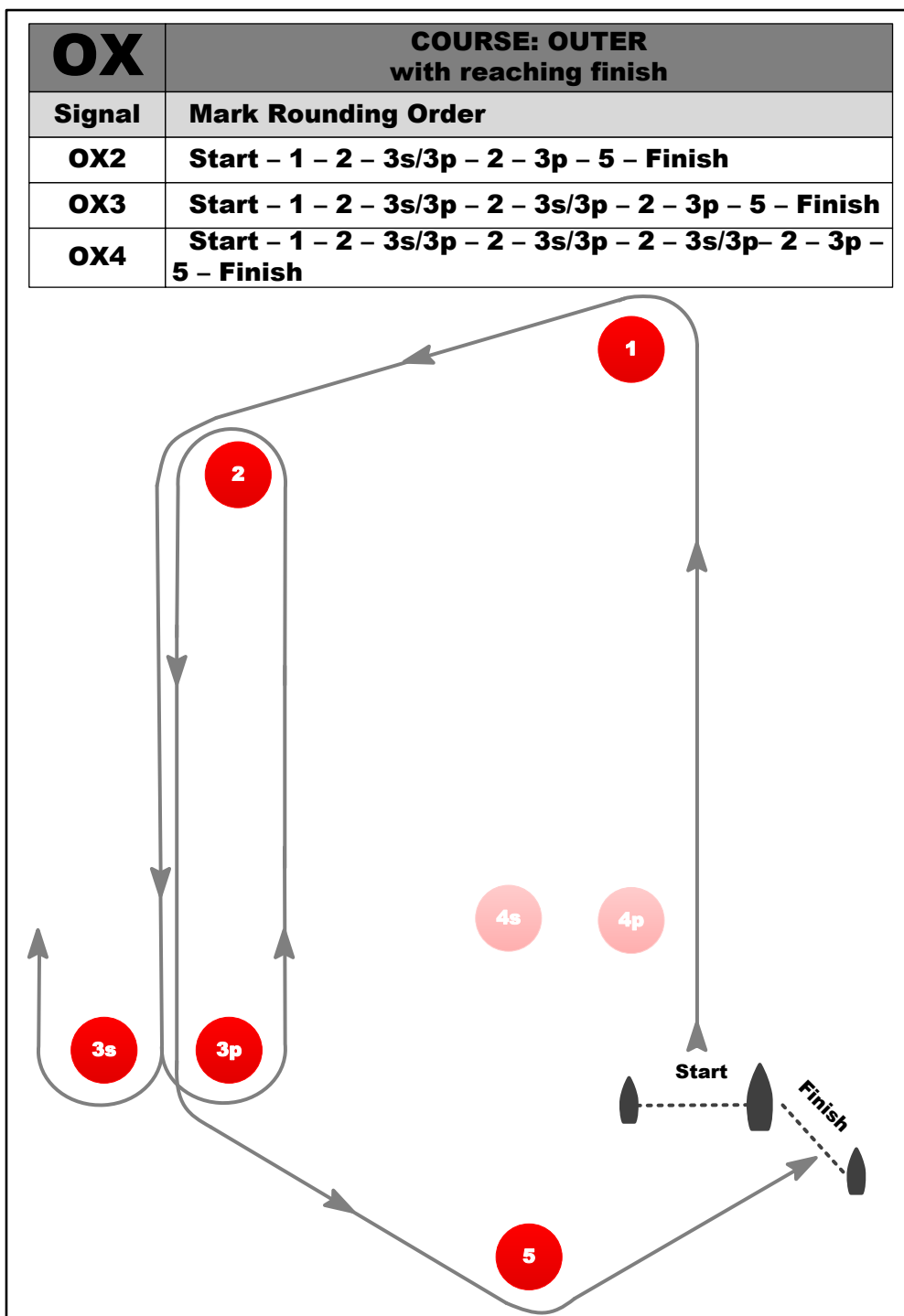
- a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;
- b) They are responsible for the safety of themselves, their crew, their boat and their 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 omission;
- 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;

31. Insurance

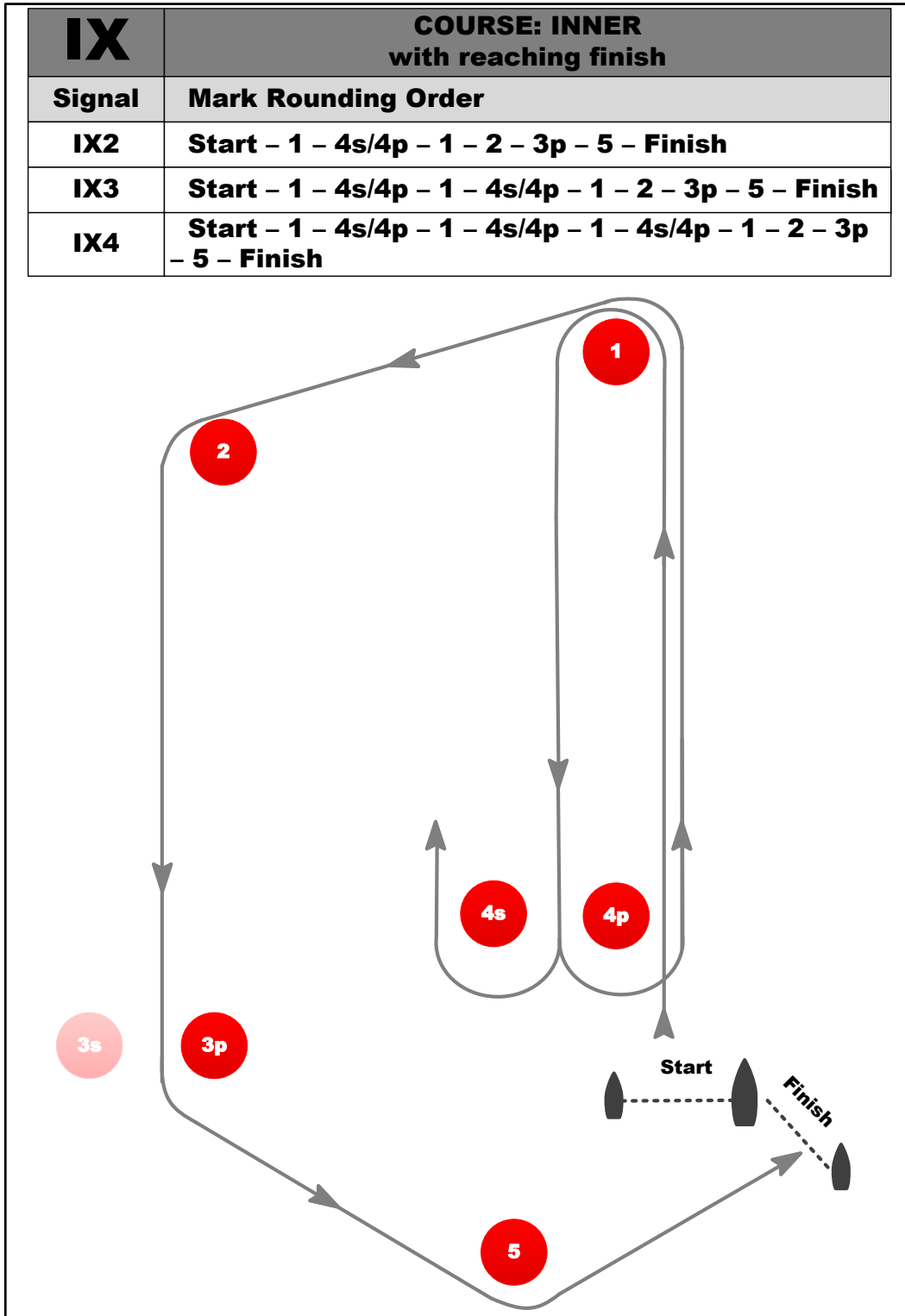
Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3 million per event or the equivalent.

Attachment A - Courses

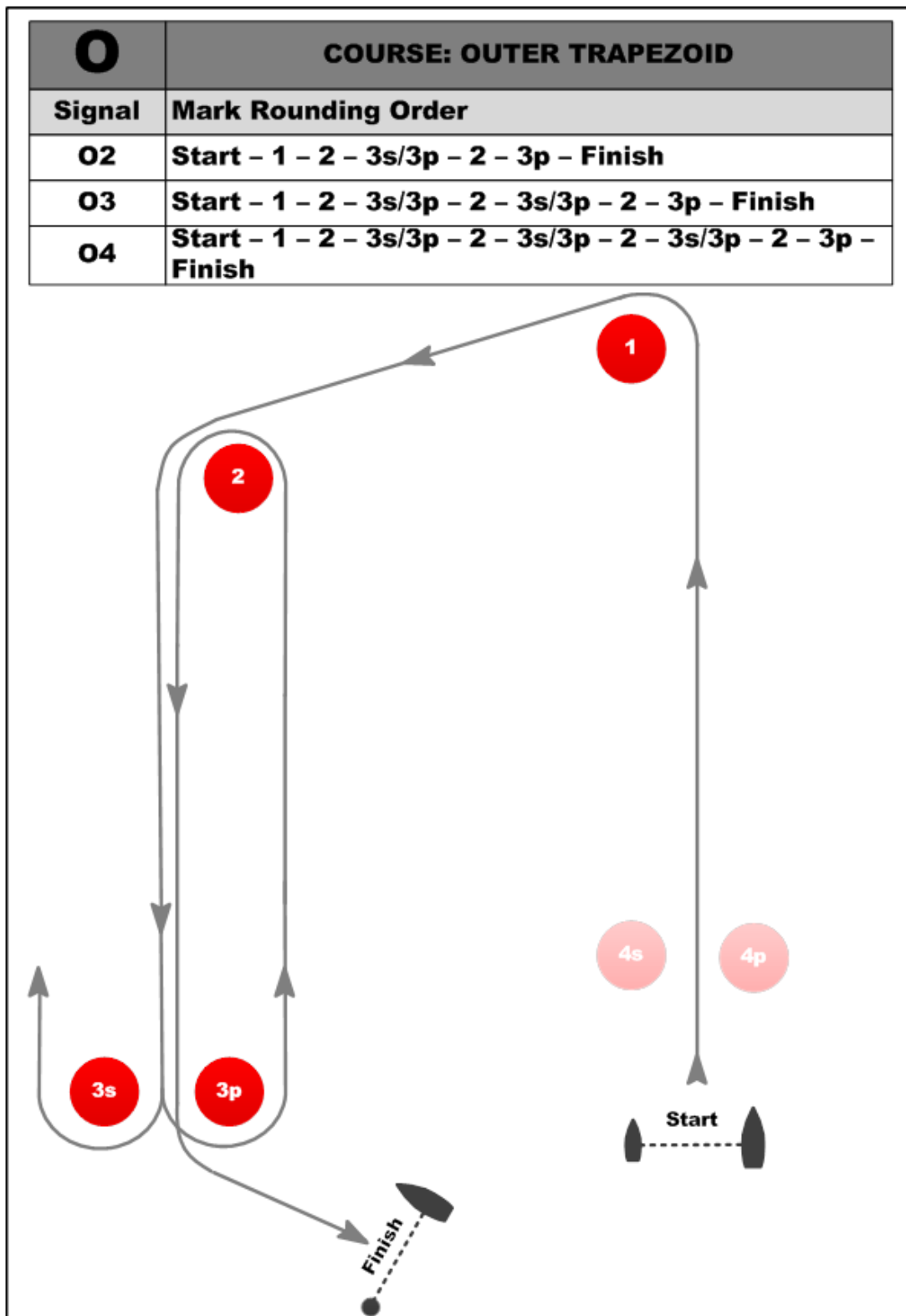
Course OX Outer Loop & Gate, finishing behind committee boat



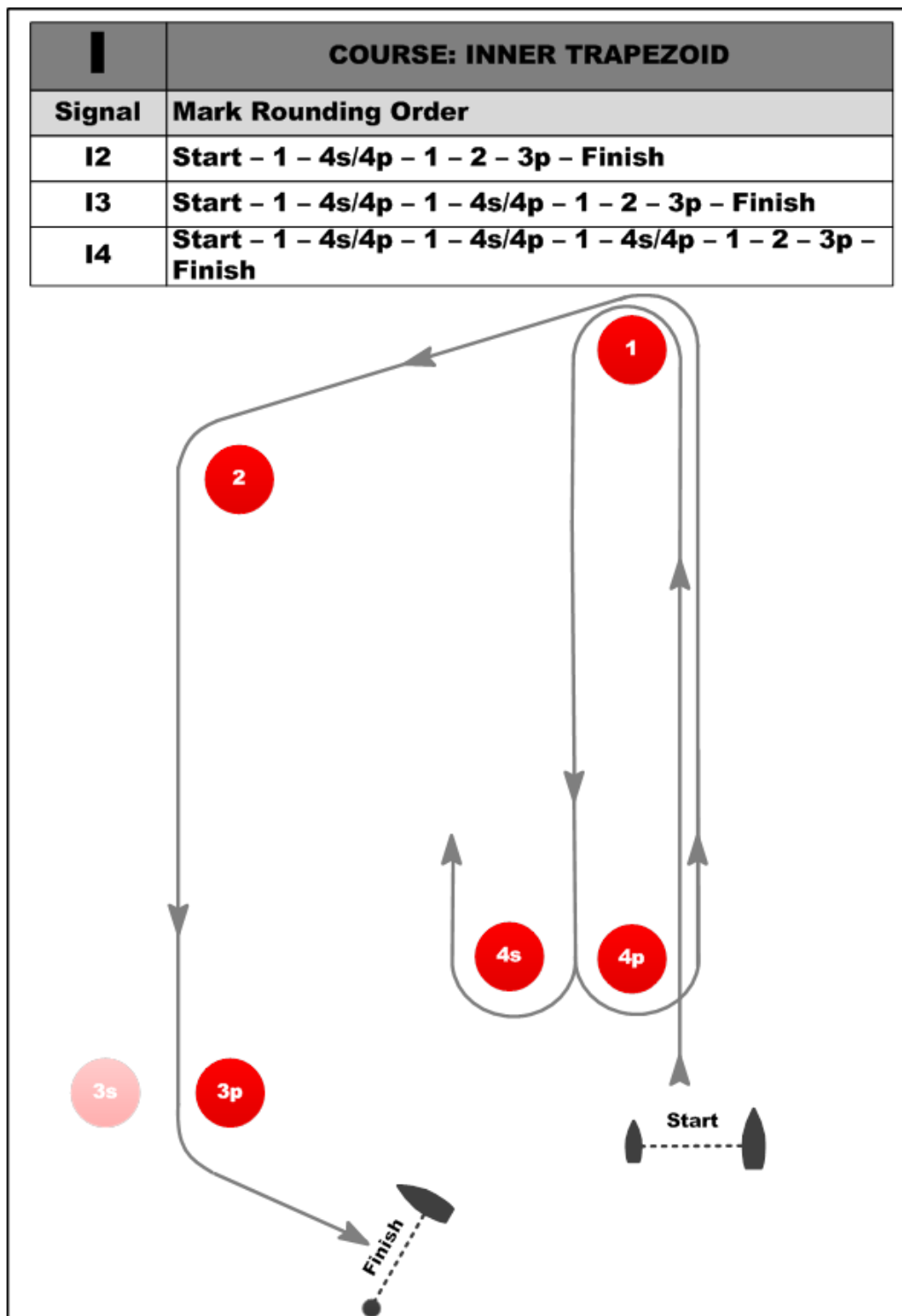
Course IX Inner Loop & Gate, finishing behind committee boat



Course O Outer Loop & Gate, Separate finishing Line



Course I Inner Loop & Gate, Separate finishing Line



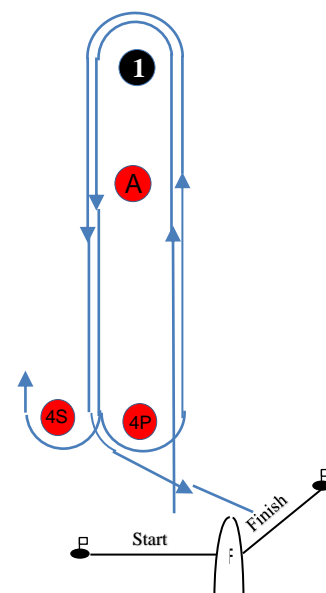
The diagrams in Attachment A show the courses, including the course letters, the order in which marks are to be passed, and the side on which each mark is to be left.

When there is a gate, boats shall sail between the gate marks from the direction of the previous mark and round either gate mark. The gate may be replaced by a single mark to be left to port.

Course WSR : Windward/Leeward 4.5 / 5.8	
Course Board	Mark Rounding Order
WS2	Start – A – 4s/4p - A – 4p - Finish
WS3	Start – A – 4s/4p - A – 4s/4p – A – 4p - Finish
WS4	Start – A – 4s/4p - A – 4s/4p – A – 4s/4p – A – 4p - Finish

Course WLR : Windward/Leeward 6.8 / 7.8	
Course Board	Mark Rounding Order
WL2	Start – 1 – 4s/4p - 1 – 4p -Finish
WL3	Start – 1 – 4s/4p - 1 – 4s/4p – 1 – 4p - Finish
WL4	Start – 1 – 4s/4p - 1 – 4s/4p – 1 – 4s/4p – 1 – 4p - Finish

For these courses Mark 4S/4P and A will be Red.
 Mark 1 will be Black.



Attachment B – Female Participants position of red diamond

ALL Female Boats (Feva Helm & Crew) will be issued with two Red diamonds to be attached to the sail. Make sure your sail is clean and dry before applying. The diagrams below show the approximate position for the diamond, the Diamonds should be placed back to back on the sail.

TERA

Topper 5.3 & 4.2

Placed just above the top hat in the WHITE area of the sail



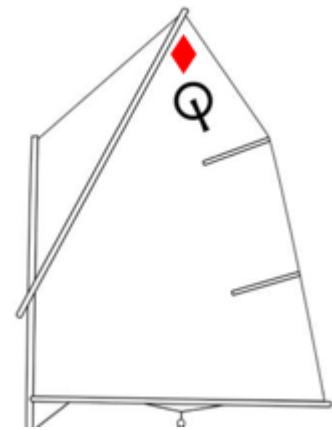
RS Tera

Placed just above the RS Tera logo.



Optimist

Placed just above the optimist logo.



Laser 4.7

Placed just above the top battens in the top most panel of the sail



RS Feva XL

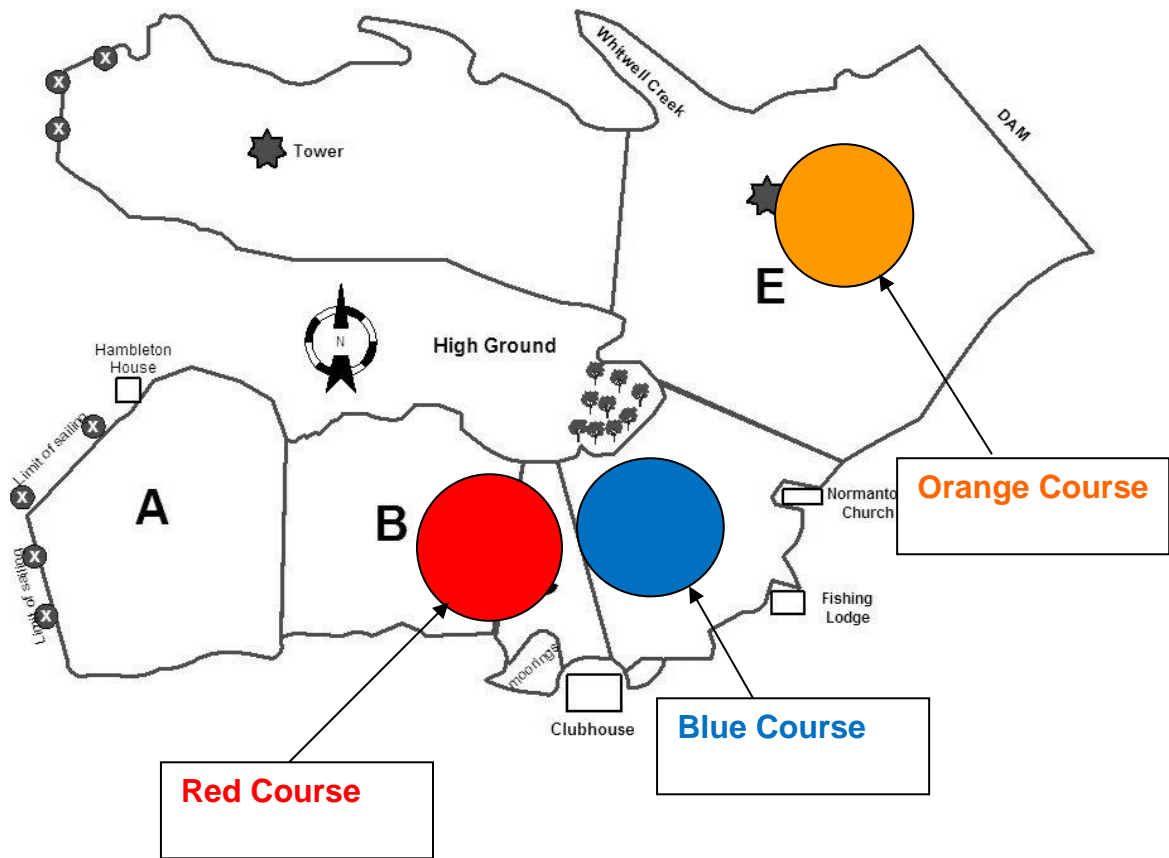
Placed just above the top battens in the top most panel of the sail



All Windsurfers

Diamonds should be placed in the top 1/4 of the sail above any class logo

Attachment C – Approximate course locations



Attachment D

Post Race Penalty, Advisory Hearings & Arbitration Hearings

D1. Post Race Penalty

- A. A boat that may have broken a rule of Part 2 of the Racing Rules of Sailing or rule 31 may, after finishing the race concerned and before the start of any related protest hearing, notify the race committee that she accepts a Post-Race Penalty – a 30% scoring penalty (SCP) calculated as stated in rule 44.3(c), except that the minimum penalty is three places and she shall not be scored worse than the number of boats that came to the starting area¹⁰. However, if the boat caused injury or serious damage or, despite taking a penalty, gained a significant advantage in the race or series by her breach her penalty shall be to retire.
- B. When a Post-Race 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 decides that it was appropriate to the facts found and the applicable rules.

D2. Advisory Hearing

When there is an incident that will not result in the lodging of a protest or a request for redress, a boat may request an advisory hearing and notify any boat involved in the incident. An adviser will then call a hearing to learn what may have happened and, provided all parties are willing to attend, will state whether any rule appears to have been broken, and by which boat. A boat may as a result notify the race office that she accepts a Post-Race Penalty when it applies to the incident, or choose to retire, but is not required to do so.

D3. RYA Arbitration

- A. When a protest is lodged, a boat may at the same time request RYA Arbitration, or the protest committee or race committee may offer it.
- B. 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 an Arbitration Hearing. When it is the arbitrator's opinion that a boat that is a party to the arbitration hearing has broken a rule for which the Post-Race Penalty is available, the party will be invited to accept that penalty and, if accepted, the protesting boat will be allowed to withdraw the protest, changing rule 63.1.
- C. When there is not agreement to use RYA Arbitration or when, after RYA Arbitration, a protest is not withdrawn or the Post-Race 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. Rules 66 and 70 (reopening and appeal, respectively) do not apply to an arbitration since this is not a protest committee decision or procedure. A boat may still accept a Post-Race Penalty at any time before the start of a protest hearing and receive its protection from further penalization. She may also retire.

RYA RULES DISPUTES – WHAT TO DO

The best way of dealing with incidents (rules disputes) on the water, if no boat takes a penalty at the time, is to offer a choice of:
(i) an **ADVISORY HEARING**, (ii) **RYA ARBITRATION** or (iii) a **PROTEST HEARING**

ADVISORY HEARING



USE THIS IF YOU JUST WANT TO LEARN WHETHER YOU WERE IN THE RIGHT OR WRONG

- An incident has occurred and no party wishes to protest, but instead want to learn for the future from what happened
- No protest form is required
- All parties meet informally with a Rules Adviser
- The parties describe what happened
- The Rules Adviser explains what rules may have been broken and whether anyone was in the wrong
- No one is disqualified or penalised as no formal facts are found. However, a boat that learns she has broken a rule may accept a Post-Race Penalty (specified in the SIs and commonly a 30% scoring penalty) or retire

RYA ARBITRATION



USE THIS IF YOU WANT THE DISPUTE RESOLVED QUICKLY AND SIMPLY. THIS IS NOT AS FORMAL AS A PROTEST HEARING, AND THE POTENTIAL PENALTY NOT AS DAMAGING TO A BOAT'S SCORE

- An incident has occurred and a valid protest is lodged within the normal time limit
- All parties agree to opt for RYA Arbitration and meet with a Rules Adviser
- The parties describe what happened, and the Rules Adviser will decide whether any witnesses should be called
- The Rules Adviser explains what rules may have been broken and whether anyone was in the wrong
- A boat in the wrong is invited to accept the Post-Race Penalty
- No one is disqualified
- If the Post-Race Penalty is not accepted, the protest may go to a formal protest hearing
- There are very occasional scenarios when it is not possible or correct to resolve a dispute by RYA Arbitration and instead it has to be taken to a formal protest hearing

PROTEST HEARING

USE THIS IF THE DISPUTE IS COMPLEX, OR IF THERE HAS BEEN INJURY OR SERIOUS DAMAGE, OR IF YOU FEEL A POST-RACE PENALTY WOULD BE INAPPROPRIATE

- An incident has occurred and a valid protest is lodged within the normal time limit
- A traditional formal hearing of the parties with a protest committee (usually of 3 people) will be arranged
- Any boat that has broken a rule will be disqualified unless some other penalty is specified

The aim is to encourage everyone to follow *The Racing Rules of Sailing*. This is only a guideline. For more detailed information see RYA guidance on 'Rules Disputes' in the RYA Racing Rules Guidance booklet at www.rya.org.uk/go/RRSguidance