

Dee Sailing Club
Neilpryde Mirror Nationwide Series & Northern Travellers Event
Sailing Instructions
18th & 19th July

1 Rules

- 1.1 The Regatta will be governed by the 'rules' as defined in the Racing Rules of Sailing 2013-2016, the rules of the Class Association, the Notice of the Race, except as any of these are changed by these Sailing Instructions.
- 1.2 The Regatta is designated Category C - Appendix 1 - ISAF Advertising Code.
- 1.3 Under exceptional circumstances, the race committee may permit sails carrying an identifying number other than that required by RRS 77 Appendix G. Prior written approval is required. Forms for this purpose are available in the information area & shall be submitted to the race office.

2 Identification

- 2.1 While racing, boats will be identified by their sail numbers.

3 Notices to competitors

- 3.1 Notices to competitors will be posted on the official race notice board located in the NW corner of the sailing club.
- 3.2 A briefing will be held in the club house on both mornings at 11:00 hrs.

4 Changes to sailing instructions

- 4.1 Any change to the sailing instructions will be posted on the official notice board at least 1 hour before the advertised start time of the first race to which the change applies.

5 Signals made ashore

- 5.1 Signals made ashore will be displayed from the mast located on the lawn in front of the clubhouse.
- 5.2 When flag AP is made ashore '1 minute' is replaced by 'not less than 30 minutes' in race signal AP. (*This changes Flag AP in Race Signals.*)
- 5.3 Personal Buoyancy shall be worn by all competitors whilst afloat. (*This changes RRS 40 & Flag Y in Race Signals.*)
- 5.4 Competitors should wait for clearance to leave the beach.

6 Schedule of races

7

Day	Class	Race No.	Start time	High Water.
Saturday 18th	Mirror	1	12:00 hrs	13:28 hrs, 8.8 m
	Mirror	2	As soon as possible after Race 1	
	Mirror	3	As soon as possible after Race 2	
Sunday 19th	Mirror	4	12:30 hrs	14:03 hrs, 8.7 m
	Mirror	5	As soon as possible after Race 5	
	Mirror	6	As soon as possible after Race 6	

- 7.1 The scheduled time of the Warning signal for the first race 11:55 hrs on Saturday & 12:25 hrs on Sunday.
- 7.2 To alert boats that another race will begin soon, the Postponement Signal will be displayed for at least 2 minutes before a Warning Signal is displayed.

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8 Class flags

8.1 The class flag for the Mirror's will be Int. Code Flag M.

9 The race area

9.1 The racing area will be approx. 0.5 miles NW of the clubhouse.

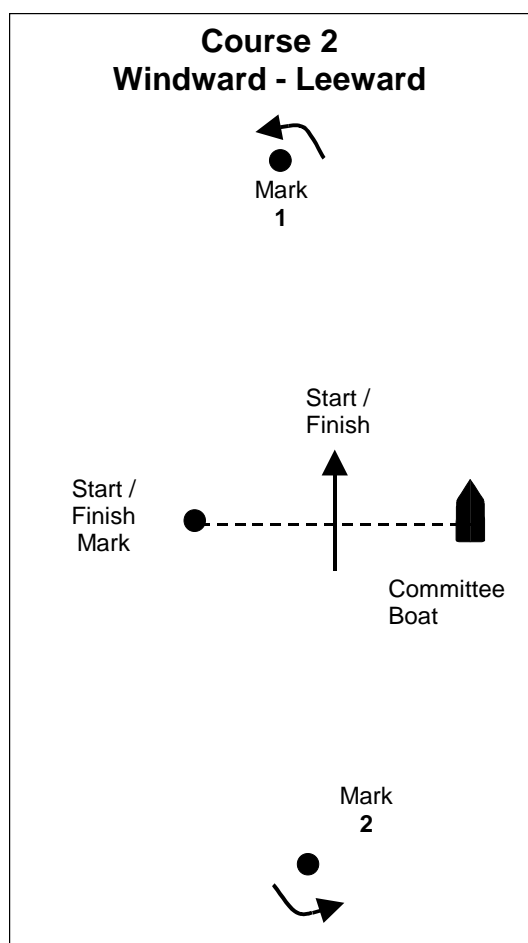
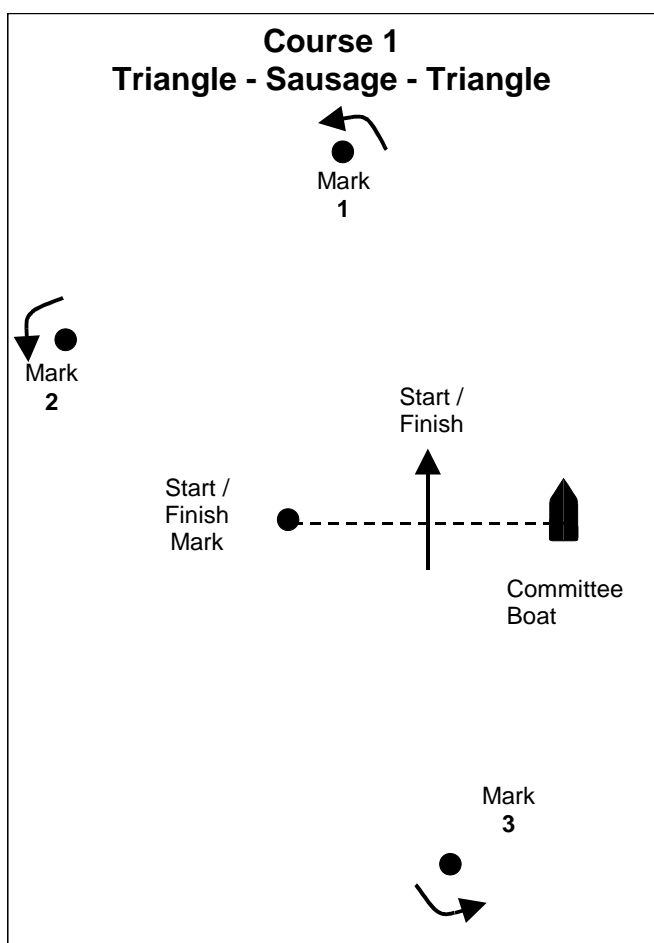
10 The courses

10.1 The courses to be adopted during the regatta are shown below. The course number will be displayed prominently on the committee boat.

10.2 There will be a maximum of 3 laps passing through the start / finish line at the end of each lap.

10.3 Course 1 will be a Triangle – Sausage – Triangle course. The buoys will be rounded to port in the following order : 1,2,3,line,1,3,line,1,2,3,line.

10.4 Course 2 will be a Windward - Leeward course. The buoys will be rounded to port in the following order : 1,2,line,1,2,line,1,2,line.



11 Marks

11.1 The marks will be 5ft orange inflatable buoys

11.2 The start / finish mark will be described in sections 12 & 13.

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12 The start

- 12.1 Races will be started by using **Rule 26** with the Warning signal given 5 minutes before the Starting signal.

Signal	Flag	Sound	Minutes before the start signal
Warning	Class Flag	1 Sound	5
Preparatory	P Flag flown	1 Sound	4
One Minute	Preparatory flag removed	1 Long Sound	1
Starting	Class flag removed	1 Sound	0

- 12.2 **The Starting Line** will be between a staff flying an Orange flag on a race committee boat at the starboard end and the start mark at the port end of the line a pink spherical buoy.
- 12.3 A boat starting later than 15 minutes after her starting signal will be scored DNS. (*This changes rule A4.1*)

13 Changing the position of the next mark

- 13.1 To change the position of the next mark, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. The change will be signalled before the leading boat has begun the leg, although the new mark may not yet be in position. Any mark to be rounded after rounding the new mark may be relocated without further signalling to maintain the course configuration. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.
- 13.2 Rule 33 is changed so that, instead of displaying a compass bearing, the race committee will display a green flag if the direction is changed to starboard or a red flag if the direction is changed to port. A change in course length will be indicated on a white board by a + sign if the course is lengthened and a – sign if the course is shortened.

14 The finish

- 14.1 **The Finishing Line** will be between a staff flying an Orange flag on a race committee boat and the finishing mark which will be a pink spherical buoy.
- 14.2 The race may be shortened at the end of a complete lap by displaying flag S on the committee boat.
- 14.3 If the race must be shortened part way around a lap, **the Finishing line** will be between a staff flying an S flag on a race committee boat and a mark of the course.

15 Penalty system

- 15.1 A boat that has taken a penalty or retired under rule 31.2 (Touching a Mark) or 44.1 (Penalties for Breaking Rules of Part 2) shall complete an acknowledgement form available in the information area & submitted to the race office within the protest time limit.

16 Time limits

- 16.1 Boats failing to finish within 20 minutes after the first boat has finished may be shown flag W along with two sound signals. In this case the boat should return directly to the starting area and it will be given a finishing place after those boats that finished on time and those which were ahead on the water. (*This changes RRS 35 and A4.1.*)

17 Protests and requests for redress

- 17.1 Protest forms are available in the information area & shall be submitted to the race office within the protest time limit.
- 17.2 The protest time limit is 1 hour after the last boat has finished the last race of the day. The same protest time limit applies to all protests by the race committee and to requests for redress. (*This changes RRS 61.3 & 62.2*)

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18 Scoring

- 18.1 The number of races scheduled is 6.
- 18.2 1 race is required to be completed to constitute a series.
- 18.3 When less than 3 races have been completed, a boat's score will be the total of her race scores.
- 18.4 When 3 races have been completed, a boat's score will be the total of her race scores excluding her worst score.
- 18.5 The Low Points scoring system of Appendix A section 4 will apply.
- 18.6 Series Ties will be broken in accordance with Appendix A sections 8.1, 8.2

19 Safety regulations

- 19.1 A tally system will operate, each boat being allocated a tally number at registration.
- 19.2 A boat shall tally on to indicate it intends to race by taking its numbered tally disc off the board and placing it in the tally box.
- 19.3 A boat shall tally off to indicate that it has returned to shore by taking its numbered tally disc off the board and placing it in the tally box.
- 19.4 A boat shall tally off on return to the dinghy park and on no account later than 1 hour after the last boat has finished the last race of the day.
- 19.5 A boat shall indicate successful completion of races, retirement or otherwise by choosing the appropriate compartment in the tally box.
- 19.6 Any boats that fail to comply with the safety/tally system will be disqualified from the race/races concerned.

20 Equipment and measurement checks

- 20.1 A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions.

21 Radio communication

- 21.1 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.

22 Prizes

- 22.1 Prizes will be awarded to the first three places overall, with prizes also awarded to the first 3 gaff rig boats.

23 Disclaimer of liability

- 23.1 A boat is entirely responsible for her own safety, whether afloat or ashore, and nothing, whether in the Notice of Race or Sailing Instructions or anywhere else, reduces this responsibility.
- 23.2 It is for the boat to decide whether she is fit to sail in the conditions in which she will find herself. By launching, the boat confirms that she is fit for those conditions and her crew is competent to sail and compete in them.
- 23.3 Nothing done by the organisers can reduce the responsibility of the boat 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 race and the event, and include the organizing authority, the race committee, the race officer, patrol boats and beach masters
- 23.4 The provision of patrol boats does not relieve the boat of her responsibilities.

24 Insurance

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

25 Exoneration Penalty

- 25.1 A boat that may have broken a rule of Part 2, or rule 31 or 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 if 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

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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.

25.2 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 decides that it was appropriate to the facts found and the applicable rules.

26 Advisory Hearing

26.1 When there is an incident that will not result in the lodging of a protest or a request for redress, a boat, protest committee or race committee may request an advisory hearing with the race office, and notify any boat involved in the incident. An adviser will then call a hearing to learn what may have happened and 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 an Exoneration Penalty when it applies to the incident, or choose to retire, although there is no requirement for her to do either.

27 RYA Arbitration

27.1 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.

27.2 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.

27.3 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 will not apply to the arbitration decision. 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.

27.4 When redress is offered and accepted at the RYA Arbitration, 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.