

Bowmoor Sailing Club Supernova Craftinsure Traveller Series Open Meeting Sailing Instructions

(Saturday 26th October 2024)

1.0 Rules

Bowmoor Sailing Club implements the RYA Racing Charter 2.9 and helms are required to undertake to sail in compliance with the Charter, details of which can be found at the front of the RYA Rule Book (Racing Rules of Sailing 2021-2024). Racing will take place under the current Racing Rules of Sailing (RRS), the prescriptions of the RYA, the Notice of Race and these Sailing Instructions. If there is conflict between the Notice of Race and the Sailing Instructions, then these Sailing Instructions shall prevail.

The Race Committee consists of the Officer-of-the Day (OOD), the duty team, and any additional people that they may co-opt.

2.0 Notices to Competitors/ Changes to Sailing Instructions

Notices to competitors will be posted on the official notice board located under the race control hut or in the clubhouse.

Any change in the Sailing Instructions will be posted on the official notice board and flag L will be displayed at the race control hut 20 minutes before the starting time of the first race affected.

3.0 Signals Made Ashore and Afloat

Signals made ashore will be displayed on the flagstaff at the race control hut. Signals made afloat will be from a flag staff mounted on the Committee boat.

4.0 Schedule of Races

There will be 3 races. The start for the first race will be at approximately 11.00. Race 2 will follow as soon as practical after Race 1 (back-to-back). Race 3 will take place at 14.00. The Race Officer reserves the right to change the race timings to suit the weather conditions.

5.0 Signing on

Competitors must pay the entry fee and sign on before the first race. If a competitor retires then they must sign off when coming ashore.

6.0 Class Flags

Class flag will be: Supernova Class Flag.

7.0 Courses

7.1 The course to be sailed will be posted either on the race control hut course board (not later than 20 minutes before the starting time of the first race) or on the course board on the committee boat not later than the warning signal for each race.

7.2 The course displayed will be shown with numbers or letters indicating the marks in the order that they should be passed and with a green or red background to indicate with side the mark should be left. The course for Race 1 will also be displayed diagrammatically on a White Board in the Clubhouse.

7.3 When an alteration to the course is made, two sound signals will be made and International Code Flag Numeral Pennant Two flown.

8.0 Marks

8.1 Marks of the course will be selected from fixed club marks and/or movable marks V, W, X, Y, Z.

8.2 The starting mark will be a spherical orange buoy marked "S". An inner distance mark (if used) will be a dan buoy.

8.3 The number of laps may be shown in black text on a white background and if shown will be posted adjacent to the course to be sailed. If the number of laps is not displayed then it is 10 laps.

9.0 The Start

	<i>Signal</i>	<i>Flag</i>	<i>Sound</i>
Races shall be started using the following signals. Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded. <i>Minutes before starting signal.</i>			
5	Warning	Class flag	1 sound
4	Preparatory	Flag P or I or Z or U or Black	1 sound
1	One minute	Preparatory flag removed.	1 sound
0	Starting	Class flag removed.	1 sound

If there is a General Recall, the sequence will recommence 1 minute after the General Recall flag is lowered.

When a Committee boat start is used the starting line is defined as the line between the mast on the Committee boat and the designated OD mark. A limit mark may be laid adjacent to the Committee boat. Limit marks are marks of the course. No boat shall pass between the limit mark and any part of the vessel it guards after the preparatory signal.

A boat starting later than four minutes after her starting signal shall be scored "Did Not Start" without hearing.

10.0 The Finish

10.1 The race will finish between the mast of the Committee boat and the 'S' mark.

10.2 A shore-based finish line will be between the race hut flagstaff and the 'S' mark.

10.3 Any competitor retiring from a race must inform the OOD or the water team (safety or race) at the earliest opportunity, before leaving the race area.

11.0 Protests and Requests for Redress

Protest forms are available from the OOD. Protests shall be delivered there within 30 minutes of the last boat finishing the race.

12.0 Safety Regulations

12.1 A boat is entirely responsible for its own safety, whether afloat or ashore, and nothing, whether in the Notice of Race or Sailing Instructions or anywhere else reduces this responsibility. It is for the boat to decide whether it is fit to sail in the conditions in which it will find itself. By launching or sailing, the boat confirms that it is fit for those conditions and that its crew is competent to sail and compete in them.

12.2 The provision of safety boats does not relieve the sailing boat of its responsibilities.

12.3 Nothing done or not 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 term “organisers” encompasses everyone helping to run the race and the event, and includes the organising authority, the race committee, the race officer, safety boat crews and beachmasters.

12.4 When the race committee considers that a competitor is in difficulty, it may instruct the competitor to accept help, retire, or sail ashore (changes rule 4).

12.5 The boat is required to hold adequate insurance and in particular to hold insurance against third-party claims in the sum of at least £2,000,000.

12.6 Competitors are eligible to race only after completing an entry form and having their entry accepted by the Race Committee.

12.7 **Buoyancy.** An adequate personal flotation device, correctly fastened, shall be worn at all times when afloat or on jetties (changes rules 1.2 and 40). Wet/dry suits do not constitute adequate personal buoyancy.

12.8 **Clothing.** Wet or dry suits that cover the trunk and legs from the neck to the calves shall be worn at all times when afloat during the period 1st November until 31st March inclusive.

13.0 **Equipment and Measurement Checks**

A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions by a Class authorised person. On the water, a boat can be instructed by a Class authorised person to proceed immediately to shore for inspection when such a Class authorised person is present at the event.

14.0 **Risk Statement**

Sailing is a water sport that, by its nature, is unpredictable and therefore inherently involves an element of risk. By taking part in any waterborne activity, each competitor agrees that:

- (a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure to themselves, their crew and their boat 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 omissions;
- (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, safety boats and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
- (f) The provision of safety boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
- (g) Their boat is adequately insured, with cover of at least £5 million against third party claims;

All members are also reminded of ISAF/ RYA/ Racing Rules of Sailing (RRS) Rule 4, which states: “The responsibility for a boat’s decision to participate in a race or to continue to race is hers alone”

15.0 **Wind Strength**

The minimum wind strength across the course should be 5 knots. The OOD is to set the maximum wind strength according to experience and discretion based on local knowledge.