

1. Rules.

a. Racing will be governed by the Racing Rules of Sailing (RRS), the prescriptions of the RYA, and the RYA Racing Charter except as varied by the Notice of Race and these Sailing Instructions. The event is governed by the ISAF code for advertising.

b. The Sailing Committee of Saundersfoot Sailing Club shall be the Race Committee.

c. The Club has adopted the RYA Racing Charter for race management and competitors are expected under this charter to show respect to other competitors and officials, to compete in compliance with the rules, to acknowledge infringements and take penalties as required and to resolve disputes.

2. Conditions of entry.

a. This is a week long event, daily entries are not accepted, and all entries must be received and the entry fee paid a minimum of two weeks before the event starts, which is May 16th. Late entries will only be accepted if there is capacity, but entries will NOT be accepted at the event itself.

b. A boat is entirely responsible for its own safety, whether afloat or ashore, and nothing whether in the Notice of Race, these Sailing Instructions or anywhere else, reduces this responsibility.

c. It is for the boat to decide whether it is fit to sail in the conditions in which it finds itself. By launching or going to sea the boat confirms that it is fit for those conditions and that its crew is competent to sail and compete in them.

d. The boat is required to hold adequate insurance and in particular to hold insurance against third party claims in the sum of at least £2m.

e. 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 organising authority, the race committee, the race officers and assistants, patrol boats and beach masters.

f. The provision of patrol boats does not relieve the boat of its responsibilities.

g. All competitors will agree to comply with all instructions given by Saundersfoot Sailing Club with regard to access and arrival procedures plus storage of boats in designated areas and launching through designated channels together with all appropriate social distancing and sanitising measures as advised by the Club and its officials

3. Safety.

a. All competitors shall wear an approved buoyancy aid at all times whilst racing and proceeding to and from the course area, failure to do so will result in disqualification from the race, Rule 40 and 63.1 are amended accordingly.

b. The instructions of the Race Officer or Patrol Boat Crew shall be obeyed at all times, and priority will always be given to the safety of competitors not to the salvage of boats or equipment, which if necessary will be anchored and recovered at the end of the race if possible.

c. Any boat that retires from a race shall inform the Race Officer or a Patrol Boat of their intentions before leaving the race area if practical, and shall inform the Beach Master as soon as they are ashore.



d. A Signing On and Off system will be in operation for the duration of the Regatta

This will be located on the beach with the Beach Master for the duration of the event. This will be held and controlled by the Beachmaster, all competitors will be required to approach the Beachmasters location while observing social distancing from other competitors and also wearing an appropriate face covering and to advise the Beachmaster if they wish to enter that day's race, failure to follow this will mean that they are not designated as a starter.

Following the race and immediately upon returning to shore all competitors are again required to return to the Beachmasters location, again observing social distancing and with the use of a face covering, to inform the Beachmaster that they have either completed the race or retired from that race and this must be done no later than within 20 minutes of the completion of the race, or races if sailed back to back.

It is the responsibility of every helm to ensure that this procedure is strictly adhered to. Competitors failing to comply with this instruction will be disqualified without appeal from the race or races involved. Competitors disqualified for a first offence under this instruction may be reinstated subject to the payment of a £10 fine the proceeds of which will go to the Royal National Lifeboat Institution; failure to comply on a second occasion may result in disqualification from the event. Rule 63.1 is amended accordingly

4. Notices. All notices to competitors will be posted on the official notice board in the Clubhouse and repeated on the tally board.

5. Changes in sailing instructions. Any changes to these sailing instructions will be posted on the official notice board at least one hour before the advertised start time of the race concerned. This includes changes to the schedule of races to enable races to be brought forward if forecast conditions are adverse for a later day or days also to possibly provide a lay day during the week.

6. Race signals. All race signals will be in accordance with the RRS and the Starters Box on the harbour wall if used will also be considered as a committee boat for that purpose.

7. Class flag. The Warning signal will be Flag R. 

8. Getting afloat. Paddles or other means of propulsion including accepting a tow may be used to clear the harbour entrance and the surf zone on the beach even after the preparatory signal, once clear only sail power shall be used.

9. Handicaps. All boats will be handicapped according to the Portsmouth Yardstick Handicap Scheme unless as set otherwise by the Race Committee. Any boat not having a handicap must apply to the Race Committee prior to racing, for a trial handicap number.

10. Courses. Will either be a Triangular course indicated by Pennant 1 or a Trapezoid course indicated by Pennant 2. The course may be laid to be rounded to either Port or Starboard, indicated by the appropriate flag flown from the committee boat or harbour wall. See Course Diagrams and below.

11. Committee Boat Start and Finish Lines. There are two possible procedures:

a. Windward Start and Finish, when the Start and Finish line will form a gate approximately a third of the way up the windward leg, this gate must be passed through on the windward leg of each lap and at no other time whatsoever. See course diagram in SI 23.

b. **Inshore Start and Finish**, when the start and finish line will be laid closer inshore at one of the marks of the course, this mark is to be left to Port at the Start and to Starboard at the Finish including when the course has been shortened. See course diagram in SI 24.

12. Harbour Wall Start and Finish Lines. There are two possible start lines, see diagram in SI 25

a. The Normal club line set parallel to the beach indicated by start board H. The Outer Distance mark of this line will be the rounding mark of the course and the Outer Distance mark of the finish line.



b. The Alternative line set at right angles to the beach indicated by start board S. In both cases the line will be between the mast at the starters box flying the club burgee and the Outer Distance mark, any Inner Limit mark may not be on the line.

c. When the Alternative line is used it will remain open for a maximum of four minutes after the start after which time it will be closed, in order to allow its relocation as the rounding mark and finish line.

d. In all cases the rounding mark of the course will be the Outer Distance mark of the finish line, and all boats finishing must leave the Outer Distance mark to Starboard at the finish, that is from the direction of the last mark, this will also apply if the course has been shortened.

13. Restricted Areas. Boats shall keep clear of the harbour entrance channel marked by port and starboard hand buoys at all times unless leaving or entering the harbour from the Clubs dinghy park.

14. Start sequence. Will be in accordance with RRS 26 (5 : 4 : 1 : Start)

15. Finishing and shortening course. All races will consist of a number of identical laps, but all boats may not sail the same number of laps. Once the race has been shortened then every boat will finish the next time it crosses the finish line from the direction of the last mark. The course can be shortened at any time and at any point in the fleet. Corrected times will be adjusted according to the number of laps sailed by each boat. Boats with a handicap greater than 1500 (Optimists) will sail one lap only and may be finished without a sound signal, to avoid causing confusion.

16. Clearing the finish area. Having finished all boats must keep clear of the finish area, and must not impede other competitors who are still racing, or the vision of the Race Officer. Boats that fail to do so may after protest be disqualified.

17. Time limit. If no boat finishes within two hours then the race will be declared void. In a race where the first boat finishes within two hours then all boats not finishing within three hours will be considered to have retired and be scored DNF without a hearing, this amends Rule 35, A4 and A5.

18. Protests. Any protest shall be written on the forms provided and lodged with the Beach Master within one hour of the finish of the race or last race if two are sailed. The RYA Rule Disputes Procedures will be used for the resolution of any protests, details are posted on the notice board in the clubhouse.

19. Scoring.

a. Will be in accordance with the Low Point System in Appendix A.

b. One discard will be allowed if four or more races are sailed, if only three races are sailed then all will count. This varies Appendix A.

c. Points for the series will be awarded to a combination of helm crew and boat. Points may be awarded at the discretion of the Race Committee, where an alternative boat is sailed as a result of serious damage to equipment rendering the original boat un-sailable, points may also be awarded at the discretion of the Race Committee for an alternative crew due to illness or the unavailability of the regular crew, points will not be awarded where the change is considered to be made for tactical reasons or due to weather conditions. In each case the approval of the Race Committee must be sought prior to the start of the race concerned or the boat concerned will be ranked as a non starter.

d. Where a single hull has a variety of rig configurations then a smaller rig may be used but the results for that race will be calculated using the handicap of the larger rig or that rig with the lowest yardstick number. This allows for example a Laser sailor to use a full rig or a radial one during the series but the results will be worked out using the full rig handicap regardless of which rig is used.



e. Any helm or crew who misses a race or races by undertaking a duty on the weeks rota will be awarded average points after a discard in compensation. Any helm or crew who is unable to fulfil their allotted duty must swap for another day during the week, if they do not undertake the duty and fail to undertake an alternative duty during the event, either by being absent or by sailing instead, they will be disqualified from the races concerned by the Race Committee without a hearing, this alters RRS 63.

20. Radio and Telephone Communication. Except in an emergency, a boat shall neither make nor receive radio transmissions while racing, neither shall it make or receive mobile telephone calls.

21. Pursuit Race. The start sequence of 5 - 4 - 1 - Go is the same except this is the start for the slowest boat, in this case the Topper, and the beginning of the countdown sequence for everyone else. Due to the timings involved boats slower than a Topper are not eligible to enter this race. A countdown clock will be displayed on the committee boat, and at the start number 1 indicating the start of the first minute of the race will be shown and this clock will count up until all boats have started.

Find your start delay and then when your number is shown on the board there is 1 minute to go to your start and you then start when your number is removed from the board. There will only be a short start line so keep close when your time approaches and we will try and shout out the next fleet to start and give a hoot at the start time, but do not impede the starts of preceding classes. For example a Laser starts 13 minutes after the Topper so when number 13 is displayed that is the start of the thirteenth minute of the race and when it is removed the Lasers start

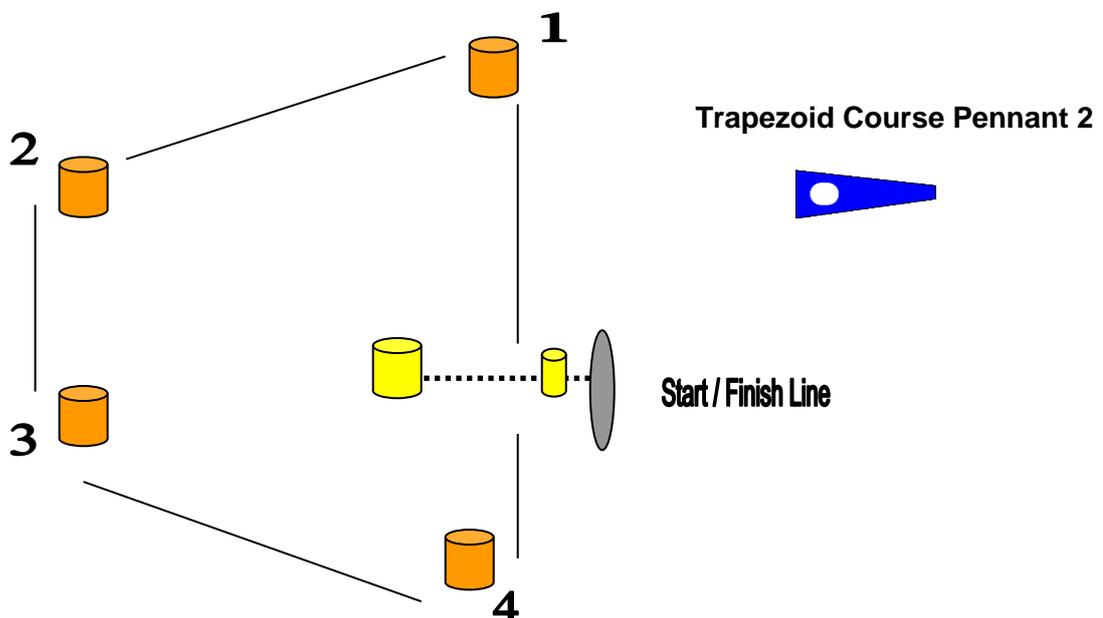
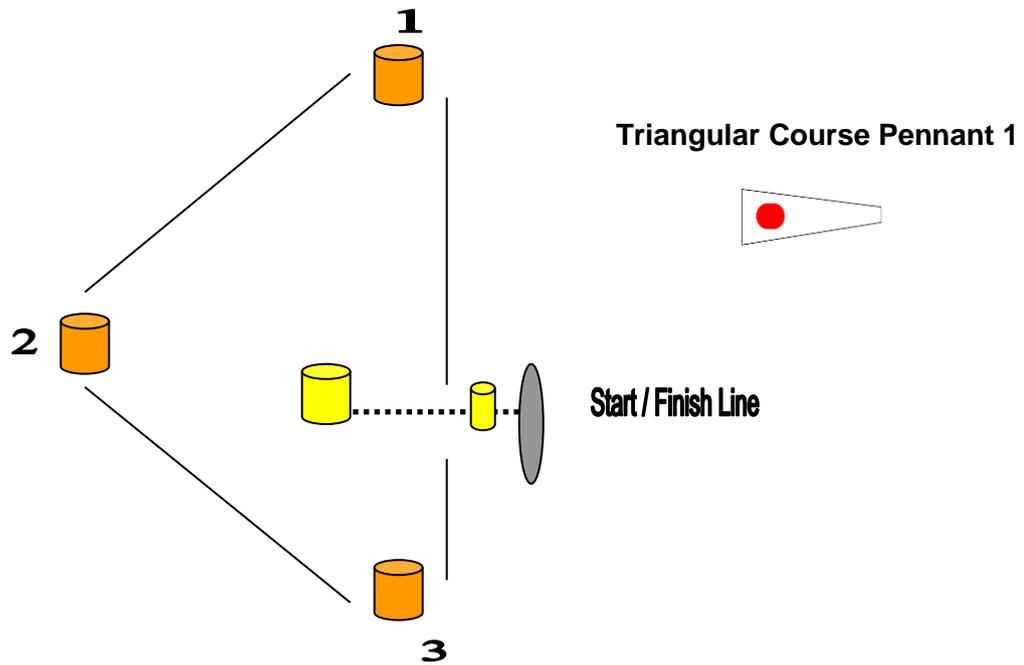
The race will finish 60 minutes after the Toppers start, 10 minutes before that a sound signal will be made and a moving finish line about 50m wide will be formed by official boats either side of the leading boat, if the leader is overtaken the finish line will of course move on with the new leader. If the finish is on a beat then the finish line will move up the centre line of the beat level with the leading boat, so don't get stuck out on the lay lines, it is up to you to get to the centre of the course. With 5 minutes to go to the finish a second sound signal will be made and at the finish 2 sound signals will be made and the official boats will turn around and make their way back down the fleet, at the finish signal you should all slow down, not overtake anyone else and wait for the finish line or another rescue boat to get to you to record your position. Please also make a note of the boat directly in front and behind you at the finish and write this down along with your own sail number on the sheet with the Beach Master.

22. Dinghy parking. Please observe the advice regarding boat parking and movement in the "Welcome to Saundersfoot Sailing Club" note. All boats must be kept on the Main or Coppet Hall Beach in the designated areas for the duration of the event and not taken onto the harbour car park or the Clubs Dinghy Park at any time. Cars are not allowed onto the beach at any time. Road trailers are not permitted on the main beach and must be stored in the designated area



23. Committee Boat Windward Start and Finish.

Rounding marks will be orange cylinders. The Start will be between the committee boat and a large yellow cylinder. The Gate and the Finish mark will be a yellow cylinder and must be passed through on each upwind leg that is from mark 3 to 1 on the Triangular course and from mark 4 to 1 on the Trapezoid course. Any Inner Distance mark will be a small yellow cylinder. The course may be laid to be rounded to either Port or Starboard, indicated by the appropriate flag flown on the committee boat.

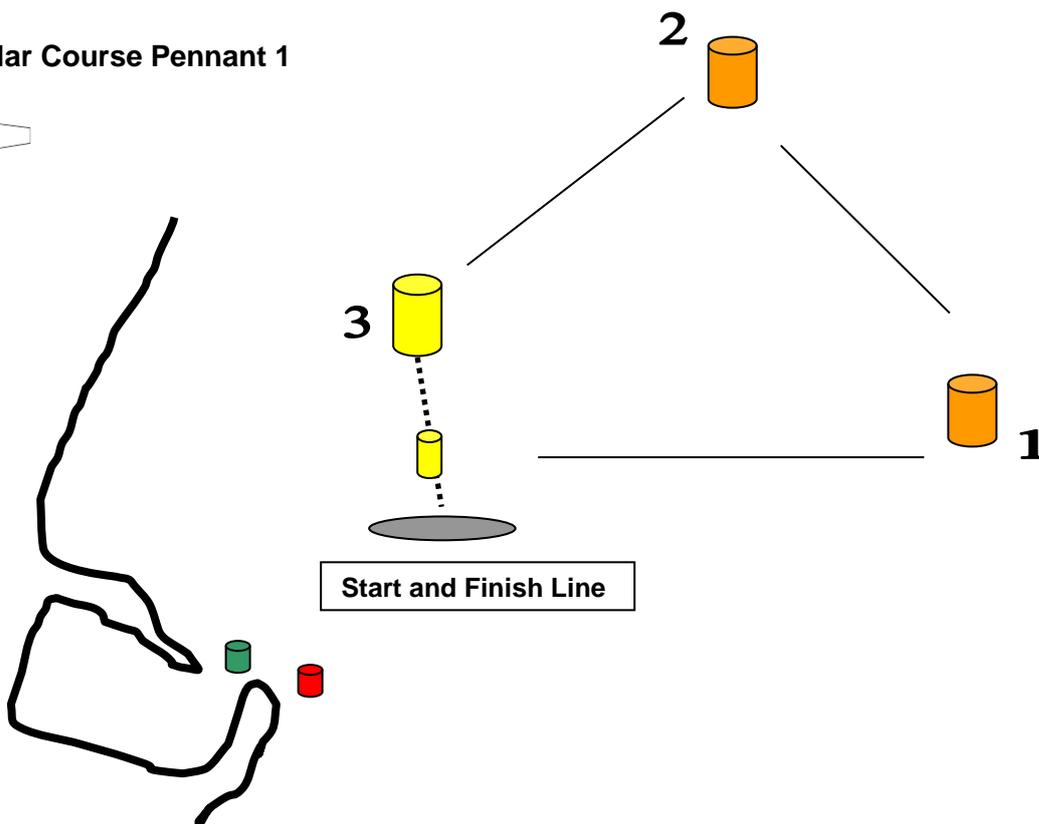




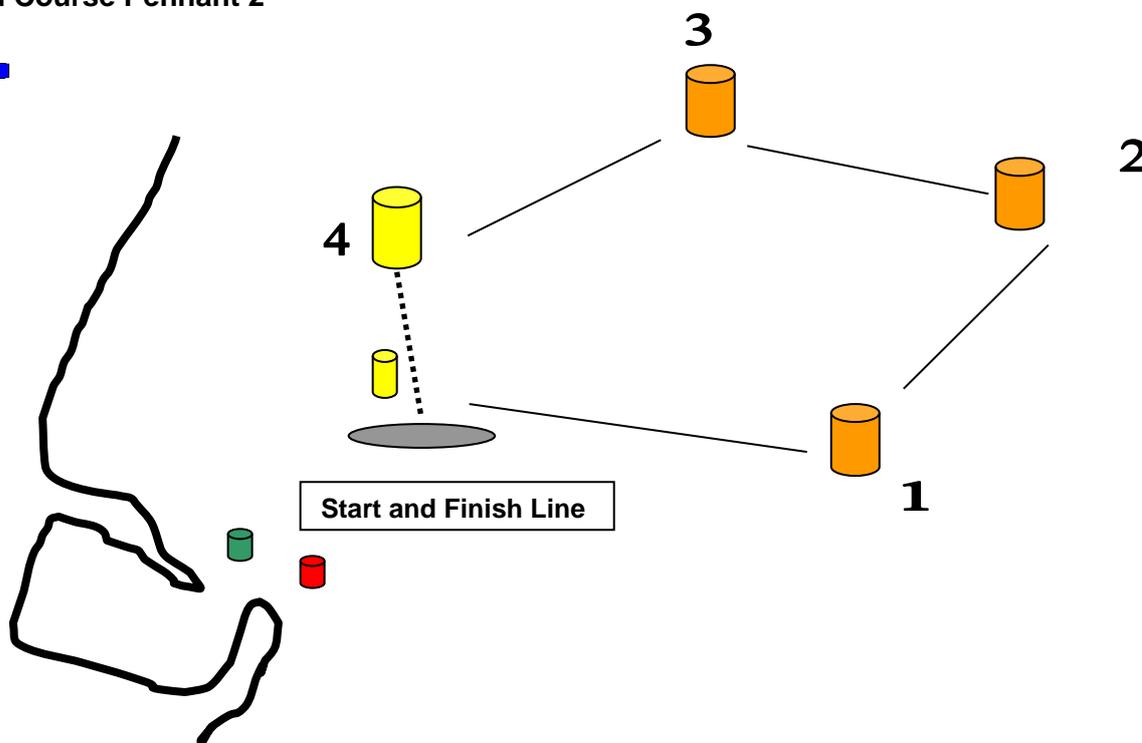
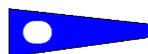
24. Committee Boat Inshore Start and Finish

Rounding marks will be orange cylinders. The Start and Finish will be between the committee boat and a large yellow cylinder which is to be left to Port at the Start and Starboard at the Finish. Any Inner Distance mark will be a small yellow cylinder. The course may be laid to be rounded to either Port or Starboard, indicated by the appropriate flag flown on the committee boat.

Triangular Course Pennant 1



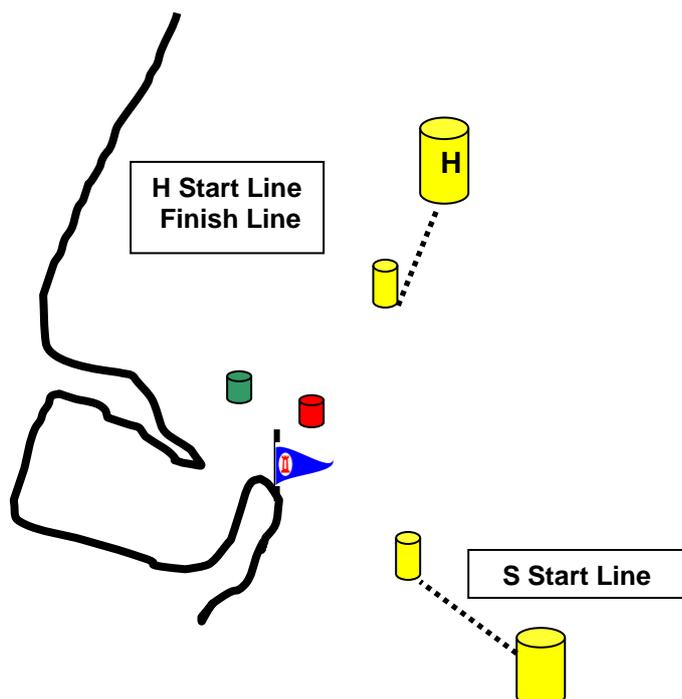
Trapezoid Course Pennant 2





25. Harbour Wall Start and Finish

Courses are the same as for the Committee Boat Inshore Start and Finish in SI 24 above.



26. Schedule of Races.

Day	Event	HW	Start
Saturday May 29 th	Competitors Briefing @1630 on beach		
Sunday May 30 th	Coppet Race 1	0938	1000
Monday May 31 st	Coppet Race 2	1030	1030
Tuesday June 1 st	Coppet Race 3	1123	1030
Wednesday June 2 nd	Coppet Race 4	1223	1130
Thursday June 3 rd	Coppet Race 5	1333	1230
Friday June 4 th	Pursuit Race	1444	1330