

**Club Series- 2025**  
(Spring, Early and Late Summer, Autumn and Wednesday)  
**Sailing Instructions**

**1 RULES**

- 1.1 The racing will be governed by the rules as defined in *The Racing Rules of Sailing 2025-28*.
- 1.2 Racing rule(s) 33, 40 and Appendix A 4.2 will be changed as follows:
- Rule 33 is changed: Legs of the course will not be changed after the preparatory signal.
  - RRS 40 is changed as follows: Each competitor shall wear a personal flotation device at all times whilst afloat. Wet suits and dry suits are not personal flotation devices. Flag Y will not be displayed.
  - Appendix A 4.2 is changed so that a boat that does not finish a race shall be scored the points for the finishing place one more than the number of boats starting the race.

**2 NOTICES TO COMPETITORS**

Notices to competitors will be posted on the official notice board(s) located in the club house.

**3 CHANGES TO SAILING INSTRUCTIONS**

Any change to the sailing instructions will be posted at least 30 minutes before start of the first race the change will affect.

When there are Sailing Instructions for a specific date, e.g. as part of an open meeting, they will take precedence over these Sailing Instructions. There are separate Sailing Instructions for the Trophy Days.

**4 SIGNALS MADE ASHORE**

Signals made ashore will be displayed at the race control box.

**5 SCHEDULE OF RACES**

5.1 Racing will take place as described in the club year book and as updated on the website. This is typically:

- Saturday 2 races starting at 14:00
- Sunday 3 races starting at 12:00
- Wednesday 1 race starting at:
  - 18:30 on 2<sup>nd</sup> April
  - 18:45 on 9<sup>th</sup> April
  - 19:00 on 16<sup>th</sup> April
  - 19:15 from 23<sup>rd</sup> April onwards

Club Series Races not sailed on the day allocated in the club year book may not be re-sailed at a later date.


5.2 The scheduled time of the warning signal for the first race each day is 5 minutes before the start time shown in the club year book. There may also be a **15** minute rigging sound signal

5.3 The following fleets will operate:

- Saturdays- Single handicap fleet
- Wednesdays- Single handicap fleet
- Sundays
  - 1<sup>st</sup> start Asymmetric fleet, 2<sup>nd</sup> start Handicap.

## 6 THE COURSES

- 6.1 The course for each race will be displayed in the front window of the race control box and may not be altered after the warning signal (5 minutes) for the first fleet in the sequence. Marks shall be rounded in the order displayed with the appropriate colour indicating to which side the mark shall be rounded (green = starboard, red = port). The letter L in the course indicates the point at which the finish line must be crossed each lap. The number of laps may be shown after the L, if omitted boats shall continue until the course is shortened.
- 6.2 On completion of each lap all boats shall cross the fixed transit finish line (the line is formed using the black and white pole and the pole showing a yellow triangle in front of race control). All boats shall pass between the inner and outer distance markers (White marks I and O). If M is displayed at the end of the course board it shall act to restrict the length of the line by replacing either the inner or outer distance marker and shall be passed to the side indicated by the appropriate colour.
- 6.3 Competitors who fail to sail the correct course including completing each lap by passing through the finish line will be disqualified without hearing.

- 6.4 If the A Flag or A board  is displayed (on a Sunday), the Asymmetric fleet will sail a separate course to the handicap fleet. This will consist of the first handicap mark, and the A mark. The A mark will be rounded to the same side as the last mark of the handicap course. If M is the last mark of the handicap course, this will also be part of the Asymmetric course and the penultimate handicap mark will dictate the direction to round mark A. For example if the course displayed is:

I+M, 4, 3, 1, X, M, L, "A" board with all marks to port

the Asymmetric course will be I+M, 4, A, M, L with A to port (because X is to port).

If the A mark has not been laid, the last mark of the handicap course will be used instead, i.e.

the Asymmetric course will be I+M, 4, X, M, L in the above example.

The handicap fleet shall ignore the A flag/board.

## 7 MARKS

Appendix A shows the approximate location of the racing marks, the distances and angles shown are not to scale. In addition an inflatable mark Y (orange cylinder) and mark A (orange cylinder) may be used in any location. The Dan Buoy (small buoy with an orange flag attached), may be used in any location.

## 8 AREAS THAT ARE OBSTRUCTIONS

The following areas are designated as obstructions:

- 8.1 The nature reserve beyond racing marks 3, 4, 5 and 6 marked with green buoys.
- 8.2 Within 30 metres of fishing tackle
- 8.3 A yellow mark near Mark 7 indicates the approximate position of an underwater obstruction which should be passed on the deep water side

## 9 THE START

- 9.1 Races will be started in accordance with rule 26 with the warning signal made 5 minutes before the starting signal. An automatic light and sound starting system is used as follows:

Sunday 2 fleets:                    1<sup>st</sup> Fleet: Red lights.    2<sup>nd</sup> Fleet: Orange lights

Saturday and Wednesday    1 fleet: Red lights

Individual recall signalled by White light

General recall signalled by Blue lights, starting sequence for subsequent fleets postponed.

- 9.2 The starting line will be a transit formed by a black and white pole on the shore in front of the race control box and a pole showing yellow triangle mounted on the front of the race control box. Inner and outer distance of the line will be bounded by white buoys inner (I) middle (M) or Outer (O). The distance markers to be used for the start will be displayed at the start of the sequence of mark indicators for the course. Alternatively, the OOD may lay the Dan buoy and indicate a start between Dan and one of the I, M, or O marks. In this case it will be considered a line start between these two marks, this will also be displayed as described above. Y mark may be used as an alternative to the Dan Buoy, and this will be reflected in the course.
- 9.3 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

## **10 SHORTENING COURSE**

- 10.1 Shortening course shall be indicated by 2 sound signals and the display of a flashing light on the race control box. Once the signal is sounded all boats shall complete the lap they are currently sailing.
- 10.2 The Race Officer may finish some boats before 2 sound signals and the display of a flashing light. "W" flag will be displayed on the flagstaff as the first finishing boat under this rule has rounded the final leeward mark with two sound signals different to those normally used for starting and finishing boats (e.g. a whistle). When this first boat crosses the finish line, a distinctive single sound signal (e.g. a whistle) will be made. Where possible the affected boat(s) will be hailed from a safety boat. This is intended to be used for a small number of Junior and novice sailors when completing another lap would take them significantly over the intended race duration. All other boats shall continue racing until

## **11 THE FINISH**

The finishing line will be a transit formed by a black and white pole on the shore and a pole showing yellow triangle mounted on the front of the race control box. Inner and outer distance of the line will be bounded by white buoys I and O. If M is displayed at the end of the course board it shall act to restrict the length of the line by replacing either the inner or outer distance marker and shall be passed to the side indicated by the appropriate colour.

## **12 PROTESTS AND REQUESTS FOR REDRESS**

- 12.1 Protest forms are available in the race control box. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.
- 12.2 For each fleet, the protest time limit is 30 minutes after the last boat has finished the last race of the day.
- 12.3 Notices will be posted no later than 20 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest room, located in the club house.
- 12.4 RRS62.2 is changed as follows: Notices of protests by the race committee or protest committee will be posted to inform boats.
- 12.5 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the race control box, or other suitable venue.
- 12.6 Under the provision of the RYA racing charter, competitors may request an advisory hearing (within the protest time limit, no hearing form required). If an advisory hearing is requested the protest time limit (if required) will be extended to 15 minutes after completion of the advisory hearing. The outcome of the advisory hearing can be as follows:
1. No rule infringement found, no penalties required, no protest lodged.
  2. Parties agree to an exoneration penalty equal to 20% of the dinghies that started the affected race added to the finishing place (or a minimum of 3 places), recorded to the nearest tenth but not worse than a DNF (as described in RRS 44.3 c).
  3. No resolution found, formal protest lodged.

- 12.6 The sailing committee shall award redress to members performing club duties for the race(s) they are unable to sail due to performing the duties. This shall be a calculated average score of their non-discarded results for the series.

### **13 Handicaps**

All club series shall be sailed as handicap races. The handicap values for each class for these races shall be the LLSC Handicap Ratings. These ratings shall be determined using the RYA Portsmouth Yardstick system as a basis with modification of the values using the RYA's Race Analysis website and the results from club races to produce a set of LLSC Handicap Ratings.

### **14 SCORING**

- 14.1 The Low Point System of Appendix A8.1 of the RRS will apply.
- 14.2 3 races are required to be completed to constitute a series.
- 14.3 If fewer than 2 boats for a fleet approach the starting area the race for the fleet affected shall be void in the series
- 14.4 The number of races to count towards a series score will be half the number of races sailed in the series plus 1, rounded down to the nearest integer.  
E.g. 4 races sailed 3 to count, 11 races sailed 6 to count, 20 races sailed 11 to count
- 14.5 Sailors doing duties may request to be scored as OOD, and will be awarded a score of the average of all the races they sail in a series. A boat cannot claim OOD points for more than 25% of the races scheduled in the series.
- 14.5 Upon request, if a sailor has raced a GP14 or Enterprise and is part of the LLSC team for the Junior 12 hour race or the Southport 24 hour race, they will be additionally scored as 24H in their own boat, which will be scored the same as OOD. This will be for a maximum of 3 races per series for Sundays and 2 races per series for Saturdays and Wednesdays.

### **15 SAFETY REGULATIONS**

- 15.1 All helms must sign on to declare their intention to race for each day's racing.
- 15.2 Personal Buoyancy must be worn at all times when on the water. This changes Rule 40.

### **16 REPLACEMENT OF CREW OR EQUIPMENT**

Without approval of the sailing committee any substitution of helmsman will be considered as separate entries into the series.

### **17 TRASH DISPOSAL**

Boats shall not put trash in the water. Trash may be placed aboard support boats.

### **18 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 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 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, patrol boats, umpires and other officials and volunteers by the 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.

## **19 INSURANCE**

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.

Appendix A

