

BMYC SAILING INSTRUCTIONS (GENERAL) 2018

The General Sailing Instructions 2018 shall prevail over all BMYC Racing Activities where no specific Series or Event Sailing Instructions are in place.



GENERAL SAILING INSTRUCTIONS 2018

DEFINITIONS

The following Definitions shall apply:

'Organising Authority' means the Race Committee of Brighton Marina Yacht Club;

'Race Management Team' means the Series Officer, Race Officer of the day and any assistants accompanying the Race Officer, or any appointed surrogate.

'Article' means a provision of these Sailing Instructions; a reference to 'Article' will be accompanied by the relevant Article Number.

1 RULES

1.1 Racing will be governed by the current version of:

- a) ISAF Racing Rules of Sailing (RRS): [http://www.sailing.org/tools/documents/WorldSailingRRS20172020-\[20946\].pdf](http://www.sailing.org/tools/documents/WorldSailingRRS20172020-[20946].pdf);

and

- b) The General Sailing Instructions of Brighton Marina Yacht Club;

Supported by the prescriptions of:

- i The prescriptions of the RYA Racing Charter:
<http://www.rya.org.uk/SiteCollectionDocuments/Racing/RacingInformation/RacingCharter/RYA%20Racing%20Charter%202017.pdf>;
 - ii BMYC Safety Regulations: BMYC Inshore - <http://bmyc.uk/racing/racing-information/>;
 - iii IRC Rules and Definitions: https://ircrating.org/images/stories/pdf/2018/irc2018_rule.pdf;
 - iv The prescriptions of the BMYC National Handicap for Cruisers scheme (NHC):
<http://bmyc.uk/racing/racing-information/>;
- as applicable to the competing boat.

1.2 Class Association Rules shall not apply.

1.3 RRS Rules changed by Articles of these sailing instructions are:

RRS Rule 26	Changed by	Article 11.3	RRS Rule 44.1	Changed by	Article 17.3
RRS Preamble to Part 4	Changed by	Article 20.5	RRS Rule 62.1(a)	Changed by	Article 11.8
RRS Rule 35	Changed by	Article 14.4 Article 17.4	RRS Race Signals	Changed by	Article 11.3 Article 14.2
RRS Rule 40	Changed by	Article 20.5	RRS Appendices A4 and A5	Changed by	Article 14.4

1.4 The person-in-charge shall register a copy of the boat's Insurance Certificate with the Organising Authority prior to the boat competing in any race; upon registration of the boat's Insurance Certificate with the



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- organising authority the need to register further copies of the boat's Insurance Certificate shall not arise unless in event Insurance cover is changed, lapses or is withdrawn she shall not compete – See Section 24, Insurance.
- 1.5 Boats unknown to the Organising Authority shall register with the Organising Authority via the NHC Registration form prior to competing - <http://bmyc.uk/racing/racing-information/>.
 - 1.6 Boats competing under IRC shall register a current Rating Certificate with exception boats may sign-on for any races of the Frostbite Series using the most recent Rating Certificate from the previous year. Rating certificates shall be registered with the Organising Committee (via BMYC Office).
 - 1.7 IRC Rule 22.1.1 is deleted and replaced by 'bunk cushions may be removed; no compensating weight need be carried'. This change is extended to apply to all competing boats. This changes IRC Rule 22.1.1.
 - 1.8 IRC Rule 22.4.2 is deleted and replaced by 'Subject to a decision by the person-in-charge and rules declared in these Sailing Instructions, no restriction shall apply to the maximum number of crew that may sail aboard a boat. No restrictions on crew weight shall apply. This changes IRC Rule 22.4.2.
 - 1.9 Where safety rules of the above named organisations conflict the higher specification shall prevail.
 - 1.10 All written and voice communications, including but not limited to Course to be sailed, Sailing Instructions, Notice of Race, Safety Regulations, shall be in the English language.
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2 NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the Racing notice board in the foyer of Brighton Marina Yacht Club.
 - 2.2 Changes to Race Management Documents, including; but, not limited to: Sailing Instructions, Notice of Race, Safety Regulations; will be posted to the racing/information page of the BMYC website: www.bmyc.uk. It shall be the responsibility of the competitor to confirm content of Race Management Documents prior to competing in any race.
 - 2.3 The Organising Authority may notify a change to Race Management Documents to BMYC racing members via email; failure of the Organising Authority to notify racing members of a change to Race Management Documents, in part or in whole, shall not form grounds for a request for redress.
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3 CHANGES TO SAILING INSTRUCTIONS

- 3.1 The Organising Authority may amend these Standard Sailing Instructions; amended versions shall be annotated numerically in sequential order and date of amendment and published as per Articles of Section 2.
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4 SIGNALS MADE ASHORE

- 4.1 Under circumstances where boats are signed-on and it is not possible to start the Race at the time notified in the Notice of Race, any decision made ashore to postpone racing will be notified via displaying flag AP together with a numeral pennant; the numeral pennant shall signify the number of 30minute periods in any postponement.

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5 SCHEDULE OF RACES

- 5.1 The number of races scheduled to run, date of each race, place and time of signing-on shall be as declared in the Notice of Race aligned to the specific Series with exception that when a race is postponed the postponed race may be run at a later date and time.
- 5.2 The Notice of Race, or subsequent amendment to the Notice of Race whichever is the most recent, shall take priority over the Race Calendar. Where Race Details shown in the Notice of Race differ from that shown in Race Calendar this shall not form grounds for a request for redress.
- 5.3 Races shall be run in sequential numerical order; the number of races to be run on each date aligned to any Notice of Race shall default to one; the Organising Authority may declare up to one additional race to be run per day of racing.
- 5.4 Competing boats are required to sail within hailing distance of the race start location (see Article 11.1) prior to the warning signal to confirm she has arrived at the start area and intends to compete.
- 5.5 Where the number of boats, from any Group, which are signed on and arrive at the start area, is one or less the race for said Group shall not be run, instead the race for said Group shall be abandoned. Where the total number of boats from all Groups, which are signed on and arrive at the start area, is one or less, the race shall not be run, instead the race shall be Postponed.
- 5.6 Primary Series Races postponed during a Sunday Series shall be re-run the next available Sunday of racing within the Series; races not run before the end of the Series shall be Abandoned. Secondary Series Races postponed during a Sunday series shall be re-run the next Sunday of racing within the Series; if not run shall be abandoned.
- 5.7 Races not run during a Wednesday Series shall be Abandoned.
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6 CLASS FLAGS

- 6.1 Class flags shall be:

Group one IRC 1 and NHC 1 Numeral Pennant 1



Group 2 IRC 2 and NHC 2 Numeral Pennant 2



- 6.2 All competing boats shall display the appropriate Class Pennant from their backstay, or, in the absence of a backstay, an alternative conspicuous position at the stern of the boat.
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7 RACING AREA

- 7.1 The race area shall be the English Channel adjacent to the entrance to Brighton Marina between longitude 0 deg 0'54.17E (Friars Bay Outfall Buoy) and longitude 0 deg 19.50'W (Beechams Buoy) and up to 5 NM offshore.
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8 COURSES

- 8.1 The Course for each race will be announced on the date of the race via Course Chart or Verbally via Marine Band VHF Radio on the Race Frequency.
- 8.2 The Course Instructions shall form part of these Sailing Instructions.
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9 MARKS

- 9.1 Courses may be formed of Fixed Special Purpose Buoy(s) or Laid Inflatable Mark(s) or any combination of each.
 - 9.2 A chart with positions of BMYC fixed buoys may be downloaded via <http://bmyc.uk/racing/racing-information/>
 - 9.3 Description and location of Laid Buoys will be confirmed by the Race Officer prior to the first warning signal.
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10 DESIGNATED AREAS OF OBSTRUCTION

- 10.1 A competing boat shall not make passage to the area between an inshore line marked by a row of small yellow buoys alongside the shoreside water line; this area is designated for swimming only.
 - 10.2 The area covered by radius of 200mtrs adjacent to the entrance to a Marina or other inland waterway is excluded from the race area in order general marine traffic may navigate unhindered.
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11 THE START

- 11.1 The Race Officer may start a race from a Race Control Vessel or a Shore Based Location or via a 'Gate Start':
 - a) **Race Control Vessel** - The default race control Vessel at the Start will be a blue hulled motor launch named MV Admiral Jack with the wording "Race Control" on each side of the hull in orange letters. The Organising Authority may substitute another Vessel as the Race Control Vessel at a Start Line.
 - b) **Shore Based Station** –The location of the Shore Based Start shall form part of the course instructions.
 - c) **Gate Starts** – See Section 12, Gate Starts.
- 11.2 Races will be started using the sequence defined in RRS Rule 26 with the warning signal made 5 minutes before the starting signal.
- 11.3 Signals made during the start sequence shall default to the use of Flags with exception of when the race is started from any location other than the default race control vessel the Race Officer may supersede flag signals with Verbal Announcements at the timed intervals defined in RRS Rule 26 via Marine Band VHF Radio on the Race Frequency. This changes RRS Rule 26.
- 11.4 To alert competitors that a start sequence is about to begin:
 - a) If managing the race from the default race control vessel, the orange flag will be displayed at least five minutes before a warning signal is made;
 - or,
 - b) If managing the race from any location other than the default race control vessel, a verbal announcement will be made via Marine Band VHF Radio on the Race Frequency at least five minutes before a warning signal is made.
- 11.5 Use of a Buoy at the Start Line and adjacent to the Race Control Vessel as an Inner Distance Mark shall form part of the Race Management Vessel; said Buoy shall not form a Buoy of the Start Line.
- 11.6 Competitors whose warning signal has not been made shall keep clear of the starting area and avoid impeding those boats under start sequence from time of the warning signal.
- 11.7 At time of the start, no sail shall be used forward of the mast until clear of the start line with exception of a headsail as defined in RRS Rule 50.4.

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- 11.8 If any part of a boat's hull, crew or equipment is on the course side of the starting line during the two minutes before her starting signal, and she is identified, the race officer will attempt to broadcast the sail number and/or name of the boat via Marine Band VHF Radio on the Race Frequency. Failure of the race officer to time accurately or make a broadcast shall not form grounds for a request for redress. This changes RRS Rule 62.1(a).
- 11.9 A boat failing to start within 30 minutes after her starting signal shall be scored DNS without a hearing. This changes RRS Rules A4 and A5.
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12 GATE STARTS

- 12.1 A gate start shall not be used where the wind angle is greater than 60 degrees either side of a line drawn between the Start Buoy and the First Mark of the course. The First Mark of the course shall be to windward of the Start Buoy.
- 12.2 The 'Gate Boat' may be a boat competing in the race.
- 12.3 The Race Officer shall make clear the Start Buoy and Gate Boat via the Course Announcement.
- 12.4 The Start Line shall be a line formed between the mid-point of the Stern of the Gate Boat and the Start Buoy after the Start Signal.
- 12.5 The Gate Boat shall time her approach to the Start Buoy to coincide with arriving at the Start Buoy at the Start Time or as soon as is possible thereafter; to facilitate timing of arriving at the Start Buoy at the Start Time the Gate Boat may take advantage of using engine propulsion under RRS Rule 42.3(i) up to time of the Start Signal. The Time of arriving at the Start Buoy shall be recorded as the official Start Time.
- 12.6 At the Start Time, the Gate Boat shall adopt a heading Close Hauled on a Port Tack and maintain such heading until the Start Period has expired.
- 12.7 The Start period shall be defined as commencing at time of the Warning Signal and ending at such time all competing boats have crossed the Start Line, or 2 minutes after the Start Signal, whichever is the lesser time.
- 12.8 Prior to the Start Signal competing boats shall keep to leeward, and clear astern, of the Gate Boat.
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13 TIME LIMITS

- 13.1 The Target Time for a race is 100 minutes for the lead boat of each Group.
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14 THE FINISH

- 14.1 The Race Officer may finish a race from a Race Control Vessel or a Shore Based Location:
- Race Control Vessel** - The default race control Vessel at the Finish will be a blue hulled motor launch named MV Admiral Jack with the wording "Race Control" on each side of the hull in orange letters. The Organising Authority may substitute another Vessel as the Race Control Vessel at a Start Line.
 - Shore Based Station** –The location of the Shore Based Finish shall form part of the course instructions.
 - Gate Starts** – Where a race is started via a Gate Start the Race Officer may request crew of a competing boat to 'take own Finish time'; under such circumstances the Finish time recorded shall be taken from the boats GPS; elapsed times shall not be accepted.
- 14.2 Signals made at the finish or shorten-course shall default to the use of Flags with exception of when the race is started from any location other than the default race control vessel the Race Officer may supersede flag signals
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with Verbal Announcements via Marine Band VHF Radio on the Race Frequency. This changes RRS Race Signals.

- 14.3 In the event a boat shall arrive at the finish line and where the Race Management Team has determined said boat has not completed the course said boat shall not receive a Finish Signal; a time of crossing the finish line shall be recorded. See RRS Rule 28.
- 14.4 Boats failing to finish within 60 minutes after the first boat of the same Group has sailed the course and finished will be scored Did Not Finish (DNF) without a hearing. This changes RRS Rule 35 and RRS Appendices A4 and A5.
- 14.5 Where adverse ambient conditions prevail, the person-in-charge of a competing boat is requested to notify the boat's impending arrival at the finish line via Marine Band VHF Radio on the Race Frequency.
- 14.6 The Race Officer may confirm a boat as Finished via a verbal announcement on Marine Band VHF Radio on the Race Frequency - Failure for the Race Officer to confirm a boat as Finished shall not form grounds for a request for redress.
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15 DECLARATION

- 15.1 The person-in-charge of a competing boat shall ensure the declaration sheet in the Clubroom is completed no later than 90 minutes after the boat has finished the last race of the day on each day of racing, with exception that where a race is programmed to start after 19:00 hrs the declaration sheet shall be completed no later than 60 minutes after the boat has finished the last race of the day.
- 15.2 Competing boats shall complete declaration to confirm:
- The Boat has sailed the course and has finished;
 - The Boat has complied with the Rules as stated in the Notice of Race and the Sailing Instructions aligned to the Race;
 - The Boat is within 'Safe Haven' and all crew are ashore.
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16 PROPULSION

- 16.1 RRS rule 42 shall apply with exception a Gate Boat taking advantage of using engine propulsion under RRS Rule 42.3(i) shall be exonerated up to time of the Start Signal; this changes RRS Rule 42.
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17 PENALTY SYSTEM

- 17.1 Boats recorded as OCS at time of Starting Signal shall be score via the scoring abbreviation DNS without a Protest Hearing.
- 17.2 The provisions of RRS Appendix P shall not apply.
- 17.3 A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2 in an incident while racing. She may take a One-Turn Penalty when she may have broken rule 31. This changes RRS Rule 44.1.
- 17.4 In the event a boat shall arrive at the finish line and where the race management team have observed the boat has not completed the course the boat shall not receive a Finish Signal, instead, the boat will be scored Did Not Finish (DNF) without a hearing; a time of crossing the finish line shall be recorded. See RRS Rule 28. This changes RRS Rule 35 and RRS Appendix A5.
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17.5 In the event a boat is disqualified as a result of a protest hearing the boat shall be scored using the scoring abbreviation “DNE” (Disqualification Not Excludable). See RRS Rule 90.3(b).

18 PROTESTS AND REQUESTS FOR REDRESS

- 18.1 Registered breaches of Rules, Incidents whilst racing and quests for Redress shall be resolved via the following procedure:
- a) **Advisory Hearing** - Where a competitor, protest committee or member of the Race Management Team is subject of an incident relating to a rules infringement and where said party has no wish to register a request for a formal hearing, said party may request an advisory hearing via the Organising Authority. The Organising Authority shall notify any additional parties involved in the incident, arrange for a single adviser and call a hearing to learn the circumstance of the incident. The Advisor will state whether any rule may have been broken, and by which party. A decision by the advisor is for educational purposes.
 - b) **Arbitration** - With exception of RRS Rule 66; where a protest is registered the defending party may request, or, the Organising Authority or Protest Committee may recommend, RYA Arbitration. If the parties concerned and the protest committee agree that RYA Arbitration is suitable a single arbitrator will hear the evidence and decide whether or not a rule has been broken, and, if so, which rule(s) and why. Unless the incident has caused injury or serious damage or gained a significant advantage, the Arbitrator will invite the person-in-charge of the boat that appears to have caused the incident to retire. The boat that has retired under advice of the Arbitrator shall not be penalised further with respect to the same incident. Where the boat that appears to have caused the incident declines the advice to retire a protest hearing may follow; however, the offer of retiring shall remain open until time of the Protest hearing and, if taken before the Protest hearing, will negate the Protest hearing, insodoing, avoiding the possibility of disqualification.
 - c) **Protest and Request for Redress** - Protests and Requests for Redress shall be notified to the Organising Authority as soon as possible which, in all cases, shall be no later than 90 minutes (60 minutes for Evening races) after the boat has finished the last race of the day - This changes RRS Rule 61.3.
 - i The Protest Form can be downloaded via <http://bmyc.uk/racing/racing-information/>.
 - ii Notices of protests registered by the Race Management Team or Protest Panel will be posted in keeping with Article 18.1 (c)(iii) to inform boats under RRS Rule 61.1(b).
 - iii 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 at the BMYC Clubhouse.
 - iv The Organising Authority will endeavour to arrange a hearing to take place on the date the protest or request for redress is registered; under any circumstances, a first hearing shall take place not later than 2 weeks following the date of registration. Date of any subsequent hearing shall be notified at the first hearing.
- 18.2 A list of boats that have been penalised under Article 16.1 (breaking RRS Rule 42) or Article 17.1 (OCS) will be posted before the protest time limit.
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19 SCORING

19.1 The Low Point scoring system shall be used. The Organising Authority wish to draw the competitor’s attention to the provisions of RRS Rule 90.3.

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- 19.2 The prescriptions as set out under RRS Appendix A shall apply; the score for a boat that did not arrive at the starting area, arrived at the starting area but did not start, did not finish, retired or was disqualified shall be awarded according to RRS A9.
- 19.3 A boats' series score shall allow the number of discards specified in the Notice of Race.
- 19.4 A provisional list of race results may be posted on the Race Notice Board as soon as possible after the last boat has finished the race. Race results are not deemed confirmed until official results are published. Series results will be based on official race results published following the last race of the Series.
- 19.5 Where a crew of a competing boat is excluded from competing in a race of a series due to accepting Race Officer duty (i) subject to the provisions of Articles 19.5(a) and 19.5(b) and, (ii) provided the race officer duty is completed; said boat shall be awarded points in compensation for undertaking race officer duty equal to the average points of all races in which she has competed during the Series (rounded to the nearest whole point) to a maximum of:
- Where results of the race are scored toward a primary series: a single day of race officer duty during the series shall be counted;
 - Where results of the race are scored toward a secondary series all days of race officer duty during the series shall be counted.
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20 SAFETY

- 20.1 All competing boats shall be signed-on prior to competing in race. See to Notice of Race aligned to Series.
- 20.2 A boat retiring from a race shall notify the Race Officer on leaving the race area.
- 20.3 All competing boats shall complete the declaration in accordance with the Articles of Section 15, Declaration.
- 20.4 The person in charge shall assign a member of the crew aboard as surrogate to immediately take over his/her responsibilities in the event of his/her incapacity; the nomination of a surrogate shall be communicated to all persons aboard.
- 20.5 When flag Yankee is displayed at the default Race Control Vessel or when the race is managed from any location other than the default race control vessel a verbal announcement is made on Marine Band VHF Radio on the Race Frequency to the effect flag Yankee is displayed, [RRS Rule 40](#) applies at all times whilst underway. This changes the [preamble to Part 4 of RRS](#).
- 20.6 A boat may be inspected for compliance with safety requirements at any time by a person appointed by the Organising Authority for that purpose.
- 20.7 Any boat refusing, failing or unable to comply with any of the safety regulations may be subject to protest.
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21 RADIO COMMUNICATION

- 21.1 The Race Frequency shall default to Marine Band VHF Channel 77.
- 21.2 During the race, the Race Management Team call-sign shall be BMYC Race Control.
- 21.3 General announcements to competitors shall be announced using the call-sign "BMYC Race Fleet".
- 21.4 At all times whilst under way, it shall remain the sole responsibility of the Person-in-Charge to ensure a watch is maintained to receive verbal transmissions from the Race Management Team via Marine Band VHF Radio on

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the Race Frequency. Failure to receive verbal transmission from the Race Officer in part or whole shall not form grounds for a request for redress.

- 21.5 Except in an emergency, a boat shall neither make radio transmissions nor receive radio communications while racing that are not available to all boats. This restriction also applies to portable radio-telephone equipment.
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22 BEHAVIOUR

- 22.1 The Person-in-Charge of a boat associated with Brighton Marina Yacht Club and/or sailing under the BMYC banner will be held responsible for the behaviour and actions of all crew at all times during the event.
- 22.2 Any misbehaviour which is deemed likely to bring the name of the Brighton Marina Yacht Club into disrepute will render the boat concerned disqualified; serious occurrences could result in the crew being barred from taking part in any future event associated with Brighton Marina Yacht Club.
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23 DISCLAIMER OF LIABILITY

- 23.1 Competitors participate in the racing event entirely at their own risk. See RRS Rule 4, Decision to Race. Under RRS Rule 4 the responsibility for a decision to participate in a race or continue racing, including but not limited to, the safety of a boat and her crew, is the sole and inescapable responsibility of the Person in Charge.
- 23.2 The organising authority will not accept liability for material damage or personal injury or death sustained in conjunction with, during, or as a result of the racing event.
- 23.3 It is stressed that Competing owners and crews are expected to observe and embrace the provisions of the BMYC Safety Regulations. The spirit of BMYC Racing requires that owners and/or crew shall not seek to make changes to design and fixed or portable equipment forming the boat where such changes are specifically engineered to gain advantage at the expense of removing or changing safety features or may compromise Safety at sea. Any exploitation of the provisions of the BMYC Safety Regulations is discouraged; reported incidences of exploitation shall be subject to disciplinary hearing and may result in disqualification.
- 23.4 All boats entered in the racing event shall comply with the provisions of the BMYC Safety Regulations at all times, which include, but not limited to:
- The boat is fully found and seaworthy; this includes, both, Construction and Maintenance; shall be Maintained and Found such that the boat may be declared as Seaworthy at all times whilst 'under way'; under circumstances whereby the condition of a boat shall cease to be Seaworthy and/or Found she shall retire from racing with immediate effect and make for safe haven.
 - The skills/experience of each crew member aboard is (i) sufficient to warrant as competent at sea under the prevailing conditions, and (ii) familiarised with the location of equipment aboard and how to use said equipment.
 - All boats shall be equipped with lifejackets sufficient to equip each person aboard (see Rule 5.01 of ISAF Offshore Special Regulations - Category 4 – Monohulls).
 - The safety equipment carried aboard is adequate, of serviceable condition and commensurate with the premise of self-rescue.

24 INSURANCE

- 24.1 Each participating boat shall be insured for racing with third-party liability cover in the name of the Yacht, the Person-in-Charge and any surrogate where each Person-in-Charge or surrogate shall be insured with a minimum third-party liability cover of £3,000,000 per event or the equivalent.
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