



HFSC Sailing Instructions

Part 1 – Race Conduct

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1 RULES

1.1 The races of the Hayling Ferry Sailing Club (HFSC) shall be governed by the ISAF Racing Rules of Sailing for 2009-2012 including any amendments issued by ISAF (hereafter referred to as RRS) and the following documents:

- Event-specific Sailing Instructions (if any)
- The HFSC Sailing Instructions described in this document

1.2 The HFSC Sailing Instructions are in two parts:

- Part 1 – Race Conduct (this document). Part 1 is prescriptive and covers rules that directly affect the conduct of a race, including competitor’s obligations.
- Part 2 – Race Management. Part 2 covers issues that are not directly concerned with a boat’s activities on the water, but which may still affect the outcome of a race or series.

- 1.3 Where an HFSC Rule modifies one or more of the RRS rules, the relevant RRS rule is stated in the text.
- 1.4 RRS rules or parts of rules may be included in this text where appropriate for clarity, or for the convenience of HFSC members. Such inclusions are shown in italics *thus*. Omission of a rule or part of a rule from this text shall not be taken to mean that it does not apply.
- 1.5 This document supersedes all previous HFSC Racing Rules and/or Sailing Instructions.

2 DEFINITIONS

- 2.1 The following definitions apply throughout this document:
 - HFSC Committee: the elected HFSC club committee
 - Protest Committee: a temporary committee formed for the purpose of adjudicating a race protest. A Protest Committee will be formed from HFSC Club members but may co-opt non-club members onto the Protest Committee if appropriate for the purposes of the committee
 - Sailing Secretary: The elected HFSC Sailing Secretary or his/her assistant or deputy
 - OOD: Officer Of the Day. The person in charge of racing on any particular day. The role of the Race Committee referenced in RRS is fulfilled by the OOD. The OOD shall be a member of HFSC unless agreed otherwise on an individual basis with the Sailing Secretary.

3 CLUB DUTY OBLIGATIONS

- 3.1 It is a condition of club membership that members carry out their OOD or safety boat duties as published in the Race Programme at the start of the season. Refer to the Club Rules for details.

4 RACE MANAGEMENT RESPONSIBILITIES

- 4.1 Race management responsibilities are described in more detail in part 2 of this document and the following is provided as an overview.
- 4.2 The OOD is responsible for
 - Managing the conduct of the race(s) for which he or she is designated on the Race Programme
 - Recording the start and finish times of competitors
 - Ensuring that results of the race are calculated
- 4.3 The Sailing Secretary is responsible for
 - Ensuring that an appropriate means of race calculation is available to the OOD
 - Calculating the results of Race Series and overall results for the season (eg Club Championship)
- 4.4 It is expected that race results will, where possible, be calculated soon after the race so that the competitors know their finishing positions on the day. Race results may be calculated by any appropriate means.
- 4.5 Race, Series and overall results shall be calculated in accordance with part 2 of this document.

- 4.6 The Sailing Secretary may check and if necessary correct the calculated result of any race or race series at any time.

5 ELIGIBILITY

- 5.1 Each boat shall have a valid handicap (or rating) for the configuration in which the boat is raced. For monohulls this shall be a PY number published by the RYA. For catamarans this shall be a Club PY number calculated from the SCHRS rating – refer to part 2 of this document for details.
- 5.2 If a boat (or boat configuration) does not have a valid handicap (or rating) for the configuration in which the boat is raced then one may be assigned or calculated at the discretion of the Sailing Secretary providing it is feasible to do so.
- 5.3 Helmsmen shall be paid-up members of HFSC except for Open Events.
- 5.4 Eligibility criteria for race series prizes, Club Championship and Crew Cup are described in part 2 of this document.

6 SCHEDULE OF RACES

- 6.1 The schedule of races will be published prior to the start of the season.
- 6.2 The Sailing Secretary may alter the schedule of races (including rescheduling races because of inclement weather) providing at least 2 weeks notice is given to the HFSC membership.

7 THE COURSE

- 7.1 The course will be described in writing, on the blackboard in the Club House, or any other reasonable location selected by the OOD.
- 7.2 A drawing of the course may be provided with the written course; however in the event of a dispute the written course shall take priority over any course drawing.
- 7.3 The course will be available at least 20 minutes before the start of the race.
- 7.4 A course may be shortened at the discretion of the OOD.
- 7.5 Where possible the method of shortening the course will be described with the course description. In the absence of such prearranged method, the OOD's decision to shorten the course will be communicated to each boat verbally, via the HFSC Safety Boat. This modifies RRS 32.

8 MARKS

- 8.1 Marks will be described as part of the course description (see 7).

9 AREAS THAT ARE OBSTRUCTIONS

- 9.1 Boats shall not sail over the outfall located at Langstone Harbour entrance. Any boat so doing shall be disqualified from the race.

10 VALIDITY OF RACES

- 10.1 For a race to be valid there shall be at least three starters.

10.2 A Protest Committee may declare null and void any race which it considers has not been run in accordance with the spirit of the rules or sailing instructions.

11 THE START


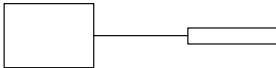
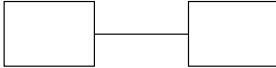


11.1 Boats shall sign-on before a race – refer 16.1

11.2 For club starts, the start line will be a transit between the flagpole on the north fence of the HFSC compound, and the mast of the starting platform.

11.3 The OOD may specify another start line providing this is clearly explained with the course description (see 7).

11.4 The OOD shall ensure that the starting platform is correctly located so that the transit is aligned with an appropriate secondary transit on the Eastney side (e.g. the Radar Tower), such that the OOD can judge the positions of the boats relative to the start line at the start of the race.

11.5 Races utilising the Starting Platform will be started by using the system described below (which uses paddles mounted on a Starting Platform rather than flags). This modifies RRS 26:

Minutes before start	Description	Sound signal	Visual signal
N/A	Before starting sequence	N/A	Both paddles horizontal 
5	Warning	1 horn blast	Paddle one vertical 
4	Preparatory	1 horn blast	Both paddles vertical 
1	One Minute	1 horn blast	Paddle one vertical 
0	Start	1 horn blast	Both paddles horizontal 

11.6 **RRS 26** *Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded.*

11.7 An individual recall (for one or more boats) will be signalled by either board being set vertically after the start, combined with a single sound signal (although the absence of a sound signal shall be disregarded). The OOD may also use hand and voice signals to indicate which boat or boats were over the start line, but the OOD is not obliged to do so. This modifies RRS 29.1.

11.8 When an individual recall has been signalled, the board will remain in the vertical position until every offending boat has passed completely to the pre-start side of the starting line. This modifies RRS 29.1.

- 11.9 If it is difficult for the OOD to distinguish between boats that were On-Course-Side at the start of the race, or there was an error in the starting sequence, then a general recall will be signalled. This modifies RRS 29.2.
- 11.10 A general recall will be signalled by both boards being set vertically after the start combined with multiple sound signals (although the absence of sound signals shall be disregarded). After a general recall, a new start sequence will commence as soon as reasonably practical. This modifies RRS 29.2.
- 11.11 A boat shall be afloat and off moorings before her preparatory signal (i.e. not connected to the land or another boat by any means including an anchor, mooring line or crewmember standing on the bottom). However a boat may return to shore after the preparatory signal to bail out, reef sails or make repairs. To clarify, to 'make repairs' in this instance means that it would be acceptable to return to shore during the preparatory period if, for example, you had rigged a sheet wrongly. This modifies RRS 45.
- 11.12 Any boat that is not afloat and off moorings (as defined in 11.11) before her preparatory signal shall incur a 2-minute corrected time penalty, (i.e. 2 minutes shall be added to the boat's corrected time). This penalty shall not apply for pursuit races where each boat is allocated a start time according to a handicap system.
- 11.13 Any postponement of the race start shall be at the discretion of the OOD, and shall be communicated verbally to all competitors in the race that are on shore or within hailing distance of the starting platform. However it is HFSC policy that races shall start at the published time unless there is good reason for postponement. This modifies RRS 27.3.
- 11.14 Any postponement shall be for a minimum of 10 minutes.

12 THE FINISH

- 12.1 Boats shall sign-off after a race – refer 16.1
- 12.2 For club starts, the finishing line will be a transit between the flag pole on the north fence of the HFSC compound, and the mast of the starting platform.
- 12.3 The OOD may specify another finish line providing this is clearly explained with the course description (see 7).

13 PENALTY SYSTEM

- 13.1 A boat that may have broken a 'right of way' rule (RRS Section 2) may exonerate herself by making a single penalty turn. This modifies RRS Rules 44.1.
- 13.2 *RRS 44.2 **One-Turn and Two-Turns Penalties** After getting well clear of other boats as soon after the incident as possible, a boat takes a One-Turn or Two-Turns Penalty by promptly making the required number of turns in the same direction, each turn including one tack and one gybe. When a boat takes the penalty at or near the finishing line, she shall sail completely to the course side of the line before finishing.*

14 PROTESTS AND REQUESTS FOR REDRESS

- 14.1 *RRS 61.1 **Informing the Protestee** (a) A boat intending to protest shall inform the other boat at the first reasonable opportunity. When her protest concerns an incident in the racing area that she is involved in or sees, she shall hail 'Protest' However if the other boat is beyond hailing distance, the protesting boat need not hail but shall inform the other boat at the first reasonable opportunity.....*

- 14.2 *RRS 61.2 **Protest Contents** A protest shall be in writing and identify (a) the protestor and protestee; (b) the incident, including where and when it occurred; (c) any rule the protestor believes was broken; and (d) the name of the protestor's representative. However, if requirement (b) is met, requirement (a) may be met at any time before the hearing, and requirements (c) and (d) may be met before or during the hearing.*
- 14.3 A protest shall be handed to the OOD within 1 hour of the protesting boat's finishing time as recorded on the race result sheet. If the OOD is not available the protest shall be handed to a member of the HFSC Committee, or one of the Safety Boat Crew.
- 14.4 A boat is not required to show a red flag after a protest. This modifies RRS 61.1.
- 14.5 *RRS 63.4 **Interested Party** A member of a protest committee who is an interested party shall not take any further part in the hearing but may appear as a witness. Protest committee members must declare any possible self-interest as soon as they are aware of it. A party to the hearing who believes a member of the protest committee is an interested party shall object as soon as possible.*
- 14.6 The Sailing Secretary is responsible for forming and chairing a protest committee to adjudicate a protest (unless he or she is an interested party, in which case the HFSC Committee shall nominate an individual to form and chair the Protest Committee).

15 SCORING

- 15.1 Scoring of Races and Race Series is described in part 2 of this document.

16 SAFETY REGULATIONS

- 16.1 A boat shall have been signed-on PRIOR to the Preparatory Signal for her class, and shall sign-off after the race within 30 minutes of finishing.
- 16.2 A boat may be signed-on or signed-off by the helm or crew.
- 16.3 A Race Result Sheet will be provided for the purposes of signing on and off. This will be located in the Club House, or at the Starting Platform on the beach.
- 16.4 A boat that retires from a race shall notify the OOD or the crew of the HFSC Safety Boat as soon as reasonably possible.
- 16.5 Boats with unsealed hulls shall carry adequate bailing apparatus.
- 16.6 All competitors shall wear personal buoyancy when participating in Club events. Failure to do so shall lead to disqualification. Wet/Dry suits do not constitute personal buoyancy.
- 16.7 The OOD may abandon a race on grounds of safety. However Club members are reminded of *RRS 4, **DECISION TO RACE** The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.*
- 16.8 Club events shall only take place when a safety boat is launched, manned and functional.
- 16.9 The safety boat shall stay on the water until all members have signed off or retired in accordance with the requirements of this section.

17 EQUIPMENT AND MEASUREMENT CHECKS

- 17.1 Each boat shall comply with the class rules or rating requirements for the handicap under which the boat is raced, however minor deviations are permissible providing such deviations do not give the boat an unfair advantage. An example of an acceptable deviation might be use of replacement sails from a non class-legal supplier. The HFSC Committee may re-rate a boat as an alternative to disqualification. This modifies RRS 78.

18 PRIZES

- 18.1 Refer to part 2 of this document.

19 DISCLAIMER OF LIABILITY

- 19.1 Competitors participate in HFSC events entirely at their own risk. RRS 4, Decision to Race. HFSC, the HFSC Committee and any club members involved in the planning or running of the event will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after any HFSC event.

20 INSURANCE

- 20.1 Each participating boat shall carry third party insurance to the extent stated in the Club Rules.

21 REFERENCES

The Racing Rules of Sailing for 2009-2012 published by the International Sailing Federation (ISAF).