

Sailing Instructions (SIs)

STOKES BAY SAILING CLUB (SBSC)

SKIFF OPEN MEETING

5 & 6 APR 2025



The notation '[DP]' in a rule means that the penalty for a breach of the rule may, at the discretion of the protest committee, be less than disqualification. Guidelines for discretionary penalties are available on the World Sailing website.

1 RULES

- 1.1 The event is governed by the rules as defined in The Racing Rules of Sailing (RRS), the rules of the appropriate classes, the prescriptions of the RYA and these sailing instructions. Competitors will also behave in accordance with the RYA Racing Charter <https://www.rya.org.uk/racing/rules/racing-charter> The event is designated Category 'C'.

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the SIs will be posted for 30 minutes before the advertised starting time of the race or races concerned, except that any change to the schedule of races will be posted by 20.00hrs on the day before it will take effect.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located in the entrance lobby of the clubhouse.
- 3.2 The race office is located on the Bridge.

4 CODE OF CONDUCT

- 4.1 [DP] Competitors shall comply with reasonable requests from the Race Committee.
- 4.2 [DP] Competitors shall place advertising provided by the organising authority with care, seamanship, and in accordance with any instructions for its use and without interfering with its functionality.
- 4.3 [DP] Competitors shall comply with the bye laws of SBSC <https://www.stokesbay-sc.co.uk/club-rules/>

5 SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be hoisted on the clubhouse mast.
- 5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in Race Signals AP.

6 SCHEDULE OF RACES

- | | | | |
|-----|--------|----------|----------------------------------|
| 6.1 | Race 1 | Saturday | First Warning signal 12.27 hours |
| | Race 2 | Saturday | following the end of Race 1 |
| | Race 3 | Saturday | following the end of Race 2 |
| | Race 4 | Sunday | First Warning Signal 10.27 hours |

Race 5	Sunday	following the end of Race 4
Race 6	Sunday	following the end of Race 5

- 6.2 Each Class will start in the sequence directed by the Race Committee.
- 6.3 Up to 4 races can be sailed on one day. At the discretion of the Race Officer race 4 may be brought forward to Saturday to allow for any inclement weather forecast.
- 6.4 When IC Flag W is displayed ashore no competitor may go afloat until the signal is removed. No starting signal will be given for at least 30 minutes after IC Flag W is removed.
- 6.5 On the last scheduled day of racing no warning signal will be made after 14.57hrs.

7 **CLASS FLAGS**

- | | | |
|-----|-------------|---------------|
| 7.1 | RS800/RS700 | Code Flag 'R' |
| | B14/ 4000 | Code Flag 'B' |
| | Musto Skiff | Code Flag 'M' |

8 **RACING AREA**

- 8.1 The racing area is within a 3 mile radius of the clubhouse

9 **COURSES**

- 9.1 See attachment. The choice of course A or B will be signalled on the Committee Boat as will the number of laps.
- 9.2 No later than the warning signal, the race committee signal vessel will display the approximate compass bearing of the first leg.
- 9.3 The start line is not a mark of the course after the start.

10 **MARKS**

- 10.1 Marks will be orange or yellow inflatable buoys.

11 **OBSTRUCTIONS**

11.1 **SHORELINE PROHIBITED AREA**

No boat shall sail: within 50 metres of the Gosport shoreline or to the landward side of the line parallel to the shoreline which joins any yellow Prohibited Area buoys or its extensions (whether more or less than 50 metres from the shoreline) except:

- if a boat is capsized or disabled or requires attention ashore or is helping those in danger
- if a boat is launching or recovering within the slipway area off the Club.

- 11.2 The prohibited area is a continuing obstruction for the purpose of RRS Rule 19.

- 11.3 The Race Committee will monitor the prohibited area and will disqualify any boat seen infringing this Instruction without a hearing. This changes RRS 63.1 and RRS A5.

- 11.4 The Race Committee may direct a patrol boat to monitor rule 11.1 (the "50m rule") if deemed necessary.

12 THE START

- 12.1 Races will be started using RRS 26.
- 12.3 The starting line is between a mast displaying an orange flag on the Committee Boat and mark 'S' or a mast displaying an orange flag on a RIB at the port end.
- 12.4 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 12.5 A boat that does not start within 2 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.
- 12.6 Starts will be in the following order, with the class flag (3 minute warning signal) for the next fleet hoisted when the previous fleet starts.
- RS800/ RS700
 - B14/ 4000
 - Musto Skiff
- 12.7 In the case of a general recall the Start sequence will be suspended and then re-started with the recalled fleet first.

13 CHANGE OF THE NEXT LEG OF THE COURSE

- 13.1 To change the next leg of the course, the Race Committee will move the original mark or the finishing line to a new position and signal in accordance with RRS 33.

14 THE FINISH

- 14.1 The finishing line is between a mast displaying a blue flag on the Committee Boat and mark F1 or F2.
- 14.2 A boat flying Flag F at a mark and making repeated sound signals means "after rounding this mark boats should proceed directly to the finish line". If flown at a leeward gate/mark it means "after passing through the gate/rounding the mark proceed directly to the finish line. Once on station the Committee Boat will display Flag S with two sounds signals. This adds to RRS 32.2.
- 14.3 RRS 35 is changed so that (1) after the first boat has finished, boats may be finished based on their observed position on the course, and (2) the Race Committee may remove the finish line and/or may record boats crossing the line more than 20 minutes after the first boat.

15 PENALTY SYSTEM

- 15.1 RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty, including one tack and one gybe.
- 15.2 For B14s only, when an incident occurs where a penalty applies while the head of the spinnaker is above the main-boom gooseneck, the penalty may be taken immediately after the next time the head of the spinnaker is lowered below the main-boom gooseneck but shall always be taken prior to rounding the next mark or crossing the finish line. This changes RRS 44.2.

16 TIME LIMITS

- 16.1 The time limit for each race will be 1 hour. Boats failing to finish within 20 minutes after the first boat finishes or within the time limit, whichever is later, will be scored

Did Not Finish. This changes RRS 35, A4 and A5.

17 HEARING REQUESTS

- 17.1 Hearing request forms are available from, and returnable to, the race office situated on the top floor of the clubhouse.
- 17.2 The protest time limit is 60 minutes after the last boat finishes the last race of the day or the race committee signals no more racing today, whichever is later. The time will be posted on the official notice board.
- 17.3 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. It is the responsibility of the competitors to check the notice board. Hearings will be held in the protest room, located on the top floor of the clubhouse.

18 SCORING

- 18.1 The low point scoring system of RRS Appendix A will apply, and each class will be scored separately.
- 18.2 Two races are required to be completed to constitute a series.
- 18.3 If three or more races are sailed there will be one discard. If only two races are sailed both will count as the overall result.
- 18.4 In addition to the B14 class racing an alternative set of results will reflect their provisional age-related handicaps: <https://www.yachtsandyachting.com/news/284266/B14-class-Handicap-proposals-2025>). These handicaps are:
 - CD (Current Design). All post 754 hulls. Scratch RYA PY, currently 858.
 - CC (Classic Carbon). All pre 755 sailing with carbon stick. Current PY+10 (868).
 - CA (Classic Alloy). All pre 755 sailing with Alloy mast. Current PY +20 (878).

19 TALLY SYSTEM

- 19.1 Competitors will be allocated a tally number, a list of which will be displayed on the official notice board.
- 19.2 Competitors are required to collect their tally from outside the clubhouse garage before they go afloat and to return the tally promptly on their return to shore.
- 19.3 Failure to tally on or off will result in disqualification.

20 SAFETY REGULATIONS

- 20.1 [DP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity. Promptly after returning to shore, the boat shall complete a retirement declaration form located on the official notice board in the lobby of the clubhouse.
- 20.2 All non-competing vessels (small or large) are to be accorded their rights under the International Regulations for the Prevention of Collisions at Sea (IRPCAS). In particular, IRPCAS 9(b) states:

“A vessel of less than 20 metres in length or a sailing vessel shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway”.

The racing area may cross or go near a channel. All commercial shipping is to be treated as being in a narrow channel or fairway.

21 REPLACEMENT OF CREW

- 21.1 [DP] Boats must sail with the nominated helm and crew entered for the event. Any change to the nominated helm or crew must be requested in writing to the Race Officer before leaving the shore.

22 EQUIPMENT AND MEASUREMENT CHECKS

- 22.1 A boat or equipment may be inspected at any time for compliance with the class rules, notice of race and sailing instructions.
- 22.2 The fact that the race committee conducts inspections of a boat does not reduce the responsibilities of each competitor set out in the Notice of Race and Sailing Instructions.

23 RISK STATEMENT

23.1 ADDENDUM A (RYA)

Rule 3 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 inherently 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 and other officials and volunteers by the event organizer 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;
 - (g) It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any safety briefing held for the event.
- 23.2 Personal Buoyancy shall be worn at all times. The Race Committee can disqualify a Competitor who does not comply with this rule. Wet suits and dry suits are not considered to be acceptable personal buoyancy for the purpose of this Instruction. This is in addition to RRS Rule 1.2, 40 and IC Flag 'Y' in the race signals.
- 23.3 Attention is drawn to RRS Fundamental Rule 1 'Helping Those in Danger'. In the absence of a nearby Patrol Boat, any boat in a race is to stand by a boat which has capsized or is disabled unless it is clear that no assistance is required. Redress maybe requested. (RRS Rule 61)

23.4 Competitors who, for reasons beyond their control, come ashore at places other than the Club, shall contact the Club as soon as possible. This will prevent unnecessary air-sea rescue and anxiety. Contact can be made via Radio (call sign 'Stokes Bay Bridge').

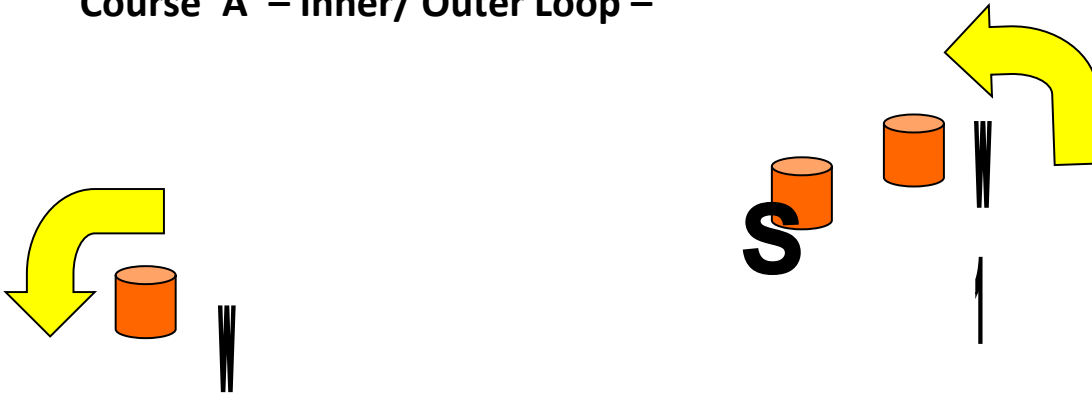
23.5 The provision of a Patrol Boat does not relieve competitors of their responsibilities.

24 **INSURANCE**

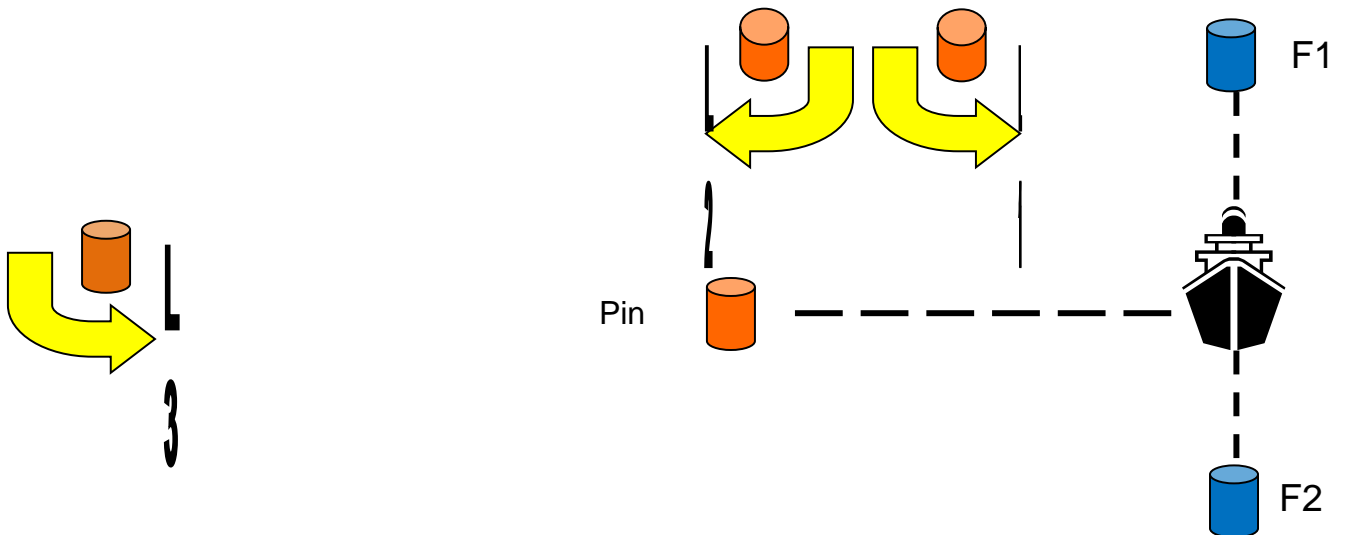
24.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3,000,000 per incident or the equivalent.

ATTACHMENT - COURSE DIAGRAMS (not to scale)

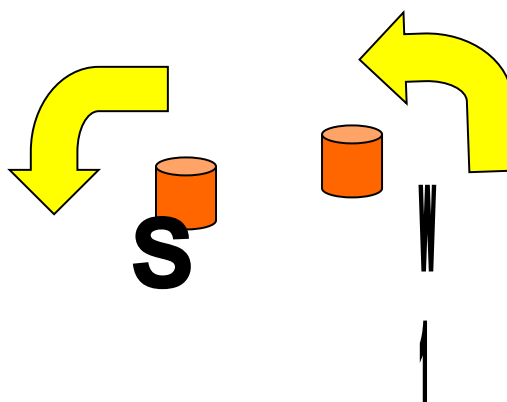
Course 'A' – Inner/ Outer Loop –



RS 800/ RS 700/ B14/ 4000	1 Lap = W1(p), S(p), W2(p), L3(p), F2 (to leeward of committee boat) 2 Laps = W1(p), S(p), W2(p), L3(p), W2(p), L3(p), F2 (to leeward of committee boat) 3 Laps = W1(p), S(p), W2(p), L3(p), W2(p), L3(p), W2(p), L3(p), F2 (to leeward of committee boat)
MUSTO SKIFF	1 Lap = W1(p), S(p), L1(P), F1 (to windward of committee boat) 2 Laps = W1(p), S(p), Gate (L1/L2), W1(p), S(p), L1(P), F1 (to windward of committee boat) 3 Laps = W1(p), S(p), Gate (L1/L2), W1(p), S(p), Gate (L1/L2), W1(p), S(p), L1(P), F1 (to windward of committee boat)



Course 'B' – Long Windward/ Leeward – 2 Laps



<p>RS 800 B14/4000/ Musto Skiff/ RS700</p>	<p>1 Lap = W1(p), S(p), L1(P), F1 (to windward of committee boat) 2 Laps = W1(p), S(p), Gate (L1/L2), W1(p), S(p), L1(P), F1 (to windward of committee boat)</p>
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