**Brancaster Staithe Sailing Club**

**Eastern Region Topper Traveller Sept 2023 SAILING INSTRUCTIONS (SIs)**

The notation ‘[NP]’ in a rule of the sailing instructions (SIs) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

1 RULES Brancaster Staithe Sailing Club's Eastern Region Topper Traveller Sept 2023 (hereinafter "the event") is governed by the rules as defined in World Sailing's The Racing Rules of Sailing.

2 CHANGES TO SAILING INSTRUCTIONS Any change to the sailing instructions for the day of the event will be posted 1.5 hrs before the start of the first race on the day and it will take immediate effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.

3 COMMUNICATIONS WITH COMPETITORS

3.1 Notices to competitors at the event will be posted on the official notice board located in the clubhouse.

3.2 The race office is located in the BSSC clubhouse, telephone 01485 210 249.

3.3 From the first warning signal until the end of the last race of the day at the event, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

4 CODE OF CONDUCT Competitors and support persons at the event shall comply with all reasonable requests from race officials.

5 SIGNALS MADE ASHORE Signals made ashore during the event will be displayed on the flagpole in front of the BSSC clubhouse.

5.2 Race signals will be made from the race committee boat Musketeer, located on the racecourse in the harbour.

5.3 Flag D being displayed during the event with one sound means ‘Boats are requested not to leave the shore until this signal is removed. The warning signal will not be made before the scheduled time or less than 30 minutes after flag D is removed.’

6 SCHEDULE OF RACES AT THE EVENT

6.1 The first warning signal for the first race will be displayed at approx. 1240 and three further races are scheduled to follow.

6.2 During the event, to alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least five minutes before a warning signal is made.

6.3 The class flags in use at the event are: Topper Class Flag

7 COURSES For Sea courses at the event, it is intended that courses will be set in the area of Brancaster Bay (off Brancaster Golf Club) and will consist of laid inflatable yellow championship marks, including but not limited to: G – Golf, B- Beach and I- Island. Where needed, yellow ‘pencil’ buoys may be used for spacer and/or additional course markers (X-‘x’). Harbour courses will use the fixed marks in the harbour. Courses may use a combination of Sea and Harbour course markers depending on conditions.

The course for each race at the event will be displayed on the committee boat Musketeer.

 7.2 For Harbour courses the racing area is within Brancaster harbour and will consist of a mixture of fixed yellow club marks and orange ‘pencil’ buoys. These marks may include, but not be limited to: SSea, T-Tern, C-Cockle, W-West, E-East, L-Line, O-Oyster, N-Nod and X- ‘x’ and any others the Race Officer for the harbour fleet choses to lay on the day of racing at the event.

8 OBSTRUCTIONS At the event, the ‘Stone Bank’ marker buoy must always be passed to the north/sea side and will not be listed in the course. Participants not observing this rule will be disqualified from that race.

9 THE START

9.1 Races during the event will be started as follows: Topper flag = 5 mins Preparation flag up = 4 mins Preparation flag off = 1 mins Topper flag off 1 = start.

9.2 During the event, if any part of a boat’s hull is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to hail her sail number. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for a redress for request. This changes RRS 62.1(a).

9.3 During the event, a boat that does not start within 3 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

10 CHANGE OF THE NEXT LEG OF THE COURSE To change the next leg of the course, the race committee will move the original mark or the finishing line to a new position after a double sound signal is made and Flag C displayed.

11 SHORTENING COURSE To shorten the course, when the leader approaches the new penultimate mark the race committee will make a double sound signal and Flag S will be displayed.

12 THE FINISH The finishing line is between a mast on the signal vessel and the course side of the finishing mark.

13 TIME LIMITS AND TARGET TIMES

13.1 The Mark 1 Time Limit, Race Time Limit (see RRS 35), and the Finishing Window for the event are shown in the table below. Note that these timings may be amended by the relevant fleet Race Officer on each day of racing at the event. Mark 1 Time Limit 10 mins. Race Time Limit Finishing Window 10mins

13.2 During the event, if no boat has passed the first mark within the Mark 1 Time Limit, the race will be abandoned.

13.3 At the event, the Finishing Window is the time for boats to finish after the first boat sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing. Boats still on the course that have been hailed and shown flag W will be awarded the place they were in at the time of the hail and show.

13.4 Failure to meet the Target Time at the event will not be grounds for redress. This changes RRS 62.1(a).

14 HEARING REQUESTS

14.1 During the event, the protest time limit is 10 minutes after the last boat finishes the last race of the day or the race committee signals no more racing today, whichever is later.

14.2 Hearing request forms are available during the event from the race office in the BSSC clubhouse.

14.3 Notices during the event 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 protest room, located at BSSC clubhouse beginning at the time posted.

14.4 During the event, a list of boats that have been penalized for breaking RRS 42 under Appendix P will be posted.

15 SCORING

15.1 3 races are required to be completed to constitute a series at the event.

15.2 When fewer than 4 races have been completed, a boat’s series score at the event will be the total of her race scores. When from 4 races have been completed, a boat’s series score at the event will be the total of her race scores excluding her worst score.

16 SAFETY REGULATIONS

16.1 Sign-on and off: All competitors at the event are required to sign-on before the start of racing. Racers are also required to sign-off on their return from sailing.

16.2 British Standards approved buoyancy aids must be worn at all times when racing/on the water. Parents are fully responsible for ensuring that their children are correctly equipped during the event with clothing and all necessary safety equipment.

16.3 A boat that retires from a race during the event shall notify the race committee at the first reasonable opportunity.

17 REPLACEMENT OF CREW OR EQUIPMENT Substitution of competitors during the event is not allowed.

18 EQUIPMENT AND MEASUREMENT CHECKS During the event, any boat or equipment may be inspected by a member of the race committee at any time for compliance with the class rules, notice of race and sailing instructions.

19 RISK STATEMENT RRS 3 states: ‘The responsibility for a boat’s decision to participate in a race or to continue to race is hers alone.’ By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes. The club accepts no responsibility for any such permanent, catastrophic injury or death by drowning, any trauma, hypothermia or other adverse consequences of sailing in the event.

20 INSURANCE Each participating boat in the event shall be insured with valid thirdparty liability insurance with a minimum cover of £3 million per incident or the equivalent.